

Appendix G

Traffic

Appendix G-1
Traffic Count Data

Study Name 1-US Route 6 & Barger Street-WKDAY

Start Date 05-23-2023

Start Time 7:00 AM

Site Code Totals

	BARGER ST Southbound				US 6 Westbound				BARGER ST Northbound				US 6 Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	12	7	2	0	50	158	1	0	13	0	39	0	3	263	23	0
7:15 AM	6	6	5	0	44	153	1	0	19	1	47	0	3	324	23	0
7:30 AM	14	5	4	0	50	169	1	1	23	1	38	0	5	316	25	0
7:45 AM	20	6	5	0	64	155	3	0	28	3	38	0	4	305	23	0
8:00 AM	3	14	2	0	61	159	2	0	26	6	31	0	2	320	27	0
8:15 AM	21	6	7	0	50	128	3	0	35	2	56	0	6	278	42	0
8:30 AM	16	14	6	0	48	149	3	0	29	2	49	0	5	247	27	0
8:45 AM	9	8	6	0	51	165	1	0	57	5	46	0	8	240	28	1
4:00 PM	6	10	14	0	48	208	0	1	48	16	66	0	0	279	30	0
4:15 PM	11	4	8	0	56	257	5	0	75	9	92	0	4	273	25	0
4:30 PM	13	8	7	0	54	258	1	0	66	12	78	0	0	226	24	0
4:45 PM	11	7	7	0	63	210	0	0	76	20	54	0	1	249	23	0
5:00 PM	9	7	15	0	46	123	0	2	76	21	59	0	6	255	22	0
5:15 PM	10	4	2	0	64	119	0	0	78	19	50	0	1	243	28	0
5:30 PM	9	1	1	0	59	117	0	0	86	17	65	0	0	258	23	0
5:45 PM	3	3	0	0	71	104	0	0	86	19	63	0	0	221	40	0

Study Name 1-US Route 6 & Barger Street-WKDAY

Start Date 05-23-2023

Start Time 7:00 AM

Site Code Lights

	BARGER ST Southbound				US 6 Westbound				BARGER ST Northbound				US 6 Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	12	7	2	0	49	150	1	0	12	0	38	0	2	256	22	0
7:15 AM	6	6	5	0	41	147	1	0	14	0	42	0	2	313	19	0
7:30 AM	14	5	4	0	46	164	1	1	20	1	34	0	5	306	23	0
7:45 AM	20	6	5	0	59	148	3	0	27	3	36	0	4	293	21	0
8:00 AM	3	12	2	0	58	156	2	0	20	6	28	0	2	308	24	0
8:15 AM	20	6	7	0	47	119	3	0	34	1	52	0	4	272	40	0
8:30 AM	16	11	5	0	44	136	3	0	28	2	45	0	4	239	25	0
8:45 AM	9	8	6	0	48	157	1	0	30	5	45	0	8	236	24	1
4:00 PM	6	8	14	0	47	207	0	1	46	16	64	0	0	274	30	0
4:15 PM	11	4	7	0	53	248	3	0	75	8	91	0	4	272	25	0
4:30 PM	13	7	7	0	53	256	0	0	61	11	77	0	0	224	24	0
4:45 PM	10	6	6	0	63	207	0	0	75	20	54	0	1	246	23	0
5:00 PM	9	7	15	0	46	123	0	2	73	21	58	0	6	254	22	0
5:15 PM	10	4	2	0	63	118	0	0	78	19	49	0	1	239	27	0
5:30 PM	9	1	1	0	57	117	0	0	79	17	65	0	0	256	23	0
5:45 PM	3	3	0	0	70	103	0	0	85	19	62	0	0	218	40	0

Study Name 1-US Route 6 & Barger Street-WKDAY

Start Date 05-23-2023

Start Time 7:00 AM

Site Code Buses

	BARGER ST Southbound				US 6 Westbound				BARGER ST Northbound				US 6 Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	1	2	0	0	0	0	1	0	0	6	0	0
7:15 AM	0	0	0	0	3	1	0	0	2	1	5	0	1	8	3	0
7:30 AM	0	0	0	0	2	3	0	0	1	0	1	0	0	5	1	0
7:45 AM	0	0	0	0	3	5	0	0	1	0	1	0	0	7	0	0
8:00 AM	0	1	0	0	0	1	0	0	5	0	2	0	0	4	0	0
8:15 AM	0	0	0	0	2	3	0	0	1	1	2	0	2	1	0	0
8:30 AM	0	2	1	0	4	2	0	0	0	0	0	0	0	2	1	0
8:45 AM	0	0	0	0	2	2	0	0	25	0	0	0	0	0	3	0
4:00 PM	0	2	0	0	1	0	0	0	2	0	0	0	0	2	0	0
4:15 PM	0	0	1	0	1	6	1	0	0	0	0	0	0	1	0	0
4:30 PM	0	1	0	0	1	1	1	0	5	1	1	0	0	0	0	0
4:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	1	0	0	1	0	1	0	0	1	0	0

Site Code Trucks

	BARGER ST Southbound					US 6 Westbound					BARGER ST Northbound					US 6 Eastbound				
Start Time	Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn	
7:00 AM	0	0	0	0	0	0	6	0	0		1	0	0	0		1	1	1	0	
7:15 AM	0	0	0	0	0	0	5	0	0		3	0	0	0		0	3	1	0	
7:30 AM	0	0	0	0	0	2	2	0	0		2	0	3	0		0	5	1	0	
7:45 AM	0	0	0	0	0	2	2	0	0		0	0	1	0		0	5	2	0	
8:00 AM	0	1	0	0	0	3	2	0	0		1	0	1	0		0	8	3	0	
8:15 AM	1	0	0	0	0	1	6	0	0		0	0	2	0		0	5	2	0	
8:30 AM	0	1	0	0	0	0	11	0	0		1	0	4	0		1	6	1	0	
8:45 AM	0	0	0	0	0	1	6	0	0		2	0	1	0		0	4	1	0	
4:00 PM	0	0	0	0	0	0	1	0	0		0	0	2	0		0	3	0	0	
4:15 PM	0	0	0	0	0	2	3	1	0		0	1	1	0		0	0	0	0	
4:30 PM	0	0	0	0	0	0	1	0	0		0	0	0	0		0	2	0	0	
4:45 PM	1	0	1	0	0	0	1	0	0		1	0	0	0		0	3	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0		2	0	0	0		0	1	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0		0	0	0	0		0	4	1	0	
5:30 PM	0	0	0	0	0	1	0	0	0		2	0	0	0		0	2	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0		0	0	0	0		0	2	0	0	

Study Name 1-US ROUTE 6 & BARGER ST-SAT

Start Date 06-03-2023

Start Time 12:00 PM

Site Code Totals

	BARGER ST Southbound				RT 6 Westbound				BARGER ST Northbound				RT 6 Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
12:00 PM	14	5	6	0	47	240	12	0	23	13	57	0	9	300	23	0
12:15 PM	12	4	7	0	52	231	5	0	40	9	51	0	11	266	27	0
12:30 PM	10	10	4	0	56	249	11	3	40	6	61	0	12	279	24	0
12:45 PM	6	6	7	0	43	232	13	1	47	14	64	1	13	281	16	0
1:00 PM	6	2	7	0	39	222	12	0	39	10	54	0	13	290	16	0
1:15 PM	10	0	4	0	33	237	10	0	20	13	54	0	11	243	18	0
1:30 PM	13	0	8	0	31	236	13	0	33	8	45	0	9	223	20	0
1:45 PM	9	0	9	0	57	247	6	1	38	6	47	0	5	235	25	0

Study Name 1-US ROUTE 6 & BARGER ST-SAT

Start Date 06-03-2023

Start Time 12:00 PM

Site Code Lights

Start Time	BARGER ST Southbound				RT 6 Westbound				BARGER ST Northbound				RT 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
12:00 PM	14	5	6	0	46	237	12	0	23	13	56	0	9	295	23	0
12:15 PM	12	3	7	0	51	228	5	0	40	9	50	0	11	263	27	0
12:30 PM	9	10	3	0	56	248	10	3	40	6	59	0	12	277	23	0
12:45 PM	6	6	7	0	43	230	13	1	47	14	64	1	13	279	15	0
1:00 PM	6	2	7	0	39	221	12	0	37	10	54	0	12	289	15	0
1:15 PM	10	0	4	0	33	234	10	0	19	12	53	0	10	243	18	0
1:30 PM	13	0	8	0	31	234	12	0	33	8	43	0	9	221	20	0
1:45 PM	9	0	9	0	56	243	6	1	38	6	46	0	5	233	25	0

Study Name 1-US ROUTE 6 & BARGER ST-SAT**Start Date 06-03-2023**

Start Time 12:00 PM

Site Code Buses

[illegible]

Study Name 1-US ROUTE 6 & BARGER ST-SAT

Start Date 06-03-2023

Start Time 12:00 PM

Site Code Trucks

Start Time	BARGER ST Southbound				RT 6 Westbound				BARGER ST Northbound				RT 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
12:00 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	5	0	0
12:15 PM	0	1	0	0	1	3	0	0	0	0	1	0	0	3	0	0
12:30 PM	1	0	1	0	0	1	1	0	0	0	1	0	0	2	1	0
12:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0
1:00 PM	0	0	0	0	0	1	0	0	2	0	0	0	1	1	1	0
1:15 PM	0	0	0	0	0	3	0	0	1	1	1	0	1	0	0	0
1:30 PM	0	0	0	0	0	2	1	0	0	0	1	0	0	2	0	0
1:45 PM	0	0	0	0	1	3	0	0	0	0	1	0	0	2	0	0

Study Name 2-Taconic State Parkway Southbound Ramp & US Route 6-WKDAY -REDO**Start Date 06-08-2023****Start Time 7:00 AM****Site Code Totals**

Start Time	RAMP Southbound				US 6 Westbound				US 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	17	0	42	0	0	118	200	0	0	188	143	0
7:15 AM	22	0	39	0	0	124	211	0	0	224	156	0
7:30 AM	33	0	44	0	0	111	165	0	0	232	132	0
7:45 AM	28	0	58	0	0	147	177	0	0	236	137	0
8:00 AM	24	0	28	0	0	193	170	0	0	199	122	0
8:15 AM	33	0	38	0	0	149	193	0	0	221	138	0
8:30 AM	18	0	37	0	0	179	148	0	0	195	111	0
8:45 AM	30	0	42	0	0	191	129	0	0	230	99	0
4:00 PM	17	0	31	0	0	273	94	0	0	280	49	0
4:15 PM	18	0	29	0	0	275	94	0	0	265	47	0
4:30 PM	18	0	25	0	0	307	103	0	0	315	52	0
4:45 PM	20	0	16	0	0	297	92	0	0	248	41	0
5:00 PM	18	0	19	0	0	306	98	0	0	278	38	0
5:15 PM	14	0	26	0	0	333	71	0	0	257	37	0
5:30 PM	16	0	36	0	0	302	67	0	0	279	44	0
5:45 PM	17	0	19	0	0	275	92	0	0	234	41	0

Study Name 2-Taconic State Parkway Southbound Ramp & US Route 6-WKDAY -REDO**Start Date 06-08-2023****Start Time 7:00 AM****Site Code Lights**

Start Time	RAMP Southbound				US 6 Westbound				US 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	17	0	42	0	0	115	199	0	0	175	143	0
7:15 AM	22	0	39	0	0	121	210	0	0	208	154	0
7:30 AM	32	0	44	0	0	102	165	0	0	219	131	0
7:45 AM	28	0	58	0	0	135	177	0	0	227	136	0
8:00 AM	24	0	28	0	0	182	170	0	0	187	122	0
8:15 AM	33	0	38	0	0	140	192	0	0	204	137	0
8:30 AM	18	0	37	0	0	165	148	0	0	179	111	0
8:45 AM	30	0	41	0	0	174	129	0	0	226	99	0
4:00 PM	17	0	31	0	0	264	94	0	0	274	48	0
4:15 PM	18	0	29	0	0	264	94	0	0	259	47	0
4:30 PM	18	0	25	0	0	300	103	0	0	313	52	0
4:45 PM	20	0	16	0	0	293	92	0	0	246	41	0
5:00 PM	18	0	19	0	0	300	98	0	0	274	38	0
5:15 PM	14	0	26	0	0	327	71	0	0	256	37	0
5:30 PM	16	0	36	0	0	298	67	0	0	278	44	0
5:45 PM	17	0	19	0	0	269	90	0	0	231	41	0

Study Name 2-Taconic State Parkway Southbound Ramp & US Route 6-WKDAY -REDO**Start Date 06-08-2023****Start Time 7:00 AM****Site Code Buses**

Start Time	RAMP Southbound				US 6 Westbound				US 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	1	1	0	0	8	0	0
7:15 AM	0	0	0	0	0	1	1	0	0	10	2	0
7:30 AM	0	0	0	0	0	3	0	0	0	6	1	0
7:45 AM	0	0	0	0	0	8	0	0	0	5	1	0
8:00 AM	0	0	0	0	0	1	0	0	0	5	0	0
8:15 AM	0	0	0	0	0	2	1	0	0	5	1	0
8:30 AM	0	0	0	0	0	6	0	0	0	1	0	0
8:45 AM	0	0	1	0	0	10	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	5	0	0	0	2	1	0
4:15 PM	0	0	0	0	0	8	0	0	0	1	0	0
4:30 PM	0	0	0	0	0	2	0	0	0	1	0	0
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	2	0	0
5:15 PM	0	0	0	0	0	4	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	2	0	0	0	0	0

Study Name 2-Taconic State Parkway Southbound Ramp & US Route 6-WKDAY -REDO**Start Date 06-08-2023****Start Time 7:00 AM****Site Code Trucks**

Start Time	RAMP Southbound				US 6 Westbound				US 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	2	0	0	0	5	0	0
7:15 AM	0	0	0	0	0	2	0	0	0	6	0	0
7:30 AM	1	0	0	0	0	6	0	0	0	7	0	0
7:45 AM	0	0	0	0	0	4	0	0	0	4	0	0
8:00 AM	0	0	0	0	0	10	0	0	0	7	0	0
8:15 AM	0	0	0	0	0	7	0	0	0	12	0	0
8:30 AM	0	0	0	0	0	8	0	0	0	15	0	0
8:45 AM	0	0	0	0	0	7	0	0	0	4	0	0
4:00 PM	0	0	0	0	0	4	0	0	0	4	0	0
4:15 PM	0	0	0	0	0	3	0	0	0	5	0	0
4:30 PM	0	0	0	0	0	5	0	0	0	1	0	0
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	0
5:00 PM	0	0	0	0	0	5	0	0	0	2	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	3	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	5	0	0	0	3	0	0

Study Name 2-Taconic State Parkway Southbound Ramp & US Route 6-SAT -REDO**Start Date 06-10-2023****Start Time 12:00 PM****Site Code Totals**

	RAMP Southbound			US 6 Westbound			US 6 Eastbound			
Start Time	Left	Right	U-Turn	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
12:00 PM	14	24	0	237	61	0	0	282	64	0
12:15 PM	21	20	0	227	74	0	0	307	65	0
12:30 PM	26	19	0	243	107	0	0	269	60	0
12:45 PM	19	26	0	274	113	0	0	262	49	0
1:00 PM	10	27	0	272	122	0	0	255	45	0
1:15 PM	14	24	0	229	132	1	0	277	45	0
1:30 PM	19	31	0	224	112	0	0	268	65	0
1:45 PM	16	24	0	268	120	0	0	236	54	0

Study Name 2-Taconic State Parkway Southbound Ramp & US Route 6-SAT -REDO**Start Date 06-10-2023****Start Time 12:00 PM****Site Code Lights**

	RAMP Southbound			US 6 Westbound			US 6 Eastbound			
Start Time	Left	Right	U-Turn	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
12:00 PM	14	24	0	233	61	0	0	278	64	0
12:15 PM	21	20	0	226	74	0	0	307	65	0
12:30 PM	26	19	0	242	107	0	0	266	60	0
12:45 PM	19	26	0	273	113	0	0	260	49	0
1:00 PM	10	27	0	269	122	0	0	249	45	0
1:15 PM	14	24	0	227	132	1	0	271	45	0
1:30 PM	19	31	0	223	111	0	0	267	65	0
1:45 PM	16	24	0	267	120	0	0	234	53	0

[illegible]

Study Name 2-Taconic State Parkway Southbound Ramp & US Route 6-SAT -REDO**Start Date 06-10-2023****Start Time 12:00 PM****Site Code Trucks**

	RAMP Southbound			US 6 Westbound			US 6 Eastbound			
Start Time	Left	Right	U-Turn	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
12:00 PM	0	0	0	3	0	0	0	4	0	0
12:15 PM	0	0	0	1	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	3	0	0
12:45 PM	0	0	0	1	0	0	0	2	0	0
1:00 PM	0	0	0	2	0	0	0	6	0	0
1:15 PM	0	0	0	1	0	0	0	5	0	0
1:30 PM	0	0	0	1	0	0	0	1	0	0
1:45 PM	0	0	0	1	0	0	0	2	0	0

Study Name 3-Taconic State Parkway Northbound Ramp & US Route 6-WKDAY**Start Date 05-23-2023****Start Time 7:00 AM****Site Code Totals**

Start Time	US 6 Westbound			RAMP Northbound			US 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	3	409	0	17	48	0	192	14	0
7:15 AM	13	371	0	13	54	0	235	24	0
7:30 AM	10	354	0	25	65	0	265	25	0
7:45 AM	7	336	0	10	80	0	257	26	0
8:00 AM	12	384	0	13	60	0	220	26	0
8:15 AM	11	333	0	17	58	0	212	28	0
8:30 AM	14	324	0	24	67	0	197	27	0
8:45 AM	5	330	0	14	69	0	230	10	0
4:00 PM	25	332	0	49	213	0	263	46	0
4:15 PM	19	351	0	71	210	0	295	53	0
4:30 PM	30	348	0	51	216	0	238	49	0
4:45 PM	31	331	0	57	233	0	245	47	0
5:00 PM	20	356	0	56	226	0	251	40	0
5:15 PM	27	363	0	88	221	0	230	43	0
5:30 PM	18	369	0	74	238	0	260	49	0
5:45 PM	14	328	0	85	205	0	232	37	0

Study Name 3-Taconic State Parkway Northbound Ramp & US Route 6-WKDAY**Start Date 05-23-2023****Start Time 7:00 AM****Site Code Lights**

Start Time	US 6 Westbound			RAMP Northbound			US 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	3	399	0	14	47	0	178	14	0
7:15 AM	13	354	0	13	53	0	221	24	0
7:30 AM	10	341	0	22	64	0	249	25	0
7:45 AM	7	317	0	10	80	0	239	26	0
8:00 AM	12	367	0	13	60	0	202	26	0
8:15 AM	11	317	0	17	58	0	200	28	0
8:30 AM	14	303	0	24	66	0	183	27	0
8:45 AM	5	317	0	11	66	0	223	10	0
4:00 PM	25	328	0	49	213	0	257	46	0
4:15 PM	19	336	0	71	210	0	292	53	0
4:30 PM	30	342	0	51	216	0	235	49	0
4:45 PM	31	326	0	57	232	0	242	47	0
5:00 PM	20	351	0	56	225	0	246	40	0
5:15 PM	27	358	0	88	221	0	220	43	0
5:30 PM	18	359	0	74	238	0	257	49	0
5:45 PM	14	320	0	84	205	0	228	37	0

Study Name 3-Taconic State Parkway Northbound Ramp & US Route 6-WKDAY**Start Date 05-23-2023****Start Time 7:00 AM****Site Code Buses**

Start Time	US 6 Westbound			RAMP Northbound			US 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	0	5	0	3	1	0	9	0	0
7:15 AM	0	7	0	0	1	0	9	0	0
7:30 AM	0	6	0	3	1	0	7	0	0
7:45 AM	0	8	0	0	0	0	5	0	0
8:00 AM	0	5	0	0	0	0	6	0	0
8:15 AM	0	4	0	0	0	0	3	0	0
8:30 AM	0	8	0	0	1	0	2	0	0
8:45 AM	0	4	0	3	3	0	1	0	0
4:00 PM	0	0	0	0	0	0	3	0	0
4:15 PM	0	8	0	0	0	0	1	0	0
4:30 PM	0	1	0	0	0	0	1	0	0
4:45 PM	0	2	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	1	0	1	0	0
5:15 PM	0	3	0	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	1	0	0

Study Name 3-Taconic State Parkway Northbound Ramp & US Route 6-WKDAY
Start Date 05-23-2023
Start Time 7:00 AM
Site Code Trucks

Start Time	US 6 Westbound			RAMP Northbound			US 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	0	5	0	0	0	0	5	0	0
7:15 AM	0	10	0	0	0	0	5	0	0
7:30 AM	0	7	0	0	0	0	9	0	0
7:45 AM	0	11	0	0	0	0	13	0	0
8:00 AM	0	12	0	0	0	0	12	0	0
8:15 AM	0	12	0	0	0	0	9	0	0
8:30 AM	0	13	0	0	0	0	12	0	0
8:45 AM	0	9	0	0	0	0	6	0	0
4:00 PM	0	4	0	0	0	0	3	0	0
4:15 PM	0	7	0	0	0	0	2	0	0
4:30 PM	0	5	0	0	0	0	2	0	0
4:45 PM	0	3	0	0	0	0	3	0	0
5:00 PM	0	5	0	0	0	0	4	0	0
5:15 PM	0	2	0	0	0	0	9	0	0
5:30 PM	0	10	0	0	0	0	3	0	0
5:45 PM	0	6	0	1	0	0	3	0	0

Study Name 3-TACONIC STATE PARKWAY NORTHBOUND RAMP & US ROUTE 6-SAT
Start Date 06-03-2023
Start Time 12:00 PM
Site Code Totals

Start Time	RT 6 Westbound			RAMP Northbound			RT 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
12:00 PM	20	405	0	27	128	0	286	33	0
12:15 PM	24	370	0	29	131	0	258	35	0
12:30 PM	23	396	0	34	139	0	258	34	0
12:45 PM	21	343	0	30	116	0	290	31	0
1:00 PM	12	357	0	29	158	0	254	44	0
1:15 PM	11	343	0	27	130	0	242	33	0
1:30 PM	21	356	0	31	125	0	257	27	0
1:45 PM	11	389	0	33	128	0	224	24	0

Study Name 3-TACONIC STATE PARKWAY NORTHBOUND RAMP & US ROUTE 6-SAT**Start Date 06-03-2023****Start Time 12:00 PM****Site Code Lights**

Start Time	RT 6 Westbound			RAMP Northbound			RT 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
12:00 PM	20	401	0	27	128	0	282	33	0
12:15 PM	24	364	0	29	131	0	254	35	0
12:30 PM	23	396	0	34	139	0	255	34	0
12:45 PM	21	342	0	30	116	0	288	31	0
1:00 PM	12	357	0	29	158	0	252	44	0
1:15 PM	11	339	0	27	130	0	241	33	0
1:30 PM	21	356	0	31	125	0	253	27	0
1:45 PM	11	387	0	33	128	0	223	24	0

Study Name 3-TACONIC STATE PARKWAY NORTHBOUND RAMP & US ROUTE 6-SAT**Start Date 06-03-2023**

Start Time 12:00 PM

Site Code Buses

[illegible]

Study Name 3-TACONIC STATE PARKWAY NORTHBOUND RAMP & US ROUTE 6-SAT
Start Date 06-03-2023
Start Time 12:00 PM
Site Code Trucks

	RT 6 Westbound			RAMP Northbound			RT 6 Eastbound		
Start Time	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
12:00 PM	0	2	0	0	0	0	4	0	0
12:15 PM	0	5	0	0	0	0	4	0	0
12:30 PM	0	0	0	0	0	0	2	0	0
12:45 PM	0	1	0	0	0	0	2	0	0
1:00 PM	0	0	0	0	0	0	2	0	0
1:15 PM	0	3	0	0	0	0	1	0	0
1:30 PM	0	0	0	0	0	0	3	0	0
1:45 PM	0	2	0	0	0	0	1	0	0

Study Name 4-Old Route 6 & E Main Street**Start Date 05-23-2023****Start Time 7:00 AM****Site Code Totals**

Start Time	E MAIN ST Westbound			E MAIN ST Northbound			OLD RT 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	122	0	0	1	58	0	1	2	0
7:15 AM	124	1	0	0	71	0	0	0	0
7:30 AM	115	0	0	1	85	0	0	1	0
7:45 AM	110	1	0	0	89	0	0	0	0
8:00 AM	102	0	0	0	58	0	0	0	0
8:15 AM	83	1	0	1	71	0	0	1	0
8:30 AM	81	0	0	0	72	0	0	0	0
8:45 AM	84	1	0	0	83	1	1	1	0
4:00 PM	77	2	0	1	124	0	2	2	0
4:15 PM	85	0	0	1	148	1	0	1	0
4:30 PM	74	2	0	1	134	0	1	0	0
4:45 PM	78	0	0	0	144	0	0	1	0
5:00 PM	92	0	0	0	147	0	1	0	0
5:15 PM	78	0	0	1	138	0	0	2	0
5:30 PM	95	0	0	0	143	0	0	0	0
5:45 PM	70	0	1	1	117	0	0	2	0

Study Name 4-Old Route 6 & E Main Street**Start Date 05-23-2023****Start Time 7:00 AM****Site Code Lights**

Start Time	E MAIN ST Westbound			E MAIN ST Northbound			OLD RT 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	119	0	0	1	52	0	1	2	0
7:15 AM	118	1	0	0	66	0	0	0	0
7:30 AM	109	0	0	1	80	0	0	1	0
7:45 AM	103	1	0	0	80	0	0	0	0
8:00 AM	98	0	0	0	53	0	0	0	0
8:15 AM	78	1	0	1	68	0	0	1	0
8:30 AM	74	0	0	0	67	0	0	0	0
8:45 AM	81	1	0	0	74	1	1	1	0
4:00 PM	74	2	0	0	122	0	1	2	0
4:15 PM	78	0	0	1	144	1	0	1	0
4:30 PM	71	2	0	1	132	0	1	0	0
4:45 PM	78	0	0	0	143	0	0	1	0
5:00 PM	92	0	0	0	146	0	1	0	0
5:15 PM	78	0	0	1	135	0	0	2	0
5:30 PM	93	0	0	0	143	0	0	0	0
5:45 PM	67	0	1	1	115	0	0	2	0

Study Name 4-Old Route 6 & E Main Street**Start Date 05-23-2023****Start Time 7:00 AM****Site Code Buses**

Start Time	E MAIN ST Westbound			E MAIN ST Northbound			OLD RT 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	2	0	0	0	4	0	0	0	0
7:15 AM	2	0	0	0	3	0	0	0	0
7:30 AM	5	0	0	0	4	0	0	0	0
7:45 AM	5	0	0	0	4	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	2	0	0	0	0
8:30 AM	4	0	0	0	1	0	0	0	0
8:45 AM	1	0	0	0	3	0	0	0	0
4:00 PM	1	0	0	0	2	0	0	0	0
4:15 PM	4	0	0	0	1	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0

Study Name 4-Old Route 6 & E Main Street**Start Date 05-23-2023****Start Time 7:00 AM****Site Code Trucks**

Start Time	E MAIN ST Westbound			E MAIN ST Northbound			OLD RT 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	1	0	0	0	2	0	0	0	0
7:15 AM	4	0	0	0	2	0	0	0	0
7:30 AM	1	0	0	0	1	0	0	0	0
7:45 AM	2	0	0	0	5	0	0	0	0
8:00 AM	3	0	0	0	5	0	0	0	0
8:15 AM	4	0	0	0	1	0	0	0	0
8:30 AM	3	0	0	0	4	0	0	0	0
8:45 AM	2	0	0	0	6	0	0	0	0
4:00 PM	2	0	0	1	0	0	1	0	0
4:15 PM	3	0	0	0	3	0	0	0	0
4:30 PM	2	0	0	0	2	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	3	0	0	0	0
5:30 PM	2	0	0	0	0	0	0	0	0
5:45 PM	2	0	0	0	2	0	0	0	0

Study Name 4-OLD ROUTE 6 AT E MAINT ST-SAT**Start Date 06-03-2023****Start Time 12:00 PM****Site Code Totals**

Start Time	E MAIN ST Westbound			E MAIN ST Northbound			OLD ROUTE 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
12:00 PM	94	1	0	0	99	0	0	1	0
12:15 PM	81	1	0	0	93	0	2	2	0
12:30 PM	103	0	0	0	83	0	0	0	0
12:45 PM	82	0	0	0	86	0	0	0	0
1:00 PM	85	1	0	0	103	0	1	0	0
1:15 PM	71	0	0	0	94	0	0	0	0
1:30 PM	66	1	0	1	96	1	0	2	0
1:45 PM	83	3	0	0	78	0	2	1	0

Study Name 4-OLD ROUTE 6 AT E MAINT ST-SAT**Start Date 06-03-2023****Start Time 12:00 PM****Site Code Lights**

Start Time	E MAIN ST Westbound			E MAIN ST Northbound			OLD ROUTE 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
12:00 PM	94	1	0	0	99	0	0	1	0
12:15 PM	81	1	0	0	92	0	1	2	0
12:30 PM	102	0	0	0	82	0	0	0	0
12:45 PM	82	0	0	0	86	0	0	0	0
1:00 PM	84	1	0	0	103	0	1	0	0
1:15 PM	71	0	0	0	93	0	0	0	0
1:30 PM	66	1	0	1	94	1	0	2	0
1:45 PM	82	3	0	0	78	0	2	1	0

Site Code Buses

[illegible]

Study Name 4-OLD ROUTE 6 AT E MAINT ST-SAT**Start Date 06-03-2023****Start Time 12:00 PM****Site Code Trucks**

Start Time	E MAIN ST Westbound			E MAIN ST Northbound			OLD ROUTE 6 Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	1	0	0
12:30 PM	1	0	0	0	1	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	1	0	0	0	0
1:30 PM	0	0	0	0	2	0	0	0	0
1:45 PM	1	0	0	0	0	0	0	0	0

Study Name 5-US Route 6 & Lee Boulevard

Start Date 05-23-2023

Start Time 7:00 AM

Site Code Totals

	LEE BLVD Southbound				US 6 Westbound				LEE BLVD Northbound				US 6 Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	3	11	58	0	1	210	23	0	32	19	1	0	13	118	37	0
7:15 AM	9	11	49	0	0	184	16	0	41	14	2	0	22	146	35	0
7:30 AM	10	10	54	0	0	156	20	0	32	14	0	0	21	149	40	1
7:45 AM	15	17	47	0	0	151	22	0	39	21	0	0	25	181	47	1
8:00 AM	6	27	59	0	2	206	23	0	26	18	3	0	22	154	41	0
8:15 AM	15	18	73	0	3	166	30	0	29	20	1	0	19	145	33	0
8:30 AM	6	18	60	0	3	178	16	0	19	23	1	0	19	133	33	1
8:45 AM	15	15	49	0	4	151	18	0	43	25	1	0	30	137	57	0
4:00 PM	20	28	56	0	9	155	29	0	77	32	7	0	50	225	84	1
4:15 PM	17	27	52	0	2	177	19	0	67	48	7	0	61	193	89	2
4:30 PM	21	31	60	0	11	181	17	0	81	43	7	0	43	196	78	1
4:45 PM	16	35	39	0	6	159	18	0	80	28	14	0	38	189	93	1
5:00 PM	19	31	45	0	6	174	24	0	75	41	6	0	51	164	98	0
5:15 PM	18	36	52	0	5	188	23	0	80	33	7	0	68	172	76	0
5:30 PM	17	22	49	0	7	155	19	0	97	40	11	0	45	212	91	0
5:45 PM	18	27	44	0	8	171	18	0	81	23	9	0	46	185	87	0

Study Name 5-US Route 6 & Lee Boulevard

Start Date 05-23-2023

Start Time 7:00 AM

Site Code Lights

Start Time	LEE BLVD Southbound				US 6 Westbound				LEE BLVD Northbound				US 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	3	11	58	0	1	204	22	0	30	18	1	0	13	111	37	0
7:15 AM	9	11	47	0	0	176	15	0	39	14	2	0	21	138	35	0
7:30 AM	9	8	51	0	0	149	19	0	32	14	0	0	19	141	40	1
7:45 AM	13	16	47	0	0	138	21	0	39	21	0	0	22	174	47	1
8:00 AM	6	26	56	0	2	197	22	0	26	18	3	0	21	140	39	0
8:15 AM	15	18	71	0	3	153	29	0	28	20	1	0	16	131	33	0
8:30 AM	5	17	57	0	3	167	16	0	18	23	1	0	18	122	30	1
8:45 AM	15	13	49	0	4	141	18	0	41	24	0	0	30	131	56	0
4:00 PM	20	27	53	0	9	152	27	0	76	32	7	0	49	221	83	1
4:15 PM	17	25	51	0	2	173	18	0	64	48	7	0	61	193	89	2
4:30 PM	21	31	59	0	11	178	17	0	81	43	7	0	43	195	78	1
4:45 PM	16	34	39	0	6	157	18	0	78	27	14	0	38	186	93	1
5:00 PM	18	31	45	0	6	171	23	0	75	40	6	0	50	163	97	0
5:15 PM	16	36	50	0	5	184	22	0	80	33	7	0	68	168	74	0
5:30 PM	17	22	49	0	6	153	19	0	97	40	11	0	45	209	91	0
5:45 PM	18	27	44	0	8	167	18	0	81	22	9	0	45	184	87	0

Study Name 5-US Route 6 & Lee Boulevard

Start Date 05-23-2023

Start Time 7:00 AM

Site Code Buses

	LEE BLVD Southbound				US 6 Westbound				LEE BLVD Northbound				US 6 Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	3	0	0	2	1	0	0	0	3	0	0
7:15 AM	0	0	0	0	0	1	0	0	2	0	0	0	0	5	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0
7:45 AM	1	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	1	0	0	3	0	0	0	0	0	0	0	4	1	0
8:15 AM	0	0	1	0	0	4	0	0	0	0	0	0	1	1	0	0
8:30 AM	0	0	0	0	0	4	0	0	1	0	0	0	0	0	2	0
8:45 AM	0	2	0	0	0	0	0	0	2	0	0	0	0	1	0	0
4:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	1	0	0	0	2	0	0	2	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
5:15 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	2	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0

Study Name 5-US Route 6 & Lee Boulevard

Start Date 05-23-2023

Start Time 7:00 AM

Site Code Trucks

Start Time	LEE BLVD Southbound				US 6 Westbound				LEE BLVD Northbound				US 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	4	0	0
7:15 AM	0	0	2	0	0	7	1	0	0	0	0	0	1	3	0	0
7:30 AM	1	2	3	0	0	6	1	0	0	0	0	0	1	6	0	0
7:45 AM	1	0	0	0	0	10	1	0	0	0	0	0	3	6	0	0
8:00 AM	0	1	2	0	0	6	1	0	0	0	0	0	1	10	1	0
8:15 AM	0	0	1	0	0	9	1	0	1	0	0	0	2	13	0	0
8:30 AM	1	1	3	0	0	7	0	0	0	0	0	0	1	11	1	0
8:45 AM	0	0	0	0	0	10	0	0	0	1	1	0	0	5	1	0
4:00 PM	0	0	1	0	0	3	2	0	1	0	0	0	0	4	0	0
4:15 PM	0	1	1	0	0	2	1	0	1	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	2	0	0	1	1	0	0	0	2	0	0
5:00 PM	1	0	0	0	0	3	1	0	0	0	0	0	0	1	1	0
5:15 PM	2	0	1	0	0	2	1	0	0	0	0	0	0	2	2	0
5:30 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	3	0	0
5:45 PM	0	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0

Study Name 5-US ROUTE 6 & LEE BOULEVARD-SAT

Start Date 06-03-2023

Start Time 12:00 PM

Site Code Totals

Start Time	LEE BLVD Southbound				RT 6 Westbound				LEE BLVD Northbound				RT 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
12:00 PM	27	54	72	0	3	155	27	0	91	48	15	0	46	133	113	0
12:15 PM	15	32	72	0	17	161	18	0	84	34	8	0	53	125	104	0
12:30 PM	16	42	57	0	12	157	19	0	97	23	18	0	38	169	108	0
12:45 PM	6	33	49	0	2	146	28	0	79	2	23	1	31	48	120	0
1:00 PM	15	28	56	0	7	139	24	0	96	38	19	0	35	164	97	0
1:15 PM	21	32	59	0	10	173	28	0	76	29	13	0	32	143	74	0
1:30 PM	16	25	50	0	14	153	30	0	108	43	13	0	32	133	97	1
1:45 PM	12	36	33	0	11	190	22	0	95	45	20	0	28	125	90	0

Study Name 5-US ROUTE 6 & LEE BOULEVARD-SAT

Start Date 06-03-2023

Start Time 12:00 PM

Site Code Lights

Start Time	LEE BLVD Southbound				RT 6 Westbound				LEE BLVD Northbound				RT 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
12:00 PM	27	53	71	0	3	153	27	0	91	48	14	0	45	132	113	0
12:15 PM	15	32	70	0	17	157	18	0	84	34	8	0	53	125	104	0
12:30 PM	16	42	56	0	12	157	19	0	97	23	18	0	36	166	108	0
12:45 PM	6	32	48	0	2	145	28	0	79	2	23	1	31	48	120	0
1:00 PM	15	28	56	0	7	138	24	0	96	38	19	0	35	163	97	0
1:15 PM	21	32	57	0	10	171	27	0	76	29	13	0	32	143	74	0
1:30 PM	16	25	50	0	14	152	30	0	108	43	13	0	31	133	97	1
1:45 PM	12	36	33	0	11	187	22	0	94	45	20	0	28	124	90	0

Study Name 5-US ROUTE 6 & LEE BOULEVARD-SAT

Start Date 06-03-2023

Start Time 12:00 PM

Site Code Buses

[illegible]

Study Name 5-US ROUTE 6 & LEE BOULEVARD-SAT

Start Date 06-03-2023

Start Time 12:00 PM

Site Code Trucks

Start Time	LEE BLVD Southbound				RT 6 Westbound				LEE BLVD Northbound				RT 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
12:00 PM	0	1	0	0	0	1	0	0	0	0	1	0	1	1	0	0
12:15 PM	0	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0
12:45 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
1:15 PM	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0

Study Name 6-E Main Street & Lee Road**Start Date 05-23-2023****Start Time 7:00 AM****Site Code Totals**

Start Time	E MAIN ST Westbound			LEE RD Northbound			E MAIN ST Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	34	117	0	2	12	0	44	17	0
7:15 AM	26	106	0	6	11	0	49	16	0
7:30 AM	24	107	0	1	9	0	45	24	0
7:45 AM	34	103	0	2	18	0	63	25	0
8:00 AM	43	100	0	2	12	0	38	19	0
8:15 AM	34	88	0	2	14	0	50	23	0
8:30 AM	45	71	0	1	17	0	52	24	0
8:45 AM	42	77	0	9	23	0	49	25	0
4:00 PM	27	72	0	9	48	0	96	28	0
4:15 PM	23	69	0	5	59	0	116	23	0
4:30 PM	33	62	0	4	46	0	98	16	0
4:45 PM	29	68	0	5	48	0	126	17	0
5:00 PM	24	75	0	8	50	0	124	18	0
5:15 PM	31	74	0	5	53	0	106	18	0
5:30 PM	18	81	0	7	50	0	106	30	0
5:45 PM	20	60	0	5	46	0	96	16	0

Study Name 6-E Main Street & Lee Road**Start Date 05-23-2023****Start Time 7:00 AM****Site Code Lights**

Start Time	E MAIN ST Westbound			LEE RD Northbound			E MAIN ST Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	34	114	0	2	11	0	40	16	0
7:15 AM	26	100	0	5	10	0	45	14	0
7:30 AM	24	101	0	1	8	0	41	22	0
7:45 AM	32	99	0	1	17	0	55	25	0
8:00 AM	41	97	0	1	12	0	34	18	0
8:15 AM	32	83	0	2	13	0	48	21	0
8:30 AM	45	63	0	1	15	0	48	23	0
8:45 AM	40	75	0	9	23	0	42	25	0
4:00 PM	24	70	0	9	47	0	96	28	0
4:15 PM	23	63	0	5	58	0	113	22	0
4:30 PM	32	60	0	4	46	0	96	16	0
4:45 PM	28	68	0	5	48	0	125	17	0
5:00 PM	24	74	0	8	48	0	124	17	0
5:15 PM	29	74	0	5	51	0	104	18	0
5:30 PM	18	79	0	7	49	0	106	30	0
5:45 PM	20	57	0	5	44	0	93	16	0

Study Name 6-E Main Street & Lee Road**Start Date 05-23-2023****Start Time 7:00 AM****Site Code Buses**

Start Time	E MAIN ST Westbound			LEE RD Northbound			E MAIN ST Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	0	2	0	0	1	0	2	1	0
7:15 AM	0	2	0	0	1	0	3	1	0
7:30 AM	0	5	0	0	1	0	3	0	0
7:45 AM	2	4	0	0	0	0	5	0	0
8:00 AM	0	1	0	0	0	0	0	0	0
8:15 AM	1	1	0	0	1	0	1	0	0
8:30 AM	0	4	0	0	0	0	1	0	0
8:45 AM	2	1	0	0	0	0	3	0	0
4:00 PM	2	1	0	0	1	0	0	0	0
4:15 PM	0	3	0	0	0	0	1	0	0
4:30 PM	1	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	1	0
5:15 PM	1	0	0	0	1	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0

Study Name 6-E Main Street & Lee Road**Start Date 05-23-2023****Start Time 7:00 AM****Site Code Trucks**

Start Time	E MAIN ST Westbound			LEE RD Northbound			E MAIN ST Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
7:00 AM	0	1	0	0	0	0	2	0	0
7:15 AM	0	4	0	1	0	0	1	1	0
7:30 AM	0	1	0	0	0	0	1	2	0
7:45 AM	0	0	0	1	1	0	3	0	0
8:00 AM	2	2	0	1	0	0	4	1	0
8:15 AM	1	4	0	0	0	0	1	2	0
8:30 AM	0	4	0	0	2	0	3	1	0
8:45 AM	0	1	0	0	0	0	4	0	0
4:00 PM	1	1	0	0	0	0	0	0	0
4:15 PM	0	3	0	0	1	0	2	1	0
4:30 PM	0	2	0	0	0	0	2	0	0
4:45 PM	0	0	0	0	0	0	1	0	0
5:00 PM	0	1	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	2	0	0
5:30 PM	0	2	0	0	1	0	0	0	0
5:45 PM	0	2	0	0	1	0	3	0	0

Study Name 6-E MAIN STREET & LEE ROAD-SAT**Start Date 06-03-2023****Start Time 12:00 PM****Site Code Totals**

Start Time	E MAIN ST Westbound			LEE BLVD Northbound			E MAIN ST Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
12:00 PM	31	80	0	13	63	0	56	27	0
12:15 PM	38	76	0	7	58	1	64	28	0
12:30 PM	34	92	0	10	48	0	58	22	0
12:45 PM	31	77	0	5	42	0	64	21	0
1:00 PM	29	82	0	4	55	0	76	17	0
1:15 PM	26	65	0	5	45	0	70	25	0
1:30 PM	20	61	0	6	46	0	71	21	0
1:45 PM	28	77	0	8	44	0	57	18	0

Study Name 6-E MAIN STREET & LEE ROAD-SAT**Start Date 06-03-2023****Start Time 12:00 PM****Site Code Lights**

Start Time	E MAIN ST Westbound			LEE BLVD Northbound			E MAIN ST Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
12:00 PM	29	80	0	13	62	0	55	27	0
12:15 PM	38	76	0	7	57	1	62	28	0
12:30 PM	34	92	0	10	47	0	58	22	0
12:45 PM	30	77	0	5	42	0	63	21	0
1:00 PM	29	81	0	4	54	0	76	17	0
1:15 PM	26	65	0	5	45	0	70	25	0
1:30 PM	20	61	0	6	45	0	71	20	0
1:45 PM	28	76	0	8	44	0	57	18	0

Study Name 6-E MAIN STREET & LEE ROAD-SAT

Start Date 06-03-2023

Start Time 12:00 PM

Site Code Buses

[illegible]

Study Name 6-E MAIN STREET & LEE ROAD-SAT**Start Date 06-03-2023****Start Time 12:00 PM****Site Code Trucks**

Start Time	E MAIN ST Westbound			LEE BLVD Northbound			E MAIN ST Eastbound		
	Left	Thru	U-Turn	Left	Right	U-Turn	Thru	Right	U-Turn
12:00 PM	1	0	0	0	1	0	1	0	0
12:15 PM	0	0	0	0	1	0	2	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0	0
1:00 PM	0	1	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	1	0
1:45 PM	0	1	0	0	0	0	0	0	0

Study Name 7-US Route 6 & E Main Street
Start Date 05-23-2023
Start Time 6:00 AM
Site Code Totals

Start Time	E MAIN ST Southbound				US 6 Westbound				DRIVEWAY Northbound				US 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
6:00 AM	0	0	57	0	4	159	0	0	1	0	0	0	14	54	3	0
6:15 AM	0	0	91	0	2	176	1	0	4	0	1	0	33	100	4	0
6:30 AM	0	0	99	0	2	208	0	0	1	0	0	0	31	107	1	0
6:45 AM	0	0	124	0	0	235	2	0	1	0	0	0	51	143	3	0
7:00 AM	0	0	121	0	2	206	0	0	1	0	0	0	57	175	2	0
7:15 AM	0	0	125	0	3	261	0	0	1	0	4	0	71	211	3	0
7:30 AM	0	0	117	0	0	251	2	0	0	0	0	0	83	238	0	0
7:45 AM	1	0	110	0	3	235	0	0	0	0	1	0	90	243	1	0
8:00 AM	0	0	103	0	2	294	0	0	0	0	1	0	57	213	2	0
8:15 AM	1	0	80	0	0	264	0	0	1	1	1	0	72	197	1	0
8:30 AM	0	0	84	0	1	265	1	0	0	0	1	0	73	186	3	0
8:45 AM	0	0	91	0	1	245	1	0	0	0	1	0	81	218	2	0
9:00 AM	0	0	40	0	0	205	1	0	1	1	2	0	70	210	1	1
9:15 AM	2	0	58	0	2	206	2	0	1	0	2	0	58	165	2	0
9:30 AM	0	0	62	0	1	196	0	0	1	2	0	0	62	227	1	0
9:45 AM	1	0	71	0	0	165	0	0	0	0	2	0	58	212	1	1
10:00 AM	0	0	48	0	1	195	2	0	0	0	0	0	55	171	1	0
10:15 AM	0	0	55	0	3	198	0	0	0	0	2	0	60	195	2	0
10:30 AM	0	0	63	0	2	181	2	0	3	0	1	0	68	198	2	0
10:45 AM	0	0	39	0	1	212	0	0	0	0	2	0	61	219	1	0
11:00 AM	2	0	56	0	1	230	0	1	2	0	0	0	59	231	0	1
11:15 AM	0	0	55	0	1	254	1	0	0	0	0	0	63	198	0	1
11:30 AM	0	0	48	0	0	258	2	0	0	0	2	0	57	198	1	0
11:45 AM	0	0	48	0	1	214	0	0	0	0	2	0	69	202	1	2
12:00 PM	0	0	57	0	1	219	0	0	4	0	62	0	62	222	0	0
12:15 PM	0	0	67	0	2	272	1	1	0	0	0	0	73	216	0	0
12:30 PM	0	0	61	0	1	267	1	0	1	0	4	0	70	250	3	0
12:45 PM	0	0	53	0	0	261	4	0	0	0	0	0	77	227	2	0
1:00 PM	0	0	56	0	0	197	1	0	1	0	2	0	63	210	1	1
1:15 PM	0	0	48	0	0	230	2	1	1	0	1	0	83	241	1	0
1:30 PM	0	0	41	0	1	226	3	1	0	0	1	0	70	217	0	0
1:45 PM	1	0	65	0	0	248	1	0	1	0	0	0	81	230	1	1
2:00 PM	0	0	63	0	1	223	1	0	2	0	3	0	85	267	3	2
2:15 PM	0	0	57	0	0	286	0	0	1	0	3	0	89	263	5	0
2:30 PM	0	0	74	0	1	273	0	0	3	0	98	0	98	243	0	0
2:45 PM	0	0	67	0	1	255	4	0	1	0	6	0	115	259	5	1
3:00 PM	1	0	70	0	1	280	1	0	0	0	1	0	116	300	2	0
3:15 PM	0	0	80	0	2	226	2	0	2	0	4	0	125	284	2	2
3:30 PM	0	0	77	0	1	276	4	0	3	0	8	0	122	320	3	1
3:45 PM	0	0	63	0	0	280	5	0	1	0	7	0	152	358	4	0
4:00 PM	2	0	76	0	1	290	5	0	1	0	8	0	120	365	1	0
4:15 PM	0	0	85	0	2	296	5	0	0	0	5	0	146	368	2	0
4:30 PM	0	0	66	0	0	329	4	0	0	0	5	0	125	324	3	0
4:45 PM	0	0	81	0	0	275	0	0	2	0	5	0	149	339	3	0
5:00 PM	0	0	87	0	0	306	2	0	1	3	138	337	1	0	0	0
5:15 PM	1	0	72	0	0	314	2	0	1	0	1	0	139	313	3	0
5:30 PM	0	0	96	0	0	293	1	0	4	0	1	0	145	352	0	0
5:45 PM	0	0	66	0	0	300	2	0	0	0	2	0	113	319	1	0
6:00 PM	0	0	74	0	0	302	1	0	0	1	0	0	144	329	1	0
6:15 PM	0	0	69	0	0	253	0	0	0	1	0	0	130	284	1	0
6:30 PM	0	0	55	0	0	247	0	0	0	0	0	0	88	256	2	0
6:45 PM	0	0	53	0	0	245	0	0	0	0	1	0	107	226	0	0
7:00 PM	0	0	51	0	0	230	0	0	0	0	1	0	79	196	1	0
7:15 PM	0	0	40	0	0	221	0	0	0	0	0	0	85	201	0	0
7:30 PM	0	0	58	0	0	183	1	0	1	0	70	182	0	0	0	0
7:45 PM	0	0	41	0	0	166	0	0	1	1	0	0	76	206	1	0
8:00 PM	1	0	28	0	0	174	0	0	0	0	1	0	66	162	0	0
8:15 PM	0	0	34	0	0	152	0	0	0	0	1	0	51	130	1	1
8:30 PM	0	0	36	0	0	155	0	0	0	0	0	0	51	135	0	1
8:45 PM	1	0	24	0	1	124	2	0	0	0	0	0	50	111	0	0
9:00 PM	0	0	23	0	0	131	0	0	0	0	0	0	35	119	0	0
9:15 PM	0	0	38	0	0	112	1	0	0	0	0	0	32	99	0	0
9:30 PM	0	0	10	0	0	84	0	0	0	0	0	0	38	90	1	0
9:45 PM	0	0	20	0	1	77	0	0	1	0	2	0	37	77	0	0
10:00 PM	0	0	19	0	0	85	0	0	0	0	0	0	37	75	0	0
10:15 PM	0	0	13	0	0	64	0	0	0	0	0	0	37	61	0	0
10:30 PM	0	0	7	0	0	39	0	0	0	0	0	0	20	54	0	0
10:45 PM	0	0	10	0	0	49	0	0	0	0	0	0	16	42	0	0
11:00 PM	0	0	3	0	0	43	0	0	0	0	0	0	16	29	0	0
11:15 PM	0	0	2	0	0	26	0	0	0	0	0	0	19	37	0	0
11:30 PM	0	0	4	0	0	18	0	0	0	0	0	0	11	35	0	0
11:45 PM	0	0	10	0	0	32	0	0	0	0	0	0	15	27	0	0
12:00 AM	0	0	4	0	0	20	0	0	0	0	0	0	7	25	0	0
12:15 AM	0	0	3	0	0	8	0	0	0	0	0	0	10	24	0	0
12:30 AM	0	0	4	0	0	13	0	0	0	0	0	0	6	16	0	0
12:45 AM	0	0	2	0	0	7	0	0	0	0	0	0	9	14	0	0
1:00 AM	0	0	2	0	0	6	0	0	0	0	0	0	7	7	0	0
1:15 AM	0	0	2	0	0	7	0	0	0	0	0	0	7	13	0	0
1:30 AM	0	0	0	0	0	11	0	0	0	0	0	0	8	8	0	0
1:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	4	8	0	0
2:00 AM	0	0	2	0	0	12	0	0	0	0	0	0	2	6	0	0
2:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	2	3	0	0
2:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	2	10	0	0
2:45 AM	0	0	1	0	0	7	0	0	0	0	0	0	1	1	0	0
3:00 AM	0	0	3	0	0	8	0	0	0	0	0	0	1	4	0	0
3:15 AM	0	0	4	0	1	3	0	0	0	0	0	0	2	7	1	0
3:30 AM	0	0	2	0	0	7	0	0	1	0	0	0	3	7	2	0
3:45 AM	0	0	3	0	2	15	0	0	1	0	0	0	1	7	0	0
4:00 AM	0	0	12	0	0	14	0	0	0	0	0	0	0	6	0	0
4:15 AM	0	0	5	0	0	19	0	0	0	0	0	0	5	7	0	0
4:30 AM	0	0	15	0	0	28	0	0	0	0	0	0	10	18	1	0
4:45 AM	0	0	20	0	0	39	0	0	0	0	0	0	7	18	1	0
5:00 AM	0	1	24	0	2	41	0	0	2	0	0	0	4	24	2	0
5:15 AM	0	0	27	0	0	80	0	0	1	0	0	0	8	29	0	0
5:30 AM	0	0	36	0	0	111	0	0	0	0	0	0	9	35	1	0
5:45 AM	0	0	53	0	0	111	0	0	1	0	1	0	7	57	1	0

Study Name 7-US Route 6 & E Main Street
 Start Date 05-23-2023
 Start Time 6:00 AM
 Site Code Lights

Start Time	E MAIN ST Southbound				US 6 Westbound				DRIVEWAY Northbound				US 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
6:00 AM	0	0	57	0	4	157	0	0	1	0	0	0	13	52	3	0
6:15 AM	0	0	89	0	2	172	1	0	4	0	1	0	30	92	4	0
6:30 AM	0	0	98	0	2	200	0	0	1	0	0	0	28	104	1	0
6:45 AM	0	0	121	0	0	229	1	0	1	0	0	0	49	139	3	0
7:00 AM	0	0	117	0	2	290	0	0	1	0	0	0	52	171	2	0
7:15 AM	0	0	118	0	3	251	0	0	1	0	4	0	66	202	3	0
7:30 AM	0	0	111	0	0	241	1	0	0	0	0	0	78	226	0	0
7:45 AM	0	0	105	0	3	222	0	0	0	0	1	0	82	233	1	0
8:00 AM	0	0	99	0	1	285	0	0	0	0	1	0	53	194	2	0
8:15 AM	0	0	76	0	0	252	0	0	1	1	1	0	69	179	1	0
8:30 AM	0	0	77	0	0	252	1	0	0	0	1	0	68	172	3	0
8:45 AM	0	0	87	0	1	235	1	0	0	0	0	0	74	213	1	0
9:00 AM	0	0	39	0	0	197	1	0	1	1	1	0	65	199	1	1
9:15 AM	2	0	57	0	2	196	2	0	1	0	2	0	53	162	2	0
9:30 AM	0	0	58	0	1	184	0	0	0	1	2	0	58	220	1	0
9:45 AM	0	0	67	0	0	161	0	0	0	0	2	0	57	206	1	1
10:00 AM	0	0	47	0	0	187	2	0	0	0	0	0	54	164	1	0
10:15 AM	0	0	53	0	2	191	0	0	0	0	1	0	54	186	2	0
10:30 AM	0	0	60	0	2	176	2	0	2	0	1	0	67	193	2	0
10:45 AM	0	0	38	0	1	203	0	0	0	0	2	0	52	213	1	0
11:00 AM	1	0	54	0	1	227	0	1	2	0	0	0	55	221	0	1
11:15 AM	0	0	55	0	0	250	1	0	0	0	0	0	61	192	0	1
11:30 AM	0	0	47	0	0	247	2	0	0	0	1	0	52	193	1	0
11:45 AM	0	0	43	0	1	206	0	0	0	0	2	0	67	193	1	2
12:00 PM	0	0	52	0	1	214	0	0	0	0	4	0	59	215	0	0
12:15 PM	0	0	62	0	1	259	1	1	0	0	0	0	71	206	0	0
12:30 PM	0	0	60	0	1	262	0	0	1	0	3	0	68	239	3	0
12:45 PM	0	0	50	0	0	256	4	0	0	0	0	0	76	222	2	0
1:00 PM	0	0	49	0	0	189	1	0	1	0	2	0	61	204	1	1
1:15 PM	0	0	46	0	0	225	2	1	1	0	1	0	79	238	1	0
1:30 PM	0	0	39	0	1	215	3	1	0	0	1	0	67	209	0	0
1:45 PM	0	0	64	0	0	242	1	0	1	0	0	0	79	219	1	1
2:00 PM	0	0	58	0	1	217	1	0	2	0	3	0	81	257	3	2
2:15 PM	0	0	52	0	0	275	0	0	1	0	3	0	84	258	5	0
2:30 PM	0	0	67	0	1	265	0	0	3	0	2	0	95	238	0	0
2:45 PM	0	0	60	0	1	245	3	0	1	0	6	0	110	250	5	1
3:00 PM	0	0	67	0	1	268	1	0	0	0	1	0	113	291	2	0
3:15 PM	0	0	80	0	2	222	2	0	2	0	4	0	123	278	2	2
3:30 PM	0	0	75	0	1	271	4	0	3	0	8	0	121	315	3	1
3:45 PM	0	0	61	0	0	267	3	0	1	0	7	0	151	350	4	0
4:00 PM	1	0	75	0	1	285	3	0	1	0	8	0	119	361	1	0
4:15 PM	0	0	78	0	2	289	4	0	0	0	5	0	143	368	2	0
4:30 PM	0	0	63	0	0	324	4	0	0	0	5	0	124	323	3	0
4:45 PM	0	0	81	0	0	271	0	0	2	0	5	0	148	337	3	0
5:00 PM	0	0	86	0	0	301	2	0	0	1	3	0	137	334	1	0
5:15 PM	1	0	72	0	0	305	2	0	1	0	1	0	136	310	3	0
5:30 PM	0	0	93	0	0	289	1	0	4	0	1	0	144	350	0	0
5:45 PM	0	0	63	0	0	295	2	0	0	0	2	0	111	318	1	0
6:00 PM	0	0	72	0	0	298	1	0	0	1	0	0	144	326	1	0
6:15 PM	0	0	69	0	0	249	0	0	0	1	0	0	130	280	1	0
6:30 PM	0	0	54	0	0	242	0	0	0	0	0	0	88	255	2	0
6:45 PM	0	0	53	0	0	244	0	0	0	0	1	0	107	223	0	0
7:00 PM	0	0	50	0	0	226	0	0	0	0	1	0	79	195	1	0
7:15 PM	0	0	39	0	0	220	0	0	0	0	0	0	84	201	0	0
7:30 PM	0	0	58	0	0	181	1	0	1	0	0	0	70	181	0	0
7:45 PM	0	0	41	0	0	166	0	0	1	1	0	0	76	205	1	0
8:00 PM	0	0	28	0	0	174	0	0	0	0	1	0	66	161	0	0
8:15 PM	0	0	34	0	0	150	0	0	0	0	1	0	51	130	1	1
8:30 PM	0	0	36	0	0	155	0	0	0	0	0	0	51	134	0	1
8:45 PM	1	0	24	0	1	124	2	0	0	0	0	0	50	110	0	0
9:00 PM	0	0	23	0	0	130	0	0	0	0	0	0	35	119	0	0
9:15 PM	0	0	38	0	0	111	1	0	0	0	0	0	32	97	0	0
9:30 PM	0	0	10	0	0	84	0	0	0	0	0	0	38	88	1	0
9:45 PM	0	0	20	0	1	75	0	0	1	0	2	0	37	77	0	0
10:00 PM	0	0	19	0	0	85	0	0	0	0	0	0	36	75	0	0
10:15 PM	0	0	13	0	0	64	0	0	0	0	0	0	37	61	0	0
10:30 PM	0	0	7	0	0	39	0	0	0	0	0	0	20	54	0	0
10:45 PM	0	0	10	0	0	49	0	0	0	0	0	0	16	42	0	0
11:00 PM	0	0	3	0	0	43	0	0	0	0	0	0	16	29	0	0
11:15 PM	0	0	2	0	0	26	0	0	0	0	0	0	19	36	0	0
11:30 PM	0	0	4	0	0	18	0	0	0	0	0	0	11	35	0	0
11:45 PM	0	0	10	0	0	32	0	0	0	0	0	0	15	27	0	0
12:00 AM	0	0	4	0	0	19	0	0	0	0	0	0	6	24	0	0
12:15 AM	0	0	3	0	0	8	0	0	0	0	0	0	10	22	0	0
12:30 AM	0	0	4	0	0	10	0	0	0	0	0	0	6	16	0	0
12:45 AM	0	0	2	0	0	7	0	0	0	0	0	0	9	14	0	0
1:00 AM	0	0	2	0	0	3	0	0	0	0	0	0	7	6	0	0
1:15 AM	0	0	2	0	0	7	0	0	0	0	0	0	7	12	0	0
1:30 AM	0	0	0	0	0	11	0	0	0	0	0	0	8	7	0	0
1:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	4	7	0	0
2:00 AM	0	0	2	0	0	10	0	0	0	0	0	0	2	5	0	0
2:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	2	3	0	0
2:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	2	10	0	0
2:45 AM	0	0	1	0	0	6	0	0	0	0	0	0	1	1	0	0
3:00 AM	0	0	3	0	0	8	0	0	0	0	0	0	1	3	0	0
3:15 AM	0	0	4	0	1	3	0	0	0	0	0	0	2	7	1	0
3:30 AM	0	0	2	0	0	7	0	0	1	0	0	0	3	6	2	0
3:45 AM	0	0	3	0	2	15	0	0	1	0	0	0	1	6	0	0
4:00 AM	0	0	12	0	0	13	0	0	0	0	0	0	0	5	0	0
4:15 AM	0	0	5	0	0	18	0	0	0	0	0	0	3	7	0	0
4:30 AM	0	0	15	0	0	26	0	0	0	0	0	0	9	18	1	0
4:45 AM	0	0	20	0	0	39	0	0	0	0	0	0	7	18	1	0
5:00 AM	0	1	24	0	2	40	0	0	2	0	0	0	4	22	2	0
5:15 AM	0	0	27	0	0	79	0	0	1	0	0	0	8	28	0	0
5:30 AM	0	0	36	0	0	109	0	0	0	0	0	0	9	33	1	0
5:45 AM	0	0	53	0	0	111	0	0	1	0	1	0	7	50	1	0

Start Time 6:00 A

Site Code Buses

	E MAIN ST Southbound				US 6 Westbound				DRIVEWAY Northbound				US 6 Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:15 AM	0	0	1	0	0	2	0	0	0	0	0	0	3	6	0	0
6:30 AM	0	0	1	0	0	2	0	0	0	0	0	0	1	2	0	0
6:45 AM	0	0	3	0	0	5	0	0	0	0	0	0	2	2	0	0
7:00 AM	0	0	1	0	0	5	0	0	0	0	0	0	3	2	0	0
7:15 AM	0	0	3	0	0	3	0	0	0	0	0	0	4	5	0	0
7:30 AM	0	0	5	0	0	1	0	0	0	0	0	0	4	4	0	0
7:45 AM	0	0	5	0	0	4	0	0	0	0	0	0	4	1	0	0
8:00 AM	0	0	1	0	0	4	0	0	0	0	0	0	1	6	0	0
8:15 AM	0	0	1	0	0	4	0	0	0	0	0	0	2	1	0	0
8:30 AM	0	0	3	0	0	5	0	0	0	0	0	0	1	2	0	0
8:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	0
9:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	1	2	0	0
9:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	2	1	0	0
9:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0
11:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
1:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0
1:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	3	4	0	0
2:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	4	3	0	0
2:30 PM	0	0	3	0	0	5	0	0	0	0	0	0	2	1	0	0
2:45 PM	0	0	3	0	0	5	1	0	0	0	0	0	4	5	0	0
3:00 PM	0	0	3	0	0	7	0	0	0	0	0	0	1	2	0	0
3:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2	4	0	0
3:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	0	6	2	0	0	0	0	0	0	3	0	0
4:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	1	1	0	0
4:15 PM	0	0	4	0	0	3	0	0	0	0	0	0	1	0	0	0
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
5:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
7:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
7:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Site Code Trucks

	E MAIN ST Southbound				US 6 Westbound				DRIVEWAY Northbound				US 6 Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
6:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0
6:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	2	0	0
6:30 AM	0	0	0	0	0	0	6	0	0	0	0	0	2	1	0	0
6:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0
7:00 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	2	2	0
7:15 AM	0	0	4	0	0	7	0	0	0	0	0	0	1	4	0	0
7:30 AM	0	0	1	0	0	9	1	0	0	0	0	0	1	8	0	0
7:45 AM	1	0	0	0	0	9	0	0	0	0	0	0	4	9	0	0
8:00 AM	0	0	3	0	1	5	0	0	0	0	0	0	3	13	0	0
8:15 AM	1	0	3	0	0	8	0	0	0	0	0	0	1	17	0	0
8:30 AM	0	0	4	0	1	8	0	0	0	0	0	0	4	12	0	0
8:45 AM	0	0	2	0	0	8	0	0	0	0	1	0	4	4	1	0
9:00 AM	0	0	1	0	0	5	0	0	0	0	1	0	4	9	0	0
9:15 AM	0	0	1	0	0	5	0	0	0	0	0	0	3	2	0	0
9:30 AM	0	0	4	0	0	11	0	0	0	0	0	0	4	7	0	0
9:45 AM	1	0	4	0	0	4	0	0	0	0	0	0	1	4	0	0
10:00 AM	0	0	1	0	1	8	0	0	0	0	0	0	1	6	0	0
10:15 AM	0	0	2	0	1	6	0	0	0	0	1	0	6	9	0	0
10:30 AM	0	0	3	0	0	4	0	0	1	0	0	0	0	5	0	0
10:45 AM	0	0	1	0	0	9	0	0	0	0	0	0	9	4	0	0
11:00 AM	1	0	1	0	0	3	0	0	0	0	0	0	3	10	0	0
11:15 AM	0	0	0	0	1	4	0	0	0	0	0	0	2	6	0	0
11:30 AM	0	0	1	0	0	10	0	0	0	0	1	0	4	4	0	0
11:45 AM	0	0	4	0	0	8	0	0	0	0	0	0	2	6	0	0
12:00 PM	0	0	4	0	0	5	0	0	0	0	0	0	1	6	0	0
12:15 PM	0	0	5	0	1	12	0	0	0	0	0	0	2	10	0	0
12:30 PM	0	0	1	0	0	5	1	0	0	0	1	0	2	11	0	0
12:45 PM	0	0	3	0	0	4	0	0	0	0	0	0	1	4	0	0
1:00 PM	0	0	3	0	0	8	0	0	0	0	0	0	2	6	0	0
1:15 PM	0	0	1	0	0	4	0	0	0	0	0	0	3	3	0	0
1:30 PM	0	0	2	0	0	10	0	0	0	0	0	0	3	8	0	0
1:45 PM	1	0	1	0	0	5	0	0	0	0	0	0	1	7	0	0
2:00 PM	0	0	4	0	0	6	0	0	0	0	0	0	1	6	0	0
2:15 PM	0	0	5	0	0	8	0	0	0	0	0	0	1	2	0	0
2:30 PM	0	0	4	0	0	3	0	0	0	0	0	0	1	4	0	0
2:45 PM	0	0	4	0	0	5	0	0	0	0	0	0	1	4	0	0
3:00 PM	1	0	0	0	0	5	0	0	0	0	0	0	2	7	0	0
3:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
3:30 PM	0	0	2	0	0	3	0	0	0	0	0	0	1	5	0	0
3:45 PM	0	0	1	0	0	7	0	0	0	0	0	0	1	5	0	0
4:00 PM	1	0	0	0	0	5	1	0	0	0	0	0	0	3	0	0
4:15 PM	0	0	3	0	0	4	1	0	0	0	0	0	2	0	0	0
4:30 PM	0	0	2	0	0	4	0	0	0	0	0	0	1	0	0	0
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0
5:00 PM	0	0	1	0	0	5	0	0	0	0	0	0	0	2	0	0
5:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	3	2	0	0
5:30 PM	0	0	3	0	0	4	0	0	0	0	0	0	1	2	0	0
5:45 PM	0	0	2	0	0	4	0	0	0	0	0	0	2	0	0	0
6:00 PM	0	0	2	0	0	3	0	0	0	0	0	0	0	2	0	0
6:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0
6:30 PM	0	0	1	0	0	5	0	0	0	0	0	0	0	1	0	0
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
7:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0
4:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
5:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0

Study Name 7-US ROUTE 6 & E MAIN STREET-SAT

Start Date 06-03-2023

Start Time 12:00 PM

Site Code Totals

Start Time	E MAIN ST Southbound				RT 6 Westbound				Northbound Approach Northbound				RT 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
12:00 PM	0	0	91	0	1	341	1	0	0	0	1	0	95	306	0	0
12:15 PM	0	0	81	0	1	314	2	0	0	0	0	0	91	298	0	1
12:30 PM	0	0	103	0	0	330	0	0	0	0	1	0	80	311	0	0
12:45 PM	1	0	84	0	0	275	0	0	0	0	1	0	94	324	0	0
1:00 PM	0	0	83	0	1	296	2	0	0	0	0	0	97	308	0	0
1:15 PM	1	0	73	0	0	312	1	0	0	0	0	0	96	259	2	0
1:30 PM	0	0	63	0	1	305	2	0	1	0	0	0	96	288	3	0
1:45 PM	0	0	84	0	0	320	0	0	0	0	0	0	75	269	2	0

Study Name 7-US ROUTE 6 & E MAIN STREET-SAT

Start Date 06-03-2023

Start Time 12:00 PM

Site Code Lights

Start Time	E MAIN ST Southbound				RT 6 Westbound				Northbound Approach Northbound				RT 6 Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
12:00 PM	0	0	91	0	1	337	1	0	0	0	1	0	95	302	0	0
12:15 PM	0	0	81	0	1	307	2	0	0	0	0	0	87	296	0	1
12:30 PM	0	0	103	0	0	329	0	0	0	0	1	0	79	307	0	0
12:45 PM	1	0	84	0	0	272	0	0	0	0	1	0	94	323	0	0
1:00 PM	0	0	83	0	1	295	2	0	0	0	0	0	97	307	0	0
1:15 PM	1	0	72	0	0	309	1	0	0	0	0	0	95	259	2	0
1:30 PM	0	0	63	0	1	303	2	0	1	0	0	0	93	286	3	0
1:45 PM	0	0	83	0	0	315	0	0	0	0	0	0	75	267	2	0

Study Name 7-US ROUTE 6 & E MAIN STREET-SAT**Start Date 06-03-2023**

Start Time 12:00 PM

Site Code Buses

[illegible]

Site Code Trucks

[illegible]

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Page 1

Site Code:
Station ID:
US 6 EB W OF E MAIN ST
YORKTOWN,NY
Latitude: 0' 0.0000 Undefined

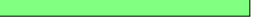
Start Time	Mon 05-Jun-23	Tue 06-Jun-23	Wed 07-Jun-23	Thu 08-Jun-23	Fri 09-Jun-23	Average Day	Sat 10-Jun-23	Sun 11-Jun-23	Week Average				
12:00 AM	*	*	*	*	*	*	*	260	260				
01:00	*	*	*	*	*	*	*	163	163				
02:00	*	*	*	*	*	*	*	95	95				
03:00	*	*	*	*	*	*	*	52	52				
04:00	*	*	*	*	*	*	*	48	48				
05:00	*	*	*	*	*	*	*	72	72				
06:00	*	*	*	*	*	*	*	184	184				
07:00	*	*	*	*	*	*	*	428	428				
08:00	*	*	*	*	*	*	*	682	682				
09:00	*	*	*	*	*	*	*	883	883				
10:00	*	*	*	*	*	*	*	1100	1100				
11:00	*	*	*	*	*	*	994	1135	1064				
12:00 PM	*	*	*	*	*	*	1389	1385	1387				
01:00	*	*	*	*	*	*	1342	1230	1286				
02:00	*	*	*	*	*	*	1298	1246	1272				
03:00	*	*	*	*	*	*	1213	1217	1215				
04:00	*	*	*	*	*	*	1103	1069	1086				
05:00	*	*	*	*	*	*	1137	963	1050				
06:00	*	*	*	*	*	*	1074	807	940				
07:00	*	*	*	*	*	*	859	713	786				
08:00	*	*	*	*	*	*	734	609	672				
09:00	*	*	*	*	*	*	589	462	526				
10:00	*	*	*	*	*	*	506	274	390				
11:00	*	*	*	*	*	*	383	196	290				
Day Total	0	0	0	0	0	0	12621	15273	15931				
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	0.0%								
% Avg. Week	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	79.2%	95.9%					
AM Peak	-	-	-	-	-	-	-	11:00	11:00	-	10:00	-	-
Vol.	-	-	-	-	-	-	-	994	1135	-	1100	-	-
PM Peak	-	-	-	-	-	-	-	12:00	12:00	-	12:00	-	-
Vol.	-	-	-	-	-	-	-	1389	1385	-	1387	-	-

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Page 2

Site Code:
Station ID:
US 6 EB W OF E MAIN ST
YORKTOWN,NY
Latitude: 0' 0.0000 Undefined

Start Time	Mon 12-Jun-23	Tue 13-Jun-23	Wed 14-Jun-23	Thu 15-Jun-23	Fri 16-Jun-23	Average Day	Sat 17-Jun-23	Sun 18-Jun-23	Week Average
12:00 AM	124	109	121	126	147	125	225	*	142 
01:00	71	42	53	61	57	57	137	*	70 
02:00	34	25	29	31	42	32	65	*	38 
03:00	24	34	42	34	45	36	50	*	38 
04:00	92	112	99	107	111	104	48	*	95 
05:00	186	210	202	202	184	197	99	*	180 
06:00	527	531	524	531	524	527	295	*	489 
07:00	1000	984	1030	999	975	998	572	*	927 
08:00	944	994	1008	1047	1044	1007	788	*	971 
09:00	928	942	992	992	983	967	1044	*	980 
10:00	961	918	967	1012	1010	974	1266	*	1022 
11:00	1107	1057	1100	1073	1150	1097	1255	*	1124 
12:00 PM	1055	1110	1183	1098	1285	1146	1413	*	1191 
01:00	1079	1123	1072	1156	1300	1146	1332	*	1177 
02:00	1251	1308	1230	1294	1461	1309	1450	*	1332 
03:00	1510	1579	1431	1636	1537	1539	1220	*	1486 
04:00	1718	1662	1542	1603	1620	1629	1227	*	1562 
05:00	1625	1632	1594	1689	1618	1632	1155	*	1552 
06:00	1274	1481	1198	1301	1257	1302	1069	*	1263 
07:00	966	941	943	1004	993	969	878	*	954 
08:00	660	800	711	890	786	769	714	*	760 
09:00	475	580	581	687	640	593	621	*	597 
10:00	276	348	344	442	492	380	468	*	395 
11:00	165	237	237	275	337	250	345	*	266 
Day Total	18052	18759	18233	19290	19598	18785	17736	0	18611
% Avg. WkDay	96.1%	99.9%	97.1%	102.7%	104.3%				
% Avg. Week	97.0%	100.8%	98.0%	103.6%	105.3%	100.9%	95.3%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	-	11:00	-	11:00
Vol.	1107	1057	1100	1073	1150	-	1097	-	1124
PM Peak	16:00	16:00	17:00	17:00	16:00	-	17:00	-	16:00
Vol.	1718	1662	1594	1689	1620	-	1632	-	1562

Grand Total	18052	18759	18233	19290	19598	18785	30357	15273	34542
ADT	ADT 14,788		AADT 14,788						

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Page 1

Site Code:
Station ID:
US 6 WB W OF LEE BLVD
YORKTOWN,NY
Latitude: 0' 0.0000 Undefined

Start Time	Mon 05-Jun-23	Tue 06-Jun-23	Wed 07-Jun-23	Thu 08-Jun-23	Fri 09-Jun-23	Average Day	Sat 10-Jun-23	Sun 11-Jun-23	Week Average				
12:00 AM	*	*	*	*	*	*	*	166	166				
01:00	*	*	*	*	*	*	*	65	65				
02:00	*	*	*	*	*	*	*	26	26				
03:00	*	*	*	*	*	*	*	35	35				
04:00	*	*	*	*	*	*	*	56	56				
05:00	*	*	*	*	*	*	*	110	110				
06:00	*	*	*	*	*	*	*	256	256				
07:00	*	*	*	*	*	*	*	370	370				
08:00	*	*	*	*	*	*	*	461	461				
09:00	*	*	*	*	*	*	*	665	665				
10:00	*	*	*	*	*	*	*	805	805				
11:00	*	*	*	*	*	*	1201	1005	1103				
12:00 PM	*	*	*	*	*	*	1237	1026	1132				
01:00	*	*	*	*	*	*	1207	1111	1159				
02:00	*	*	*	*	*	*	1169	990	1080				
03:00	*	*	*	*	*	*	1237	935	1086				
04:00	*	*	*	*	*	*	1136	1147	1142				
05:00	*	*	*	*	*	*	1038	1065	1052				
06:00	*	*	*	*	*	*	895	819	857				
07:00	*	*	*	*	*	*	684	724	704				
08:00	*	*	*	*	*	*	473	598	536				
09:00	*	*	*	*	*	*	347	531	439				
10:00	*	*	*	*	*	*	248	398	323				
11:00	*	*	*	*	*	*	167	240	204				
Day Total	0	0	0	0	0	0	11039	13604	13832				
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	0.0%								
% Avg. Week	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	79.8%	98.4%					
AM Peak	-	-	-	-	-	-	-	11:00	11:00	-	11:00	-	-
Vol.	-	-	-	-	-	-	-	1201	1005	-	1103	-	-
PM Peak	-	-	-	-	-	-	-	12:00	16:00	-	13:00	-	-
Vol.	-	-	-	-	-	-	-	1237	1147	-	1159	-	-

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Page 2

Site Code:
Station ID:
US 6 WB W OF LEE BLVD
YORKTOWN,NY
Latitude: 0' 0.0000 Undefined

Start Time	Mon 12-Jun-23	Tue 13-Jun-23	Wed 14-Jun-23	Thu 15-Jun-23	Fri 16-Jun-23	Average Day		Sat 17-Jun-23	Sun 18-Jun-23	Week Average				
12:00 AM	85	37	48	74	66	62		141	*	75				
01:00	26	22	25	18	19	22		84	*	32				
02:00	33	26	26	29	30	29		45	*	32				
03:00	44	23	36	53	43	40		47	*	41				
04:00	109	79	100	120	133	108		40	*	97				
05:00	297	280	345	267	358	309		59	*	268				
06:00	711	826	843	906	907	839		151	*	724				
07:00	930	1039	1038	1073	1081	1032		332	*	916				
08:00	912	1070	1076	1066	1076	1040		468	*	945				
09:00	673	767	785	744	784	751		675	*	738				
10:00	763	792	825	816	891	817		1068	*	859				
11:00	895	962	975	953	1044	966		1241	*	1012				
12:00 PM	926	1029	999	1003	1066	1005		1172	*	1032				
01:00	813	909	882	889	955	890		1191	*	940				
02:00	920	1045	1016	1019	1104	1021		1201	*	1051				
03:00	946	1078	1047	1013	1095	1036		1225	*	1067				
04:00	1097	1207	1206	1185	1270	1193		1104	*	1178				
05:00	1128	1220	1218	1215	1332	1223		1052	*	1194				
06:00	1022	1048	1100	1119	1199	1098		1007	*	1082				
07:00	690	801	750	762	830	767		874	*	784				
08:00	558	608	612	602	656	607		722	*	626				
09:00	376	406	455	414	434	417		513	*	433				
10:00	195	237	240	236	230	228		271	*	235				
11:00	89	119	144	135	166	131		167	*	137				
Day Total	14238	15630	15791	15711	16769	15631		14850	0	15498				
% Avg. WkDay	91.1%	100.0%	101.0%	100.5%	107.3%									
% Avg. Week	91.9%	100.9%	101.9%	101.4%	108.2%	100.9%		95.8%	0.0%					
AM Peak	07:00	08:00	08:00	07:00	07:00	-	08:00	-	11:00	-	-	11:00	-	-
Vol.	930	1070	1076	1073	1081	-	1040	-	1241	-	-	1012	-	-
PM Peak	17:00	17:00	17:00	17:00	17:00	-	17:00	-	15:00	-	-	17:00	-	-
Vol.	1128	1220	1218	1215	1332	-	1223	-	1225	-	-	1194	-	-

Grand Total	14238	15630	15791	15711	16769	15631	25889	13604	29330
ADT	ADT 15,228		AADT 15,228						

Appendix G-2
2023 Existing Condition Synchro Reports

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) 40 s	 Ø2 20 s	 Ø3 30 s
 Ø5 (R) 40 s	 Ø6 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												

Lanes, Volumes, Timings

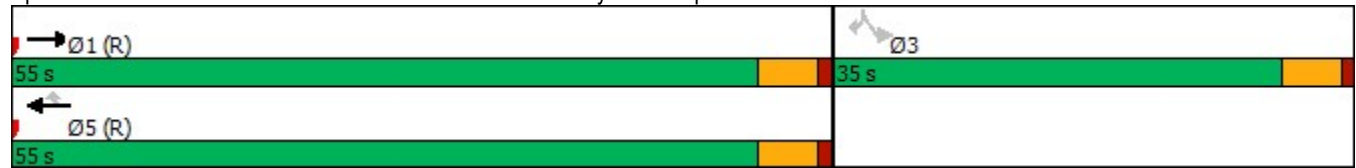
2: US Route 6 & Taconic State Parkway SB Ramps

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)		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

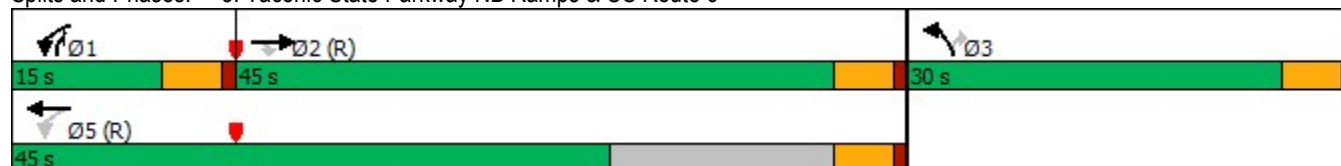
Analysis Period (min) 15

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%

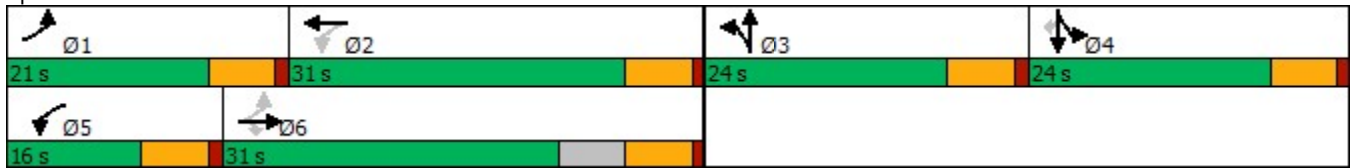
ICU Level of Service A

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 16 s	 Ø2 36 s	 Ø3 21 s	 Ø4 21 s
 Ø5 16 s	 Ø6 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	0	986
Stage 1	-	-	-	-	258
Stage 2	-	-	-	-	728
Critical Hdwy	-	-	4.23	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.317	-	3.5
Pot Cap-1 Maneuver	-	-	1198	-	277
Stage 1	-	-	-	-	790
Stage 2	-	-	-	-	482
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1198	-	234
Mov Cap-2 Maneuver	-	-	-	-	234
Stage 1	-	-	-	-	790
Stage 2	-	-	-	-	408

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	24.0	
Actuated g/C Ratio	0.37	0.37		0.48	0.48		0.27	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	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	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	0.01	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

02/01/2024

~ 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) 40 s	 Ø2 20 s	 Ø3 30 s
 Ø5 (L) 40 s	 Ø6 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

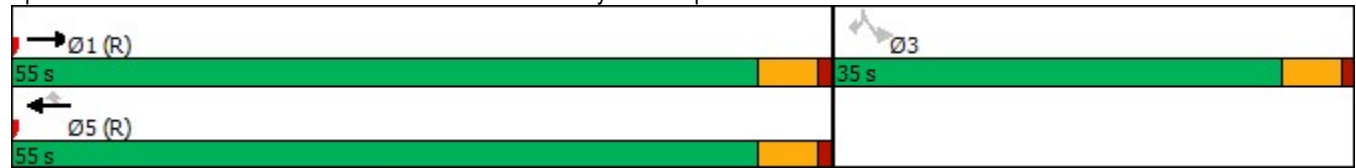
2: US Route 6 & Taconic State Parkway SB Ramps

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
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: 0.56												
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

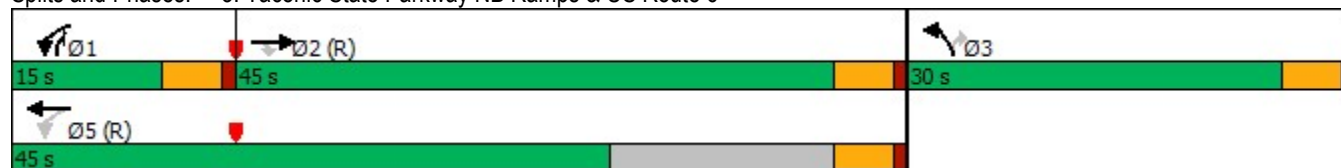
Analysis Period (min) 15

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

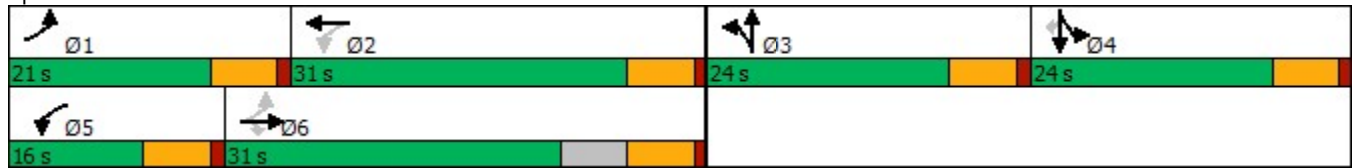
6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

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  16 s	 Ø2  36 s	 Ø3  21 s	 Ø4  21 s
 Ø5  16 s	 Ø6  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

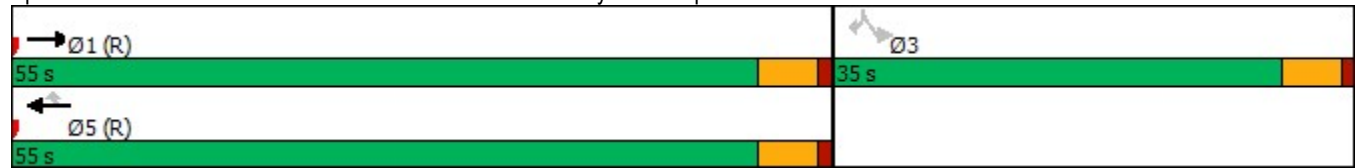
2: US Route 6 & Taconic State Parkway SB Ramps

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 Effect 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 Effect 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

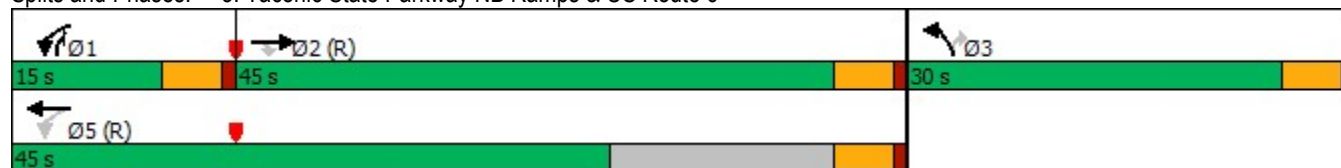
Analysis Period (min) 15

Lanes, Volumes, Timings

3: Taconic State Parkway NB Ramps & US Route 6

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)	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%

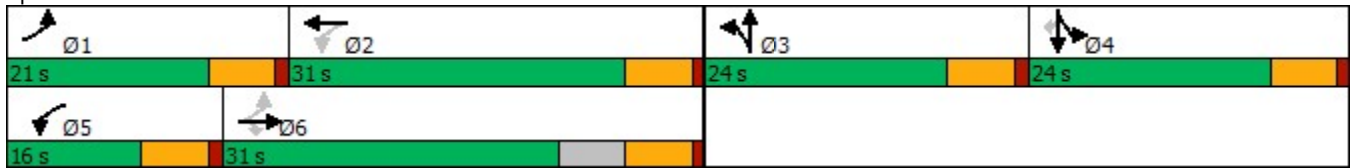
ICU Level of Service C

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

Appendix G-3
NYSDOT Crash Data

FMO-23-21235 MAP



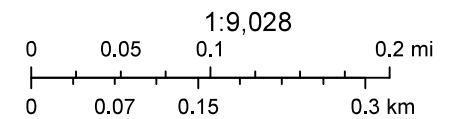
3/28/2023

Results Layer

Red: Band_1
Green: Band_2

Blue: Band_3
Interstates

US Highways
State Routes



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),

Crash Level Details								
Case Number	Max Injury in Crash	Crash Severity	Access Control	Case Year	Collision Type	Crash Date	Crash Time	Crash Type
36580471		PROPERTY DAMAGE		888	2017 RIGHT ANGLE	2017-01-16T00:00:00	9:45 AM	COLLISION WITH MOTOR VEHICLE
36580471		PROPERTY DAMAGE		888	2017 RIGHT ANGLE	2017-01-16T00:00:00	9:45 AM	COLLISION WITH MOTOR VEHICLE
36588686		PROPERTY DAMAGE		888	2017 RIGHT TURN (WITH OTHER CAR)	2017-01-09T00:00:00	12:00 AM	COLLISION WITH MOTOR VEHICLE
36588686		PROPERTY DAMAGE		888	2017 RIGHT TURN (WITH OTHER CAR)	2017-01-09T00:00:00	12:00 AM	COLLISION WITH MOTOR VEHICLE
36597129		PROPERTY DAMAGE		888	2017 REAR END	2017-01-30T00:00:00	12:21 PM	COLLISION WITH MOTOR VEHICLE
36597129		PROPERTY DAMAGE		888	2017 REAR END	2017-01-30T00:00:00	12:21 PM	COLLISION WITH MOTOR VEHICLE
36619061		PROPERTY DAMAGE		888	2017 OVERTAKING	2017-02-09T00:00:00	2:04 PM	COLLISION WITH MOTOR VEHICLE
36619061		PROPERTY DAMAGE		888	2017 OVERTAKING	2017-02-09T00:00:00	2:04 PM	COLLISION WITH MOTOR VEHICLE
36652013		PROPERTY DAMAGE		888	2017 NOT ENTERED	2017-02-28T00:00:00	7:40 AM	NOT ENTERED
36652013		PROPERTY DAMAGE		888	2017 NOT ENTERED	2017-02-28T00:00:00	7:40 AM	NOT ENTERED
36664166		PROPERTY DAMAGE		888	2017 REAR END	2017-03-13T00:00:00	6:17 AM	COLLISION WITH MOTOR VEHICLE
36664166		PROPERTY DAMAGE		888	2017 REAR END	2017-03-13T00:00:00	6:17 AM	COLLISION WITH MOTOR VEHICLE
36672471		PROPERTY DAMAGE		888	2017 REAR END	2017-03-22T00:00:00	5:46 PM	COLLISION WITH MOTOR VEHICLE
36672471		PROPERTY DAMAGE		888	2017 REAR END	2017-03-22T00:00:00	5:46 PM	COLLISION WITH MOTOR VEHICLE
36689209		PROPERTY DAMAGE		888	2017 RIGHT ANGLE	2017-04-11T00:00:00	9:00 PM	COLLISION WITH MOTOR VEHICLE
36689209		PROPERTY DAMAGE		888	2017 RIGHT ANGLE	2017-04-11T00:00:00	9:00 PM	COLLISION WITH MOTOR VEHICLE
36700189		PROPERTY DAMAGE		888	2017 UNKNOWN	2017-04-18T00:00:00	4:25 PM	COLLISION WITH MOTOR VEHICLE
36700189		PROPERTY DAMAGE		888	2017 UNKNOWN	2017-04-18T00:00:00	4:25 PM	COLLISION WITH MOTOR VEHICLE
36705365		PROPERTY DAMAGE		888	2017 REAR END	2017-04-18T00:00:00	5:00 PM	COLLISION WITH MOTOR VEHICLE
36705365		PROPERTY DAMAGE		888	2017 REAR END	2017-04-18T00:00:00	5:00 PM	COLLISION WITH MOTOR VEHICLE
36710969		PROPERTY DAMAGE		888	2017 REAR END	2017-04-27T00:00:00	1:00 PM	COLLISION WITH MOTOR VEHICLE
36710969		PROPERTY DAMAGE		888	2017 REAR END	2017-04-27T00:00:00	1:00 PM	COLLISION WITH MOTOR VEHICLE
36714125		PROPERTY DAMAGE		888	2017 REAR END	2017-04-25T00:00:00	5:10 PM	COLLISION WITH MOTOR VEHICLE
36714125		PROPERTY DAMAGE		888	2017 REAR END	2017-04-25T00:00:00	5:10 PM	COLLISION WITH MOTOR VEHICLE
36726064		PROPERTY DAMAGE		888	2017 OTHER	2017-04-28T00:00:00	12:00 AM	COLLISION WITH DEER
36749309	B - INJURY	INJURY		888	2017 OTHER	2017-05-27T00:00:00	12:31 AM	COLLISION WITH SIGN POST
36794304		PROPERTY DAMAGE		888	2017 RIGHT ANGLE	2017-06-09T00:00:00	9:19 AM	COLLISION WITH MOTOR VEHICLE
36794304	C - POSSIBLE INJURY	PROPERTY DAMAGE		888	2017 RIGHT ANGLE	2017-06-09T00:00:00	9:19 AM	COLLISION WITH MOTOR VEHICLE
36802204		INJURY		888	2017 REAR END	2017-06-30T00:00:00	5:58 AM	COLLISION WITH MOTOR VEHICLE
36802204	C - POSSIBLE INJURY	INJURY		888	2017 REAR END	2017-06-30T00:00:00	5:58 AM	COLLISION WITH MOTOR VEHICLE
36813418		PROPERTY DAMAGE		888	2017 REAR END	2017-07-10T00:00:00	8:23 PM	COLLISION WITH MOTOR VEHICLE
36813418		PROPERTY DAMAGE		888	2017 REAR END	2017-07-10T00:00:00	8:23 PM	COLLISION WITH MOTOR VEHICLE
36817667		PROPERTY DAMAGE		888	2017 OTHER	2017-07-07T00:00:00	5:30 PM	COLLISION WITH MOTOR VEHICLE
36817667		PROPERTY DAMAGE		888	2017 OTHER	2017-07-07T00:00:00	5:30 PM	COLLISION WITH MOTOR VEHICLE
36817667		PROPERTY DAMAGE		888	2017 OTHER	2017-07-07T00:00:00	5:30 PM	COLLISION WITH MOTOR VEHICLE
36828945		INJURY		888	2017 RIGHT TURN (AGAINST OTHER CAR)	2017-07-14T00:00:00	1:37 PM	COLLISION WITH MOTOR VEHICLE
36828945		INJURY		888	2017 RIGHT TURN (AGAINST OTHER CAR)	2017-07-14T00:00:00	1:37 PM	COLLISION WITH MOTOR VEHICLE
36859070	C - POSSIBLE INJURY	INJURY		888	2017 OTHER	2017-08-13T00:00:00	11:26 AM	COLLISION WITH MOTOR VEHICLE
36859070	C - POSSIBLE INJURY	INJURY		888	2017 OTHER	2017-08-13T00:00:00	11:26 AM	COLLISION WITH MOTOR VEHICLE
36859070	C - POSSIBLE INJURY	INJURY		888	2017 OTHER	2017-08-13T00:00:00	11:26 AM	COLLISION WITH MOTOR VEHICLE
36870483	B - INJURY	INJURY		888	2017 RIGHT ANGLE	2017-08-24T00:00:00	12:57 PM	COLLISION WITH MOTOR VEHICLE
36870483	B - INJURY	INJURY		888	2017 RIGHT ANGLE	2017-08-24T00:00:00	12:57 PM	COLLISION WITH MOTOR VEHICLE
36878061		PROPERTY DAMAGE		888	2017 LEFT TURN (WITH OTHER CAR)	2017-01-02T00:00:00	12:30 PM	COLLISION WITH MOTOR VEHICLE
36878061		PROPERTY DAMAGE		888	2017 LEFT TURN (WITH OTHER CAR)	2017-01-02T00:00:00	12:30 PM	COLLISION WITH MOTOR VEHICLE
36904976		INJURY		888	2017 RIGHT ANGLE	2017-09-20T00:00:00	11:33 AM	COLLISION WITH MOTOR VEHICLE
36904976		INJURY		888	2017 RIGHT ANGLE	2017-09-20T00:00:00	11:33 AM	COLLISION WITH MOTOR VEHICLE
36923640		PROPERTY DAMAGE		888	2017 REAR END	2017-10-01T00:00:00	8:33 AM	COLLISION WITH MOTOR VEHICLE
36923640		PROPERTY DAMAGE		888	2017 REAR END	2017-10-01T00:00:00	8:33 AM	COLLISION WITH MOTOR VEHICLE
36932806		PROPERTY DAMAGE		888	2017 OTHER	2017-10-02T00:00:00	2:15 AM	COLLISION WITH DEER
36943710	C - POSSIBLE INJURY	INJURY		888	2017 OTHER	2017-10-15T00:00:00	9:11 PM	COLLISION WITH SIGN POST

Crash Level Details								
Case Number	Max Injury in Crash	Crash Severity	Access Control	Case Year	Collision Type	Crash Date	Crash Time	Crash Type
36969806	C - POSSIBLE INJURY	INJURY		888	2017 REAR END	2017-10-29T00:00:00	5:49 PM	COLLISION WITH MOTOR VEHICLE
36969806		INJURY		888	2017 REAR END	2017-10-29T00:00:00	5:49 PM	COLLISION WITH MOTOR VEHICLE
36976467		PROPERTY DAMAGE		888	2017 OTHER	2017-10-28T00:00:00	4:00 AM	COLLISION WITH DEER
37025249		PROPERTY DAMAGE		888	2017 UNKNOWN	2017-11-30T00:00:00	5:35 AM	COLLISION WITH MOTOR VEHICLE
37025249		PROPERTY DAMAGE		888	2017 UNKNOWN	2017-11-30T00:00:00	5:35 AM	COLLISION WITH MOTOR VEHICLE
37027728	C - POSSIBLE INJURY	PROPERTY DAMAGE		888	2017 OTHER	2017-11-08T00:00:00	5:28 AM	COLLISION WITH DEER
37101128		INJURY		888	2017 REAR END	2017-12-29T00:00:00	12:29 PM	COLLISION WITH MOTOR VEHICLE
37101128		INJURY		888	2017 REAR END	2017-12-29T00:00:00	12:29 PM	COLLISION WITH MOTOR VEHICLE
37104499		PROPERTY DAMAGE		888	2017 REAR END	2017-12-20T00:00:00	4:51 PM	COLLISION WITH MOTOR VEHICLE
37104499		PROPERTY DAMAGE		888	2017 REAR END	2017-12-20T00:00:00	4:51 PM	COLLISION WITH MOTOR VEHICLE
37104709	B - INJURY	PROPERTY DAMAGE		888	2017 UNKNOWN	2017-12-30T00:00:00	9:35 AM	COLLISION WITH MOTOR VEHICLE
37104709		PROPERTY DAMAGE		888	2017 UNKNOWN	2017-12-30T00:00:00	9:35 AM	COLLISION WITH MOTOR VEHICLE
37106282		PROPERTY DAMAGE		888	2018 OTHER	2018-01-10T00:00:00	8:02 AM	COLLISION WITH SNOW EMBANKMENT
37112583		INJURY		888	2018 UNKNOWN	2018-01-09T00:00:00	10:04 PM	COLLISION WITH MOTOR VEHICLE
37112583		INJURY		888	2018 UNKNOWN	2018-01-09T00:00:00	10:04 PM	COLLISION WITH MOTOR VEHICLE
37116724	B - INJURY	PROPERTY DAMAGE		888	2018 REAR END	2018-01-05T00:00:00	1:17 PM	COLLISION WITH MOTOR VEHICLE
37116724		PROPERTY DAMAGE		888	2018 REAR END	2018-01-05T00:00:00	1:17 PM	COLLISION WITH MOTOR VEHICLE
37129404		PROPERTY DAMAGE		888	2018 OVERTAKING	2018-01-27T00:00:00	6:58 PM	COLLISION WITH MOTOR VEHICLE
37129404		PROPERTY DAMAGE		888	2018 OVERTAKING	2018-01-27T00:00:00	6:58 PM	COLLISION WITH MOTOR VEHICLE
37140339		INJURY		888	2018 LEFT TURN (AGAINST OTHER CAR)	2018-01-31T00:00:00	4:22 PM	COLLISION WITH MOTOR VEHICLE
37140339	C - POSSIBLE INJURY	INJURY		888	2018 LEFT TURN (AGAINST OTHER CAR)	2018-01-31T00:00:00	4:22 PM	COLLISION WITH MOTOR VEHICLE
37144087		INJURY		888	2018 REAR END	2018-02-08T00:00:00	4:24 PM	COLLISION WITH MOTOR VEHICLE
37144087		INJURY		888	2018 REAR END	2018-02-08T00:00:00	4:24 PM	COLLISION WITH MOTOR VEHICLE
37184187		PROPERTY DAMAGE		888	2018 REAR END	2018-02-21T00:00:00	3:25 PM	COLLISION WITH MOTOR VEHICLE
37184187		PROPERTY DAMAGE		888	2018 REAR END	2018-02-21T00:00:00	3:25 PM	COLLISION WITH MOTOR VEHICLE
37199656	C - POSSIBLE INJURY	PROPERTY DAMAGE		888	2018 RIGHT ANGLE	2018-03-03T00:00:00	10:54 AM	COLLISION WITH MOTOR VEHICLE
37199656		PROPERTY DAMAGE		888	2018 RIGHT ANGLE	2018-03-03T00:00:00	10:54 AM	COLLISION WITH MOTOR VEHICLE
37202872		PROPERTY DAMAGE		888	2018 OTHER	2018-02-22T00:00:00	5:00 PM	COLLISION WITH SIGN POST
37203308		INJURY		888	2018 OTHER	2018-03-03T00:00:00	1:52 PM	COLLISION WITH MOTOR VEHICLE
37203308		INJURY		888	2018 OTHER	2018-03-03T00:00:00	1:52 PM	COLLISION WITH MOTOR VEHICLE
37203308	B - INJURY	INJURY		888	2018 OTHER	2018-03-03T00:00:00	1:52 PM	COLLISION WITH MOTOR VEHICLE
37227709		INJURY		888	2018 HEAD ON	2018-03-29T00:00:00	4:35 PM	COLLISION WITH MOTOR VEHICLE
37227709		INJURY		888	2018 HEAD ON	2018-03-29T00:00:00	4:35 PM	COLLISION WITH MOTOR VEHICLE
37234903		PROPERTY DAMAGE		888	2018 REAR END	2018-03-16T00:00:00	7:30 PM	COLLISION WITH MOTOR VEHICLE
37234903		PROPERTY DAMAGE		888	2018 REAR END	2018-03-16T00:00:00	7:30 PM	COLLISION WITH MOTOR VEHICLE
37235086	C - POSSIBLE INJURY	PROPERTY DAMAGE		888	2018 REAR END	2018-03-25T00:00:00	1:06 PM	COLLISION WITH MOTOR VEHICLE
37235086		PROPERTY DAMAGE		888	2018 REAR END	2018-03-25T00:00:00	1:06 PM	COLLISION WITH MOTOR VEHICLE
37235135		PROPERTY DAMAGE		888	2018 REAR END	2018-03-18T00:00:00	5:16 PM	COLLISION WITH MOTOR VEHICLE
37235135		PROPERTY DAMAGE		888	2018 REAR END	2018-03-18T00:00:00	5:16 PM	COLLISION WITH MOTOR VEHICLE
37239750		PROPERTY DAMAGE		999	2018 OVERTAKING	2018-04-17T00:00:00	6:24 PM	COLLISION WITH MOTOR VEHICLE
37239750	C - POSSIBLE INJURY	PROPERTY DAMAGE		999	2018 OVERTAKING	2018-04-17T00:00:00	6:24 PM	COLLISION WITH MOTOR VEHICLE
37249874		INJURY		999	2018 HEAD ON	2018-04-23T00:00:00	1:51 PM	COLLISION WITH MOTOR VEHICLE
37249874		INJURY		999	2018 HEAD ON	2018-04-23T00:00:00	1:51 PM	COLLISION WITH MOTOR VEHICLE
37249876		PROPERTY DAMAGE		999	2018 REAR END	2018-04-23T00:00:00	2:19 PM	COLLISION WITH MOTOR VEHICLE
37249876		PROPERTY DAMAGE		999	2018 REAR END	2018-04-23T00:00:00	2:19 PM	COLLISION WITH MOTOR VEHICLE
37259885	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-04-29T00:00:00	11:28 AM	COLLISION WITH MOTOR VEHICLE
37259885		INJURY		999	2018 REAR END	2018-04-29T00:00:00	11:28 AM	COLLISION WITH MOTOR VEHICLE
37259887		INJURY		999	2018 LEFT TURN (AGAINST OTHER CAR)	2018-04-29T00:00:00	9:14 PM	COLLISION WITH MOTOR VEHICLE
37259887		INJURY		999	2018 LEFT TURN (AGAINST OTHER CAR)	2018-04-29T00:00:00	9:14 PM	COLLISION WITH MOTOR VEHICLE
37280394		PROPERTY DAMAGE		999	2018 OTHER	2018-05-14T00:00:00	10:43 AM	COLLISION WITH ANIMAL

Crash Level Details								
Case Number	Max Injury in Crash	Crash Severity	Access Control	Case Year	Collision Type	Crash Date	Crash Time	Crash Type
37280400	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-05-13T00:00:00	3:00 PM	COLLISION WITH MOTOR VEHICLE
37280400	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-05-13T00:00:00	3:00 PM	COLLISION WITH MOTOR VEHICLE
37308153		PROPERTY DAMAGE		999	2018 REAR END	2018-05-29T00:00:00	7:17 AM	COLLISION WITH MOTOR VEHICLE
37308153		PROPERTY DAMAGE		999	2018 REAR END	2018-05-29T00:00:00	7:17 AM	COLLISION WITH MOTOR VEHICLE
37328171		PROPERTY DAMAGE		999	2018 REAR END	2018-06-12T00:00:00	7:18 AM	COLLISION WITH MOTOR VEHICLE
37328171		PROPERTY DAMAGE		999	2018 REAR END	2018-06-12T00:00:00	7:18 AM	COLLISION WITH MOTOR VEHICLE
37333599		PROPERTY DAMAGE		999	2018 REAR END	2018-06-15T00:00:00	7:53 AM	COLLISION WITH MOTOR VEHICLE
37333599		PROPERTY DAMAGE		999	2018 REAR END	2018-06-15T00:00:00	7:53 AM	COLLISION WITH MOTOR VEHICLE
37336602		PROPERTY DAMAGE		999	2018 OVERTAKING	2018-06-15T00:00:00	12:29 PM	COLLISION WITH MOTOR VEHICLE
37336602		PROPERTY DAMAGE		999	2018 OVERTAKING	2018-06-15T00:00:00	12:29 PM	COLLISION WITH MOTOR VEHICLE
37340283		PROPERTY DAMAGE		999	2018 OTHER	2018-06-20T00:00:00	12:11 AM	COLLISION WITH ANIMAL
37356511		PROPERTY DAMAGE		999	2018 OVERTAKING	2018-06-30T00:00:00	8:45 AM	COLLISION WITH MOTOR VEHICLE
37356511		PROPERTY DAMAGE		999	2018 OVERTAKING	2018-06-30T00:00:00	8:45 AM	COLLISION WITH MOTOR VEHICLE
37364648	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-07-04T00:00:00	6:14 PM	COLLISION WITH MOTOR VEHICLE
37364648	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-07-04T00:00:00	6:14 PM	COLLISION WITH MOTOR VEHICLE
37365445		PROPERTY DAMAGE		999	2018 REAR END	2018-07-05T00:00:00	7:21 AM	COLLISION WITH MOTOR VEHICLE
37365445		PROPERTY DAMAGE		999	2018 REAR END	2018-07-05T00:00:00	7:21 AM	COLLISION WITH MOTOR VEHICLE
37369677		PROPERTY DAMAGE		999	2018 REAR END	2018-07-07T00:00:00	12:38 PM	COLLISION WITH MOTOR VEHICLE
37369677		PROPERTY DAMAGE		999	2018 REAR END	2018-07-07T00:00:00	12:38 PM	COLLISION WITH MOTOR VEHICLE
37376959	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-07-11T00:00:00	9:45 AM	COLLISION WITH MOTOR VEHICLE
37376959	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-07-11T00:00:00	9:45 AM	COLLISION WITH MOTOR VEHICLE
37378066	C - POSSIBLE INJURY	INJURY		999	2018 RIGHT ANGLE	2018-07-13T00:00:00	12:11 PM	COLLISION WITH MOTOR VEHICLE
37378066	C - POSSIBLE INJURY	INJURY		999	2018 RIGHT ANGLE	2018-07-13T00:00:00	12:11 PM	COLLISION WITH MOTOR VEHICLE
37378430		PROPERTY DAMAGE		999	2018 REAR END	2018-07-13T00:00:00	5:25 PM	COLLISION WITH MOTOR VEHICLE
37378430		PROPERTY DAMAGE		999	2018 REAR END	2018-07-13T00:00:00	5:25 PM	COLLISION WITH MOTOR VEHICLE
37415668	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-07-31T00:00:00	2:30 PM	COLLISION WITH MOTOR VEHICLE
37415668	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-07-31T00:00:00	2:30 PM	COLLISION WITH MOTOR VEHICLE
37425154		PROPERTY DAMAGE		999	2018 LEFT TURN (AGAINST OTHER CAR)	2018-08-09T00:00:00	7:17 PM	COLLISION WITH MOTOR VEHICLE
37425154		PROPERTY DAMAGE		999	2018 LEFT TURN (AGAINST OTHER CAR)	2018-08-09T00:00:00	7:17 PM	COLLISION WITH MOTOR VEHICLE
37425158		PROPERTY DAMAGE		999	2018 REAR END	2018-08-10T00:00:00	8:45 AM	COLLISION WITH MOTOR VEHICLE
37425158		PROPERTY DAMAGE		999	2018 REAR END	2018-08-10T00:00:00	8:45 AM	COLLISION WITH MOTOR VEHICLE
37440258		PROPERTY DAMAGE		999	2018 REAR END	2018-08-17T00:00:00	5:55 PM	COLLISION WITH MOTOR VEHICLE
37440258		PROPERTY DAMAGE		999	2018 REAR END	2018-08-17T00:00:00	5:55 PM	COLLISION WITH MOTOR VEHICLE
37440792	C - POSSIBLE INJURY	INJURY		888	2018 OTHER	2018-07-27T00:00:00	6:33 PM	COLLISION WITH MOTOR VEHICLE
37440792	C - POSSIBLE INJURY	INJURY		888	2018 OTHER	2018-07-27T00:00:00	6:33 PM	COLLISION WITH MOTOR VEHICLE
37440792	C - POSSIBLE INJURY	INJURY		888	2018 OTHER	2018-07-27T00:00:00	6:33 PM	COLLISION WITH MOTOR VEHICLE
37442015		PROPERTY DAMAGE		999	2018 OTHER	2018-08-21T00:00:00	5:06 AM	COLLISION WITH DEER
37445480		PROPERTY DAMAGE		999	2018 REAR END	2018-08-22T00:00:00	8:10 PM	COLLISION WITH MOTOR VEHICLE
37445480		PROPERTY DAMAGE		999	2018 REAR END	2018-08-22T00:00:00	8:10 PM	COLLISION WITH MOTOR VEHICLE
37458996	B - INJURY	INJURY		999	2018 OTHER	2018-09-01T00:00:00	11:28 PM	COLLISION WITH OTHER FIXED OBJECT
37465140	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-09-04T00:00:00	6:30 PM	COLLISION WITH MOTOR VEHICLE
37465140	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-09-04T00:00:00	6:30 PM	COLLISION WITH MOTOR VEHICLE
37471082		PROPERTY DAMAGE		999	2018 LEFT TURN (WITH OTHER CAR)	2018-09-10T00:00:00	6:15 AM	COLLISION WITH MOTOR VEHICLE
37471082		PROPERTY DAMAGE		999	2018 LEFT TURN (WITH OTHER CAR)	2018-09-10T00:00:00	6:15 AM	COLLISION WITH MOTOR VEHICLE
37473360		PROPERTY DAMAGE		999	2018 RIGHT ANGLE	2018-09-06T00:00:00	4:40 PM	COLLISION WITH MOTOR VEHICLE
37473360		PROPERTY DAMAGE		999	2018 RIGHT ANGLE	2018-09-06T00:00:00	4:40 PM	COLLISION WITH MOTOR VEHICLE
37473361	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-09-10T00:00:00	8:20 AM	COLLISION WITH MOTOR VEHICLE
37473361	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-09-10T00:00:00	8:20 AM	COLLISION WITH MOTOR VEHICLE
37475406	B - INJURY	INJURY		999	2018 OTHER	2018-09-11T00:00:00	12:57 PM	COLLISION WITH MOTOR VEHICLE
37475406	B - INJURY	INJURY		999	2018 OTHER	2018-09-11T00:00:00	12:57 PM	COLLISION WITH MOTOR VEHICLE

Crash Level Details								
Case Number	Max Injury in Crash	Crash Severity	Access Control	Case Year	Collision Type	Crash Date	Crash Time	Crash Type
37486080	C - POSSIBLE INJURY	PROPERTY DAMAGE		999	2018 REAR END	2018-09-14T00:00:00	11:19 PM	COLLISION WITH MOTOR VEHICLE
37486080		PROPERTY DAMAGE		999	2018 REAR END	2018-09-14T00:00:00	11:19 PM	COLLISION WITH MOTOR VEHICLE
37491237		PROPERTY DAMAGE		999	2018 REAR END	2018-09-21T00:00:00	5:54 AM	COLLISION WITH MOTOR VEHICLE
37491237		PROPERTY DAMAGE		999	2018 REAR END	2018-09-21T00:00:00	5:54 AM	COLLISION WITH MOTOR VEHICLE
37495884		PROPERTY DAMAGE		999	2018 OTHER	2018-09-22T00:00:00	7:10 PM	COLLISION WITH MOTOR VEHICLE
37495884		PROPERTY DAMAGE		999	2018 OTHER	2018-09-22T00:00:00	7:10 PM	COLLISION WITH MOTOR VEHICLE
37495884		PROPERTY DAMAGE		999	2018 OTHER	2018-09-22T00:00:00	7:10 PM	COLLISION WITH MOTOR VEHICLE
37497643		INJURY		999	2018 REAR END	2018-09-20T00:00:00	1:21 PM	COLLISION WITH MOTOR VEHICLE
37497643		INJURY		999	2018 REAR END	2018-09-20T00:00:00	1:21 PM	COLLISION WITH MOTOR VEHICLE
37497647		PROPERTY DAMAGE		999	2018 REAR END	2018-09-24T00:00:00	3:32 PM	COLLISION WITH MOTOR VEHICLE
37497647		PROPERTY DAMAGE		999	2018 REAR END	2018-09-24T00:00:00	3:32 PM	COLLISION WITH MOTOR VEHICLE
37501197		PROPERTY DAMAGE		999	2018 REAR END	2018-09-26T00:00:00	5:08 PM	COLLISION WITH MOTOR VEHICLE
37501197		PROPERTY DAMAGE		999	2018 REAR END	2018-09-26T00:00:00	5:08 PM	COLLISION WITH MOTOR VEHICLE
37502008		PROPERTY DAMAGE		999	2018 REAR END	2018-09-27T00:00:00	7:10 AM	COLLISION WITH MOTOR VEHICLE
37502008		PROPERTY DAMAGE		999	2018 REAR END	2018-09-27T00:00:00	7:10 AM	COLLISION WITH MOTOR VEHICLE
37506469		PROPERTY DAMAGE		999	2018 LEFT TURN (AGAINST OTHER CAR)	2018-09-29T00:00:00	1:50 PM	COLLISION WITH MOTOR VEHICLE
37506469		PROPERTY DAMAGE		999	2018 LEFT TURN (AGAINST OTHER CAR)	2018-09-29T00:00:00	1:50 PM	COLLISION WITH MOTOR VEHICLE
37506486		PROPERTY DAMAGE		999	2018 LEFT TURN (AGAINST OTHER CAR)	2018-09-28T00:00:00	7:25 PM	COLLISION WITH MOTOR VEHICLE
37506486		PROPERTY DAMAGE		999	2018 LEFT TURN (AGAINST OTHER CAR)	2018-09-28T00:00:00	7:25 PM	COLLISION WITH MOTOR VEHICLE
37513649		PROPERTY DAMAGE		999	2018 OVERTAKING	2018-10-04T00:00:00	4:00 PM	COLLISION WITH MOTOR VEHICLE
37513649		PROPERTY DAMAGE		999	2018 OVERTAKING	2018-10-04T00:00:00	4:00 PM	COLLISION WITH MOTOR VEHICLE
37518831		PROPERTY DAMAGE		999	2018 SIDESWIPE	2018-10-09T00:00:00	7:55 AM	COLLISION WITH MOTOR VEHICLE
37518831		PROPERTY DAMAGE		999	2018 SIDESWIPE	2018-10-09T00:00:00	7:55 AM	COLLISION WITH MOTOR VEHICLE
37530273		PROPERTY DAMAGE		999	2018 RIGHT TURN (WITH OTHER CAR)	2018-10-13T00:00:00	5:51 PM	COLLISION WITH MOTOR VEHICLE
37530273		PROPERTY DAMAGE		999	2018 RIGHT TURN (WITH OTHER CAR)	2018-10-13T00:00:00	5:51 PM	COLLISION WITH MOTOR VEHICLE
37541626		PROPERTY DAMAGE		999	2018 OVERTAKING	2018-10-18T00:00:00	5:57 PM	COLLISION WITH MOTOR VEHICLE
37541626		PROPERTY DAMAGE		999	2018 OVERTAKING	2018-10-18T00:00:00	5:57 PM	COLLISION WITH MOTOR VEHICLE
37547251		PROPERTY DAMAGE		999	2018 OTHER	2018-10-24T00:00:00	9:10 PM	COLLISION WITH DEER
37548253		PROPERTY DAMAGE		999	2018 OTHER	2018-10-26T00:00:00	12:02 PM	COLLISION WITH MOTOR VEHICLE
37548253		PROPERTY DAMAGE		999	2018 OTHER	2018-10-26T00:00:00	12:02 PM	COLLISION WITH MOTOR VEHICLE
37553411		PROPERTY DAMAGE		999	2018 REAR END	2018-10-27T00:00:00	2:33 PM	COLLISION WITH MOTOR VEHICLE
37553411		PROPERTY DAMAGE		999	2018 REAR END	2018-10-27T00:00:00	2:33 PM	COLLISION WITH MOTOR VEHICLE
37555397		PROPERTY DAMAGE		999	2018 REAR END	2018-10-29T00:00:00	5:15 PM	COLLISION WITH MOTOR VEHICLE
37555397		PROPERTY DAMAGE		999	2018 REAR END	2018-10-29T00:00:00	5:15 PM	COLLISION WITH MOTOR VEHICLE
37571651	C - POSSIBLE INJURY	INJURY		888	2018 RIGHT TURN (AGAINST OTHER CAR)	2018-11-07T00:00:00	7:33 AM	COLLISION WITH MOTOR VEHICLE
37571651	C - POSSIBLE INJURY	INJURY		888	2018 RIGHT TURN (AGAINST OTHER CAR)	2018-11-07T00:00:00	7:33 AM	COLLISION WITH MOTOR VEHICLE
37575010	B - INJURY	PROPERTY DAMAGE		999	2018 OTHER	2018-11-09T00:00:00	6:21 AM	COLLISION WITH DEER
37579150		PROPERTY DAMAGE		999	2018 OTHER	2018-11-12T00:00:00	10:06 AM	COLLISION WITH ANIMAL
37594383		PROPERTY DAMAGE		999	2018 RIGHT ANGLE	2018-11-15T00:00:00	10:40 PM	COLLISION WITH MOTOR VEHICLE
37594383		PROPERTY DAMAGE		999	2018 RIGHT ANGLE	2018-11-15T00:00:00	10:40 PM	COLLISION WITH MOTOR VEHICLE
37594390		PROPERTY DAMAGE		999	2018 REAR END	2018-11-18T00:00:00	3:55 PM	COLLISION WITH MOTOR VEHICLE
37594390		PROPERTY DAMAGE		999	2018 REAR END	2018-11-18T00:00:00	3:55 PM	COLLISION WITH MOTOR VEHICLE
37604457		INJURY		999	2018 OTHER	2018-11-23T00:00:00	3:10 PM	COLLISION WITH MOTOR VEHICLE
37604457		INJURY		999	2018 OTHER	2018-11-23T00:00:00	3:10 PM	COLLISION WITH MOTOR VEHICLE
37623108		PROPERTY DAMAGE		999	2018 REAR END	2018-12-03T00:00:00	4:45 PM	COLLISION WITH MOTOR VEHICLE
37623108		PROPERTY DAMAGE		999	2018 REAR END	2018-12-03T00:00:00	4:45 PM	COLLISION WITH MOTOR VEHICLE
37631831	C - POSSIBLE INJURY	PROPERTY DAMAGE		999	2018 REAR END	2018-12-10T00:00:00	11:35 AM	COLLISION WITH MOTOR VEHICLE
37631831		PROPERTY DAMAGE		999	2018 REAR END	2018-12-10T00:00:00	11:35 AM	COLLISION WITH MOTOR VEHICLE
37634875		PROPERTY DAMAGE		999	2018 OTHER	2018-12-10T00:00:00	9:39 PM	COLLISION WITH DEER
37637806		INJURY		999	2018 REAR END	2018-12-12T00:00:00	11:39 AM	COLLISION WITH MOTOR VEHICLE

Crash Level Details								
Case Number	Max Injury in Crash	Crash Severity	Access Control	Case Year	Collision Type	Crash Date	Crash Time	Crash Type
37637806	C - POSSIBLE INJURY	INJURY		999	2018 REAR END	2018-12-12T00:00:00	11:39 AM	COLLISION WITH MOTOR VEHICLE
37637811		PROPERTY DAMAGE		999	2018 REAR END	2018-12-13T00:00:00	2:41 PM	COLLISION WITH MOTOR VEHICLE
37637811		PROPERTY DAMAGE		999	2018 REAR END	2018-12-13T00:00:00	2:41 PM	COLLISION WITH MOTOR VEHICLE
37645645		PROPERTY DAMAGE		999	2018 OTHER	2018-12-17T00:00:00	9:03 AM	COLLISION WITH MOTOR VEHICLE
37645645		PROPERTY DAMAGE		999	2018 OTHER	2018-12-17T00:00:00	9:03 AM	COLLISION WITH MOTOR VEHICLE
37645659		PROPERTY DAMAGE		999	2018 REAR END	2018-12-14T00:00:00	7:01 PM	COLLISION WITH MOTOR VEHICLE
37645659		PROPERTY DAMAGE		999	2018 REAR END	2018-12-14T00:00:00	7:01 PM	COLLISION WITH MOTOR VEHICLE
37658364		INJURY		999	2018 OTHER	2018-12-23T00:00:00	11:17 AM	COLLISION WITH MOTOR VEHICLE
37658364		INJURY		999	2018 OTHER	2018-12-23T00:00:00	11:17 AM	COLLISION WITH MOTOR VEHICLE
37658364	A - SERIOUS INJURY	INJURY		999	2018 OTHER	2018-12-23T00:00:00	11:17 AM	COLLISION WITH MOTOR VEHICLE
37664984	B - INJURY	INJURY		999	2018 OTHER	2018-12-29T00:00:00	10:40 AM	COLLISION WITH MOTOR VEHICLE
37664984	B - INJURY	INJURY		999	2018 OTHER	2018-12-29T00:00:00	10:40 AM	COLLISION WITH MOTOR VEHICLE
37664984	B - INJURY	INJURY		999	2018 OTHER	2018-12-29T00:00:00	10:40 AM	COLLISION WITH MOTOR VEHICLE
37670978		PROPERTY DAMAGE		888	2019 OVERTAKING	2019-01-03T00:00:00	11:03 AM	COLLISION WITH MOTOR VEHICLE
37670978		PROPERTY DAMAGE		888	2019 OVERTAKING	2019-01-03T00:00:00	11:03 AM	COLLISION WITH MOTOR VEHICLE
37670986		PROPERTY DAMAGE		999	2019 REAR END	2019-01-02T00:00:00	5:13 PM	COLLISION WITH MOTOR VEHICLE
37670986		PROPERTY DAMAGE		999	2019 REAR END	2019-01-02T00:00:00	5:13 PM	COLLISION WITH MOTOR VEHICLE
37706766		PROPERTY DAMAGE		999	2019 OVERTAKING	2019-01-22T00:00:00	2:10 PM	COLLISION WITH MOTOR VEHICLE
37706766		PROPERTY DAMAGE		999	2019 OVERTAKING	2019-01-22T00:00:00	2:10 PM	COLLISION WITH MOTOR VEHICLE
37711377		PROPERTY DAMAGE		999	2019 REAR END	2019-01-25T00:00:00	3:15 PM	COLLISION WITH MOTOR VEHICLE
37711377		PROPERTY DAMAGE		999	2019 REAR END	2019-01-25T00:00:00	3:15 PM	COLLISION WITH MOTOR VEHICLE
37719560		PROPERTY DAMAGE		999	2019 REAR END	2019-01-28T00:00:00	6:34 AM	COLLISION WITH MOTOR VEHICLE
37719560		PROPERTY DAMAGE		999	2019 REAR END	2019-01-28T00:00:00	6:34 AM	COLLISION WITH MOTOR VEHICLE
37719566		PROPERTY DAMAGE		999	2019 LEFT TURN (WITH OTHER CAR)	2019-01-31T00:00:00	9:10 PM	COLLISION WITH MOTOR VEHICLE
37719566		PROPERTY DAMAGE		999	2019 LEFT TURN (WITH OTHER CAR)	2019-01-31T00:00:00	9:10 PM	COLLISION WITH MOTOR VEHICLE
37725247		PROPERTY DAMAGE		999	2019 OTHER	2019-02-01T00:00:00	8:40 AM	COLLISION WITH MOTOR VEHICLE
37725247		PROPERTY DAMAGE		999	2019 OTHER	2019-02-01T00:00:00	8:40 AM	COLLISION WITH MOTOR VEHICLE
37725247		PROPERTY DAMAGE		999	2019 OTHER	2019-02-01T00:00:00	8:40 AM	COLLISION WITH MOTOR VEHICLE
37738506		PROPERTY DAMAGE		999	2019 REAR END	2019-02-10T00:00:00	12:14 PM	COLLISION WITH MOTOR VEHICLE
37738506		PROPERTY DAMAGE		999	2019 REAR END	2019-02-10T00:00:00	12:14 PM	COLLISION WITH MOTOR VEHICLE
37740387		PROPERTY DAMAGE		999	2019 OTHER	2019-02-12T00:00:00	11:34 AM	COLLISION WITH MOTOR VEHICLE
37740387		PROPERTY DAMAGE		999	2019 OTHER	2019-02-12T00:00:00	11:34 AM	COLLISION WITH MOTOR VEHICLE
37757621	C - POSSIBLE INJURY	INJURY		999	2019 OTHER	2019-02-20T00:00:00	4:04 PM	COLLISION WITH GUIDE RAIL
37761523	C - POSSIBLE INJURY	INJURY		999	2019 RIGHT ANGLE	2019-02-25T00:00:00	4:20 PM	COLLISION WITH MOTOR VEHICLE
37761523	C - POSSIBLE INJURY	INJURY		999	2019 RIGHT ANGLE	2019-02-25T00:00:00	4:20 PM	COLLISION WITH MOTOR VEHICLE
37763879		PROPERTY DAMAGE		999	2019 OTHER	2019-02-27T00:00:00	7:53 AM	COLLISION WITH MOTOR VEHICLE
37763879		PROPERTY DAMAGE		999	2019 OTHER	2019-02-27T00:00:00	7:53 AM	COLLISION WITH MOTOR VEHICLE
37763885		PROPERTY DAMAGE		999	2019 OTHER	2019-02-12T00:00:00	3:00 PM	COLL. W/LIGHT SUPPORT/UTILITY POLE
37766576		PROPERTY DAMAGE		999	2019 OTHER	2019-02-27T00:00:00	5:39 PM	COLLISION WITH MOTOR VEHICLE
37766576		PROPERTY DAMAGE		999	2019 OTHER	2019-02-27T00:00:00	5:39 PM	COLLISION WITH MOTOR VEHICLE
37778814		PROPERTY DAMAGE		999	2019 HEAD ON	2019-03-03T00:00:00	9:00 PM	COLLISION WITH MOTOR VEHICLE
37778814		PROPERTY DAMAGE		999	2019 HEAD ON	2019-03-03T00:00:00	9:00 PM	COLLISION WITH MOTOR VEHICLE
37779887		PROPERTY DAMAGE		999	2019 UNKNOWN	2019-03-04T00:00:00	7:15 PM	COLLISION WITH MOTOR VEHICLE
37779887		PROPERTY DAMAGE		999	2019 UNKNOWN	2019-03-04T00:00:00	7:15 PM	COLLISION WITH MOTOR VEHICLE
37791569		PROPERTY DAMAGE		999	2019 UNKNOWN	2019-03-12T00:00:00	5:05 PM	COLLISION WITH MOTOR VEHICLE
37791569		PROPERTY DAMAGE		999	2019 UNKNOWN	2019-03-12T00:00:00	5:05 PM	COLLISION WITH MOTOR VEHICLE
37800425		PROPERTY DAMAGE		999	2019 REAR END	2019-03-11T00:00:00	8:29 AM	COLLISION WITH MOTOR VEHICLE
37800425		PROPERTY DAMAGE		999	2019 REAR END	2019-03-11T00:00:00	8:29 AM	COLLISION WITH MOTOR VEHICLE
37804868		PROPERTY DAMAGE		999	2019 OVERTAKING	2019-03-21T00:00:00	11:48 AM	COLLISION WITH MOTOR VEHICLE
37804868		PROPERTY DAMAGE		999	2019 OVERTAKING	2019-03-21T00:00:00	11:48 AM	COLLISION WITH MOTOR VEHICLE

Crash Level Details								
Case Number	Max Injury in Crash	Crash Severity	Access Control	Case Year	Collision Type	Crash Date	Crash Time	Crash Type
37806815		PROPERTY DAMAGE		999	2019 REAR END	2019-03-25T00:00:00	1:05 PM	COLLISION WITH MOTOR VEHICLE
37806815		PROPERTY DAMAGE		999	2019 REAR END	2019-03-25T00:00:00	1:05 PM	COLLISION WITH MOTOR VEHICLE
37838600		PROPERTY DAMAGE		888	2019 REAR END	2019-04-13T00:00:00	2:42 PM	COLLISION WITH MOTOR VEHICLE
37838600		PROPERTY DAMAGE		888	2019 REAR END	2019-04-13T00:00:00	2:42 PM	COLLISION WITH MOTOR VEHICLE
37852180		INJURY		999	2019 OTHER	2019-04-23T00:00:00	8:25 PM	COLLISION WITH MOTOR VEHICLE
37852180		INJURY		999	2019 OTHER	2019-04-23T00:00:00	8:25 PM	COLLISION WITH MOTOR VEHICLE
37852180		INJURY		999	2019 OTHER	2019-04-23T00:00:00	8:25 PM	COLLISION WITH MOTOR VEHICLE
37868205		INJURY		999	2019 LEFT TURN (AGAINST OTHER CAR)	2019-05-05T00:00:00	7:28 PM	COLLISION WITH MOTOR VEHICLE
37868205		INJURY		999	2019 LEFT TURN (AGAINST OTHER CAR)	2019-05-05T00:00:00	7:28 PM	COLLISION WITH MOTOR VEHICLE
37903836		INJURY		999	2019 RIGHT ANGLE	2019-05-29T00:00:00	9:27 AM	COLLISION WITH MOTOR VEHICLE
37903836		INJURY		999	2019 RIGHT ANGLE	2019-05-29T00:00:00	9:27 AM	COLLISION WITH MOTOR VEHICLE
37919997		PROPERTY DAMAGE		999	2019 OTHER	2019-06-05T00:00:00	2:12 PM	COLLISION WITH MOTOR VEHICLE
37919997		PROPERTY DAMAGE		999	2019 OTHER	2019-06-05T00:00:00	2:12 PM	COLLISION WITH MOTOR VEHICLE
37920005		INJURY		999	2019 OTHER	2019-06-09T00:00:00	8:00 PM	COLLISION WITH MOTOR VEHICLE
37920005		INJURY		999	2019 OTHER	2019-06-09T00:00:00	8:00 PM	COLLISION WITH MOTOR VEHICLE
37926449		PROPERTY DAMAGE		999	2019 REAR END	2019-06-13T00:00:00	1:11 PM	COLLISION WITH MOTOR VEHICLE
37926449		PROPERTY DAMAGE		999	2019 REAR END	2019-06-13T00:00:00	1:11 PM	COLLISION WITH MOTOR VEHICLE
37926455		PROPERTY DAMAGE		888	2019 OVERTAKING	2019-06-10T00:00:00	8:54 AM	COLLISION WITH MOTOR VEHICLE
37926455		PROPERTY DAMAGE		888	2019 OVERTAKING	2019-06-10T00:00:00	8:54 AM	COLLISION WITH MOTOR VEHICLE
37935040		PROPERTY DAMAGE		888	2019 OVERTAKING	2019-06-14T00:00:00	10:30 PM	COLLISION WITH MOTOR VEHICLE
37935040		PROPERTY DAMAGE		888	2019 OVERTAKING	2019-06-14T00:00:00	10:30 PM	COLLISION WITH MOTOR VEHICLE
37946031		PROPERTY DAMAGE		999	2019 LEFT TURN (AGAINST OTHER CAR)	2019-06-24T00:00:00	7:15 PM	COLLISION WITH MOTOR VEHICLE
37946031		PROPERTY DAMAGE		999	2019 LEFT TURN (AGAINST OTHER CAR)	2019-06-24T00:00:00	7:15 PM	COLLISION WITH MOTOR VEHICLE
37948556		PROPERTY DAMAGE		999	2019 REAR END	2019-06-24T00:00:00	2:53 PM	COLLISION WITH MOTOR VEHICLE
37948556		PROPERTY DAMAGE		999	2019 REAR END	2019-06-24T00:00:00	2:53 PM	COLLISION WITH MOTOR VEHICLE
37951776		PROPERTY DAMAGE		888	2019 OVERTAKING	2019-06-27T00:00:00	6:36 PM	COLLISION WITH MOTOR VEHICLE
37951776		PROPERTY DAMAGE		888	2019 OVERTAKING	2019-06-27T00:00:00	6:36 PM	COLLISION WITH MOTOR VEHICLE
37958179		INJURY		999	2019 REAR END	2019-07-01T00:00:00	5:54 PM	COLLISION WITH MOTOR VEHICLE
37958179		INJURY		999	2019 REAR END	2019-07-01T00:00:00	5:54 PM	COLLISION WITH MOTOR VEHICLE
37970234		PROPERTY DAMAGE		999	2019 OTHER	2019-07-09T00:00:00	9:34 AM	COLLISION WITH MOTOR VEHICLE
37970234		PROPERTY DAMAGE		999	2019 OTHER	2019-07-09T00:00:00	9:34 AM	COLLISION WITH MOTOR VEHICLE
38000573		INJURY		999	2019 REAR END	2019-07-27T00:00:00	11:21 AM	COLLISION WITH MOTOR VEHICLE
38000573		INJURY		999	2019 REAR END	2019-07-27T00:00:00	11:21 AM	COLLISION WITH MOTOR VEHICLE
38004847		PROPERTY DAMAGE		999	2019 REAR END	2019-07-30T00:00:00	8:01 PM	COLLISION WITH MOTOR VEHICLE
38004847		PROPERTY DAMAGE		999	2019 REAR END	2019-07-30T00:00:00	8:01 PM	COLLISION WITH MOTOR VEHICLE
38021378		PROPERTY DAMAGE		999	2019 OVERTAKING	2019-08-09T00:00:00	8:36 PM	COLLISION WITH MOTOR VEHICLE
38021378		PROPERTY DAMAGE		999	2019 OVERTAKING	2019-08-09T00:00:00	8:36 PM	COLLISION WITH MOTOR VEHICLE
38031316		PROPERTY DAMAGE		999	2019 REAR END	2019-08-16T00:00:00	8:10 PM	COLLISION WITH MOTOR VEHICLE
38031316		PROPERTY DAMAGE		999	2019 REAR END	2019-08-16T00:00:00	8:10 PM	COLLISION WITH MOTOR VEHICLE
38036083		PROPERTY DAMAGE		999	2019 OTHER	2019-08-20T00:00:00	8:06 PM	COLLISION WITH MOTOR VEHICLE
38036083		PROPERTY DAMAGE		999	2019 OTHER	2019-08-20T00:00:00	8:06 PM	COLLISION WITH MOTOR VEHICLE
38038699		PROPERTY DAMAGE		999	2019 OTHER	2019-08-23T00:00:00	10:34 AM	COLLISION WITH MOTOR VEHICLE
38038699		PROPERTY DAMAGE		999	2019 OTHER	2019-08-23T00:00:00	10:34 AM	COLLISION WITH MOTOR VEHICLE
38038703		PROPERTY DAMAGE		888	2019 SIDESWIPE	2019-08-22T00:00:00	4:57 PM	COLLISION WITH MOTOR VEHICLE
38038703		PROPERTY DAMAGE		888	2019 SIDESWIPE	2019-08-22T00:00:00	4:57 PM	COLLISION WITH MOTOR VEHICLE
38055097		PROPERTY DAMAGE		999	2019 REAR END	2019-08-31T00:00:00	3:45 PM	COLLISION WITH MOTOR VEHICLE
38055097		PROPERTY DAMAGE		999	2019 REAR END	2019-08-31T00:00:00	3:45 PM	COLLISION WITH MOTOR VEHICLE
38069091		INJURY		888	2019 LEFT TURN (AGAINST OTHER CAR)	2019-09-06T00:00:00	4:01 PM	COLLISION WITH MOTOR VEHICLE
38069091		INJURY		888	2019 LEFT TURN (AGAINST OTHER CAR)	2019-09-06T00:00:00	4:01 PM	COLLISION WITH MOTOR VEHICLE
38073357		PROPERTY DAMAGE		888	2019 HEAD ON	2019-09-05T00:00:00	8:50 PM	COLLISION WITH MOTOR VEHICLE

Crash Level Details								
Case Number	Max Injury in Crash	Crash Severity	Access Control	Case Year	Collision Type	Crash Date	Crash Time	Crash Type
38073357		PROPERTY DAMAGE		888	2019 HEAD ON	2019-09-05T00:00:00	8:50 PM	COLLISION WITH MOTOR VEHICLE
38088325		PROPERTY DAMAGE		999	2019 OVERTAKING	2019-09-21T00:00:00	7:20 PM	COLLISION WITH MOTOR VEHICLE
38088325		PROPERTY DAMAGE		999	2019 OVERTAKING	2019-09-21T00:00:00	7:20 PM	COLLISION WITH MOTOR VEHICLE
38104442		PROPERTY DAMAGE		999	2019 REAR END	2019-10-01T00:00:00	11:01 AM	COLLISION WITH MOTOR VEHICLE
38104442		PROPERTY DAMAGE		999	2019 REAR END	2019-10-01T00:00:00	11:01 AM	COLLISION WITH MOTOR VEHICLE
38108602		PROPERTY DAMAGE		999	2019 OTHER	2019-10-05T00:00:00	11:20 PM	COLLISION WITH ANIMAL
38111030		PROPERTY DAMAGE		888	2019 REAR END	2019-10-07T00:00:00	6:19 PM	COLLISION WITH MOTOR VEHICLE
38111030		PROPERTY DAMAGE		888	2019 REAR END	2019-10-07T00:00:00	6:19 PM	COLLISION WITH MOTOR VEHICLE
38114734		PROPERTY DAMAGE		999	2019 OTHER	2019-10-09T00:00:00	10:49 PM	COLLISION WITH DEER
38137053		PROPERTY DAMAGE		888	2019 OTHER	2019-10-24T00:00:00	2:50 AM	COLL. W/LIGHT SUPPORT/UTILITY POLE
38164233		PROPERTY DAMAGE		888	2019 UNKNOWN	2019-10-25T00:00:00	7:40 PM	COLLISION WITH MOTOR VEHICLE
38164233		PROPERTY DAMAGE		888	2019 UNKNOWN	2019-10-25T00:00:00	7:40 PM	COLLISION WITH MOTOR VEHICLE
38206091		PROPERTY DAMAGE		888	2019 REAR END	2019-12-03T00:00:00	2:49 PM	COLLISION WITH MOTOR VEHICLE
38206091		PROPERTY DAMAGE		888	2019 REAR END	2019-12-03T00:00:00	2:49 PM	COLLISION WITH MOTOR VEHICLE
38218115		PROPERTY DAMAGE		999	2019 RIGHT ANGLE	2019-12-06T00:00:00	6:00 PM	COLLISION WITH MOTOR VEHICLE
38218115		PROPERTY DAMAGE		999	2019 RIGHT ANGLE	2019-12-06T00:00:00	6:00 PM	COLLISION WITH MOTOR VEHICLE
38225031		PROPERTY DAMAGE		999	2019 OTHER	2019-12-12T00:00:00	8:05 PM	COLLISION WITH MOTOR VEHICLE
38225031		PROPERTY DAMAGE		999	2019 OTHER	2019-12-12T00:00:00	8:05 PM	COLLISION WITH MOTOR VEHICLE
38242858		PROPERTY DAMAGE		888	2019 OVERTAKING	2019-12-23T00:00:00	2:46 PM	COLLISION WITH MOTOR VEHICLE
38242858		PROPERTY DAMAGE		888	2019 OVERTAKING	2019-12-23T00:00:00	2:46 PM	COLLISION WITH MOTOR VEHICLE
38248220		PROPERTY DAMAGE		999	2019 REAR END	2019-12-25T00:00:00	3:31 PM	COLLISION WITH MOTOR VEHICLE
38248220		PROPERTY DAMAGE		999	2019 REAR END	2019-12-25T00:00:00	3:31 PM	COLLISION WITH MOTOR VEHICLE
38294357		PROPERTY DAMAGE		888	2019 REAR END	2019-12-05T00:00:00	5:30 PM	COLLISION WITH MOTOR VEHICLE
38294357		PROPERTY DAMAGE		888	2019 REAR END	2019-12-05T00:00:00	5:30 PM	COLLISION WITH MOTOR VEHICLE

Crash Level Details

Case Number	Light Conditions	Road Characteristics	Road Surface Conditions	Traffic Control	Traffic Way	Weather Conditions	Commercial Vehicle Crash Indicator
36580471	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR	0
36580471	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR	0
36588686	DARK-ROAD UNLIGHTED	CURVE AND LEVEL	SNOW/ICE	UNKNOWN	NOT ENTERED	CLEAR	0
36588686	DARK-ROAD UNLIGHTED	CURVE AND LEVEL	SNOW/ICE	UNKNOWN	NOT ENTERED	CLEAR	0
36597129	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
36597129	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
36619061	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW	0
36619061	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW	0
36652013	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	0
36652013	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	0
36664166	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36664166	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36672471	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	0
36672471	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	0
36689209	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36689209	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36700189	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
36700189	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
36705365	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
36705365	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
36710969	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36710969	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36714125	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
36714125	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
36726064	DAWN	STRAIGHT AND LEVEL	DRY	UNKNOWN	NOT ENTERED	FOG/SMOG/SMOKE	0
36749309	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
36794304	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36794304	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36802204	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
36802204	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
36813418	DUSK	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
36813418	DUSK	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
36817667	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36817667	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36817667	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36828945	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
36828945	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
36859070	DAYLIGHT	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
36859070	DAYLIGHT	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
36859070	DAYLIGHT	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
36870483	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36870483	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36878061	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
36878061	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
36904976	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
36904976	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
36923640	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36923640	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
36932806	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
36943710	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0

Crash Level Details

Case Number	Light Conditions	Road Characteristics	Road Surface Conditions	Traffic Control	Traffic Way	Weather Conditions	Commercial Vehicle Crash Indicator
36969806	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
36969806	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
36976467	DARK-ROAD UNLIGHTED	CURVE AND GRADE	DRY	NONE	NOT ENTERED	CLEAR	0
37025249	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37025249	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37027728	DARK-ROAD UNLIGHTED	CURVE AND GRADE	DRY	NONE	NOT ENTERED	CLEAR	0
37101128	DAYLIGHT	CURVE AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37101128	DAYLIGHT	CURVE AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37104499	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37104499	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37104709	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW	0
37104709	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW	0
37106282	DAYLIGHT	STRAIGHT AND LEVEL	SLUSH	NONE	NOT ENTERED	CLEAR	0
37112583	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37112583	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37116724	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLEAR	0
37116724	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLEAR	0
37129404	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37129404	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37140339	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37140339	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37144087	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37144087	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37184187	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	0
37184187	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	0
37199656	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37199656	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37202872	DUSK	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
37203308	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37203308	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37203308	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37227709	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	0
37227709	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	0
37234903	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37234903	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37235086	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37235086	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37235135	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37235135	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37239750	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37239750	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37249874	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	1
37249874	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	1
37249876	DAYLIGHT	STRAIGHT AND LEVEL	DRY	OFFICER/FLAGMAN/GU	NOT ENTERED	CLEAR	0
37249876	DAYLIGHT	STRAIGHT AND LEVEL	DRY	OFFICER/FLAGMAN/GU	NOT ENTERED	CLEAR	0
37259885	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37259885	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37259887	DARK-ROAD LIGHTED	STRAIGHT AT HILLCREST	DRY	NONE	TWO-WAY,NOT DIVII	CLEAR	0
37259887	DARK-ROAD LIGHTED	STRAIGHT AT HILLCREST	DRY	NONE	TWO-WAY,NOT DIVII	CLEAR	0
37280394	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0

Crash Level Details

Case Number	Light Conditions	Road Characteristics	Road Surface Conditions	Traffic Control	Traffic Way	Weather Conditions	Commercial Vehicle Crash Indicator
37280400	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
37280400	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
37308153	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37308153	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37328171	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37328171	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37333599	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37333599	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37336602	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37336602	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37340283	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37356511	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37356511	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37364648	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37364648	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37365445	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37365445	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37369677	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37369677	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37376959	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37376959	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37378066	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37378066	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37378430	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37378430	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37415668	DAYLIGHT	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37415668	DAYLIGHT	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37425154	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37425154	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37425158	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37425158	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37440258	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
37440258	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
37440792	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37440792	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37440792	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37442015	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37445480	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37445480	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37458996	DARK-ROAD LIGHTED	CURVE AND GRADE	DRY	NONE	NOT ENTERED	CLEAR	0
37465140	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37465140	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37471082	DAWN	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
37471082	DAWN	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
37473360	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37473360	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37473361	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
37473361	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
37475406	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37475406	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0

Crash Level Details

Case Number	Light Conditions	Road Characteristics	Road Surface Conditions	Traffic Control	Traffic Way	Weather Conditions	Commercial Vehicle Crash Indicator
37486080	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,1	CLEAR	0
37486080	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,1	CLEAR	0
37491237	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37491237	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37495884	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37495884	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37495884	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37497643	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	1
37497643	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	1
37497647	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37497647	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37501197	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37501197	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37502008	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	0
37502008	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	0
37506469	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37506469	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37506486	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37506486	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37513649	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
37513649	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
37518831	DAYLIGHT	CURVE AND GRADE	DRY	NONE	NOT ENTERED	FOG/SMOG/SMOKE	0
37518831	DAYLIGHT	CURVE AND GRADE	DRY	NONE	NOT ENTERED	FOG/SMOG/SMOKE	0
37530273	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37530273	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37541626	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37541626	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37547251	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37548253	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37548253	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37553411	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
37553411	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
37555397	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37555397	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37571651	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37571651	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37575010	DAWN	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37579150	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37594383	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW	0
37594383	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW	0
37594390	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37594390	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37604457	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37604457	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37623108	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37623108	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37631831	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37631831	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37634875	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37637806	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0

Crash Level Details

Case Number	Light Conditions	Road Characteristics	Road Surface Conditions	Traffic Control	Traffic Way	Weather Conditions	Commercial Vehicle Crash Indicator
37637806	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37637811	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	SNOW	0
37637811	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	SNOW	0
37645645	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37645645	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37645659	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37645659	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37658364	DAYLIGHT	CURVE AND GRADE	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37658364	DAYLIGHT	CURVE AND GRADE	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37658364	DAYLIGHT	CURVE AND GRADE	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37664984	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37664984	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37664984	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37670978	DAYLIGHT	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37670978	DAYLIGHT	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37670986	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37670986	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37706766	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37706766	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37711377	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37711377	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37719560	DAWN	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37719560	DAWN	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37719566	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37719566	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37725247	DAYLIGHT	CURVE AND HILLCREST	WET	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,F	CLOUDY	0
37725247	DAYLIGHT	CURVE AND HILLCREST	WET	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,F	CLOUDY	0
37725247	DAYLIGHT	CURVE AND HILLCREST	WET	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,F	CLOUDY	0
37738506	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37738506	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37740387	DAYLIGHT	STRAIGHT/ GRADE	SNOW/ICE	NO PASSING ZONE	NOT ENTERED	SNOW	0
37740387	DAYLIGHT	STRAIGHT/ GRADE	SNOW/ICE	NO PASSING ZONE	NOT ENTERED	SNOW	0
37757621	DAYLIGHT	CURVE AND GRADE	SNOW/ICE	NONE	NOT ENTERED	SNOW	0
37761523	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37761523	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37763879	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37763879	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37763885	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW	0
37766576	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37766576	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37778814	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW	0
37778814	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW	0
37779887	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37779887	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37791569	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	UNKNOWN	CLEAR	0
37791569	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	UNKNOWN	CLEAR	0
37800425	DAYLIGHT	CURVE AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37800425	DAYLIGHT	CURVE AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37804868	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
37804868	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0

Crash Level Details

Case Number	Light Conditions	Road Characteristics	Road Surface Conditions	Traffic Control	Traffic Way	Weather Conditions	Commercial Vehicle Crash Indicator
37806815	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37806815	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37838600	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37838600	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37852180	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT REPORTED	CLOUDY	0
37852180	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT REPORTED	CLOUDY	0
37852180	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT REPORTED	CLOUDY	0
37868205	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
37868205	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
37903836	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37903836	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
37919997	DAYLIGHT	CURVE AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37919997	DAYLIGHT	CURVE AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
37920005	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37920005	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37926449	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37926449	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37926455	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37926455	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37935040	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37935040	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37946031	DAYLIGHT	STRAIGHT AT HILLCREST	DRY	NONE	NOT ENTERED	CLEAR	0
37946031	DAYLIGHT	STRAIGHT AT HILLCREST	DRY	NONE	NOT ENTERED	CLEAR	0
37948556	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37948556	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37951776	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37951776	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37958179	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37958179	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
37970234	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
37970234	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38000573	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38000573	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38004847	DUSK	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
38004847	DUSK	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
38021378	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38021378	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38031316	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38031316	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38036083	DUSK	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38036083	DUSK	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38038699	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
38038699	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
38038703	DAYLIGHT	CURVE AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	0
38038703	DAYLIGHT	CURVE AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	0
38055097	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38055097	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38069091	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38069091	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38073357	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0

Crash Level Details

Case Number	Light Conditions	Road Characteristics	Road Surface Conditions	Traffic Control	Traffic Way	Weather Conditions	Commercial Vehicle Crash Indicator
38073357	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38088325	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38088325	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38104442	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38104442	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38108602	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38111030	DUSK	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
38111030	DUSK	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	0
38114734	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	0
38137053	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR	0
38164233	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38164233	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38206091	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38206091	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	0
38218115	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
38218115	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
38225031	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38225031	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38242858	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38242858	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	0
38248220	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
38248220	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	0
38294357	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0
38294357	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	0

Crash Level Details

Case Number	DMV Insert Date	# of Fatalities	# of Injuries	# of Other Injuries	# of Serious Injuries	# of Vehicles	Police Department	Non Reportable	
36580471	1970-01-01T00:00:00		0	0	0	0	2	5953	0
36580471	1970-01-01T00:00:00		0	0	0	0	2	5953	0
36588686	1970-01-01T00:00:00		0	0	0	0	2		0
36588686	1970-01-01T00:00:00		0	0	0	0	2		0
36597129	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36597129	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36619061	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36619061	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36652013	1970-01-01T00:00:00		0	0	0	0	2		1
36652013	1970-01-01T00:00:00		0	0	0	0	2		1
36664166	1970-01-01T00:00:00		0	0	0	0	2		0
36664166	1970-01-01T00:00:00		0	0	0	0	2		0
36672471	1970-01-01T00:00:00		0	0	0	0	2		0
36672471	1970-01-01T00:00:00		0	0	0	0	2		0
36689209	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36689209	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36700189	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36700189	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36705365	1970-01-01T00:00:00		0	0	0	0	2		0
36705365	1970-01-01T00:00:00		0	0	0	0	2		0
36710969	1970-01-01T00:00:00		0	0	0	0	2	5900	0
36710969	1970-01-01T00:00:00		0	0	0	0	2	5900	0
36714125	1970-01-01T00:00:00		0	0	0	0	2		0
36714125	1970-01-01T00:00:00		0	0	0	0	2		0
36726064	1970-01-01T00:00:00		0	0	0	0	1		0
36749309	1970-01-01T00:00:00		0	1	1	0	1	5968	0
36794304	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36794304	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36802204	1970-01-01T00:00:00		0	1	1	0	2	5968	0
36802204	1970-01-01T00:00:00		0	1	1	0	2	5968	0
36813418	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36813418	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36817667	1970-01-01T00:00:00		0	0	0	0	3		0
36817667	1970-01-01T00:00:00		0	0	0	0	3		0
36817667	1970-01-01T00:00:00		0	0	0	0	3		0
36828945	1970-01-01T00:00:00		0	1	1	0	2	5968	0
36828945	1970-01-01T00:00:00		0	1	1	0	2	5968	0
36859070	1970-01-01T00:00:00		0	1	1	0	3	5968	0
36859070	1970-01-01T00:00:00		0	1	1	0	3	5968	0
36859070	1970-01-01T00:00:00		0	1	1	0	3	5968	0
36870483	1970-01-01T00:00:00		0	1	1	0	2	5968	0
36870483	1970-01-01T00:00:00		0	1	1	0	2	5968	0
36878061	1970-01-01T00:00:00		0	0	0	0	2		0
36878061	1970-01-01T00:00:00		0	0	0	0	2		0
36904976	1970-01-01T00:00:00		0	1	1	0	2	5968	0
36904976	1970-01-01T00:00:00		0	1	1	0	2	5968	0
36923640	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36923640	1970-01-01T00:00:00		0	0	0	0	2	5968	0
36932806	1970-01-01T00:00:00		0	0	0	0	1	5937	0
36943710	1970-01-01T00:00:00		0	1	1	0	1	5968	0

Crash Level Details

Case Number	DMV Insert Date	# of Fatalities	# of Injuries	# of Other Injuries	# of Serious Injuries	# of Vehicles	Police Department	Non Reportable	
36969806	1970-01-01T00:00:00		0	1	1	0	2	5968	0
36969806	1970-01-01T00:00:00		0	1	1	0	2	5968	0
36976467	1970-01-01T00:00:00		0	0	0	0	1		0
37025249	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37025249	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37027728	1970-01-01T00:00:00		0	0	0	0	1		0
37101128	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37101128	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37104499	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37104499	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37104709	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37104709	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37106282	1970-01-01T00:00:00		0	0	0	0	1	5968	0
37112583	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37112583	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37116724	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37116724	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37129404	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37129404	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37140339	1970-01-01T00:00:00		0	4	4	0	2	5968	0
37140339	1970-01-01T00:00:00		0	4	4	0	2	5968	0
37144087	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37144087	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37184187	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37184187	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37199656	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37199656	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37202872	1970-01-01T00:00:00		0	0	0	0	1	5968	0
37203308	1970-01-01T00:00:00		0	1	1	0	3	5968	0
37203308	1970-01-01T00:00:00		0	1	1	0	3	5968	0
37203308	1970-01-01T00:00:00		0	1	1	0	3	5968	0
37227709	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37227709	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37234903	1970-01-01T00:00:00		0	0	0	0	2		0
37234903	1970-01-01T00:00:00		0	0	0	0	2		0
37235086	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37235086	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37235135	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37235135	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37239750	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37239750	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37249874	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37249874	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37249876	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37249876	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37259885	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37259885	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37259887	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37259887	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37280394	1970-01-01T00:00:00		0	0	0	0	1	5968	0

Crash Level Details									
Case Number	DMV Insert Date	# of Fatalities	# of Injuries	# of Other Injuries	# of Serious Injuries	# of Vehicles	Police Department	Non Reportable	
37280400	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37280400	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37308153	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37308153	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37328171	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37328171	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37333599	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37333599	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37336602	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37336602	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37340283	1970-01-01T00:00:00		0	0	0	0	1	5968	1
37356511	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37356511	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37364648	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37364648	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37365445	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37365445	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37369677	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37369677	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37376959	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37376959	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37378066	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37378066	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37378430	1970-01-01T00:00:00		0	0	0	0	2	11305	1
37378430	1970-01-01T00:00:00		0	0	0	0	2	11305	1
37415668	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37415668	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37425154	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37425154	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37425158	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37425158	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37440258	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37440258	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37440792	1970-01-01T00:00:00		0	2	2	0	3	5968	0
37440792	1970-01-01T00:00:00		0	2	2	0	3	5968	0
37440792	1970-01-01T00:00:00		0	2	2	0	3	5968	0
37442015	1970-01-01T00:00:00		0	0	0	0	1	5968	0
37445480	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37445480	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37458996	1970-01-01T00:00:00		0	1	1	0	1	5968	0
37465140	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37465140	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37471082	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37471082	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37473360	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37473360	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37473361	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37473361	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37475406	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37475406	1970-01-01T00:00:00		0	2	2	0	2	5968	0

Crash Level Details									
Case Number	DMV Insert Date	# of Fatalities	# of Injuries	# of Other Injuries	# of Serious Injuries	# of Vehicles	Police Department	Non Reportable	
37486080	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37486080	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37491237	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37491237	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37495884	1970-01-01T00:00:00		0	0	0	0	3	5968	0
37495884	1970-01-01T00:00:00		0	0	0	0	3	5968	0
37495884	1970-01-01T00:00:00		0	0	0	0	3	5968	0
37497643	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37497643	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37497647	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37497647	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37501197	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37501197	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37502008	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37502008	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37506469	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37506469	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37506486	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37506486	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37513649	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37513649	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37518831	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37518831	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37530273	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37530273	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37541626	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37541626	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37547251	1970-01-01T00:00:00		0	0	0	0	1	5968	0
37548253	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37548253	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37553411	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37553411	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37555397	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37555397	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37571651	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37571651	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37575010	1970-01-01T00:00:00		0	0	0	0	1	5968	0
37579150	1970-01-01T00:00:00		0	0	0	0	1	5968	0
37594383	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37594383	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37594390	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37594390	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37604457	1970-01-01T00:00:00		0	3	3	0	2	5968	0
37604457	1970-01-01T00:00:00		0	3	3	0	2	5968	0
37623108	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37623108	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37631831	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37631831	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37634875	1970-01-01T00:00:00		0	0	0	0	1	5968	0
37637806	1970-01-01T00:00:00		0	2	2	0	2	5968	0

Crash Level Details

Case Number	DMV Insert Date	# of Fatalities	# of Injuries	# of Other Injuries	# of Serious Injuries	# of Vehicles	Police Department	Non Reportable	
37637806	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37637811	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37637811	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37645645	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37645645	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37645659	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37645659	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37658364	1970-01-01T00:00:00		0	7	2	3	3	5968	0
37658364	1970-01-01T00:00:00		0	7	2	3	3	5968	0
37658364	1970-01-01T00:00:00		0	7	2	3	3	5968	0
37664984	1970-01-01T00:00:00		0	2	2	0	3	5968	0
37664984	1970-01-01T00:00:00		0	2	2	0	3	5968	0
37664984	1970-01-01T00:00:00		0	2	2	0	3	5968	0
37670978	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37670978	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37670986	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37670986	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37706766	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37706766	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37711377	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37711377	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37719560	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37719560	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37719566	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37719566	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37725247	1970-01-01T00:00:00		0	0	0	0	3	15901	0
37725247	1970-01-01T00:00:00		0	0	0	0	3	15901	0
37725247	1970-01-01T00:00:00		0	0	0	0	3	15901	0
37738506	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37738506	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37740387	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37740387	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37757621	1970-01-01T00:00:00		0	2	2	0	1	11305	0
37761523	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37761523	1970-01-01T00:00:00		0	2	2	0	2	5968	0
37763879	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37763879	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37763885	1970-01-01T00:00:00		0	0	0	0	1	5968	0
37766576	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37766576	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37778814	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37778814	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37779887	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37779887	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37791569	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37791569	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37800425	1970-01-01T00:00:00		0	0	0	0	2	3950	0
37800425	1970-01-01T00:00:00		0	0	0	0	2	3950	0
37804868	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37804868	1970-01-01T00:00:00		0	0	0	0	2	5968	0

Crash Level Details									
Case Number	DMV Insert Date	# of Fatalities	# of Injuries	# of Other Injuries	# of Serious Injuries	# of Vehicles	Police Department	Non Reportable	
37806815	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37806815	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37838600	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37838600	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37852180	1970-01-01T00:00:00		0	2	2	0	3	5968	0
37852180	1970-01-01T00:00:00		0	2	2	0	3	5968	0
37852180	1970-01-01T00:00:00		0	2	2	0	3	5968	0
37868205	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37868205	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37903836	1970-01-01T00:00:00		0	2	1	1	2	5968	0
37903836	1970-01-01T00:00:00		0	2	1	1	2	5968	0
37919997	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37919997	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37920005	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37920005	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37926449	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37926449	1970-01-01T00:00:00		0	0	0	0	2	5968	1
37926455	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37926455	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37935040	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37935040	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37946031	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37946031	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37948556	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37948556	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37951776	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37951776	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37958179	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37958179	1970-01-01T00:00:00		0	1	1	0	2	5968	0
37970234	1970-01-01T00:00:00		0	0	0	0	2	5968	0
37970234	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38000573	1970-01-01T00:00:00		0	1	1	0	2	5968	0
38000573	1970-01-01T00:00:00		0	1	1	0	2	5968	0
38004847	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38004847	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38021378	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38021378	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38031316	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38031316	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38036083	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38036083	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38038699	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38038699	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38038703	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38038703	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38055097	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38055097	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38069091	1970-01-01T00:00:00		0	1	1	0	2	5968	0
38069091	1970-01-01T00:00:00		0	1	1	0	2	5968	0
38073357	1970-01-01T00:00:00		0	0	0	0	2	5968	0

Crash Level Details

Case Number	DMV Insert Date	# of Fatalities	# of Injuries	# of Other Injuries	# of Serious Injuries	# of Vehicles	Police Department	Non Reportable	
38073357	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38088325	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38088325	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38104442	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38104442	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38108602	1970-01-01T00:00:00		0	0	0	0	1	5968	0
38111030	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38111030	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38114734	1970-01-01T00:00:00		0	0	0	0	1	5968	0
38137053	1970-01-01T00:00:00		0	0	0	0	1	5968	0
38164233	1970-01-01T00:00:00		0	0	0	0	2		0
38164233	1970-01-01T00:00:00		0	0	0	0	2		0
38206091	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38206091	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38218115	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38218115	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38225031	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38225031	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38242858	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38242858	1970-01-01T00:00:00		0	0	0	0	2	5968	0
38248220	1970-01-01T00:00:00		0	0	0	0	2	15901	0
38248220	1970-01-01T00:00:00		0	0	0	0	2	15901	0
38294357	1970-01-01T00:00:00		0	0	0	0	2		0
38294357	1970-01-01T00:00:00		0	0	0	0	2		0

Crash Level Details

Case Number	Reporting Agency	Non-Public Way	X Coordinate	Y Coordinate	Intersection Indicator	Closest Cross Street	County	Direction From	Distance From
36580471	GREENBURGH TOWN PD	No	600247.34	4576068.07		2	Westchester	7	0
36580471	GREENBURGH TOWN PD	No	600247.34	4576068.07		2	Westchester	7	0
36588686		No	598643.37	4576249.86		1 G A R Hwy	Westchester	7	0
36588686		No	598643.37	4576249.86		1 G A R Hwy	Westchester	7	0
36597129	YORKTOWN TOWN PD	No	599605.7925	4576402.415		2 LEE BLVD	Westchester	7	8
36597129	YORKTOWN TOWN PD	No	599605.7925	4576402.415		2 LEE BLVD	Westchester	7	8
36619061	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester	4	0
36619061	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester	4	0
36652013		No	599561.2	4576212.64		1 LEE BLVD	Westchester	8	0
36652013		No	599561.2	4576212.64		1 LEE BLVD	Westchester	8	0
36664166		No	599561.2	4576212.64		1 [Route] 6	Westchester	8	0
36664166		No	599561.2	4576212.64		1 [Route] 6	Westchester	8	0
36672471		No	598701.9938	4576274.864		0	Westchester	8	62
36672471		No	598701.9938	4576274.864		0	Westchester	8	62
36689209	YORKTOWN TOWN PD	No	599561.03	4576194.1		1 LEE BLVD	Westchester	1	0
36689209	YORKTOWN TOWN PD	No	599561.03	4576194.1		1 LEE BLVD	Westchester	1	0
36700189	YORKTOWN TOWN PD	No	598967.662	4576326.921		2	Westchester		0
36700189	YORKTOWN TOWN PD	No	598967.662	4576326.921		2	Westchester		0
36705365		No	599553.35	4576198.77		1 LEE BLVD	Westchester	8	0
36705365		No	599553.35	4576198.77		1 LEE BLVD	Westchester	8	0
36710969	PD WESTCHESTER COUNTY DP	No	599323.79	4576337.86		1 E MAIN ST	Westchester	7	0
36710969	PD WESTCHESTER COUNTY DP	No	599323.79	4576337.86		1 E MAIN ST	Westchester	7	0
36714125		No	599561.2	4576212.64		1 LEE BLVD	Westchester	8	0
36714125		No	599561.2	4576212.64		1 LEE BLVD	Westchester	8	0
36726064		No	598957.56	4576324.31		0	Westchester		0
36749309	YORKTOWN TOWN PD	No	599323.79	4576337.86		1 E MAIN ST	Westchester	7	0
36794304	YORKTOWN TOWN PD	No	598831.2655	4576301.295		0 Ramp	Westchester	7	1
36794304	YORKTOWN TOWN PD	No	598831.2655	4576301.295		0 Ramp	Westchester	7	1
36802204	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester	7	0
36802204	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester	7	0
36813418	YORKTOWN TOWN PD	No	598965.22	4576333.63		0	Westchester		0
36813418	YORKTOWN TOWN PD	No	598965.22	4576333.63		0	Westchester		0
36817667		No	598641.83	4576265.05		1 BARGER ST	Westchester	4	0
36817667		No	598641.83	4576265.05		1 BARGER ST	Westchester	4	0
36817667		No	598641.83	4576265.05		1 BARGER ST	Westchester	4	0
36828945	YORKTOWN TOWN PD	No	598645.0403	4576235.621		2 G A R Hwy	Westchester	4	14
36828945	YORKTOWN TOWN PD	No	598645.0403	4576235.621		2 G A R Hwy	Westchester	4	14
36859070	YORKTOWN TOWN PD	No	600239.8022	4576502.057		2 HILL BLVD	Westchester	7	15
36859070	YORKTOWN TOWN PD	No	600239.8022	4576502.057		2 HILL BLVD	Westchester	7	15
36859070	YORKTOWN TOWN PD	No	600239.8022	4576502.057		2 HILL BLVD	Westchester	7	15
36870483	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 BARGER ST	Westchester	7	0
36870483	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 BARGER ST	Westchester	7	0
36878061		No	599561.2	4576212.64		1 [Route] 6	Westchester	8	0
36878061		No	599561.2	4576212.64		1 [Route] 6	Westchester	8	0
36904976	YORKTOWN TOWN PD	No	599561.2	4576212.64		1 LEE BLVD	Westchester	8	0
36904976	YORKTOWN TOWN PD	No	599561.2	4576212.64		1 LEE BLVD	Westchester	8	0
36923640	YORKTOWN TOWN PD	No	599573.5652	4576204.765		2 LEE BLVD	Westchester	7	6
36923640	YORKTOWN TOWN PD	No	599573.5652	4576204.765		2 LEE BLVD	Westchester	7	6
36932806	PELHAM MANOR VILLAGE PD	No	599294.6362	4576346.678		2 E MAIN ST	Westchester	8	30
36943710	YORKTOWN TOWN PD	No	598965.22	4576333.63		0 E MAIN ST	Westchester	7	0

Crash Level Details

Case Number	Reporting Agency	Non-Public Way	X Coordinate	Y Coordinate	Intersection Indicator	Closest Cross Street	County	Direction From	Distance From
36969806	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
36969806	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
36976467		No	598957.04	4576331.52		0	Westchester		0
37025249	YORKTOWN TOWN PD	No	599106.1634	4576351.853		2 Ramp	Westchester		8 1
37025249	YORKTOWN TOWN PD	No	599106.1634	4576351.853		2 Ramp	Westchester		8 1
37027728		No	600225.16	4576497.83		1 HILL BLVD	Westchester		7 0
37101128	YORKTOWN TOWN PD	No	600259.6422	4576508.963		2 Old Jefferson Valley Rd	Westchester		7 4
37101128	YORKTOWN TOWN PD	No	600259.6422	4576508.963		2 Old Jefferson Valley Rd	Westchester		7 4
37104499	YORKTOWN TOWN PD	No	598965.22	4576333.63		0	Westchester		0
37104499	YORKTOWN TOWN PD	No	598965.22	4576333.63		0	Westchester		0
37104709	YORKTOWN TOWN PD	No	599570.8012	4576222.615		2	Westchester		8 2
37104709	YORKTOWN TOWN PD	No	599570.8012	4576222.615		2	Westchester		8 2
37106282	YORKTOWN TOWN PD	No	599561.03	4576194.1		2 G A R Hwy	Westchester		1 0
37112583	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37112583	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37116724	YORKTOWN TOWN PD	No	598879.8297	4576312.057		0 Ramp	Westchester		8 38
37116724	YORKTOWN TOWN PD	No	598879.8297	4576312.057		0 Ramp	Westchester		8 38
37129404	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 [Route] 6	Westchester		8 0
37129404	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 [Route] 6	Westchester		8 0
37140339	YORKTOWN TOWN PD	No	599124.4649	4576352.572		2 Ramp	Westchester		7 18
37140339	YORKTOWN TOWN PD	No	599124.4649	4576352.572		2 Ramp	Westchester		7 18
37144087	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37144087	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37184187	YORKTOWN TOWN PD	No	599553.35	4576198.77		1 LEE BLVD	Westchester		8 0
37184187	YORKTOWN TOWN PD	No	599553.35	4576198.77		1 LEE BLVD	Westchester		8 0
37199656	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 BARGER ST	Westchester		7 0
37199656	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 BARGER ST	Westchester		7 0
37202872	YORKTOWN TOWN PD	No	599316.5546	4576340.25		2 E MAIN ST	Westchester		8 8
37203308	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37203308	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37203308	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37227709	YORKTOWN TOWN PD	No	599624.3375	4576174.312		0 [Route] 6	Westchester		8 66
37227709	YORKTOWN TOWN PD	No	599624.3375	4576174.312		0 [Route] 6	Westchester		8 66
37234903		No	600248.8839	4576052.023		2	Westchester		7 1
37234903		No	600248.8839	4576052.023		2	Westchester		7 1
37235086	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37235086	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37235135	YORKTOWN TOWN PD	No	599572.35	4576223.34		2	Westchester		8 0
37235135	YORKTOWN TOWN PD	No	599572.35	4576223.34		2	Westchester		8 0
37239750	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 [Route] 6	Westchester		4 0
37239750	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 [Route] 6	Westchester		4 0
37249874	YORKTOWN TOWN PD	No	599323.79	4576337.86		1 E MAIN ST	Westchester		7 0
37249874	YORKTOWN TOWN PD	No	599323.79	4576337.86		1 E MAIN ST	Westchester		7 0
37249876	YORKTOWN TOWN PD	No	599174.1783	4576364.333		0 E MAIN ST	Westchester		8 152
37249876	YORKTOWN TOWN PD	No	599174.1783	4576364.333		0 E MAIN ST	Westchester		8 152
37259885	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 [Route] 6	Westchester		7 0
37259885	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 [Route] 6	Westchester		7 0
37259887	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7 0
37259887	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7 0
37280394	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0

Crash Level Details

Case Number	Reporting Agency	Non-Public Way	X Coordinate	Y Coordinate	Intersection Indicator	Closest Cross Street	County	Direction From	Distance From	
37280400	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4	0
37280400	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4	0
37308153	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 LEE BLVD	Westchester		8	0
37308153	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 LEE BLVD	Westchester		8	0
37328171	YORKTOWN TOWN PD	No	598654.7999	4576252.063		2 Barger St	Westchester		7	12
37328171	YORKTOWN TOWN PD	No	598654.7999	4576252.063		2 Barger St	Westchester		7	12
37333599	YORKTOWN TOWN PD	No	599537.9189	4576392.616		0 Old Jefferson Valley Rd	Westchester		7	35
37333599	YORKTOWN TOWN PD	No	599537.9189	4576392.616		0 Old Jefferson Valley Rd	Westchester		7	35
37336602	YORKTOWN TOWN PD	No	600242.55	4576051.13		1 [Route] 6	Westchester		1	0
37336602	YORKTOWN TOWN PD	No	600242.55	4576051.13		1 [Route] 6	Westchester		1	0
37340283	YORKTOWN TOWN PD	No	600103.4089	4576038.537		0	Westchester			0
37356511	YORKTOWN TOWN PD	No	599553.35	4576198.77		1 LEE BLVD	Westchester		8	0
37356511	YORKTOWN TOWN PD	No	599553.35	4576198.77		1 LEE BLVD	Westchester		8	0
37364648	YORKTOWN TOWN PD	No	600254.7862	4576053.685		2 [Route] 6	Westchester		1	0
37364648	YORKTOWN TOWN PD	No	600254.7862	4576053.685		2 [Route] 6	Westchester		1	0
37365445	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4	0
37365445	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4	0
37369677	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4	0
37369677	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4	0
37376959	YORKTOWN TOWN PD	No	599561.2	4576212.64		1 LEE BLVD	Westchester		8	0
37376959	YORKTOWN TOWN PD	No	599561.2	4576212.64		1 LEE BLVD	Westchester		8	0
37378066	YORKTOWN TOWN PD	No	599643.355	4576408.792		0 LEE BLVD	Westchester		7	46
37378066	YORKTOWN TOWN PD	No	599643.355	4576408.792		0 LEE BLVD	Westchester		7	46
37378430	STORMVILLE SP	No	598965.22	4576333.63		0 Ramp	Westchester		4	22
37378430	STORMVILLE SP	No	598965.22	4576333.63		0 Ramp	Westchester		4	22
37415668	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 G A R Hwy	Westchester		7	0
37415668	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 G A R Hwy	Westchester		7	0
37425154	YORKTOWN TOWN PD	No	599096.3994	4576351.317		2 Ramp	Westchester		4	1
37425154	YORKTOWN TOWN PD	No	599096.3994	4576351.317		2 Ramp	Westchester		4	1
37425158	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 LEE BLVD	Westchester		8	0
37425158	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 LEE BLVD	Westchester		8	0
37440258	YORKTOWN TOWN PD	No	598965.22	4576333.63		0	Westchester			0
37440258	YORKTOWN TOWN PD	No	598965.22	4576333.63		0	Westchester			0
37440792	YORKTOWN TOWN PD	No	598821.452	4576299.194		0 Ramp	Westchester		8	9
37440792	YORKTOWN TOWN PD	No	598821.452	4576299.194		0 Ramp	Westchester		8	9
37440792	YORKTOWN TOWN PD	No	598821.452	4576299.194		0 Ramp	Westchester		8	9
37442015	YORKTOWN TOWN PD	No	598821.452	4576299.194		0 Ramp	Westchester		8	9
37445480	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7	0
37445480	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7	0
37458996	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7	0
37465140	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7	0
37465140	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7	0
37471082	YORKTOWN TOWN PD	No	599571.4371	4576222.913		2	Westchester		8	1
37471082	YORKTOWN TOWN PD	No	599571.4371	4576222.913		2	Westchester		8	1
37473360	YORKTOWN TOWN PD	No	599571.4371	4576222.913		2	Westchester		8	1
37473360	YORKTOWN TOWN PD	No	599571.4371	4576222.913		2	Westchester		8	1
37473361	YORKTOWN TOWN PD	No	599598.28	4576401.14		1 LEE BLVD	Westchester		8	0
37473361	YORKTOWN TOWN PD	No	599598.28	4576401.14		1 LEE BLVD	Westchester		8	0
37475406	YORKTOWN TOWN PD	No	599561.2	4576212.64		1 LEE BLVD	Westchester		8	0
37475406	YORKTOWN TOWN PD	No	599561.2	4576212.64		1 LEE BLVD	Westchester		8	0

Crash Level Details

Case Number	Reporting Agency	Non-Public Way	X Coordinate	Y Coordinate	Intersection Indicator	Closest Cross Street	County	Direction From	Distance From
37486080	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37486080	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37491237	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37491237	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37495884	YORKTOWN TOWN PD	No	599562.6732	4576215.308		2 [Route] 6	Westchester		1 3
37495884	YORKTOWN TOWN PD	No	599562.6732	4576215.308		2 [Route] 6	Westchester		1 3
37495884	YORKTOWN TOWN PD	No	599562.6732	4576215.308		2 [Route] 6	Westchester		1 3
37497643	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37497643	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37497647	YORKTOWN TOWN PD	No	599489.1457	4576258.442		0 Lee Blvd	Westchester		8 85
37497647	YORKTOWN TOWN PD	No	599489.1457	4576258.442		0 Lee Blvd	Westchester		8 85
37501197	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 BARGER ST	Westchester		7 0
37501197	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 BARGER ST	Westchester		7 0
37502008	YORKTOWN TOWN PD	No	599537.9189	4576392.616		0 Old Jefferson Valley Rd	Westchester		7 35
37502008	YORKTOWN TOWN PD	No	599537.9189	4576392.616		0 Old Jefferson Valley Rd	Westchester		7 35
37506469	YORKTOWN TOWN PD	No	598965.73	4576326.42		1	Westchester		0
37506469	YORKTOWN TOWN PD	No	598965.73	4576326.42		1	Westchester		0
37506486	YORKTOWN TOWN PD	No	598965.73	4576326.42		1	Westchester		0
37506486	YORKTOWN TOWN PD	No	598965.73	4576326.42		1	Westchester		0
37513649	YORKTOWN TOWN PD	No	599561.2	4576212.64		1 LEE BLVD	Westchester		8 0
37513649	YORKTOWN TOWN PD	No	599561.2	4576212.64		1 LEE BLVD	Westchester		8 0
37518831	YORKTOWN TOWN PD	No	600254.3456	4576506.572		2 Old Jefferson Valley Rd	Westchester		8 2
37518831	YORKTOWN TOWN PD	No	600254.3456	4576506.572		2 Old Jefferson Valley Rd	Westchester		8 2
37530273	YORKTOWN TOWN PD	No	598965.22	4576333.63		0	Westchester		0
37530273	YORKTOWN TOWN PD	No	598965.22	4576333.63		0	Westchester		0
37541626	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 [Route] 6	Westchester		7 0
37541626	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 [Route] 6	Westchester		7 0
37547251	YORKTOWN TOWN PD	No	599561.2	4576212.64		1 LEE BLVD	Westchester		8 0
37548253	YORKTOWN TOWN PD	No	600256.3	4576036.99		1 HILL BLVD	Westchester		7 0
37548253	YORKTOWN TOWN PD	No	600256.3	4576036.99		1 HILL BLVD	Westchester		7 0
37553411	YORKTOWN TOWN PD	No	599389.3949	4576297.619		2	Westchester		8 10
37553411	YORKTOWN TOWN PD	No	599389.3949	4576297.619		2	Westchester		8 10
37555397	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37555397	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37571651	YORKTOWN TOWN PD	No	599561.03	4576194.1		1 LEE BLVD	Westchester		1 0
37571651	YORKTOWN TOWN PD	No	599561.03	4576194.1		1 LEE BLVD	Westchester		1 0
37575010	YORKTOWN TOWN PD	No	598731.9482	4576280.482		0	Westchester		8 31
37579150	YORKTOWN TOWN PD	No	600074.4522	4576475.186		0 Unnamed Street	Westchester		7 281
37594383	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 LEE BLVD	Westchester		8 0
37594383	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 LEE BLVD	Westchester		8 0
37594390	YORKTOWN TOWN PD	No	599553.35	4576198.77		1 [Route] 6	Westchester		8 0
37594390	YORKTOWN TOWN PD	No	599553.35	4576198.77		1 [Route] 6	Westchester		8 0
37604457	YORKTOWN TOWN PD	No	599580.739	4576200.33		2 Lee Blvd	Westchester		7 15
37604457	YORKTOWN TOWN PD	No	599580.739	4576200.33		2 Lee Blvd	Westchester		7 15
37623108	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37623108	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37631831	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 BARGER ST	Westchester		7 0
37631831	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 BARGER ST	Westchester		7 0
37634875	YORKTOWN TOWN PD	No	600224.8578	4576047.901		2 HILL BLVD	Westchester		8 18
37637806	YORKTOWN TOWN PD	No	598654.7999	4576252.063		2 Barger St	Westchester		7 12

Crash Level Details

Case Number	Reporting Agency	Non-Public Way	X Coordinate	Y Coordinate	Intersection Indicator	Closest Cross Street	County	Direction From	Distance From
37637806	YORKTOWN TOWN PD	No	598654.7999	4576252.063		2 Barger St	Westchester		7 12
37637811	YORKTOWN TOWN PD	No	599560.8703	4576212.02		2 [Route] 6	Westchester		4 1
37637811	YORKTOWN TOWN PD	No	599560.8703	4576212.02		2 [Route] 6	Westchester		4 1
37645645	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37645645	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37645659	YORKTOWN TOWN PD	No	598965.22	4576333.63		0	Westchester		0 0
37645659	YORKTOWN TOWN PD	No	598965.22	4576333.63		0	Westchester		0 0
37658364	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 E MAIN ST	Westchester		0 0
37658364	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 E MAIN ST	Westchester		0 0
37658364	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 E MAIN ST	Westchester		0 0
37664984	YORKTOWN TOWN PD	No	599174.1783	4576364.333		0 E MAIN ST	Westchester		8 152
37664984	YORKTOWN TOWN PD	No	599174.1783	4576364.333		0 E MAIN ST	Westchester		8 152
37664984	YORKTOWN TOWN PD	No	599174.1783	4576364.333		0 E MAIN ST	Westchester		8 152
37670978	YORKTOWN TOWN PD	No	599561.2538	4576194.502		2 [Route] 6	Westchester		1 0
37670978	YORKTOWN TOWN PD	No	599561.2538	4576194.502		2 [Route] 6	Westchester		1 0
37670986	YORKTOWN TOWN PD	No	600164.8885	4576488.694		0 HILL BLVD	Westchester		8 61
37670986	YORKTOWN TOWN PD	No	600164.8885	4576488.694		0 HILL BLVD	Westchester		8 61
37706766	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 LEE BLVD	Westchester		8 0
37706766	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 LEE BLVD	Westchester		8 0
37711377	YORKTOWN TOWN PD	No	599318.28	4576324.91		1 E MAIN ST	Westchester		4 0
37711377	YORKTOWN TOWN PD	No	599318.28	4576324.91		1 E MAIN ST	Westchester		4 0
37719560	YORKTOWN TOWN PD	No	598654.7999	4576252.063		2 Barger St	Westchester		7 12
37719560	YORKTOWN TOWN PD	No	598654.7999	4576252.063		2 Barger St	Westchester		7 12
37719566	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 G A R Hwy	Westchester		7 0
37719566	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 G A R Hwy	Westchester		7 0
37725247	NYSP HAWTHORNE	No	598809.8318	4576277.633		0 G A R Hwy	Westchester		7 32
37725247	NYSP HAWTHORNE	No	598809.8318	4576277.633		0 G A R Hwy	Westchester		7 32
37725247	NYSP HAWTHORNE	No	598809.8318	4576277.633		0 G A R Hwy	Westchester		7 32
37738506	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37738506	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37740387	YORKTOWN TOWN PD	No	599598.28	4576401.14		1 LEE BLVD	Westchester		8 0
37740387	YORKTOWN TOWN PD	No	599598.28	4576401.14		1 LEE BLVD	Westchester		8 0
37757621	STORMVILLE SP	No	598957.4358	4576326.031		0	Westchester		0 0
37761523	YORKTOWN TOWN PD	No	600242.55	4576051.13		1 HILL BLVD	Westchester		1 0
37761523	YORKTOWN TOWN PD	No	600242.55	4576051.13		1 HILL BLVD	Westchester		1 0
37763879	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 LEE BLVD	Westchester		8 0
37763879	YORKTOWN TOWN PD	No	599568.38	4576207.97		1 LEE BLVD	Westchester		8 0
37763885	YORKTOWN TOWN PD	No	599559.6471	4576194.941		2 Lee Blvd	Westchester		8 2
37766576	YORKTOWN TOWN PD	No	599561.2	4576212.64		1 LEE BLVD	Westchester		8 0
37766576	YORKTOWN TOWN PD	No	599561.2	4576212.64		1 LEE BLVD	Westchester		8 0
37778814	YORKTOWN TOWN PD	No	599429.2865	4576379.978		2 Indian Hill Rd	Westchester		7 0
37778814	YORKTOWN TOWN PD	No	599429.2865	4576379.978		2 Indian Hill Rd	Westchester		7 0
37779887	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37779887	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37791569	YORKTOWN TOWN PD	No	600243.3868	4576043.71		2 Ramp	Westchester		1 2
37791569	YORKTOWN TOWN PD	No	600243.3868	4576043.71		2 Ramp	Westchester		1 2
37800425	CARMEL TOWN PD	No	599326.1853	4576337.047		2 E Main St	Westchester		7 3
37800425	CARMEL TOWN PD	No	599326.1853	4576337.047		2 E Main St	Westchester		7 3
37804868	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37804868	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0

Crash Level Details

Case Number	Reporting Agency	Non-Public Way	X Coordinate	Y Coordinate	Intersection Indicator	Closest Cross Street	County	Direction From	Distance From
37806815	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37806815	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
37838600	YORKTOWN TOWN PD	No	599106.7538	4576363.561		2 Ramp	Westchester		7 0
37838600	YORKTOWN TOWN PD	No	599106.7538	4576363.561		2 Ramp	Westchester		7 0
37852180	YORKTOWN TOWN PD	No	600242.55	4576051.13		1 HILL BLVD	Westchester		1 0
37852180	YORKTOWN TOWN PD	No	600242.55	4576051.13		1 HILL BLVD	Westchester		1 0
37852180	YORKTOWN TOWN PD	No	600242.55	4576051.13		1 HILL BLVD	Westchester		1 0
37868205	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7 0
37868205	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7 0
37903836	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37903836	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
37919997	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 G A R Hwy	Westchester		7 0
37919997	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 G A R Hwy	Westchester		7 0
37920005	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7 0
37920005	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7 0
37926449	YORKTOWN TOWN PD	No	599306.4249	4576343.596		2 E MAIN ST	Westchester		8 18
37926449	YORKTOWN TOWN PD	No	599306.4249	4576343.596		2 E MAIN ST	Westchester		8 18
37926455	YORKTOWN TOWN PD	No	600224.72	4576518.25		2	Westchester		0
37926455	YORKTOWN TOWN PD	No	600224.72	4576518.25		2	Westchester		0
37935040	YORKTOWN TOWN PD	No	599639.7276	4576165.841		0 Hill Blvd	Westchester		8 49
37935040	YORKTOWN TOWN PD	No	599639.7276	4576165.841		0 Hill Blvd	Westchester		8 49
37946031	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7 0
37946031	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7 0
37948556	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 [Route] 6	Westchester		7 0
37948556	YORKTOWN TOWN PD	No	598643.37	4576249.86		1 [Route] 6	Westchester		7 0
37951776	YORKTOWN TOWN PD	No	599572.3417	4576222.251		2	Westchester		4 1
37951776	YORKTOWN TOWN PD	No	599572.3417	4576222.251		2	Westchester		4 1
37958179	YORKTOWN TOWN PD	No	598654.7999	4576252.063		2 Barger St	Westchester		7 12
37958179	YORKTOWN TOWN PD	No	598654.7999	4576252.063		2 Barger St	Westchester		7 12
37970234	YORKTOWN TOWN PD	No	599571.6932	4576214.317		2 [Route] 6	Westchester		1 7
37970234	YORKTOWN TOWN PD	No	599571.6932	4576214.317		2 [Route] 6	Westchester		1 7
38000573	YORKTOWN TOWN PD	No	599573.9941	4576186.088		2 LEE BLVD	Westchester		7 15
38000573	YORKTOWN TOWN PD	No	599573.9941	4576186.088		2 LEE BLVD	Westchester		7 15
38004847	YORKTOWN TOWN PD	No	599598.28	4576401.14		1 E MAIN ST	Westchester		0
38004847	YORKTOWN TOWN PD	No	599598.28	4576401.14		1 E MAIN ST	Westchester		0
38021378	YORKTOWN TOWN PD	No	598654.7999	4576252.063		2 Barger St	Westchester		7 12
38021378	YORKTOWN TOWN PD	No	598654.7999	4576252.063		2 Barger St	Westchester		7 12
38031316	YORKTOWN TOWN PD	No	599572.3505	4576223.34		2	Westchester		8 0
38031316	YORKTOWN TOWN PD	No	599572.3505	4576223.34		2	Westchester		8 0
38036083	YORKTOWN TOWN PD	No	600247.34	4576068.07		2	Westchester		7 0
38036083	YORKTOWN TOWN PD	No	600247.34	4576068.07		2	Westchester		7 0
38038699	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
38038699	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7 0
38038703	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7 0
38038703	YORKTOWN TOWN PD	No	600225.16	4576497.83		1 HILL BLVD	Westchester		7 0
38055097	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
38055097	YORKTOWN TOWN PD	No	598641.83	4576265.05		1 BARGER ST	Westchester		4 0
38069091	YORKTOWN TOWN PD	No	599097.1198	4576351.393		2 Ramp	Westchester		8 0
38069091	YORKTOWN TOWN PD	No	599097.1198	4576351.393		2 Ramp	Westchester		8 0
38073357	YORKTOWN TOWN PD	No	599553.35	4576198.77		1 LEE BLVD	Westchester		8 0

Crash Level Details

Case Number	Reporting Agency	Non-Public Way	X Coordinate	Y Coordinate	Intersection Indicator	Closest Cross Street	County	Direction From	Distance From	
38073357	YORKTOWN TOWN PD	No	599553.35	4576198.77		1 LEE BLVD	Westchester		8	0
38088325	YORKTOWN TOWN PD	No	599561.03	4576194.1		1 [Route] 6	Westchester		1	0
38088325	YORKTOWN TOWN PD	No	599561.03	4576194.1		1 [Route] 6	Westchester		1	0
38104442	YORKTOWN TOWN PD	No	600242.55	4576051.13		1 HILL BLVD	Westchester		1	0
38104442	YORKTOWN TOWN PD	No	600242.55	4576051.13		1 HILL BLVD	Westchester		1	0
38108602	YORKTOWN TOWN PD	No	600182.182	4576042.902		0	Westchester			0
38111030	YORKTOWN TOWN PD	No	598879.8297	4576312.057		0 Ramp	Westchester		8	38
38111030	YORKTOWN TOWN PD	No	598879.8297	4576312.057		0 Ramp	Westchester		8	38
38114734	YORKTOWN TOWN PD	No	598881.4246	4576312.414		0 Ramp	Westchester		8	36
38137053	YORKTOWN TOWN PD	No	600210.0921	4576495.546		2 HILL BLVD	Westchester		8	15
38164233	YORKTOWN TOWN PD	No	599553.35	4576198.77		1 [Route] 6	Westchester		8	0
38164233		No	599553.35	4576198.77		1 [Route] 6	Westchester		8	0
38206091		No	600254.82	4576053.41		1 HILL BLVD	Westchester		7	0
38206091	YORKTOWN TOWN PD	No	600254.82	4576053.41		1 HILL BLVD	Westchester		7	0
38218115	YORKTOWN TOWN PD	No	599318.28	4576324.91		1 E MAIN ST	Westchester		4	0
38218115	YORKTOWN TOWN PD	No	599318.28	4576324.91		1 E MAIN ST	Westchester		4	0
38225031	YORKTOWN TOWN PD	No	600248.4493	4576066.659		2	Westchester		4	2
38225031	YORKTOWN TOWN PD	No	600248.4493	4576066.659		2	Westchester		4	2
38242858	YORKTOWN TOWN PD	No	599489.1457	4576258.442		0 Lee Blvd	Westchester		8	85
38242858	YORKTOWN TOWN PD	No	599489.1457	4576258.442		0 Lee Blvd	Westchester		8	85
38248220	NYSP HAWTHORNE	No	599107.0005	4576350.049		2 G A R Hwy	Westchester		4	2
38248220	NYSP HAWTHORNE	No	599107.0005	4576350.049		2 G A R Hwy	Westchester		4	2
38294357		No	599561.03	4576194.1		1 LEE BLVD	Westchester		1	0
38294357		No	599561.03	4576194.1		1 LEE BLVD	Westchester		1	0

Crash Level Details									
Case Number	Intersection ID	Municipality	On Street	Reference Marker	Access Control	Divided	Functional Class	Maintenance Jurisdiction	Owning Jurisdiction
36580471	9023723	Yorktown	HILL BLVD				Unknown	Unknown	Unknown
36580471	9023723	Yorktown	HILL BLVD				Unknown	Unknown	Unknown
36588686	9012841	Yorktown	[Route] 132	132 87011028			Unknown	Unknown	Unknown
36588686	9012841	Yorktown	[Route] 132	132 87011028			Unknown	Unknown	Unknown
36597129	9023729	Yorktown	E MAIN ST				Unknown	Unknown	Unknown
36597129	9023729	Yorktown	E MAIN ST				Unknown	Unknown	Unknown
36619061	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
36619061	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
36652013	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
36652013	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
36664166	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
36664166	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
36672471		Yorktown	[Route] 6	6 87033046			Unknown	Unknown	Unknown
36672471		Yorktown	[Route] 6	6 87033046			Unknown	Unknown	Unknown
36689209	9023716	Yorktown	[Route] 6	6 87033051			Unknown	Unknown	Unknown
36689209	9023716	Yorktown	[Route] 6	6 87033051			Unknown	Unknown	Unknown
36700189	4013024	Yorktown	G A R HWY	6 87033047			Unknown	Unknown	Unknown
36700189	4013024	Yorktown	G A R HWY	6 87033047			Unknown	Unknown	Unknown
36705365	9023716	Yorktown	[Route] 6	6 87033051			Unknown	Unknown	Unknown
36705365	9023716	Yorktown	[Route] 6	6 87033051			Unknown	Unknown	Unknown
36710969	9012858	Yorktown	[Route] 6	6 87033050			Unknown	Unknown	Unknown
36710969	9012858	Yorktown	[Route] 6	6 87033050			Unknown	Unknown	Unknown
36714125	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
36714125	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
36726064		Yorktown	[Route] 6	6 87033047			Unknown	Unknown	Unknown
36749309	9012858	Yorktown	[Route] 6	6 87033050			Unknown	Unknown	Unknown
36794304		Yorktown	G A R HWY	6 87033047			Unknown	Unknown	Unknown
36794304		Yorktown	G A R HWY	6 87033047			Unknown	Unknown	Unknown
36802204	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
36802204	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
36813418		Yorktown	[Route] 6	6 87033048			Unknown	Unknown	Unknown
36813418		Yorktown	[Route] 6	6 87033048			Unknown	Unknown	Unknown
36817667	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
36817667	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
36817667	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
36828945	9012841	Yorktown	BARGER ST	132 87011028			Unknown	Unknown	Unknown
36828945	9012841	Yorktown	BARGER ST	132 87011028			Unknown	Unknown	Unknown
36859070	9023730	Yorktown	E MAIN ST				Unknown	Unknown	Unknown
36859070	9023730	Yorktown	E MAIN ST				Unknown	Unknown	Unknown
36859070	9023730	Yorktown	E MAIN ST				Unknown	Unknown	Unknown
36870483	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
36870483	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
36878061	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
36878061	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
36904976	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
36904976	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
36923640	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
36923640	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
36932806	9012859	Yorktown	[Route] 6	6 87033050			Unknown	Unknown	Unknown
36943710		Yorktown	[Route] 6	6 87033048			Unknown	Unknown	Unknown

Crash Level Details									
Case Number	Intersection ID	Municipality	On Street	Reference Marker	Access Control	Divided	Functional Class	Maintenance Jurisdiction	Owning Jurisdiction
36969806	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
36969806	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
36976467		Yorktown	TACONIC STATE PK\	987G87011200			Unknown	Unknown	Unknown
37025249	9012856	Yorktown	G A R HWY	6 87033048			Unknown	Unknown	Unknown
37025249	9012856	Yorktown	G A R HWY	6 87033048			Unknown	Unknown	Unknown
37027728	9023730	Yorktown	E MAIN ST				Unknown	Unknown	Unknown
37101128	9023732	Yorktown	E MAIN ST				Unknown	Unknown	Unknown
37101128	9023732	Yorktown	E MAIN ST				Unknown	Unknown	Unknown
37104499		Yorktown	[Route] 6	6 87033048			Unknown	Unknown	Unknown
37104499		Yorktown	[Route] 6	6 87033048			Unknown	Unknown	Unknown
37104709	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37104709	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37106282	9023716	Yorktown	LEE BLVD			T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37112583	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37112583	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37116724		Yorktown	G A R HWY	6 87033047			Unknown	Unknown	Unknown
37116724		Yorktown	G A R HWY	6 87033047			Unknown	Unknown	Unknown
37129404	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37129404	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37140339	9012856	Yorktown	G A R HWY	6 87033048		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37140339	9012856	Yorktown	G A R HWY	6 87033048		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37144087	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37144087	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37184187	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37184187	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37199656	9012841	Yorktown	[Route] 6	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37199656	9012841	Yorktown	[Route] 6	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37202872	9012859	Yorktown	[Route] 6	6 87033050			Unknown	Unknown	Unknown
37203308	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37203308	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37203308	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37227709		Yorktown	G A R HWY	6 87033052			Unknown	Unknown	Unknown
37227709		Yorktown	G A R HWY	6 87033052			Unknown	Unknown	Unknown
37234903	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37234903	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37235086	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37235086	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37235135	9023716	Yorktown	LEE BLVD	6 87033052			19-Urban Local	Town	Town
37235135	9023716	Yorktown	LEE BLVD	6 87033052			19-Urban Local	Town	Town
37239750	9012841	Yorktown	BARGER ST	6 87033045			Unknown	Unknown	Unknown
37239750	9012841	Yorktown	BARGER ST	6 87033045			Unknown	Unknown	Unknown
37249874	9012859	Yorktown	[Route] 6	6 87033050			Unknown	Unknown	Unknown
37249874	9012859	Yorktown	[Route] 6	6 87033050			Unknown	Unknown	Unknown
37249876		Yorktown	[Route] 6	6 87033049			Unknown	Unknown	Unknown
37249876		Yorktown	[Route] 6	6 87033049			Unknown	Unknown	Unknown
37259885	9012841	Yorktown	BARGER ST	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37259885	9012841	Yorktown	BARGER ST	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37259887	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37259887	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37280394	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown

Crash Level Details									
Case Number	Intersection ID	Municipality	On Street	Reference Marker	Access Control	Divided	Functional Class	Maintenance Jurisdiction	Owning Jurisdiction
37280400	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37280400	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37308153	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37308153	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37328171	9012841	Yorktown	G A R HWY	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37328171	9012841	Yorktown	G A R HWY	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37333599		Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37333599		Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37336602	9023723	Yorktown	HILL BLVD	6 87033056			Unknown	Unknown	Unknown
37336602	9023723	Yorktown	HILL BLVD	6 87033056			Unknown	Unknown	Unknown
37340283		Yorktown	[Route] 6	6 87033055			Unknown	Unknown	Unknown
37356511	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37356511	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37364648	9023723	Yorktown	HILL BLVD	6 87033056			19-Urban Local	Town	Town
37364648	9023723	Yorktown	HILL BLVD	6 87033056			19-Urban Local	Town	Town
37365445	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37365445	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37369677	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37369677	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37376959	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37376959	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37378066		Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37378066		Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37378430		Yorktown	TACONIC STATE PK\	987G87011200			Unknown	Unknown	Unknown
37378430		Yorktown	TACONIC STATE PK\	987G87011200			Unknown	Unknown	Unknown
37415668	9012841	Yorktown	[Route] 132	132 87011028		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37415668	9012841	Yorktown	[Route] 132	132 87011028		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37425154	9012856	Yorktown	INSPIRATION RD	6 87033048		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37425154	9012856	Yorktown	INSPIRATION RD	6 87033048		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37425158	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37425158	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37440258		Yorktown	[Route] 6	6 87033048			Unknown	Unknown	Unknown
37440258		Yorktown	[Route] 6	6 87033048			Unknown	Unknown	Unknown
37440792		Yorktown	[Route] 6	6 87033047			Unknown	Unknown	Unknown
37440792		Yorktown	[Route] 6	6 87033047			Unknown	Unknown	Unknown
37440792		Yorktown	[Route] 6	6 87033047			Unknown	Unknown	Unknown
37442015		Yorktown	[Route] 6	6 87033047			Unknown	Unknown	Unknown
37445480	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37445480	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37458996	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37465140	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37465140	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37471082	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37471082	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37473360	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37473360	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37473361	9023729	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37473361	9023729	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37475406	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37475406	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown

Crash Level Details									
Case Number	Intersection ID	Municipality	On Street	Reference Marker	Access Control	Divided	Functional Class	Maintenance Jurisdiction	Owning Jurisdiction
37486080	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37486080	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37491237	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37491237	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37495884	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37495884	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37495884	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37497643	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37497643	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37497647		Yorktown	G A R HWY	6 87033051			Unknown	Unknown	Unknown
37497647		Yorktown	G A R HWY	6 87033051			Unknown	Unknown	Unknown
37501197	9012841	Yorktown	[Route] 6	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37501197	9012841	Yorktown	[Route] 6	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37502008		Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37502008		Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37506469	4013024	Yorktown	[Route] 6	6 87033047		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37506469	4013024	Yorktown	[Route] 6	6 87033047		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37506486	4013024	Yorktown	[Route] 6	6 87033047		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37506486	4013024	Yorktown	[Route] 6	6 87033047		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37513649	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37513649	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37518831	9023732	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37518831	9023732	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37530273		Yorktown	[Route] 6	6 87033048			Unknown	Unknown	Unknown
37530273		Yorktown	[Route] 6	6 87033048			Unknown	Unknown	Unknown
37541626	9012841	Yorktown	BARGER ST	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37541626	9012841	Yorktown	BARGER ST	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37547251	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37548253	9023723	Yorktown	[Route] 6	6 87033055		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37548253	9023723	Yorktown	[Route] 6	6 87033055		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37553411	9012857	Yorktown	[Route] 6	6 87033050		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37553411	9012857	Yorktown	[Route] 6	6 87033050		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37555397	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37555397	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37571651	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37571651	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37575010		Yorktown	[Route] 6	6 87033046			Unknown	Unknown	Unknown
37579150		Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37594383	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37594383	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37594390	9023716	Yorktown	LEE BLVD	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37594390	9023716	Yorktown	LEE BLVD	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37604457	9023716	Yorktown	G A R HWY	6 87033052			Unknown	Unknown	Unknown
37604457	9023716	Yorktown	G A R HWY	6 87033052			Unknown	Unknown	Unknown
37623108	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37623108	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37631831	9012841	Yorktown	[Route] 6	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37631831	9012841	Yorktown	[Route] 6	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37634875	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37637806	9012841	Yorktown	G A R HWY	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT

Crash Level Details									
Case Number	Intersection ID	Municipality	On Street	Reference Marker	Access Control	Divided	Functional Class	Maintenance Jurisdiction	Owning Jurisdiction
37637806	9012841	Yorktown	G A R HWY	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37637811	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37637811	9023716	Yorktown	LEE BLVD	6 87033052			Unknown	Unknown	Unknown
37645645	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37645645	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37645659		Yorktown	[Route] 6	6 87033048			Unknown	Unknown	Unknown
37645659		Yorktown	[Route] 6	6 87033048			Unknown	Unknown	Unknown
37658364	9023730	Yorktown	HILL BLVD				16-Urban Minor Arterial	Town	Town
37658364	9023730	Yorktown	HILL BLVD				16-Urban Minor Arterial	Town	Town
37658364	9023730	Yorktown	HILL BLVD				16-Urban Minor Arterial	Town	Town
37664984		Yorktown	[Route] 6	6 87033049			Unknown	Unknown	Unknown
37664984		Yorktown	[Route] 6	6 87033049			Unknown	Unknown	Unknown
37664984		Yorktown	[Route] 6	6 87033049			Unknown	Unknown	Unknown
37670978	9023716	Yorktown	LEE BLVD	6 87033051		T	17-Urban Major Collector	Town	Town
37670978	9023716	Yorktown	LEE BLVD	6 87033051		T	17-Urban Major Collector	Town	Town
37670986		Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37670986		Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37706766	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37706766	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37711377	9012859	Yorktown	[Route] 6	6 87033049		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37711377	9012859	Yorktown	[Route] 6	6 87033049		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37719560	9012841	Yorktown	G A R HWY	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37719560	9012841	Yorktown	G A R HWY	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37719566	9012841	Yorktown	[Route] 132	132 87011028		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37719566	9012841	Yorktown	[Route] 132	132 87011028		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37725247		Yorktown	RAMP			88	12-Urban PA Other Freew	NYSDOT	NYSDOT
37725247		Yorktown	RAMP			88	12-Urban PA Other Freew	NYSDOT	NYSDOT
37725247		Yorktown	RAMP			88	12-Urban PA Other Freew	NYSDOT	NYSDOT
37738506	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37738506	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37740387	9023729	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37740387	9023729	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37757621		Yorktown	TACONIC STATE PK\	987G87011200			Unknown	Unknown	Unknown
37761523	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37761523	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37763879	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37763879	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37763885	9023716	Yorktown	G A R HWY	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37766576	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37766576	9023716	Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37778814	9012861	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37778814	9012861	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37779887	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37779887	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37791569	9023723	Yorktown	HILL BLVD				Unknown	Unknown	Unknown
37791569	9023723	Yorktown	HILL BLVD				Unknown	Unknown	Unknown
37800425	9012859	Yorktown	G A R HWY	6 87033050			Unknown	Unknown	Unknown
37800425	9012859	Yorktown	G A R HWY	6 87033050			Unknown	Unknown	Unknown
37804868	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37804868	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown

Crash Level Details									
Case Number	Intersection ID	Municipality	On Street	Reference Marker	Access Control	Divided	Functional Class	Maintenance Jurisdiction	Owning Jurisdiction
37806815	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37806815	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37838600	9012856	Yorktown	G A R HWY	6 87033048			Unknown	Unknown	Unknown
37838600	9012856	Yorktown	G A R HWY	6 87033048			Unknown	Unknown	Unknown
37852180	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37852180	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37852180	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
37868205	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37868205	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37903836	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37903836	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
37919997	9012841	Yorktown	[Route] 132	132 87011028		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37919997	9012841	Yorktown	[Route] 132	132 87011028		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37920005	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37920005	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37926449	9012859	Yorktown	[Route] 6	6 87033050			Unknown	Unknown	Unknown
37926449	9012859	Yorktown	[Route] 6	6 87033050			Unknown	Unknown	Unknown
37926455	9023731	Yorktown	OLD JEFFERSON VALLEY RD				19-Urban Local	Town	Town
37926455	9023731	Yorktown	OLD JEFFERSON VALLEY RD				19-Urban Local	Town	Town
37935040		Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37935040		Yorktown	[Route] 6	6 87033052			Unknown	Unknown	Unknown
37946031	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37946031	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
37948556	9012841	Yorktown	BARGER ST	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37948556	9012841	Yorktown	BARGER ST	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37951776	9023716	Yorktown	LEE BLVD	6 87033052			19-Urban Local	Town	Town
37951776	9023716	Yorktown	LEE BLVD	6 87033052			19-Urban Local	Town	Town
37958179	9012841	Yorktown	G A R HWY	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37958179	9012841	Yorktown	G A R HWY	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
37970234	9023716	Yorktown	LEE BLVD	6 87033052			19-Urban Local	Town	Town
37970234	9023716	Yorktown	LEE BLVD	6 87033052			19-Urban Local	Town	Town
38000573	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38000573	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38004847	9023729	Yorktown	LEE BLVD				16-Urban Minor Arterial	Town	Town
38004847	9023729	Yorktown	LEE BLVD				16-Urban Minor Arterial	Town	Town
38021378	9012841	Yorktown	G A R HWY	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38021378	9012841	Yorktown	G A R HWY	6 87033045		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38031316	9023716	Yorktown	LEE BLVD				19-Urban Local	Town	Town
38031316	9023716	Yorktown	LEE BLVD				19-Urban Local	Town	Town
38036083	9023723	Yorktown	HILL BLVD	6 87033056			19-Urban Local	Town	Town
38036083	9023723	Yorktown	HILL BLVD	6 87033056			19-Urban Local	Town	Town
38038699	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
38038699	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
38038703	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
38038703	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
38055097	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
38055097	9012841	Yorktown	[Route] 6	6 87033045			Unknown	Unknown	Unknown
38069091	9012856	Yorktown	G A R HWY	6 87033048		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38069091	9012856	Yorktown	G A R HWY	6 87033048		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38073357	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT

Crash Level Details

Case Number	Intersection ID	Municipality	On Street	Reference Marker	Access Control	Divided	Functional Class	Maintenance Jurisdiction	Owning Jurisdiction
38073357	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38088325	9023716	Yorktown	LEE BLVD	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38088325	9023716	Yorktown	LEE BLVD	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38104442	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
38104442	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
38108602		Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
38111030		Yorktown	G A R HWY	6 87033047			Unknown	Unknown	Unknown
38111030		Yorktown	G A R HWY	6 87033047			Unknown	Unknown	Unknown
38114734		Yorktown	G A R HWY	6 87033047			Unknown	Unknown	Unknown
38137053	9023730	Yorktown	E MAIN ST				16-Urban Minor Arterial	Town	Town
38164233	9023716	Yorktown	LEE BLVD	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38164233	9023716	Yorktown	LEE BLVD	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38206091	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
38206091	9023723	Yorktown	[Route] 6	6 87033056			Unknown	Unknown	Unknown
38218115	9012859	Yorktown	[Route] 6	6 87033049		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38218115	9012859	Yorktown	[Route] 6	6 87033049		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38225031	9023723	Yorktown	HILL BLVD	6 87033056			19-Urban Local	Town	Town
38225031	9023723	Yorktown	HILL BLVD	6 87033056			19-Urban Local	Town	Town
38242858		Yorktown	G A R HWY	6 87033051			Unknown	Unknown	Unknown
38242858		Yorktown	G A R HWY	6 87033051			Unknown	Unknown	Unknown
38248220	9012856	Yorktown	RAMP				Unknown	Unknown	Unknown
38248220	9012856	Yorktown	RAMP				Unknown	Unknown	Unknown
38294357	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT
38294357	9023716	Yorktown	[Route] 6	6 87033051		T	14-Urban Principal Arteria	NYSDOT	NYSDOT

Crash Level Details				Vehicle Level Details		
Case Number	Road Name	Posted Speed	Apparent Contributing Factor	Vehicle Sequence Number	Direction of Travel	Hazmat Cargo Indicator
36580471			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 SOUTH	false
36580471			CF1:FAILURE TO YIELD RIGHT OF WAY CF2:GLARE		2 EAST	false
36588686			CF1:NOT ENTERED CF2:NOT ENTERED		1 SOUTH	false
36588686			CF1:NOT ENTERED CF2:NOT ENTERED		2 WEST	false
36597129			CF1:NOT ENTERED CF2:NOT ENTERED		2 EAST	false
36597129			CF1:FATIGUED/DROWSY CF2:DRIVER INATTENTION		1 EAST	false
36619061			CF1:PAVEMENT SLIPPERY CF2:NOT ENTERED		1 WEST	false
36619061			CF1:NOT ENTERED CF2:NOT ENTERED		2 WEST	false
36652013			CF1:UNKNOWN CF2:UNKNOWN		1 NOT ENTERED	false
36652013			CF1:UNKNOWN CF2:UNKNOWN		2 NOT ENTERED	false
36664166			CF1:NOT ENTERED CF2:NOT ENTERED		1 SOUTH	false
36664166			CF1:NOT ENTERED CF2:NOT ENTERED		2 SOUTH	false
36672471			CF1:NOT ENTERED CF2:NOT ENTERED		1 WEST	false
36672471			CF1:NOT ENTERED CF2:NOT ENTERED		2 WEST	false
36689209			CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:NOT ENTERED		1 EAST	false
36689209			CF1:DRIVER INATTENTION CF2:NOT ENTERED		2 NORTH	false
36700189			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 EAST	false
36700189			CF1:UNSAFE LANE CHANGE CF2:REACTION TO OTHER UNINVOLVED VI		2 EAST	false
36705365			CF1:NOT ENTERED CF2:NOT ENTERED		1 EAST	false
36705365			CF1:NOT ENTERED CF2:NOT ENTERED		2 EAST	false
36710969			CF1:FOLLOWING TOO CLOSELY CF2:NOT ENTERED		1 NORTH-WEST	false
36710969			CF1:NOT ENTERED CF2:NOT ENTERED		2 NORTH-EAST	false
36714125			CF1:NOT ENTERED CF2:NOT ENTERED		2 WEST	false
36714125			CF1:NOT ENTERED CF2:NOT ENTERED		1 WEST	false
36726064			CF1:NOT ENTERED CF2:NOT ENTERED		1 EAST	false
36749309			CF1:DRIVER INATTENTION CF2:CELL PHONE (HAND HELD)		1 EAST	false
36794304			CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:DRIVER INATTENTI		1 WEST	false
36794304			CF1:NOT ENTERED CF2:NOT ENTERED		2 SOUTH	false
36802204			CF1:UNKNOWN CF2:NOT ENTERED		1 WEST	false
36802204			CF1:UNKNOWN CF2:NOT ENTERED		2 WEST	false
36813418			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 EAST	false
36813418			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE		2 EAST	false
36817667			CF1:NOT ENTERED CF2:NOT ENTERED		1 WEST	false
36817667			CF1:NOT ENTERED CF2:NOT ENTERED		2 WEST	false
36817667			CF1:NOT ENTERED CF2:NOT ENTERED		3 UNKNOWN	false
36828945			CF1:PAVEMENT SLIPPERY CF2:UNSAFE SPEED		1 SOUTH-EAST	false
36828945			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 NORTH	false
36859070			CF1:NOT ENTERED CF2:NOT ENTERED		3 EAST	false
36859070			CF1:NOT ENTERED CF2:NOT ENTERED		2 EAST	false
36859070			CF1:FAILURE TO KEEP RIGHT CF2:DRIVER INATTENTION		1 WEST	false
36870483			CF1:NOT ENTERED CF2:NOT ENTERED		1 NORTH	false
36870483			CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:FAILURE TO YIELD		2 EAST	false
36878061			CF1:NOT ENTERED CF2:NOT ENTERED		1 EAST	false
36878061			CF1:NOT ENTERED CF2:NOT ENTERED		2 NORTH-EAST	false
36904976			CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:NOT APPLICABLE		1 EAST	false
36904976			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 NORTH	false
36923640			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 WEST	false
36923640			CF1:DRIVER INATTENTION CF2:NOT APPLICABLE		1 WEST	false
36932806			CF1:ANIMAL'S ACTION CF2:NOT APPLICABLE		1 WEST	false
36943710			CF1:FAILURE TO KEEP RIGHT CF2:NOT ENTERED		1 WEST	false

Crash Level Details				Vehicle Level Details		
Case Number	Road Name	Posted Speed	Apparent Contributing Factor	Vehicle Sequence Number	Direction of Travel	Hazmat Cargo Indicator
36969806	LEE BLVD		CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 WEST	false
36969806			CF1:PAVEMENT SLIPPERY CF2:NOT APPLICABLE		2 WEST	false
36976467			CF1:NOT ENTERED CF2:NOT ENTERED		1 SOUTH	false
37025249			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 NORTH	false
37025249			CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:NOT APPLICABLE		1 EAST	false
37027728			CF1:NOT ENTERED CF2:NOT ENTERED		1 EAST	false
37101128			CF1:UNKNOWN CF2:NOT ENTERED		1 SOUTH-WEST	false
37101128			CF1:UNKNOWN CF2:NOT ENTERED		2 SOUTH-WEST	false
37104499			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 WEST	false
37104499			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE		2 WEST	false
37104709			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 NORTH-WEST	false
37104709			CF1:BACKING UNSAFELY CF2:NOT APPLICABLE		2 EAST	false
37106282			55 CF1:GLARE CF2:REACTION TO OTHER UNINVOLVED VEHICL		1 EAST	false
37112583			CF1:DRIVER INATTENTION CF2:NOT APPLICABLE		2 WEST	false
37112583			CF1:DRIVER INATTENTION CF2:FAILURE TO YIELD RIGHT OF WAY		1 NORTH-EAST	false
37116724			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 WEST	false
37116724			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE		2 WEST	false
37129404			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 NORTH	false
37129404			CF1:FAILURE TO KEEP RIGHT CF2:NOT APPLICABLE		2 NORTH	false
37140339			45 CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:FAILURE TO KEEP F		1 SOUTH	false
37140339			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 EAST	false
37144087			CF1:DRIVER INATTENTION CF2:PASSENGER DISTRACTION		1 WEST	false
37144087			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 WEST	false
37184187			55 CF1:DRIVER INATTENTION CF2:NOT ENTERED		1 WEST	false
37184187			55 CF1:NOT ENTERED CF2:NOT ENTERED		2 WEST	false
37199656			45 CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE		1 SOUTH	false
37199656			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 EAST	false
37202872			CF1:REACTION TO OTHER UNINVOLVED VEHICL CF2:PAVEMENT SLIPPI		1 EAST	false
37203308			CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:TRAF CNTRL DEV II		1 WEST	false
37203308			CF1:NOT ENTERED CF2:NOT ENTERED		2 NORTH	false
37203308			CF1:NOT ENTERED CF2:NOT ENTERED		3 SOUTH	false
37227709			CF1:ILLNESS CF2:NOT ENTERED		1 SOUTH	false
37227709			CF1:NOT ENTERED CF2:NOT ENTERED		2 NORTH	false
37234903			CF1:NOT ENTERED CF2:NOT ENTERED		1 WEST	false
37234903			CF1:NOT ENTERED CF2:NOT ENTERED		2 WEST	false
37235086			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 WEST	false
37235086			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE		2 WEST	false
37235135			CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE		1 SOUTH-EAST	false
37235135			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 SOUTH	false
37239750			CF1:PASSING OR LANE USAGE IMPROPERLY CF2:NOT APPLICABLE		2 NORTH	false
37239750			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 NORTH	false
37249874			CF1:FAILURE TO KEEP RIGHT CF2:FATIGUED/DROWSY		1 WEST	false
37249874			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 EAST	false
37249876			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE		1 EAST	false
37249876			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 EAST	false
37259885			45 CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE		1 NORTH	false
37259885			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 NORTH	false
37259887			30 CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 EAST	false
37259887			30 CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE		2 SOUTH	false
37280394			CF1:ANIMAL'S ACTION CF2:NOT APPLICABLE		1 WEST	false

Crash Level Details			Vehicle Level Details			
Case Number	Road Name	Posted Speed	Apparent Contributing Factor	Vehicle Sequence Number	Direction of Travel	Hazmat Cargo Indicator
37280400	EAST MAIN ST 2		CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	EAST	false
37280400			CF1:FOLLOWING TOO CLOSELY CF2:PAVEMENT SLIPPERY	2	EAST	false
37308153			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	1	WEST	false
37308153			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	WEST	false
37328171			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	EAST	false
37328171			45 CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	EAST	false
37333599			30 CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	WEST	false
37333599			30 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37336602			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	SOUTH	false
37336602			CF1:UNSAFE LANE CHANGE CF2:FAILURE TO YIELD RIGHT OF WAY	1	SOUTH	false
37340283	HILL BLVD		CF1:ANIMAL'S ACTION CF2:NOT APPLICABLE	1	EAST	false
37356511			55 CF1:DRIVER INATTENTION CF2:TRAFFIC CONTROL DEVICES DISREGARD	1	EAST	false
37356511			55 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	EAST	false
37364648			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	NORTH	false
37364648			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	NORTH	false
37365445			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	EAST	false
37365445			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	EAST	false
37369677			CF1:FOLLOWING TOO CLOSELY CF2:DRIVER INATTENTION	2	WEST	false
37369677			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37376959			CF1:DRIVER INATTENTION CF2:FOLLOWING TOO CLOSELY	2	EAST	false
37376959	EAST MAIN ST 2		CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	EAST	false
37378066			30 CF1:VIEW OBSTRUCTED/LIMITED CF2:NOT APPLICABLE	1	WEST	false
37378066			30 CF1:FAILURE TO YIELD RIGHT OF WAY CF2:VIEW OBSTRUCTED/LIMITED	2	NORTH	false
37378430			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	NORTH	false
37378430			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	1	NORTH	false
37415668			45 CF1:DRIVER INATTENTION CF2:NOT APPLICABLE	1	EAST	false
37415668			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	EAST	false
37425154			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	EAST	false
37425154			45 CF1:FAILURE TO YIELD RIGHT OF WAY CF2:GLARE	2	SOUTH-WEST	false
37425158			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37425158	EAST MAIN ST 2		CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	WEST	false
37440258			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37440258			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	WEST	false
37440792			CF1:NOT ENTERED CF2:NOT ENTERED	1	WEST	false
37440792			CF1:FOLLOWING TOO CLOSELY CF2:NOT ENTERED	2	WEST	false
37440792			CF1:FOLLOWING TOO CLOSELY CF2:NOT ENTERED	3	WEST	false
37442015			CF1:ANIMAL'S ACTION CF2:NOT APPLICABLE	1	WEST	false
37445480			CF1:DRIVER INATTENTION CF2:FOLLOWING TOO CLOSELY	1	EAST	false
37445480			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	EAST	false
37458996			30 CF1:UNSAFE SPEED CF2:FAILURE TO KEEP RIGHT	1	WEST	false
37465140	EAST MAIN ST 2		30 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	EAST	false
37465140			30 CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	1	EAST	false
37471082			CF1:FAILURE TO YIELD RIGHT OF WAY CF2:DRIVER INATTENTION	1	WEST	false
37471082			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	SOUTH	false
37473360			CF1:DRIVER INATTENTION CF2:NOT APPLICABLE	1	WEST	false
37473360			CF1:DRIVER INATTENTION CF2:NOT APPLICABLE	2	NORTH	false
37473361			30 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37473361			30 CF1:FOLLOWING TOO CLOSELY CF2:PAVEMENT SLIPPERY	2	WEST	false
37475406			CF1:FAILURE TO YIELD RIGHT OF WAY CF2:TRAFFIC CONTROL DEVICES	1	WEST	false
37475406			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	NORTH	false

Crash Level Details				Vehicle Level Details		
Case Number	Road Name	Posted Speed	Apparent Contributing Factor	Vehicle Sequence Number	Direction of Travel	Hazmat Cargo Indicator
37486080	EAST MAIN ST 2	30	CF1:FOLLOWING TOO CLOSELY CF2:ALCOHOL INVOLVEMENT	1	WEST	false
37486080			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	WEST	false
37491237			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	EAST	false
37491237			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	EAST	false
37495884			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	1	SOUTH	false
37495884			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	SOUTH	false
37495884			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	3	SOUTH	false
37497643			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	1	EAST	false
37497643			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	EAST	false
37497647			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37497647			CF1:DRIVER INATTENTION CF2:NOT APPLICABLE	2	WEST	false
37501197			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	EAST	false
37501197			45 CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	EAST	false
37502008			30 CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	WEST	false
37502008			30 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37506469			45 CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE	1	SOUTH-WEST	false
37506469			45 CF1:NOT APPLICABLE CF2:FAILURE TO YIELD RIGHT OF WAY	2	EAST	false
37506486			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	EAST	false
37506486			45 CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE	2	SOUTH	false
37513649			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37513649			CF1:DRIVER INATTENTION CF2:NOT APPLICABLE	2	WEST	false
37518831			30 CF1:FAILURE TO KEEP RIGHT CF2:NOT APPLICABLE	1	WEST	false
37518831			30 CF1:FAILURE TO KEEP RIGHT CF2:NOT APPLICABLE	2	EAST	false
37530273			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37530273			CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:GLARE	2	WEST	false
37541626			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	NORTH	false
37541626			45 CF1:PASSING OR LANE USAGE IMPROPERLY CF2:NOT APPLICABLE	2	NORTH	false
37547251			CF1:ANIMAL'S ACTION CF2:NOT APPLICABLE	1	EAST	false
37548253			55 CF1:TURNING IMPROPER CF2:FAILURE TO YIELD RIGHT OF WAY	2	NORTH-EAST	false
37548253			55 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	SOUTH-EAST	false
37553411			45 CF1:FOLLOWING TOO CLOSELY CF2:DRIVER INATTENTION	1	WEST	false
37553411			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	WEST	false
37555397			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37555397			CF1:FOLLOWING TOO CLOSELY CF2:GLARE	2	WEST	false
37571651			55 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	NORTH-EAST	false
37571651			55 CF1:GLARE CF2:TRAFFIC CONTROL DEVICES DISREGARDED	1	EAST	false
37575010			CF1:NOT APPLICABLE CF2:ANIMAL'S ACTION	1	WEST	false
37579150	EAST MAIN ST 2	30	CF1:ANIMAL'S ACTION CF2:NOT APPLICABLE	1	EAST	false
37594383			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37594383			CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE	2	NORTH	false
37594390			55 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	SOUTH	false
37594390			55 CF1:DRIVER INATTENTION CF2:NOT APPLICABLE	2	SOUTH	false
37604457			CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:TURNING IMPROP	1	NORTH-WEST	false
37604457			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	SOUTH	false
37623108			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	EAST	false
37623108			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	EAST	false
37631831			45 CF1:FOLLOWING TOO CLOSELY CF2:DRIVER INATTENTION	1	NORTH-EAST	false
37631831			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	NORTH-EAST	false
37634875			CF1:ANIMAL'S ACTION CF2:NOT APPLICABLE	1	EAST	false
37637806			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	EAST	false

Crash Level Details				Vehicle Level Details		
Case Number	Road Name	Posted Speed	Apparent Contributing Factor	Vehicle Sequence Number	Direction of Travel	Hazmat Cargo Indicator
37637806	EAST MAIN ST 2		45 CF1:ILLNESS CF2:FOLLOWING TOO CLOSELY	1	EAST	false
37637811			CF1:DRIVER INATTENTION CF2:NOT APPLICABLE	2	SOUTH	false
37637811			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	SOUTH	false
37645645			CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE	1	NORTH-WEST	false
37645645			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	NORTH-EAST	false
37645659			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	WEST	false
37645659			CF1:FOLLOWING TOO CLOSELY CF2:PAVEMENT SLIPPERY	1	WEST	false
37658364			30 CF1:FAILURE TO KEEP RIGHT CF2:PASSING OR LANE USAGE IMPROPER	1	SOUTH-WEST	false
37658364			30 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	3	NORTH	false
37658364			30 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	NORTH	false
37664984	LEE BLVD		CF1:DRIVER INATTENTION CF2:FOLLOWING TOO CLOSELY	1	EAST	false
37664984			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	SOUTH-EAST	false
37664984			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	3	NORTH	false
37670978			30 CF1:UNSAFE LANE CHANGE CF2:NOT ENTERED	1	NORTH	false
37670978			30 CF1:NOT ENTERED CF2:NOT ENTERED	2	NORTH	false
37670986			30 CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	1	WEST	false
37670986			30 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	WEST	false
37706766			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37706766			CF1:ALCOHOL INVOLVEMENT CF2:UNSAFE LANE CHANGE	2	WEST	false
37711377			45 CF1:REACTION TO OTHER UNINVOLVED VEHICL CF2:NOT APPLICABLE	1	EAST	false
37711377	US6 EB to 987G SB		45 CF1:DRIVER INATTENTION CF2:FOLLOWING TOO CLOSELY	2	EAST	false
37719560			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	SOUTH	false
37719560			45 CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	SOUTH	false
37719566			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	SOUTH-EAST	false
37719566			45 CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE	2	SOUTH-EAST	false
37725247			CF1:REACTION TO OTHER UNINVOLVED VEHICL CF2:NOT APPLICABLE	1	SOUTH	false
37725247			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	2	SOUTH	false
37725247			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	3	SOUTH	false
37738506			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE	1	WEST	false
37738506			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	2	WEST	false
37740387	EAST MAIN ST 2		30 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37740387			30 CF1:FOLLOWING TOO CLOSELY CF2:PAVEMENT SLIPPERY	2	WEST	false
37757621			CF1:UNSAFE SPEED CF2:NOT APPLICABLE	1	SOUTH	false
37761523			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	SOUTH	false
37761523			CF1:GLARE CF2:TRAFFIC CONTROL DEVICES DISREGARDED	2	WEST	false
37763879			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37763879			CF1:BACKING UNSAFELY CF2:NOT APPLICABLE	2	EAST	false
37763885			55 CF1:UNSAFE SPEED CF2:PAVEMENT SLIPPERY	1	SOUTH-EAST	false
37766576			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	NORTH	false
37766576			CF1:TURNING IMPROPER CF2:PASSING OR LANE USAGE IMPROPERLY	2	NORTH-WEST	false
37778814	EAST MAIN ST 2		30 CF1:FAILURE TO KEEP RIGHT CF2:OTHER (VEHICLE)	2	EAST	false
37778814			30 CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	WEST	false
37779887			CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:FAILURE TO YIELD	2	WEST	false
37779887			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	NORTH	false
37791569			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	SOUTH	false
37791569			CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE	2	EAST	false
37800425			CF1:FAILURE TO YIELD RIGHT OF WAY CF2:REACTION TO OTHER UNIN'	2	SOUTH	false
37800425			CF1:NOT APPLICABLE CF2:NOT APPLICABLE	1	SOUTH	false
37804868			CF1:UNSAFE LANE CHANGE CF2:NOT APPLICABLE	1	WEST	false
37804868			CF1:UNSAFE LANE CHANGE CF2:NOT APPLICABLE	2	WEST	false

Crash Level Details				Vehicle Level Details		
Case Number	Road Name	Posted Speed	Apparent Contributing Factor	Vehicle Sequence Number	Direction of Travel	Hazmat Cargo Indicator
37806815			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 WEST	false
37806815			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE		1 WEST	false
37838600			CF1:NOT ENTERED CF2:NOT ENTERED		2 WEST	false
37838600			CF1:FOLLOWING TOO CLOSELY CF2:NOT ENTERED		1 WEST	false
37852180			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 WEST	false
37852180			CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:NOT APPLICABLE		2 NORTH	false
37852180			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		3 SOUTH	false
37868205	EAST MAIN ST 2	30	CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 EAST	false
37868205	EAST MAIN ST 2	30	CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE		2 SOUTH-WEST	false
37903836			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 WEST	false
37903836			CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:FAILURE TO YIELD		1 SOUTH	false
37919997		45	CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 SOUTH	false
37919997		45	CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE		2 SOUTH-WEST	false
37920005	EAST MAIN ST 2	30	CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 EAST	false
37920005	EAST MAIN ST 2	30	CF1:FAILURE TO YIELD RIGHT OF WAY CF2:TURNING IMPROPER		2 SOUTH-WEST	false
37926449			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 WEST	false
37926449			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE		2 WEST	false
37926455	OLD JEFFERSON VALLEY RD		CF1:PASSING OR LANE USAGE IMPROPERLY CF2:NOT ENTERED		1 WEST	false
37926455	OLD JEFFERSON VALLEY RD		CF1:NOT ENTERED CF2:NOT ENTERED		2 WEST	false
37935040			CF1:NOT ENTERED CF2:NOT ENTERED		1 WEST	false
37935040			CF1:UNKNOWN CF2:NOT ENTERED		2 WEST	false
37946031	EAST MAIN ST 2	30	CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 EAST	false
37946031	EAST MAIN ST 2	30	CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE		2 WEST	false
37948556		45	CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 NORTH	false
37948556		45	CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE		2 NORTH	false
37951776	LEE BLVD		CF1:PASSING OR LANE USAGE IMPROPERLY CF2:NOT ENTERED		2 NORTH	false
37951776	LEE BLVD		CF1:NOT ENTERED CF2:NOT ENTERED		1 NORTH	false
37958179		45	CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 EAST	false
37958179		45	CF1:DRIVER INATTENTION CF2:NOT APPLICABLE		2 EAST	false
37970234	LEE BLVD		CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 NORTH	false
37970234	LEE BLVD		CF1:BACKING UNSAFELY CF2:NOT APPLICABLE		2 NORTH	false
38000573		55	CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 WEST	false
38000573		55	CF1:NOT APPLICABLE CF2:FOLLOWING TOO CLOSELY		2 WEST	false
38004847	EAST MAIN ST 2	30	CF1:FOLLOWING TOO CLOSELY CF2:DRIVER INATTENTION		1 NORTH	false
38004847	EAST MAIN ST 2	30	CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 NORTH	false
38021378		45	CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 EAST	false
38021378		45	CF1:PASSING OR LANE USAGE IMPROPERLY CF2:NOT APPLICABLE		2 EAST	false
38031316	LEE BLVD		CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 SOUTH	false
38031316	LEE BLVD		CF1:DRIVER INATTENTION CF2:NOT APPLICABLE		2 SOUTH	false
38036083	HILL BLVD		CF1:NOT APPLICABLE CF2:NOT APPLICABLE		2 SOUTH	false
38036083	HILL BLVD		CF1:BACKING UNSAFELY CF2:NOT APPLICABLE		1 EAST	false
38038699			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 NORTH	false
38038699			CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE		2 NORTH-WEST	false
38038703	EAST MAIN ST 2	30	CF1:FAILURE TO KEEP RIGHT CF2:NOT ENTERED		1 WEST	false
38038703	EAST MAIN ST 2	30	CF1:NOT ENTERED CF2:NOT ENTERED		2 EAST	false
38055097			CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 WEST	false
38055097			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE		2 WEST	false
38069091		45	CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT ENTERED		1 SOUTH	false
38069091		45	CF1:NOT ENTERED CF2:NOT ENTERED		2 EAST	false
38073357		55	CF1:NOT APPLICABLE CF2:NOT APPLICABLE		1 EAST	false

Crash Level Details

Case Number	Road Name	Posted Speed	Apparent Contributing Factor
38073357	EAST MAIN ST 2	55	CF1:FAILURE TO KEEP RIGHT CF2:TRAFFIC CONTROL DEVICES DISREGA
38088325		55	CF1:TRAFFIC CONTROL DEVICES DISREGARDED CF2:UNSAFE LANE CHA
38088325		55	CF1:NOT APPLICABLE CF2:NOT APPLICABLE
38104442			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE
38104442			CF1:NOT APPLICABLE CF2:NOT APPLICABLE
38108602			CF1:ANIMAL'S ACTION CF2:NOT APPLICABLE
38111030			CF1:NOT APPLICABLE CF2:NOT APPLICABLE
38111030			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE
38114734			CF1:ANIMAL'S ACTION CF2:NOT APPLICABLE
38137053			30 CF1:ANIMAL'S ACTION CF2:NOT APPLICABLE
38164233			55 CF1:NOT ENTERED CF2:NOT ENTERED
38164233			55 CF1:NOT ENTERED CF2:NOT ENTERED
38206091			CF1:FOLLOWING TOO CLOSELY CF2:NOT APPLICABLE
38206091			CF1:NOT APPLICABLE CF2:NOT APPLICABLE
38218115			45 CF1:FAILURE TO YIELD RIGHT OF WAY CF2:NOT APPLICABLE
38218115			45 CF1:NOT APPLICABLE CF2:NOT APPLICABLE
38225031	HILL BLVD		CF1:NOT APPLICABLE CF2:NOT APPLICABLE
38225031	HILL BLVD		CF1:DRIVER INATTENTION CF2:PASSING OR LANE USAGE IMPROPERLY
38242858			CF1:NOT APPLICABLE CF2:NOT APPLICABLE
38242858			CF1:PASSING OR LANE USAGE IMPROPERLY CF2:NOT APPLICABLE
38248220			CF1:NOT APPLICABLE CF2:NOT APPLICABLE
38248220			CF1:DRIVER INATTENTION CF2:NOT APPLICABLE
38294357		55	CF1:NOT APPLICABLE CF2:NOT APPLICABLE
38294357		55	CF1:NOT APPLICABLE CF2:NOT APPLICABLE

Vehicle Level Details

Vehicle Sequence Number	Direction of Travel	Hazmat Cargo Indicator
2	WEST	false
1	NORTH	false
2	NORTH	false
2	WEST	false
1	WEST	false
1	WEST	false
2	EAST	false
1	EAST	false
1	WEST	false
1	EAST	false
1	EAST	false
2	UNKNOWN	false
1	WEST	false
2	WEST	false
1	SOUTH	false
2	WEST	false
1	NORTH	false
2	NORTH	false
2	WEST	false
1	WEST	false
2	NORTH	false
1	NORTH	false
1	NORTH-EAST	false
2	NORTH-EAST	false

Crash Level Details

Case Number	Pre-crash Condition	Second Event	Vehicle Body Type	Vehicle Type
36580471	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
36580471	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
36588686	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
36588686	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36597129	STOPPED IN TRAFFIC	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
36597129	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36619061	GOING STRAIGHT AHEAD	NOT ENTERED	MINIBIKE	OTHER
36619061	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36652013	NOT ENTERED	UNKNOWN	INVALID CODE	OTHER
36652013	NOT ENTERED	UNKNOWN	INVALID CODE	OTHER
36664166	MAKING RIGHT TURN ON RED	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
36664166	MAKING RIGHT TURN ON RED	NOT ENTERED	2 DOOR SEDAN	CAR/VAN/PICKUP
36672471	UNKNOWN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36672471	UNKNOWN	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
36689209	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36689209	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36700189	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
36700189	CHANGING LANES	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36705365	SLOWED OR STOPPING	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36705365	GOING STRAIGHT AHEAD	NOT ENTERED	MINIBIKE	OTHER
36710969	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
36710969	MAKING LEFT TURN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36714125	STOPPED IN TRAFFIC	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36714125	SLOWED OR STOPPING	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36726064	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
36749309	GOING STRAIGHT AHEAD	COLLISION WITH TREE	2 DOOR SEDAN	CAR/VAN/PICKUP
36794304	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36794304	MAKING LEFT TURN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36802204	SLOWED OR STOPPING	NOT ENTERED	MINIBIKE	OTHER
36802204	STOPPED IN TRAFFIC	NOT ENTERED	MINIBIKE	OTHER
36813418	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
36813418	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
36817667	STOPPED IN TRAFFIC	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36817667	SLOWED OR STOPPING	NOT ENTERED	MINIBIKE	OTHER
36817667	UNKNOWN	NOT ENTERED	MINIBIKE	OTHER
36828945	MAKING RIGHT TURN	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
36828945	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
36859070	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
36859070	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
36859070	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36870483	MAKING LEFT TURN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36870483	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
36878061	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
36878061	MAKING LEFT TURN	NOT ENTERED	MINIBIKE	OTHER
36904976	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
36904976	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
36923640	STOPPED IN TRAFFIC	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
36923640	SLOWED OR STOPPING	NOT ENTERED	CONVERTIBLE	CAR/VAN/PICKUP
36932806	GOING STRAIGHT AHEAD	NOT ENTERED	POLICE	OTHER
36943710	GOING STRAIGHT AHEAD	OVERTURNED	MOTORCYCLE	MOTORCYCLE

Crash Level Details

Case Number	Pre-crash Condition	Second Event	Vehicle Body Type	Vehicle Type
36969806	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
36969806	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
36976467	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37025249	MAKING RIGHT TURN	NOT APPLICABLE	BUS (OMNIBUS)	BUS
37025249	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37027728	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37101128	MAKING RIGHT TURN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37101128	STARTING IN TRAFFIC	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37104499	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37104499	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37104709	SLOWED OR STOPPING	NOT APPLICABLE	VAN TRUCK	CAR/VAN/PICKUP
37104709	BACKING	NOT APPLICABLE	PICK-UP TRUCK	CAR/VAN/PICKUP
37106282	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37112583	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37112583	MAKING LEFT TURN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37116724	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37116724	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37129404	MAKING LEFT TURN	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37129404	GOING STRAIGHT AHEAD	NOT APPLICABLE	2 DOOR SEDAN	CAR/VAN/PICKUP
37140339	MAKING LEFT TURN ON RED	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37140339	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37144087	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37144087	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37184187	SLOWED OR STOPPING	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37184187	STOPPED IN TRAFFIC	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37199656	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37199656	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37202872	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37203308	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37203308	GOING STRAIGHT AHEAD	COLLISION WITH MOTC	4 DOOR SEDAN	CAR/VAN/PICKUP
37203308	STOPPED IN TRAFFIC	NOT ENTERED	UTILITY TRUCK	TRUCK
37227709	CHANGING LANES	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37227709	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37234903	SLOWED OR STOPPING	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37234903	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37235086	SLOWED OR STOPPING	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37235086	GOING STRAIGHT AHEAD	NOT ENTERED	VAN TRUCK	CAR/VAN/PICKUP
37235135	CHANGING LANES	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37235135	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37239750	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37239750	STOPPED IN TRAFFIC	NOT APPLICABLE	2 DOOR SEDAN	CAR/VAN/PICKUP
37249874	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37249874	GOING STRAIGHT AHEAD	NOT APPLICABLE	BUS (OMNIBUS)	BUS
37249876	GOING STRAIGHT AHEAD	NOT APPLICABLE	2 DOOR SEDAN	CAR/VAN/PICKUP
37249876	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37259885	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37259885	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37259887	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37259887	MAKING LEFT TURN	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37280394	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP

Crash Level Details

Case Number	Pre-crash Condition	Second Event	Vehicle Body Type	Vehicle Type
37280400	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37280400	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37308153	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37308153	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37328171	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37328171	SLOWED OR STOPPING	UNKNOWN	SUBURBAN	CAR/VAN/PICKUP
37333599	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37333599	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37336602	GOING STRAIGHT AHEAD	UNKNOWN	CONVERTIBLE	CAR/VAN/PICKUP
37336602	CHANGING LANES	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37340283	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37356511	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37356511	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37364648	STOPPED IN TRAFFIC	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37364648	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37365445	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37365445	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37369677	GOING STRAIGHT AHEAD	UNKNOWN	SUBURBAN	CAR/VAN/PICKUP
37369677	STOPPED IN TRAFFIC	UNKNOWN	4 DOOR SEDAN	CAR/VAN/PICKUP
37376959	STARTING IN TRAFFIC	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37376959	STARTING IN TRAFFIC	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37378066	UNKNOWN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37378066	MAKING LEFT TURN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37378430	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37378430	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37415668	GOING STRAIGHT AHEAD	NOT APPLICABLE	2 DOOR SEDAN	CAR/VAN/PICKUP
37415668	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37425154	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37425154	MAKING LEFT TURN	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37425158	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37425158	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37440258	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37440258	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37440792	STOPPED IN TRAFFIC	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37440792	SLOWED OR STOPPING	COLLISION WITH MOTC	4 DOOR SEDAN	CAR/VAN/PICKUP
37440792	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37442015	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37445480	STARTING IN TRAFFIC	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37445480	STOPPED IN TRAFFIC	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37458996	OTHER	COLLISION WITH TREE	4 DOOR SEDAN	CAR/VAN/PICKUP
37465140	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37465140	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37471082	MAKING LEFT TURN	NOT ENTERED	PICK-UP TRUCK	CAR/VAN/PICKUP
37471082	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37473360	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37473360	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37473361	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37473361	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37475406	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37475406	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP

Crash Level Details

Case Number	Pre-crash Condition	Second Event	Vehicle Body Type	Vehicle Type
37486080	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37486080	STOPPED IN TRAFFIC	NOT APPLICABLE	DELIVERY TRUCK	TRUCK
37491237	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37491237	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37495884	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37495884	STOPPED IN TRAFFIC	COLLISION WITH MOTC	4 DOOR SEDAN	CAR/VAN/PICKUP
37495884	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37497643	SLOWED OR STOPPING	NOT APPLICABLE	TANK TRUCK	TRUCK
37497643	SLOWED OR STOPPING	NOT APPLICABLE	DELIVERY TRUCK	TRUCK
37497647	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37497647	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37501197	STOPPED IN TRAFFIC	UNKNOWN	4 DOOR SEDAN	CAR/VAN/PICKUP
37501197	SLOWED OR STOPPING	UNKNOWN	4 DOOR SEDAN	CAR/VAN/PICKUP
37502008	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37502008	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37506469	MAKING LEFT TURN	NOT APPLICABLE	2 DOOR SEDAN	CAR/VAN/PICKUP
37506469	GOING STRAIGHT AHEAD	NOT APPLICABLE	PICK-UP TRUCK	CAR/VAN/PICKUP
37506486	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37506486	MAKING LEFT TURN	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37513649	MAKING LEFT TURN	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37513649	MAKING LEFT TURN	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37518831	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37518831	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37530273	MAKING RIGHT TURN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37530273	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37541626	STOPPED IN TRAFFIC	UNKNOWN	4 DOOR SEDAN	CAR/VAN/PICKUP
37541626	OVERTAKING	NOT APPLICABLE	MOTORCYCLE	MOTORCYCLE
37547251	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37548253	MAKING RIGHT TURN	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37548253	MAKING LEFT TURN	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37553411	GOING STRAIGHT AHEAD	UNKNOWN	VAN TRUCK	CAR/VAN/PICKUP
37553411	STOPPED IN TRAFFIC	UNKNOWN	SUBURBAN	CAR/VAN/PICKUP
37555397	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37555397	SLOWED OR STOPPING	UNKNOWN	SUBURBAN	CAR/VAN/PICKUP
37571651	MAKING RIGHT TURN	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37571651	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37575010	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37579150	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37594383	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37594383	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37594390	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37594390	SLOWED OR STOPPING	NOT APPLICABLE	PICK-UP TRUCK	CAR/VAN/PICKUP
37604457	MAKING RIGHT TURN	NOT APPLICABLE	CONVERTIBLE	CAR/VAN/PICKUP
37604457	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37623108	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37623108	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37631831	MAKING RIGHT TURN	NOT APPLICABLE	PICK-UP TRUCK	CAR/VAN/PICKUP
37631831	MAKING RIGHT TURN	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37634875	GOING STRAIGHT AHEAD	UNKNOWN	SUBURBAN	CAR/VAN/PICKUP
37637806	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP

Crash Level Details

Case Number	Pre-crash Condition	Second Event	Vehicle Body Type	Vehicle Type
37637806	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37637811	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37637811	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37645645	MAKING RIGHT TURN ON RED	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37645645	MAKING LEFT TURN	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37645659	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37645659	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37658364	GOING STRAIGHT AHEAD	COLLISION WITH MOTC	4 DOOR SEDAN	CAR/VAN/PICKUP
37658364	PARKED	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37658364	STOPPED IN TRAFFIC	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37664984	GOING STRAIGHT AHEAD	NOT APPLICABLE	PICK-UP TRUCK	CAR/VAN/PICKUP
37664984	MAKING RIGHT TURN	COLLISION WITH MOTC	4 DOOR SEDAN	CAR/VAN/PICKUP
37664984	PARKED	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37670978	CHANGING LANES	NOT ENTERED	PICK-UP TRUCK	CAR/VAN/PICKUP
37670978	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37670986	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37670986	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37706766	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37706766	OVERTAKING	NOT APPLICABLE	PICK-UP TRUCK	CAR/VAN/PICKUP
37711377	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37711377	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37719560	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37719560	STARTING IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37719566	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37719566	MAKING LEFT TURN	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37725247	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37725247	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37725247	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37738506	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37738506	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37740387	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37740387	GOING STRAIGHT AHEAD	COLL. W/EARTH ELE./R	SUBURBAN	CAR/VAN/PICKUP
37757621	GOING STRAIGHT AHEAD	COLLISION WITH GUIDE	4 DOOR SEDAN	CAR/VAN/PICKUP
37761523	STARTING IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37761523	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37763879	STOPPED IN TRAFFIC	UNKNOWN	4 DOOR SEDAN	CAR/VAN/PICKUP
37763879	BACKING	NOT APPLICABLE	DELIVERY TRUCK	TRUCK
37763885	MAKING LEFT TURN	COLLISION WITH SIGN F	SUBURBAN	CAR/VAN/PICKUP
37766576	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37766576	MAKING LEFT TURN	NOT APPLICABLE	VAN TRUCK	CAR/VAN/PICKUP
37778814	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37778814	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37779887	GOING STRAIGHT AHEAD	NOT ENTERED	PICK-UP TRUCK	CAR/VAN/PICKUP
37779887	MAKING LEFT TURN	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37791569	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37791569	MAKING LEFT TURN	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37800425	MAKING LEFT TURN	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37800425	GOING STRAIGHT AHEAD	NOT APPLICABLE	BUS (OMNIBUS)	BUS
37804868	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37804868	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP

Crash Level Details

Case Number	Pre-crash Condition	Second Event	Vehicle Body Type	Vehicle Type
37806815	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37806815	STARTING IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37838600	STOPPED IN TRAFFIC	NOT ENTERED	CONVERTIBLE	CAR/VAN/PICKUP
37838600	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37852180	GOING STRAIGHT AHEAD	NOT APPLICABLE	PICK-UP TRUCK	CAR/VAN/PICKUP
37852180	MAKING LEFT TURN	COLLISION WITH MOTC	4 DOOR SEDAN	CAR/VAN/PICKUP
37852180	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37868205	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37868205	MAKING LEFT TURN	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37903836	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37903836	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37919997	GOING STRAIGHT AHEAD	UNKNOWN	SUBURBAN	CAR/VAN/PICKUP
37919997	MAKING LEFT TURN	UNKNOWN	SUBURBAN	CAR/VAN/PICKUP
37920005	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37920005	MAKING LEFT TURN	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37926449	STOPPED IN TRAFFIC	NOT APPLICABLE	PICK-UP TRUCK	CAR/VAN/PICKUP
37926449	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37926455	GOING STRAIGHT AHEAD	NOT ENTERED	BUS (OMNIBUS)	BUS
37926455	PARKED	NOT ENTERED	PICK-UP TRUCK	CAR/VAN/PICKUP
37935040	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
37935040	GOING STRAIGHT AHEAD	NOT ENTERED	MINIBIKE	OTHER
37946031	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37946031	MAKING LEFT TURN	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37948556	MAKING RIGHT TURN ON RED	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37948556	MAKING RIGHT TURN ON RED	NOT APPLICABLE	2 DOOR SEDAN	CAR/VAN/PICKUP
37951776	MAKING RIGHT TURN	NOT ENTERED	PICK-UP TRUCK	CAR/VAN/PICKUP
37951776	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
37958179	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
37958179	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
37970234	UNKNOWN	NOT APPLICABLE	2 DOOR SEDAN	CAR/VAN/PICKUP
37970234	BACKING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
38000573	STARTING IN TRAFFIC	NOT APPLICABLE	2 DOOR SEDAN	CAR/VAN/PICKUP
38000573	STARTING IN TRAFFIC	NOT APPLICABLE	TOW TRUCK	TRUCK
38004847	GOING STRAIGHT AHEAD	NOT APPLICABLE	CONVERTIBLE	CAR/VAN/PICKUP
38004847	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
38021378	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
38021378	OVERTAKING	NOT APPLICABLE	PICK-UP TRUCK	CAR/VAN/PICKUP
38031316	STOPPED IN TRAFFIC	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
38031316	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
38036083	GOING STRAIGHT AHEAD	UNKNOWN	4 DOOR SEDAN	CAR/VAN/PICKUP
38036083	BACKING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
38038699	MAKING LEFT TURN	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
38038699	MAKING RIGHT TURN ON RED	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
38038703	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
38038703	GOING STRAIGHT AHEAD	NOT ENTERED	PICK-UP TRUCK	CAR/VAN/PICKUP
38055097	SLOWED OR STOPPING	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
38055097	GOING STRAIGHT AHEAD	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
38069091	MAKING LEFT TURN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
38069091	GOING STRAIGHT AHEAD	NOT ENTERED	TRUCK CRANE	TRUCK
38073357	STARTING IN TRAFFIC	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP

Crash Level Details

Case Number	Pre-crash Condition	Second Event	Vehicle Body Type	Vehicle Type
38073357	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
38088325	GOING STRAIGHT AHEAD	UNKNOWN	4 DOOR SEDAN	CAR/VAN/PICKUP
38088325	GOING STRAIGHT AHEAD	UNKNOWN	SUBURBAN	CAR/VAN/PICKUP
38104442	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
38104442	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
38108602	GOING STRAIGHT AHEAD	NOT APPLICABLE	2 DOOR SEDAN	CAR/VAN/PICKUP
38111030	STOPPED IN TRAFFIC	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
38111030	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
38114734	GOING STRAIGHT AHEAD	UNKNOWN	SUBURBAN	CAR/VAN/PICKUP
38137053	GOING STRAIGHT AHEAD	NOT ENTERED	2 DOOR SEDAN	CAR/VAN/PICKUP
38164233	UNKNOWN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
38164233	UNKNOWN	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
38206091	SLOWED OR STOPPING	NOT ENTERED	VAN TRUCK	CAR/VAN/PICKUP
38206091	STOPPED IN TRAFFIC	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
38218115	MAKING LEFT TURN	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
38218115	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
38225031	PARKED	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
38225031	GOING STRAIGHT AHEAD	NOT APPLICABLE	SUBURBAN	CAR/VAN/PICKUP
38242858	GOING STRAIGHT AHEAD	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
38242858	GOING STRAIGHT AHEAD	NOT ENTERED	SUBURBAN	CAR/VAN/PICKUP
38248220	STOPPED IN TRAFFIC	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
38248220	SLOWED OR STOPPING	NOT APPLICABLE	4 DOOR SEDAN	CAR/VAN/PICKUP
38294357	STOPPED IN TRAFFIC	NOT ENTERED	4 DOOR SEDAN	CAR/VAN/PICKUP
38294357	GOING STRAIGHT AHEAD	NOT ENTERED	PICK-UP TRUCK	CAR/VAN/PICKUP

Appendix G-4

East Main Street and US Route 6 Crash Diagram

TE 56

DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

MUNICIPALITY TOWN OF YORKTOWN COUNTY WESTCHESTER

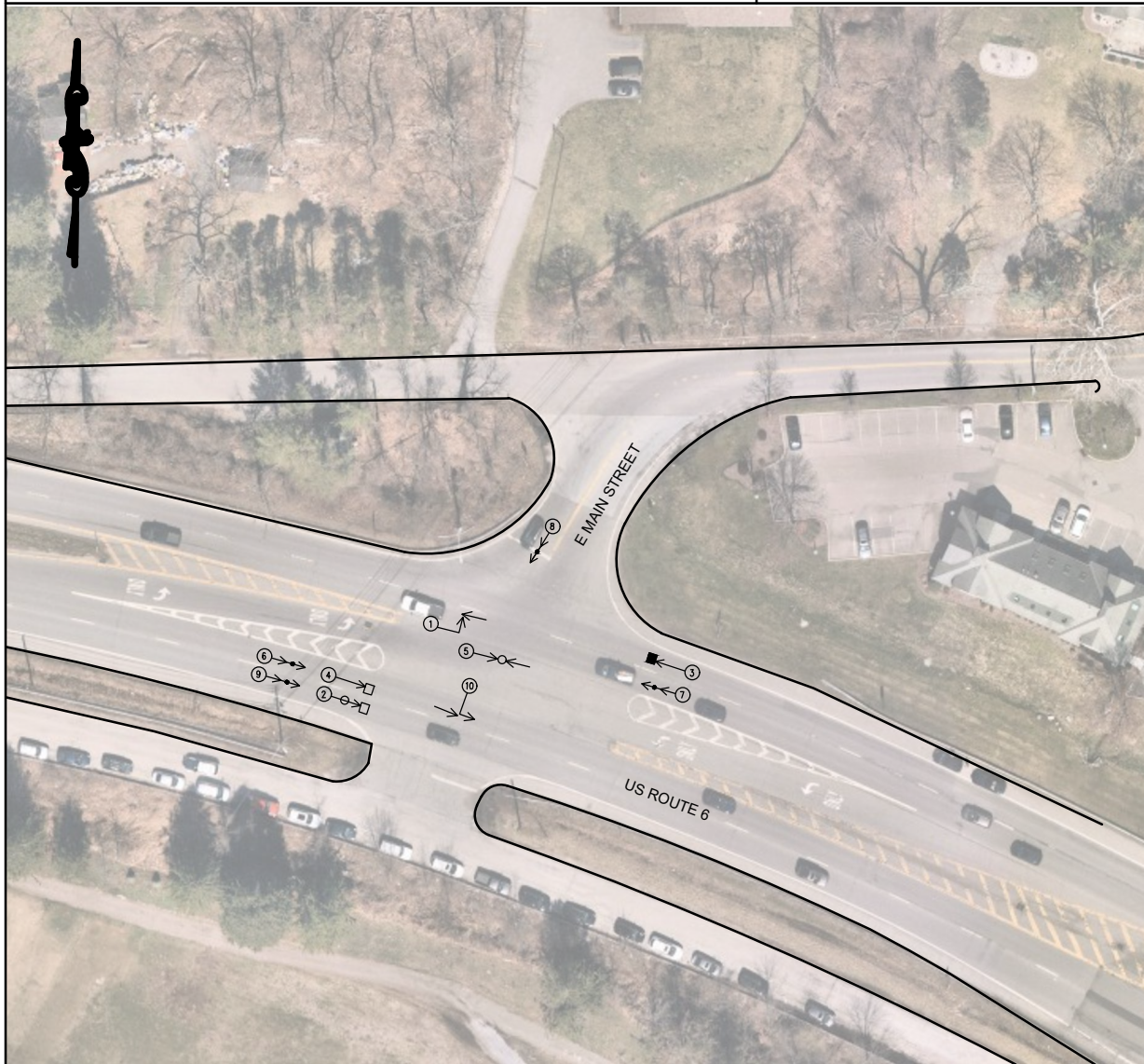
FILE TE 56_6

INTERSECTION US ROUTE 6 AND EAST MAIN STREET

PERIOD 3 YR 0 MO

FROM 1 / 1 /17 TO 12/31/19

BY AKRF DATE 2 / 5 /24



SYMBOLS

← MOVING VEHICLE	← - - PEDESTRIAN
← M- MOTORCYCLE	← B- BICYCLE
← → → → BACKING VEHICLE	□ FIXED OBJECT
← ● STOPPED VEHICLE	○ PERSONAL INJURY
▢ PARKED VEHICLE	● FATAL INJURY
■ ANIMAL	

MANNER OF COLLISION

← ← ← REAR-END	→ → → HEAD-ON
← ← ← SIDE-SWIPE	→ → → LEFT-TURN
← ← ← OUT OF CONTROL	→ → → RIGHT-ANGLE
← ← ← SKIDDING	→ → → LEFT-TURN
← ← ← OVERTURNED	

Appendix G-5
2026 No Action Condition Synchro Reports

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	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
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			0.998				0.850		0.952	
Flt Protected	0.950			0.950				0.958		0.950		
Satd. Flow (prot)	1631	3417	0	1687	3499	0	0	1527	1482	1685	1622	0
Flt Permitted	0.200			0.141				0.712		0.673		
Satd. Flow (perm)	343	3417	0	250	3499	0	0	1135	1482	1193	1622	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			1				213		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	1485	112	250	730	8	117	15	213	50	36	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1597	0	250	738	0	0	132	213	50	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												

AM No Action Weekday AM Peak Hour 7:15 am 05/23/2023 No Action

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)	42.9	42.9		42.4	42.4		15.1	15.1	15.1	15.1	15.1	
Actuated g/C Ratio	0.48	0.48		0.47	0.47		0.17	0.17	0.17	0.17	0.17	
v/c Ratio	0.04	0.98		0.73	0.45		0.69	0.50	0.25	0.19	0.19	
Control Delay	15.6	43.1		42.5	15.9		52.9	8.5	33.0	23.0	23.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.6	43.1		42.5	15.9		52.9	8.5	33.0	23.0	23.0	
LOS	B	D		D	B		D	A	C	C	C	
Approach Delay		42.9			22.6		25.5				27.9	
Approach LOS		D			C		C				C	
Queue Length 50th (ft)	4	444		93	117		72	0	25	18	18	
Queue Length 95th (ft)	18	#722		#194	170		121	54	53	45	45	
Internal Link Dist (ft)		1051			562		414				339	
Turn Bay Length (ft)	200			335				100	105			
Base Capacity (vph)	650	1633		341	1649		302	551	318	445	445	
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	0.02	0.98		0.73	0.45		0.44	0.39	0.16	0.12	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: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.98												
Intersection Signal Delay: 33.8						Intersection LOS: C						
Intersection Capacity Utilization 82.2%						ICU Level of Service E						
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) 40 s	 Ø2 20 s	 Ø3 30 s
 Ø5 (R) 40 s	 Ø6 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	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
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)			609			988						167
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	1112	636	0	793	988	0	0	0	154	0	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1112	636	0	793	988	0	0	0	154	0	195
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

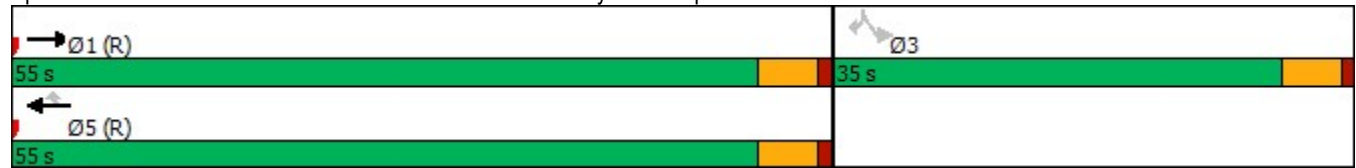
2: US Route 6 & Taconic State Parkway SB Ramps

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)		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		0.43	0.40		0.31	0.68				0.64		0.54
Control Delay		3.1	1.1		3.9	4.1				48.1		13.8
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		3.1	1.1		3.9	4.1				48.1		13.8
LOS		A	A		A	A				D		B
Approach Delay		2.4			4.0						28.9	
Approach LOS		A			A						C	
Queue Length 50th (ft)		100	0		57	29				84		14
Queue Length 95th (ft)		m15	m0		91	64				138		71
Internal Link Dist (ft)		562			826			202			450	
Turn Bay Length (ft)			325			600						105
Base Capacity (vph)		2565	1599		2565	1460				595		649
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	0.40		0.31	0.68				0.26		0.30
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: 0.68												
Intersection Signal Delay: 5.5						Intersection LOS: A						
Intersection Capacity Utilization 60.5%						ICU Level of Service B						
Analysis Period (min) 15												

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

Splits and Phases: 2: 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)	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
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			0.196		0.950	
Satd. Flow (perm)	3374	1615	372	3438	1776	2908
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		126				60
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)	1140	126	90	1711	71	317
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1140	126	90	1711	71	317
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



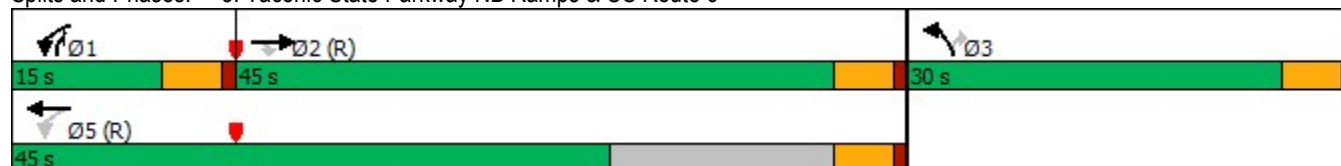
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	10.0	10.0
Total Split (s)	45.0	45.0	15.0	45.0	30.0	15.0
Total Split (%)	50.0%	50.0%	16.7%	50.0%	33.3%	16.7%
Maximum Green (s)	40.0	40.0	10.0	40.0	25.0	10.0
Yellow Time (s)	4.0	4.0	4.0	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)	62.8	62.8	73.9	74.9	8.1	17.2
Actuated g/C Ratio	0.70	0.70	0.82	0.83	0.09	0.19
v/c Ratio	0.48	0.11	0.22	0.60	0.45	0.52
Control Delay	8.0	2.0	3.5	4.6	47.0	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.0	2.0	3.5	4.6	47.0	28.5
LOS	A	A	A	A	D	C
Approach Delay	7.4			4.6	31.9	
Approach LOS	A			A	C	
Queue Length 50th (ft)	189	1	8	150	39	73
Queue Length 95th (ft)	144	9	20	246	78	110
Internal Link Dist (ft)	826			657	841	
Turn Bay Length (ft)		550	150		440	280
Base Capacity (vph)	2352	1164	464	2861	493	727
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	0.48	0.11	0.19	0.60	0.14	0.44
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: 0.60						
Intersection Signal Delay: 8.7				Intersection LOS: A		
Intersection Capacity Utilization 56.0%				ICU Level of Service B		
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)	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
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		0.986			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3282	1524	1694	3518	0	2665	1813	0	1685	1900	1507
Flt Permitted	0.131			0.328			0.950			0.950		
Satd. Flow (perm)	241	3282	1488	584	3518	0	2665	1813	0	1685	1900	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191		10			3				242
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)	111	801	191	2	884	90	158	75	5	45	73	242
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	801	191	2	974	0	158	80	0	45	73	242
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
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)	36.7	34.8	34.8	29.8	25.6		9.9	9.9		8.9	8.9	8.9
Actuated g/C Ratio	0.50	0.47	0.47	0.40	0.35		0.13	0.13		0.12	0.12	0.12
v/c Ratio	0.39	0.52	0.24	0.01	0.80		0.44	0.33		0.22	0.32	0.62
Control Delay	15.0	16.9	3.8	12.0	30.4		35.6	34.3		34.3	35.8	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	15.0	16.9	3.8	12.0	30.4		35.6	34.3		34.3	35.8	12.3
LOS	B	B	A	B	C		D	C		C	D	B
Approach Delay		14.5			30.4			35.2			19.8	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)	25	116	0	0	214		35	33		20	32	0
Queue Length 95th (ft)	63	269	44	4	#416		71	81		52	75	63
Internal Link Dist (ft)		795			2315			1026			583	
Turn Bay Length (ft)	415		335	280			350			110		110
Base Capacity (vph)	431	1602	824	415	1222		663	453		419	473	556
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	0.26	0.50	0.23	0.00	0.80		0.24	0.18		0.11	0.15	0.44

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 74

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 22.8

Intersection LOS: C

Intersection Capacity Utilization 58.1%

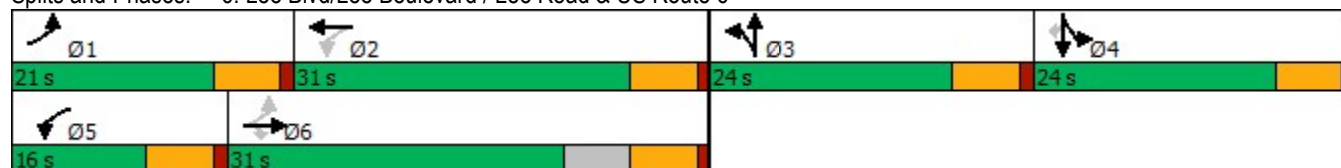
ICU Level of Service B

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



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)	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
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		0.993			0.997				0.850		0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3514	0	1711	3646	0	1711	1801	1531	1711	1700	0
Flt Permitted	0.248			0.249			0.950			0.950		
Satd. Flow (perm)	447	3514	0	448	3646	0	1711	1801	1531	1711	1700	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2				174		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	
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)	25	787	39	52	888	17	54	27	80	10	57	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	826	0	52	905	0	54	27	80	10	91	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)	28.9	28.4		30.9	31.0		7.2	7.2	7.2	7.6	7.6	
Actuated g/C Ratio	0.49	0.48		0.52	0.52		0.12	0.12	0.12	0.13	0.13	
v/c Ratio	0.07	0.49		0.14	0.48		0.26	0.12	0.24	0.05	0.38	
Control Delay	9.7	18.1		10.0	15.8		33.4	31.7	1.6	30.0	27.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	9.7	18.1		10.0	15.8		33.4	31.7	1.6	30.0	27.1	
LOS	A	B		B	B		C	C	A	C	C	
Approach Delay	17.9				15.5			17.3			27.4	
Approach LOS	B				B			B			C	
Queue Length 50th (ft)	5	147		10	112		20	10	0	4	24	
Queue Length 95th (ft)	17	243		29	261		60	37	0	19	74	
Internal Link Dist (ft)	2315				2020			460			1403	
Turn Bay Length (ft)	280			400			85			100		
Base Capacity (vph)	472	1988		478	2106		483	508	557	483	499	
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	0.42		0.11	0.43		0.11	0.05	0.14	0.02	0.18	
Intersection Summary												
Area Type: Other												
Cycle Length: 94												
Actuated Cycle Length: 59.4												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.49												
Intersection Signal Delay: 17.2 Intersection LOS: B												
Intersection Capacity Utilization 51.7% 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 16 s	 Ø2 36 s	 Ø3 21 s	 Ø4 21 s
 Ø5 16 s	 Ø6 36 s		

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

02/01/2024

Intersection												
Int Delay, s/veh	35.2											
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	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	343	1093	21	10	1272	2	15	0	9	1	0	514

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1274	0	0	1114	0	0	2446	3084	557	2526	3093	637
Stage 1	-	-	-	-	-	-	1790	1790	-	1293	1293	-
Stage 2	-	-	-	-	-	-	656	1294	-	1233	1800	-
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	552	-	-	606	-	-	17	12	459	14	12	~ 425
Stage 1	-	-	-	-	-	-	86	135	-	175	235	-
Stage 2	-	-	-	-	-	-	426	235	-	191	133	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	552	-	-	606	-	-	-	4	459	7	4	~ 425
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	4	-	7	4	-
Stage 1	-	-	-	-	-	-	33	51	-	66	231	-
Stage 2	-	-	-	-	-	-	-	231	-	71	50	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.1			0.1						209.6		
HCM LOS							-			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	552	-	-	606	-	-	377
HCM Lane V/C Ratio	-	0.622	-	-	0.016	-	-	1.367
HCM Control Delay (s)	-	21.7	-	-	11	-	-	209.6
HCM Lane LOS	-	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	-	4.2	-	-	0	-	-	25

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	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	92	92	92	92	92	92
Heavy Vehicles, %	6	1	0	5	1	0
Mvmt Flow	0	1	514	2	1	345
Major/Minor	Minor2	Major2				
Conflicting Flow All	1030	2	0	0		
Stage 1	1030	-	-	-		
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	230	1085	-	-		
Stage 1	306	-	-	-		
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 2.4

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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	0	13	4	2	0	2	0	2	2	2
Mvmt Flow	0	218	95	142	466	0	12	2	57	1	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	466	0	0	313	0	0	1019	1016	266	1045	1063	466
Stage 1	-	-	-	-	-	-	266	266	-	750	750	-
Stage 2	-	-	-	-	-	-	753	750	-	295	313	-
Critical Hdwy	4.12	-	-	4.23	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.317	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1095	-	-	1188	-	-	217	238	778	207	223	597
Stage 1	-	-	-	-	-	-	744	689	-	403	419	-
Stage 2	-	-	-	-	-	-	405	419	-	713	657	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1095	-	-	1188	-	-	186	200	778	167	187	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	200	-	167	187	-
Stage 1	-	-	-	-	-	-	744	689	-	403	352	-
Stage 2	-	-	-	-	-	-	335	352	-	659	657	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2	13.8	25.4
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	478	1095	-	-	1188	-	-	183
HCM Lane V/C Ratio	0.148	-	-	-	0.12	-	-	0.036
HCM Control Delay (s)	13.8	0	-	-	8.4	0	-	25.4
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.5	0	-	-	0.4	-	-	0.1

Intersection												
Int Delay, s/veh	1.1											
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	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	189	30	85	609	0	3	0	24	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	609	0	0	219	0	0	983	983	204	995	998	609
Stage 1	-	-	-	-	-	-	204	204	-	779	779	-
Stage 2	-	-	-	-	-	-	779	779	-	216	219	-
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	970	-	-	1350	-	-	228	249	837	224	244	495
Stage 1	-	-	-	-	-	-	798	733	-	389	406	-
Stage 2	-	-	-	-	-	-	389	406	-	786	722	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	970	-	-	1350	-	-	211	225	837	202	221	495
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	225	-	202	221	-
Stage 1	-	-	-	-	-	-	798	733	-	389	367	-
Stage 2	-	-	-	-	-	-	352	367	-	764	722	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1			11.1			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	617	970	-	-	1350	-	-	-				
HCM Lane V/C Ratio	0.044	-	-	-	0.063	-	-	-				
HCM Control Delay (s)	11.1	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	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
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		0.986			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	1488	0
Flt Permitted	0.138			0.138				0.712		0.293		
Satd. Flow (perm)	253	3527	0	257	3525	0	0	1267	1599	509	1488	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			1				258		40	
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	1196	121	293	1209	8	303	66	349	47	36	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1317	0	293	1217	0	0	369	349	47	76	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												

PM No Action Weekday PM Peak Hour 4:00 pm 05/23/2023 No Action

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)	34.0	34.0		42.9	42.9		24.0	24.0	24.0	24.0	24.0	
Actuated g/C Ratio	0.38	0.38		0.48	0.48		0.27	0.27	0.27	0.27	0.27	
v/c Ratio	0.03	0.98		0.82	0.72		1.09	0.57	0.35	0.18		
Control Delay	17.8	49.2		46.2	19.4		110.7	12.0	35.4	15.4		
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	17.8	49.2		46.2	19.4		110.7	12.0	35.4	15.4		
LOS	B	D		D	B		F	B	D	B		
Approach Delay		49.1			24.6		62.7				23.1	
Approach LOS		D			C		E				C	
Queue Length 50th (ft)	2	380		85	226		~239	40	22	15		
Queue Length 95th (ft)	9	#537		#216	347		#410	123	56	50		
Internal Link Dist (ft)		1051			562		414				339	
Turn Bay Length (ft)	200			335				100	105			
Base Capacity (vph)	659	1341		357	1679		337	615	135	426		
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	0.01	0.98		0.82	0.72		1.09	0.57	0.35	0.18		
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: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.09												
Intersection Signal Delay: 40.8						Intersection LOS: D						
Intersection Capacity Utilization 89.2%						ICU Level of Service E						
Analysis Period (min) 15												

Lanes, Volumes, Timings

1: Barger Street & US Route 6

02/01/2024

~ 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)	 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	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
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)			179			499						37
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	1362	229	0	1392	499	0	0	0	141	0	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1362	229	0	1392	499	0	0	0	141	0	117
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

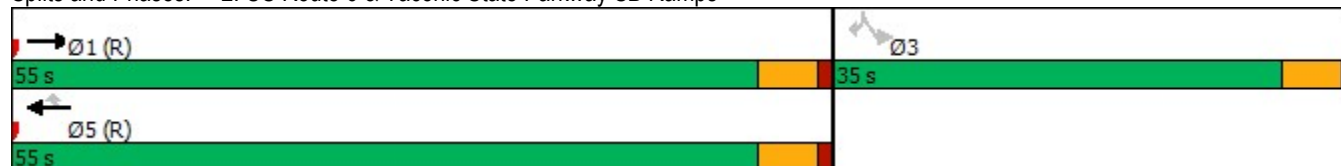
2: US Route 6 & Taconic State Parkway SB Ramps

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)		68.5	90.0		68.5	68.5				11.5		11.5
Actuated g/C Ratio		0.76	1.00		0.76	0.76				0.13		0.13
v/c Ratio		0.50	0.14		0.52	0.37				0.61		0.49
Control Delay		2.5	0.1		4.8	1.3				48.1		31.5
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		2.5	0.1		4.8	1.3				48.1		31.5
LOS		A	A		A	A				D		C
Approach Delay		2.1			3.9						40.6	
Approach LOS		A			A						D	
Queue Length 50th (ft)		23	0		103	0				77		42
Queue Length 95th (ft)		m18	m0		191	45				130		90
Internal Link Dist (ft)		562			826			202			450	
Turn Bay Length (ft)			325			600						105
Base Capacity (vph)		2720	1599		2668	1348				601		563
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	0.14		0.52	0.37				0.23		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 Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.61												
Intersection Signal Delay: 5.7	Intersection LOS: A											
Intersection Capacity Utilization 50.4%	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)	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
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			0.086		0.950	
Satd. Flow (perm)	3574	1615	163	3539	1865	2937
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		226				39
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)	1277	226	164	1632	260	1053
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1277	226	164	1632	260	1053
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)	42.2	42.2	63.1	63.1	16.9	37.8
Actuated g/C Ratio	0.47	0.47	0.70	0.70	0.19	0.42
v/c Ratio	0.76	0.26	0.41	0.66	0.74	0.84
Control Delay	19.0	2.6	13.8	9.9	47.3	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	2.6	13.8	9.9	47.3	29.3
LOS	B	A	B	A	D	C
Approach Delay	16.5			10.2	32.8	
Approach LOS	B			B	C	
Queue Length 50th (ft)	186	3	27	231	141	273
Queue Length 95th (ft)	231	13	97	381	206	365
Internal Link Dist (ft)	826			657	841	
Turn Bay Length (ft)		550	150		440	280
Base Capacity (vph)	1676	877	404	2482	518	1255
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	0.76	0.26	0.41	0.66	0.50	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 Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 18.7

Intersection LOS: B

Intersection Capacity Utilization 74.7%

ICU Level of Service D

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)	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
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		0.985			0.972				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3574	1599	1678	3546	0	3385	1782	0	1685	1900	1507
Flt Permitted	0.117			0.159			0.950			0.950		
Satd. Flow (perm)	215	3574	1599	281	3546	0	3385	1782	0	1685	1900	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			408		11			10				238
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)	238	1085	408	32	854	93	348	170	39	83	136	238
Shared Lane Traffic (%)												
Lane Group Flow (vph)	238	1085	408	32	947	0	348	209	0	83	136	238
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
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)	43.8	36.5	36.5	31.8	25.3		14.8	14.8		12.1	12.1	12.1
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	0.74	0.45	0.16	0.93		0.62	0.69		0.36	0.53	0.58
Control Delay	34.9	29.3	4.4	16.6	49.0		40.4	46.6		40.6	44.4	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.9	29.3	4.4	16.6	49.0		40.4	46.6		40.6	44.4	11.2
LOS	C	C	A	B	D		D	D		D	D	B
Approach Delay		24.2			48.0			42.7			26.4	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	83	300	0	9	277		94	106		44	74	0
Queue Length 95th (ft)	#204	#489	65	28	#476		152	197		91	135	65
Internal Link Dist (ft)		795			2315			1026			583	
Turn Bay Length (ft)	415		335	280			350			110		110
Base Capacity (vph)	367	1467	897	271	1017		694	373		345	389	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	0.65	0.74	0.45	0.12	0.93		0.50	0.56		0.24	0.35	0.48

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 88.8

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 33.5

Intersection LOS: C

Intersection Capacity Utilization 72.3%

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)	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
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		0.989			0.992				0.850		0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3500	0	1711	3628	0	1711	1801	1531	1711	1633	0
Flt Permitted	0.227			0.133			0.950			0.950		
Satd. Flow (perm)	409	3500	0	239	3628	0	1711	1801	1531	1711	1633	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			6				174		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	
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)	95	1028	84	109	802	45	64	110	115	41	70	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	1112	0	109	847	0	64	110	115	41	183	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)	35.0	29.5		36.1	30.0		9.3	9.3	9.3	9.7	9.7	
Actuated g/C Ratio	0.45	0.38		0.46	0.39		0.12	0.12	0.12	0.12	0.12	
v/c Ratio	0.32	0.84		0.43	0.60		0.31	0.51	0.34	0.19	0.68	
Control Delay	14.1	31.4		16.8	23.4		38.5	43.8	4.4	35.2	35.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	14.1	31.4		16.8	23.4		38.5	43.8	4.4	35.2	35.1	
LOS	B	C		B	C		D	D	A	D	D	
Approach Delay	30.0				22.7			27.0			35.1	
Approach LOS	C				C			C			D	
Queue Length 50th (ft)	22	265		25	176		30	53	0	19	53	
Queue Length 95th (ft)	56	#484		63	297		72	111	15	50	127	
Internal Link Dist (ft)	2315				2020			460			1403	
Turn Bay Length (ft)	280			400			85			100		
Base Capacity (vph)	368	1410		311	1485		343	361	446	343	386	
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	0.79		0.35	0.57		0.19	0.30	0.26	0.12	0.47	
Intersection Summary												
Area Type:	Other											
Cycle Length: 94												
Actuated Cycle Length: 77.8												
Natural Cycle: 95												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.84												
Intersection Signal Delay: 27.5						Intersection LOS: C						
Intersection Capacity Utilization 68.1%						ICU Level of Service C						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

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

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

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)	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
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		0.929	
Flt Protected	0.950			0.950				0.962		0.950		
Satd. Flow (prot)	1745	3532	0	1787	3551	0	0	1767	1583	1652	1584	0
Flt Permitted	0.149			0.149				0.735		0.484		
Satd. Flow (perm)	274	3532	0	280	3551	0	0	1350	1583	841	1584	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4				277		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	
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)	50	1293	104	252	1210	50	175	49	277	47	30	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	1397	0	252	1260	0	0	224	277	47	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			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)	39.1	39.1		40.9	40.9			18.9	18.9	18.9	18.9	
Actuated g/C Ratio	0.43	0.43		0.45	0.45			0.21	0.21	0.21	0.21	
v/c Ratio	0.16	0.91		0.70	0.78			0.79	0.50	0.27	0.16	
Control Delay	18.2	35.3		36.1	21.2			52.7	6.9	31.7	17.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	18.2	35.3		36.1	21.2			52.7	6.9	31.7	17.3	
LOS	B	D		D	C			D	A	C	B	
Approach Delay		34.7			23.7			27.4			23.8	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	17	386		76	206			119	0	22	14	
Queue Length 95th (ft)	42	#590		#187	350			191	58	51	42	
Internal Link Dist (ft)		1051			562			414			339	
Turn Bay Length (ft)	200			335					100	105		
Base Capacity (vph)	674	1540		361	1614			360	625	224	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	0.07	0.91		0.70	0.78			0.62	0.44	0.21	0.13	
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: 28.7						Intersection LOS: C						
Intersection Capacity Utilization 81.8%						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) 40 s	 Ø2 20 s	 Ø3 30 s
 Ø5 (L) 40 s	 Ø6 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	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
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			545						35
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	1336	282	0	1410	545	0	0	0	141	0	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1336	282	0	1410	545	0	0	0	141	0	102
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

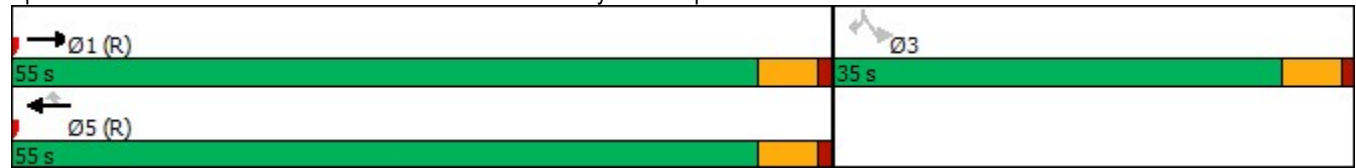
2: US Route 6 & Taconic State Parkway SB Ramps

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)		68.5	90.0		68.5	68.5				11.5		11.5
Actuated g/C Ratio		0.76	1.00		0.76	0.76				0.13		0.13
v/c Ratio		0.49	0.17		0.51	0.40				0.61		0.43
Control Delay		1.5	0.1		4.4	1.0				48.1		29.4
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		1.5	0.1		4.4	1.0				48.1		29.4
LOS		A	A		A	A				D		C
Approach Delay		1.3			3.5						40.2	
Approach LOS		A			A						D	
Queue Length 50th (ft)		14	0		116	0				77		35
Queue Length 95th (ft)		m20	m0		153	22				130		79
Internal Link Dist (ft)		562			826			202			450	
Turn Bay Length (ft)			325			600						105
Base Capacity (vph)		2720	1615		2748	1359				601		561
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	0.17		0.51	0.40				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 Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.61												
Intersection Signal Delay: 4.9	Intersection LOS: A											
Intersection Capacity Utilization 50.6%	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)	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
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			0.118		0.950	
Satd. Flow (perm)	3574	1615	224	3574	1865	2937
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		155				33
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)	1322	155	154	1817	137	629
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1322	155	154	1817	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
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)	51.4	51.4	69.0	69.0	11.0	28.6
Actuated g/C Ratio	0.57	0.57	0.77	0.77	0.12	0.32
v/c Ratio	0.65	0.16	0.39	0.66	0.60	0.66
Control Delay	12.7	2.5	7.4	7.0	47.9	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	2.5	7.4	7.0	47.9	28.1
LOS	B	A	A	A	D	C
Approach Delay	11.6			7.0	31.6	
Approach LOS	B			A	C	
Queue Length 50th (ft)	166	2	18	203	75	164
Queue Length 95th (ft)	221	12	53	339	127	204
Internal Link Dist (ft)	826			657	841	
Turn Bay Length (ft)		550	150		440	280
Base Capacity (vph)	2042	989	392	2740	518	954
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	0.16	0.39	0.66	0.26	0.66

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: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 13.1

Intersection LOS: B

Intersection Capacity Utilization 62.2%

ICU Level of Service B

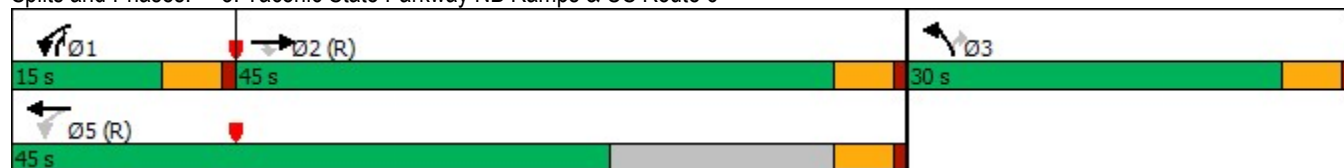
Analysis Period (min) 15

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)	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
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			0.944				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3539	1615	1711	3671	0	3385	1727	0	1685	1900	1507
Flt Permitted	0.118			0.347			0.950			0.950		
Satd. Flow (perm)	217	3539	1615	625	3671	0	3385	1727	0	1685	1900	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			575		12			26				228
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)	223	738	575	38	857	103	409	120	72	72	180	296
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	738	575	38	960	0	409	192	0	72	180	296
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
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)	43.5	36.0	36.0	32.0	25.3		15.8	15.8		14.0	14.0	14.0
Actuated g/C Ratio	0.48	0.39	0.39	0.35	0.28		0.17	0.17		0.15	0.15	0.15
v/c Ratio	0.73	0.53	0.58	0.13	0.94		0.70	0.60		0.28	0.62	0.70
Control Delay	34.1	25.7	5.0	16.5	51.4		43.5	39.7		38.3	46.9	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.1	25.7	5.0	16.5	51.4		43.5	39.7		38.3	46.9	19.7
LOS	C	C	A	B	D		D	D		D	D	B
Approach Delay		19.2			50.1			42.3			31.1	
Approach LOS		B			D			D			C	
Queue Length 50th (ft)	81	194	0	12	298		118	91		38	102	36
Queue Length 95th (ft)	#172	276	80	31	#474		177	171		81	174	126
Internal Link Dist (ft)		795			2315			1026			583	
Turn Bay Length (ft)	415		335	280			350			110		110
Base Capacity (vph)	356	1393	984	361	1021		672	364		334	377	482
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	0.63	0.53	0.58	0.11	0.94		0.61	0.53		0.22	0.48	0.61

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 91.5

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 33.1

Intersection LOS: C

Intersection Capacity Utilization 75.6%

ICU Level of Service D

Analysis Period (min) 15

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

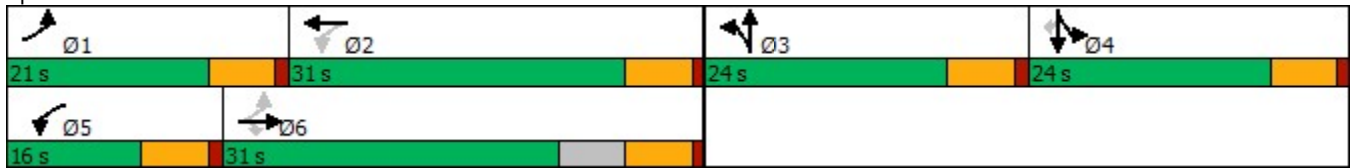
Lanes, Volumes, Timings

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

02/01/2024

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)	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
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		0.978			0.991				0.850		0.911	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3461	0	1711	3624	0	1711	1801	1531	1711	1640	0
Flt Permitted	0.202			0.194			0.950			0.950		
Satd. Flow (perm)	364	3461	0	349	3624	0	1711	1801	1531	1711	1640	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			7				220		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	
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)	89	677	115	138	782	51	75	80	220	37	97	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	792	0	138	833	0	75	80	220	37	238	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)	27.5	22.2		29.7	23.3		8.4	8.4	8.4	12.1	12.1	
Actuated g/C Ratio	0.38	0.30		0.41	0.32		0.12	0.12	0.12	0.17	0.17	
v/c Ratio	0.33	0.74		0.46	0.72		0.38	0.39	0.59	0.13	0.73	
Control Delay	15.5	28.3		17.4	26.9		40.2	40.0	12.8	31.8	37.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.5	28.3		17.4	26.9		40.2	40.0	12.8	31.8	37.9	
LOS	B	C		B	C		D	D	B	C	D	
Approach Delay	27.0				25.5		24.1				37.1	
Approach LOS	C				C		C				D	
Queue Length 50th (ft)	22	175		35	181		35	37	0	15	78	
Queue Length 95th (ft)	52	273		76	286		82	86	63	47	#206	
Internal Link Dist (ft)	2315				2020		460				1403	
Turn Bay Length (ft)	280			400			85			100		
Base Capacity (vph)	346	1545		348	1614		379	399	510	379	414	
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	0.51		0.40	0.52		0.20	0.20	0.43	0.10	0.57	
Intersection Summary												
Area Type:	Other											
Cycle Length: 94												
Actuated Cycle Length: 72.9												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.74												
Intersection Signal Delay: 27.1						Intersection LOS: C						
Intersection Capacity Utilization 64.5%						ICU Level of Service C						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

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

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

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

02/01/2024

Intersection												
Int Delay, s/veh	71.6											
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	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	408	1530	13	4	1553	3	13	0	4	1	0	405
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1556	0	0	1543	0	0	3138	3917	772	3144	3922	778
Stage 1	-	-	-	-	-	-	2353	2353	-	1563	1563	-
Stage 2	-	-	-	-	-	-	785	1564	-	1581	2359	-
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	431	-	-	436	-	-	~ 5	3	344	5	3	~ 343
Stage 1	-	-	-	-	-	-	37	70	-	119	174	-
Stage 2	-	-	-	-	-	-	356	174	-	116	69	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	431	-	-	436	-	-	-	0	344	~ 1	0	~ 343
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	~ 1	0	-
Stage 1	-	-	-	-	-	-	~ 2	4	-	6	172	-
Stage 2	-	-	-	-	-	-	-	172	-	6	4	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13			0						\$ 631		
HCM LOS							-			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	431	-	-	436	-	-	179				
HCM Lane V/C Ratio	-	0.946	-	-	0.01	-	-	2.271				
HCM Control Delay (s)	-	62	-	-	13.3	-	-	\$ 631				
HCM Lane LOS	-	F	-	-	B	-	-	F				
HCM 95th %tile Q(veh)	-	11	-	-	0	-	-	33.1				
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	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	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	2
Mvmt Flow	2	3	403	2	0	411

Major/Minor Minor2 Major2

Conflicting Flow All	808	2	0	0
Stage 1	808	-	-	-
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	316	1088	-	-
Stage 1	395	-	-	-
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 6.2

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	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	1	0	0	1	2	0	2	0	2	2	2
Mvmt Flow	0	271	111	150	364	1	40	5	236	1	5	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	365	0	0	382	0	0	994	992	327	1112	1047	365
Stage 1	-	-	-	-	-	-	327	327	-	665	665	-
Stage 2	-	-	-	-	-	-	667	665	-	447	382	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1194	-	-	1188	-	-	226	246	719	186	228	680
Stage 1	-	-	-	-	-	-	690	648	-	449	458	-
Stage 2	-	-	-	-	-	-	451	458	-	591	613	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1194	-	-	1188	-	-	194	207	719	108	192	680
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	207	-	108	192	-
Stage 1	-	-	-	-	-	-	690	648	-	449	386	-
Stage 2	-	-	-	-	-	-	374	386	-	394	613	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.5	21	27
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	501	1194	-	-	1188	-	-	170
HCM Lane V/C Ratio	0.562	-	-	-	0.126	-	-	0.038
HCM Control Delay (s)	21	0	-	-	8.5	0	-	27
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	3.4	0	-	-	0.4	-	-	0.1

Intersection												
Int Delay, s/veh	4.3											
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	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	392	63	85	487	0	47	0	148	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	487	0	0	455	0	0	1081	1081	424	1155	1112	487
Stage 1	-	-	-	-	-	-	424	424	-	657	657	-
Stage 2	-	-	-	-	-	-	657	657	-	498	455	-
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	1076	-	-	1106	-	-	195	218	630	174	209	581
Stage 1	-	-	-	-	-	-	608	587	-	454	462	-
Stage 2	-	-	-	-	-	-	454	462	-	554	569	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1076	-	-	1106	-	-	179	195	630	122	187	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	195	-	122	187	-
Stage 1	-	-	-	-	-	-	608	587	-	454	413	-
Stage 2	-	-	-	-	-	-	406	413	-	424	569	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.3			22.9			0		
HCM LOS							C			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	392	1076	-	-	1106	-	-	-				
HCM Lane V/C Ratio	0.496	-	-	-	0.077	-	-	-				
HCM Control Delay (s)	22.9	0	-	-	8.5	0	-	0				
HCM Lane LOS	C	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	2.7	0	-	-	0.2	-	-	-				

Appendix G-6
Trip Generation

Land Use: 251

Senior Adult Housing—Single-Family

Description

Senior adult housing—single-family sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household.

Residents in these communities are typically considered active and requiring little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a golf course, swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities.

The dwelling units can be either detached or attached. The types of housing types represented by sites in the database include traditional single-family detached homes, patio homes, duplexes, and townhouses. Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Senior adult housing—multifamily (Land Use 252), congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related land uses.

Additional Data

Caution should be used when applying trip rates for this land use as it may contain a wide variety of studies ranging from communities with very active, working residents to communities with older, retired residents. As more data become available, consideration will be given to future stratification of this land use.

Many factors affected the trip rates for detached senior adult housing. Factors such as the average age of residents, development location and size, affluence of residents, employment status, and vehicular access should be taken into consideration when conducting an analysis. Some developments were located within close proximity to medical facilities, restaurants, shopping centers, banks, and recreational activities.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For the six sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 98 percent of the units were occupied.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, Maryland, New Jersey, New York, Pennsylvania, Virginia, and Washington.

Source Numbers

221, 289, 398, 421, 500, 550, 598, 601, 602, 629, 930, 1015, 1060, 1074

Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 15

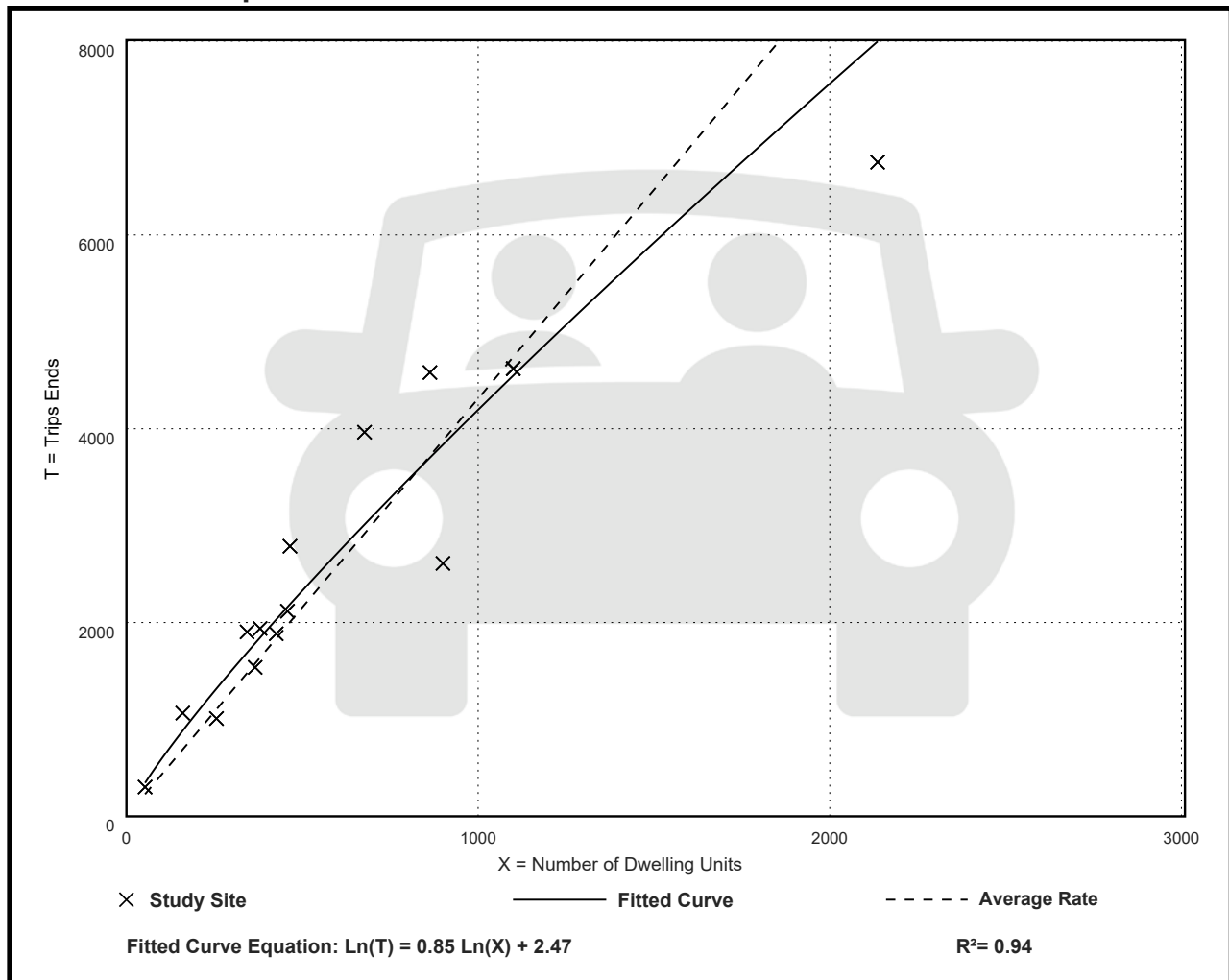
Avg. Num. of Dwelling Units: 646

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.31	2.90 - 6.66	1.07

Data Plot and Equation



Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 34

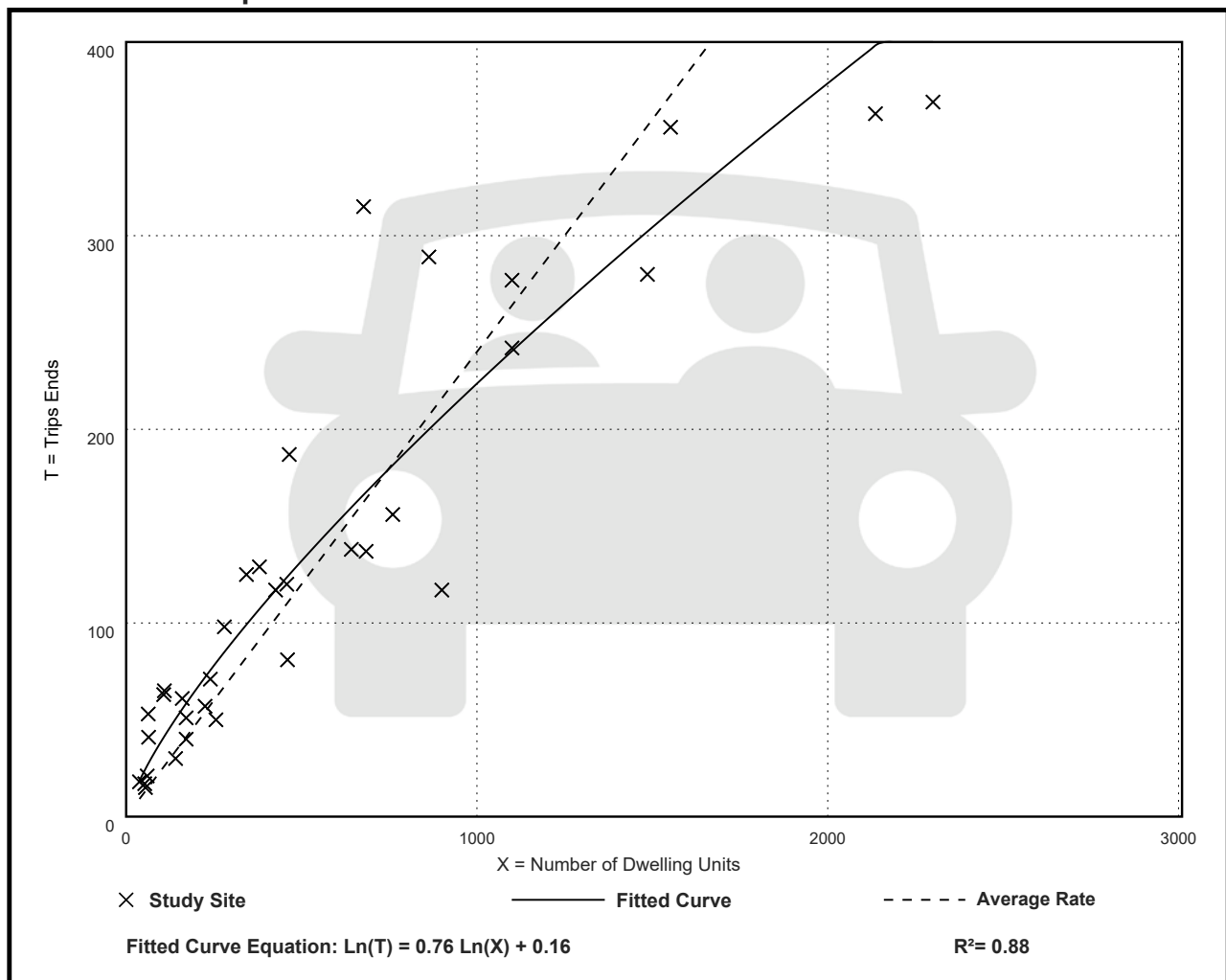
Avg. Num. of Dwelling Units: 557

Directional Distribution: 33% entering, 67% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.24	0.13 - 0.84	0.10

Data Plot and Equation



Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 35

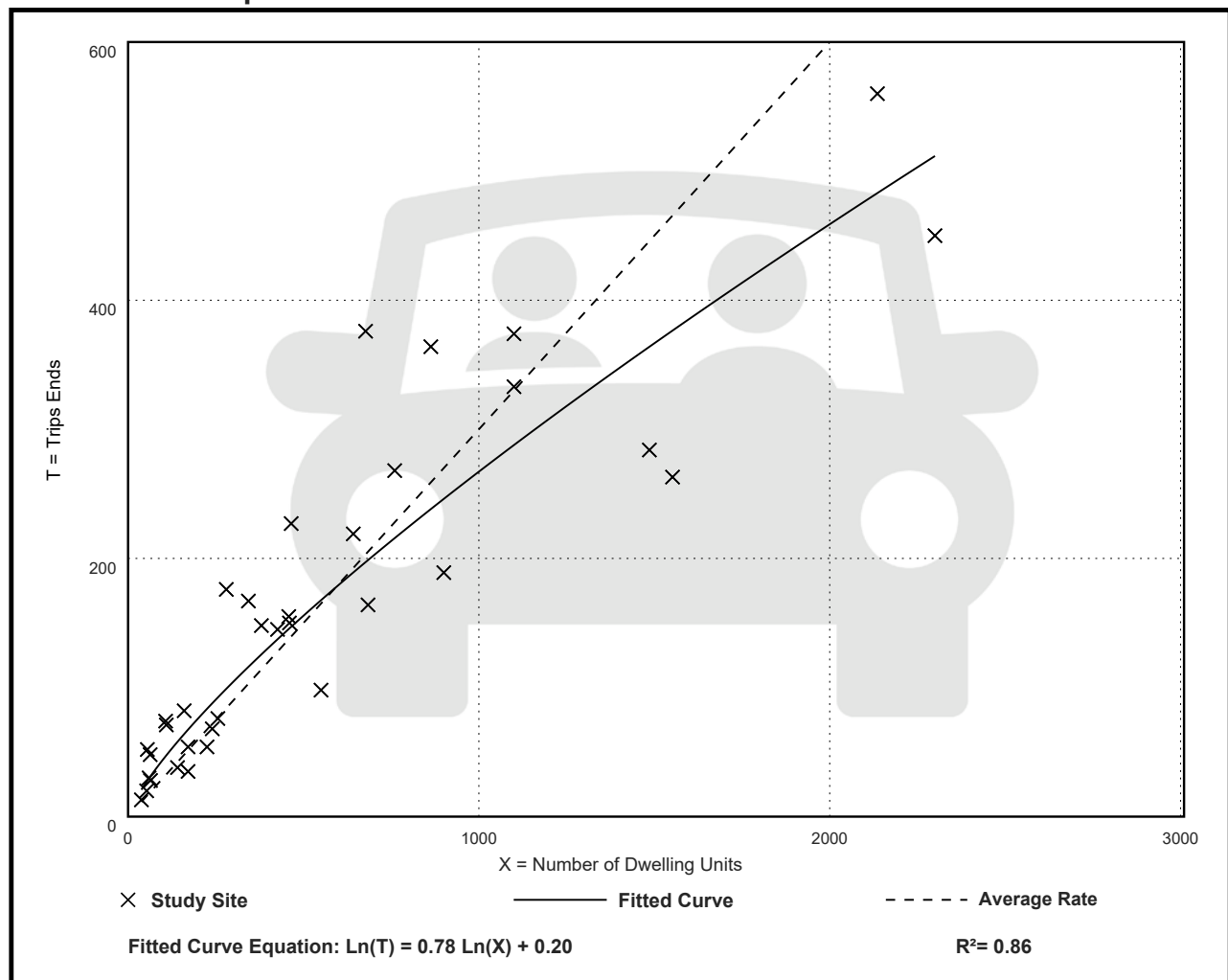
Avg. Num. of Dwelling Units: 556

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.17 - 0.95	0.12

Data Plot and Equation



Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 24

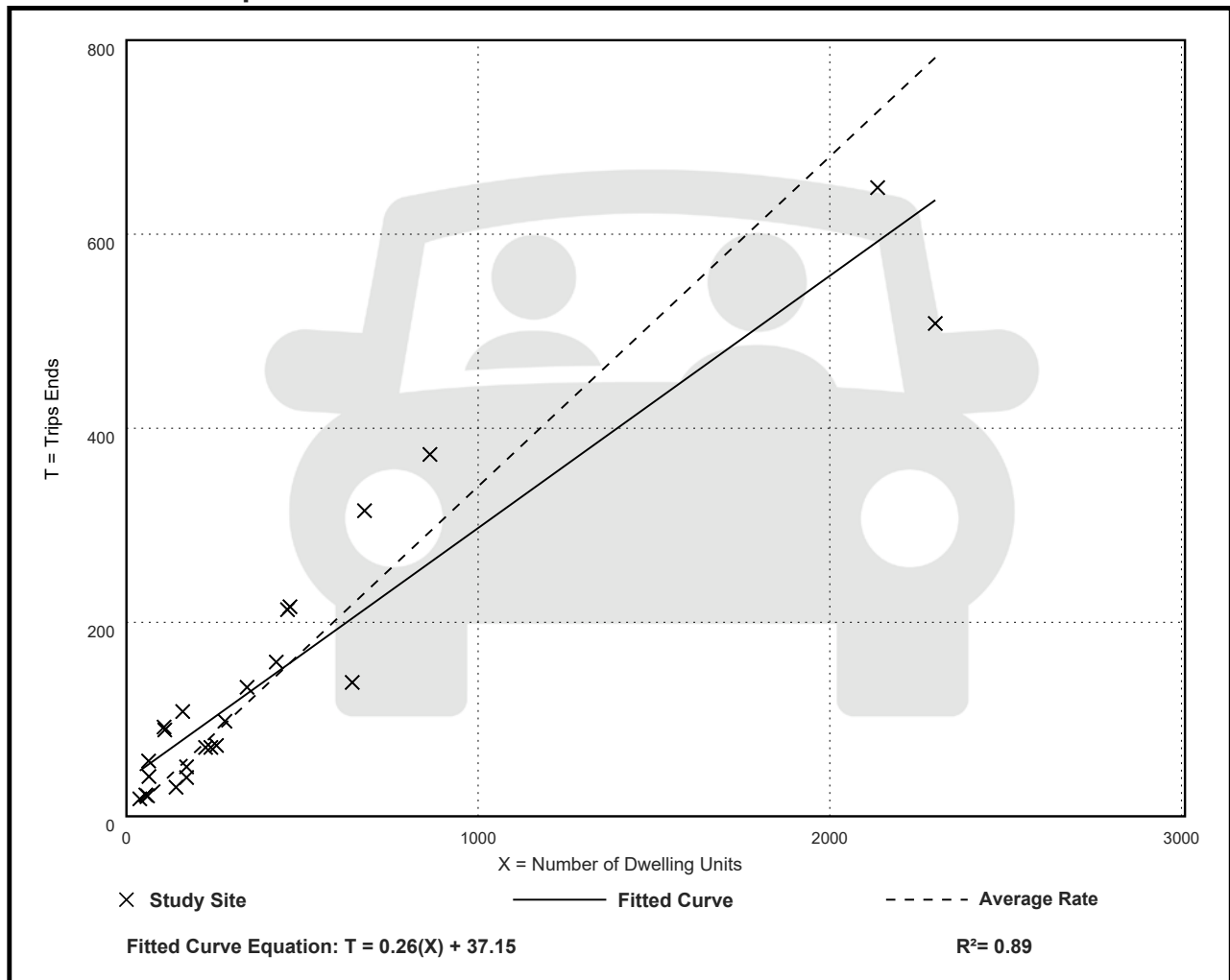
Avg. Num. of Dwelling Units: 435

Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.34	0.21 - 0.90	0.14

Data Plot and Equation



Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 24

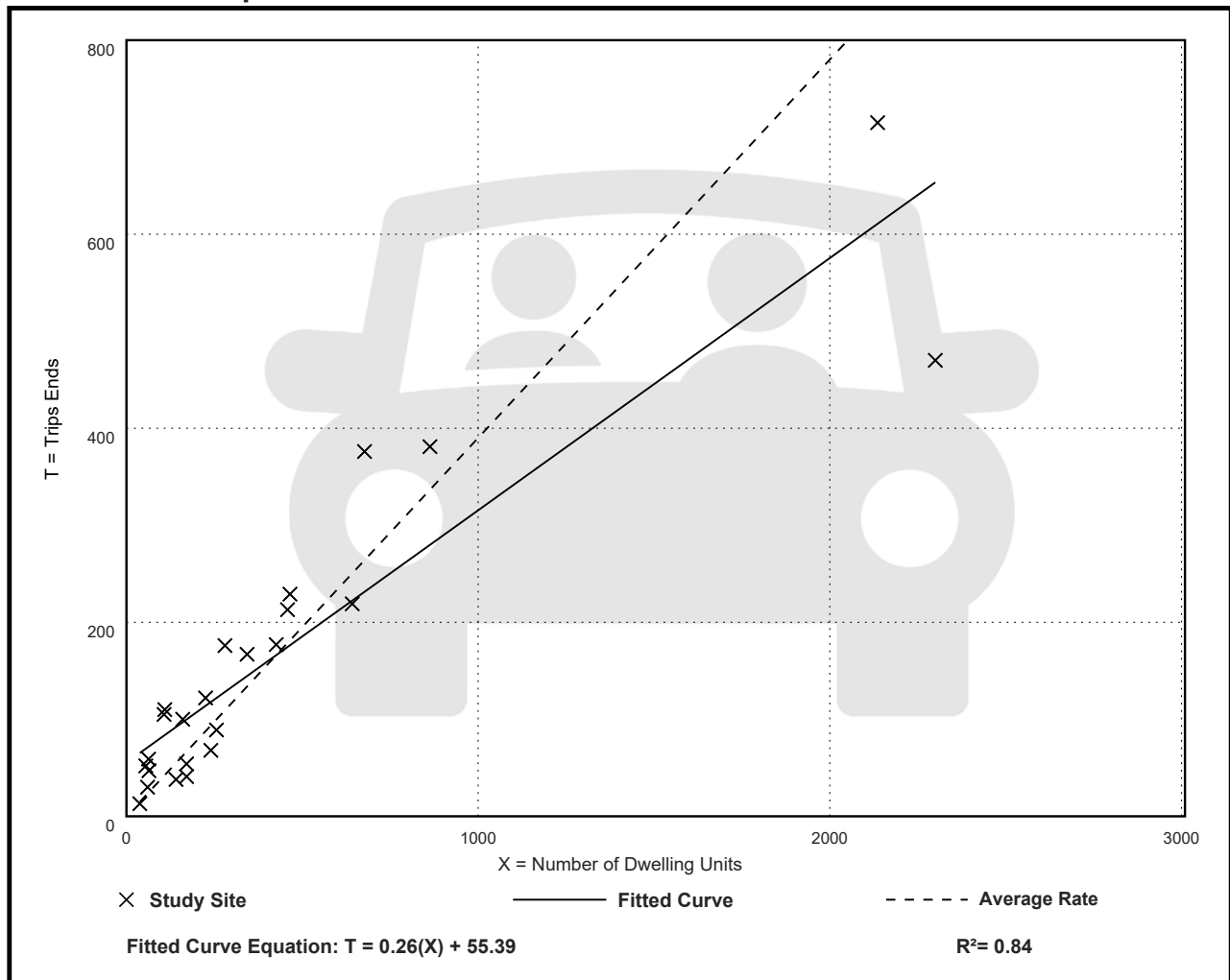
Avg. Num. of Dwelling Units: 435

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.20 - 1.01	0.17

Data Plot and Equation



Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 4

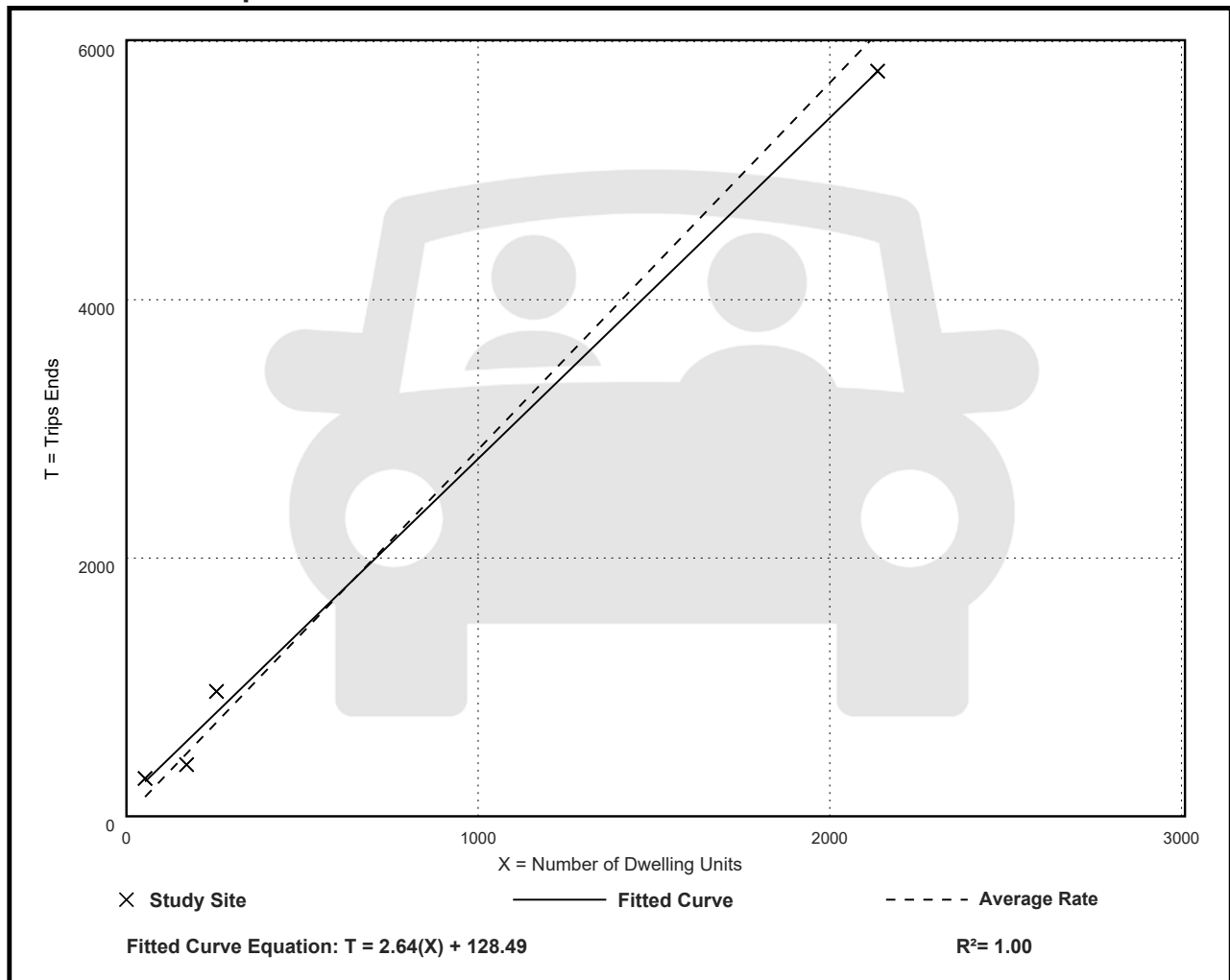
Avg. Num. of Dwelling Units: 654

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.84	2.34 - 5.53	0.59

Data Plot and Equation



Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

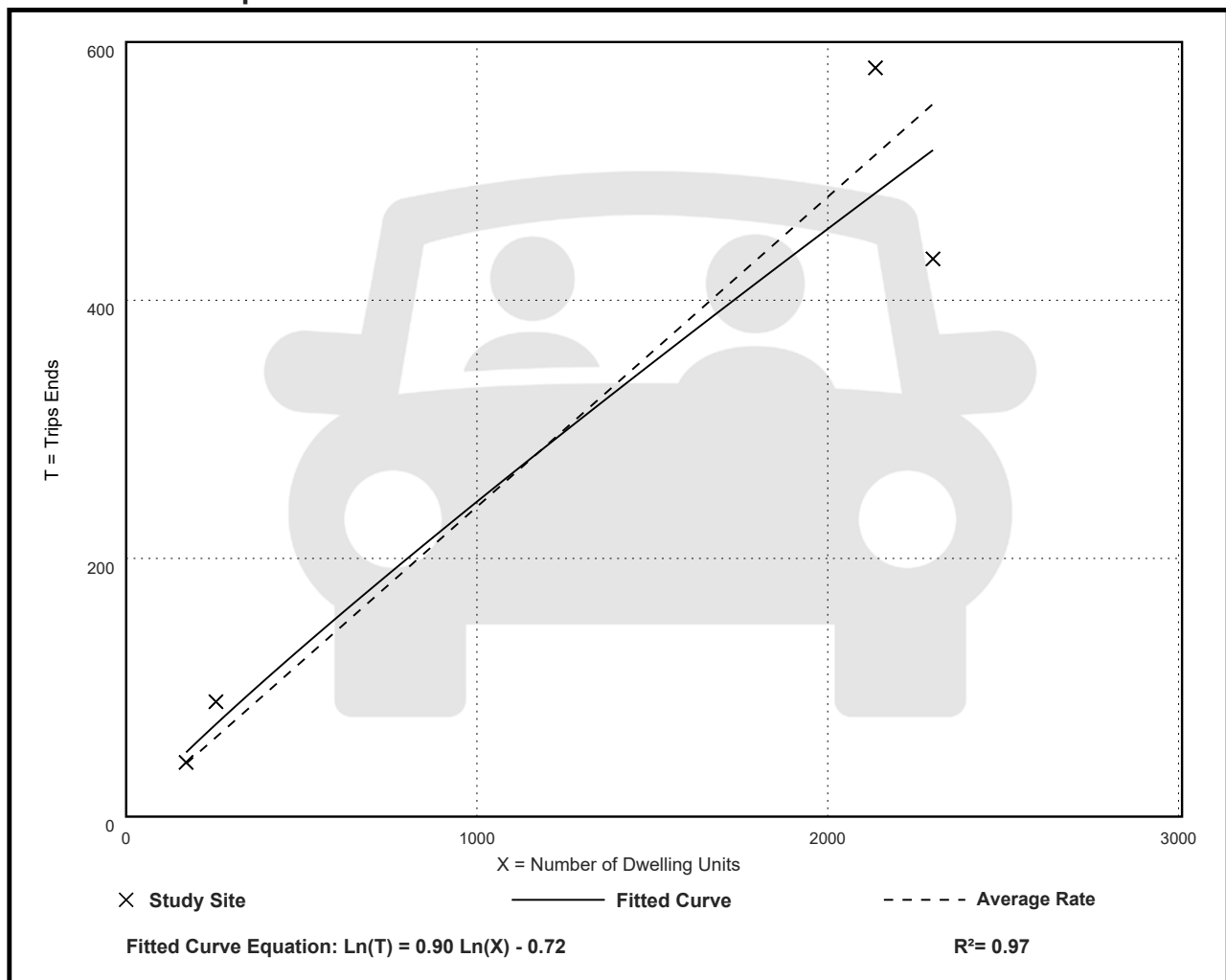
Avg. Num. of Dwelling Units: 1216

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.24	0.19 - 0.35	0.06

Data Plot and Equation



Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 5

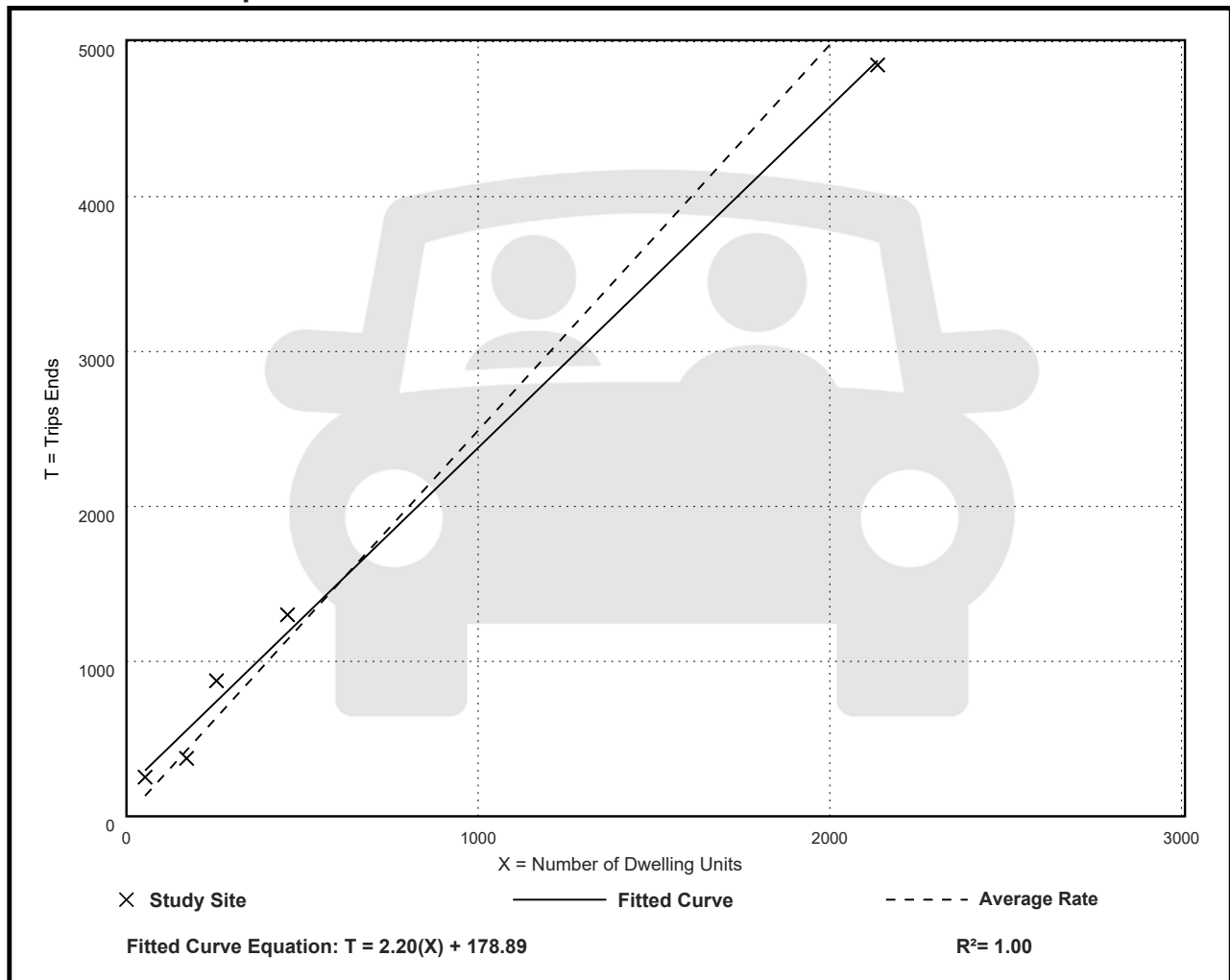
Avg. Num. of Dwelling Units: 615

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.49	2.19 - 4.77	0.52

Data Plot and Equation



Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

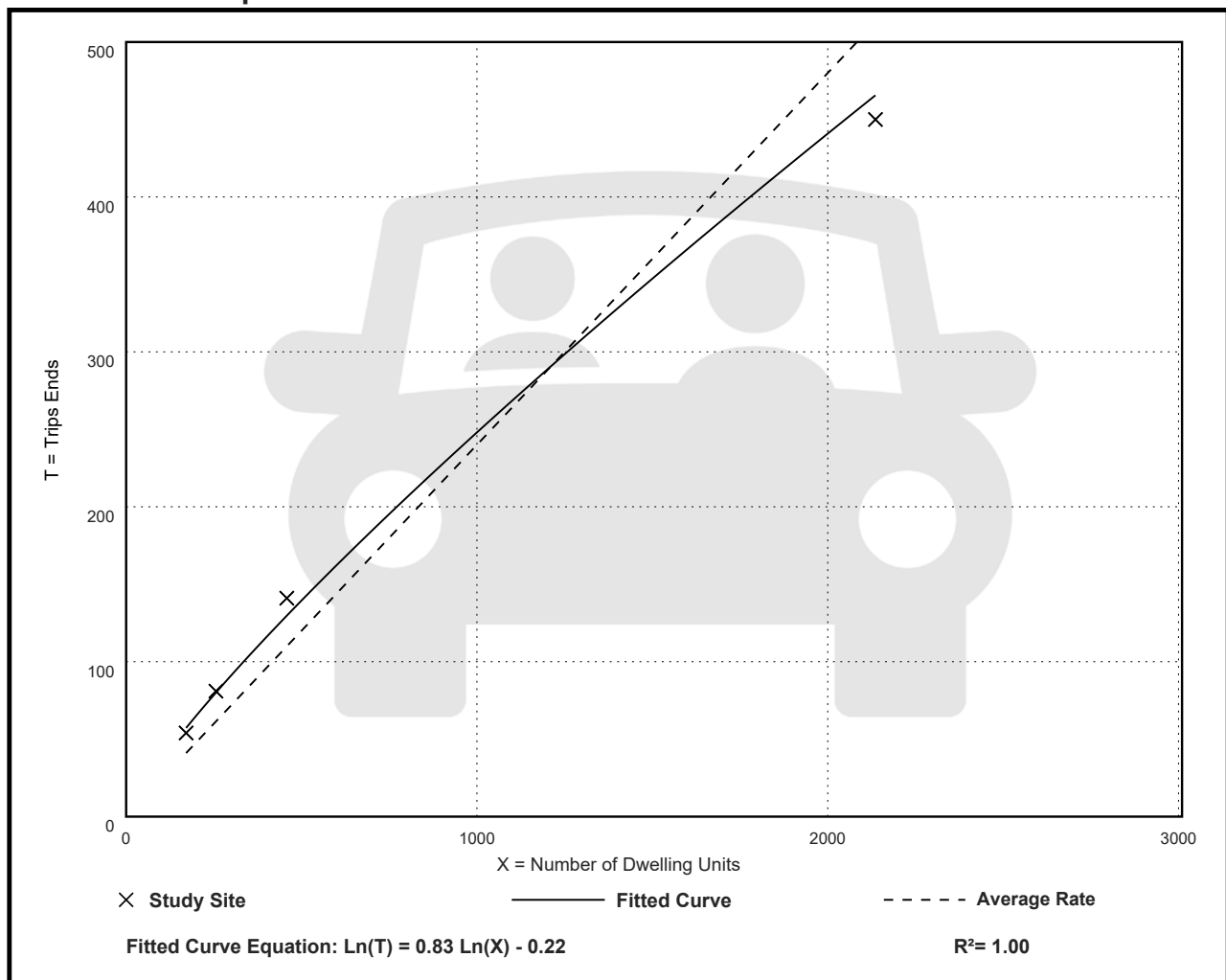
Avg. Num. of Dwelling Units: 755

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.24	0.21 - 0.32	0.05

Data Plot and Equation



Land Use: 252

Senior Adult Housing—Multifamily

Description

Senior adult housing—multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household.

Residents in these communities are typically considered active and requiring little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a golf course, swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities.

The dwelling units share both floors and walls with other units in the residential building. Senior adult housing—single-family (Land Use 251), congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related land uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, and the 2000s in Alberta (CAN), California, Maryland, New Hampshire, New Jersey, Ontario (CAN), and Pennsylvania.

Source Numbers

237, 272, 576, 703, 734, 970, 1060

Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 6

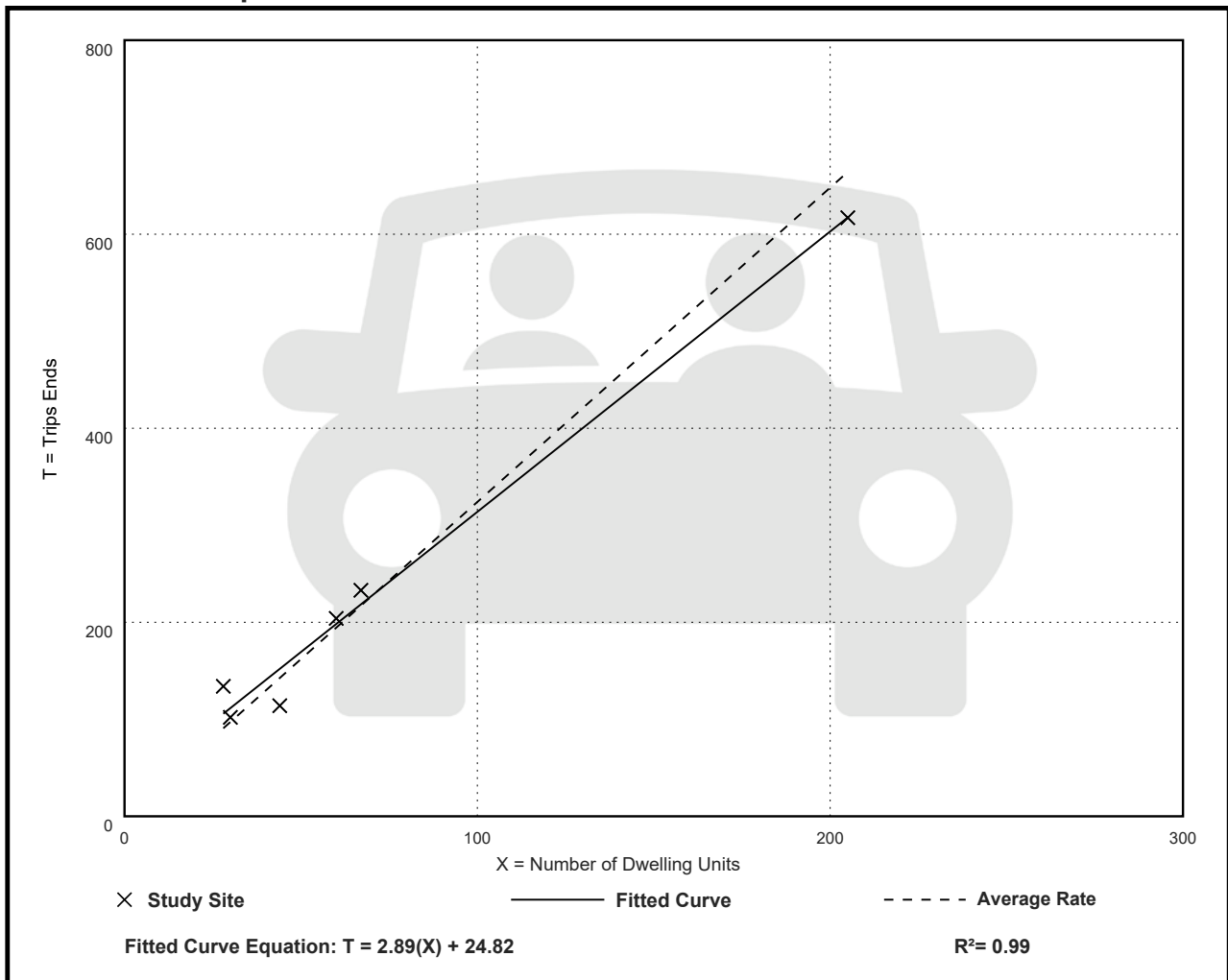
Avg. Num. of Dwelling Units: 72

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.24	2.59 - 4.79	0.53

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

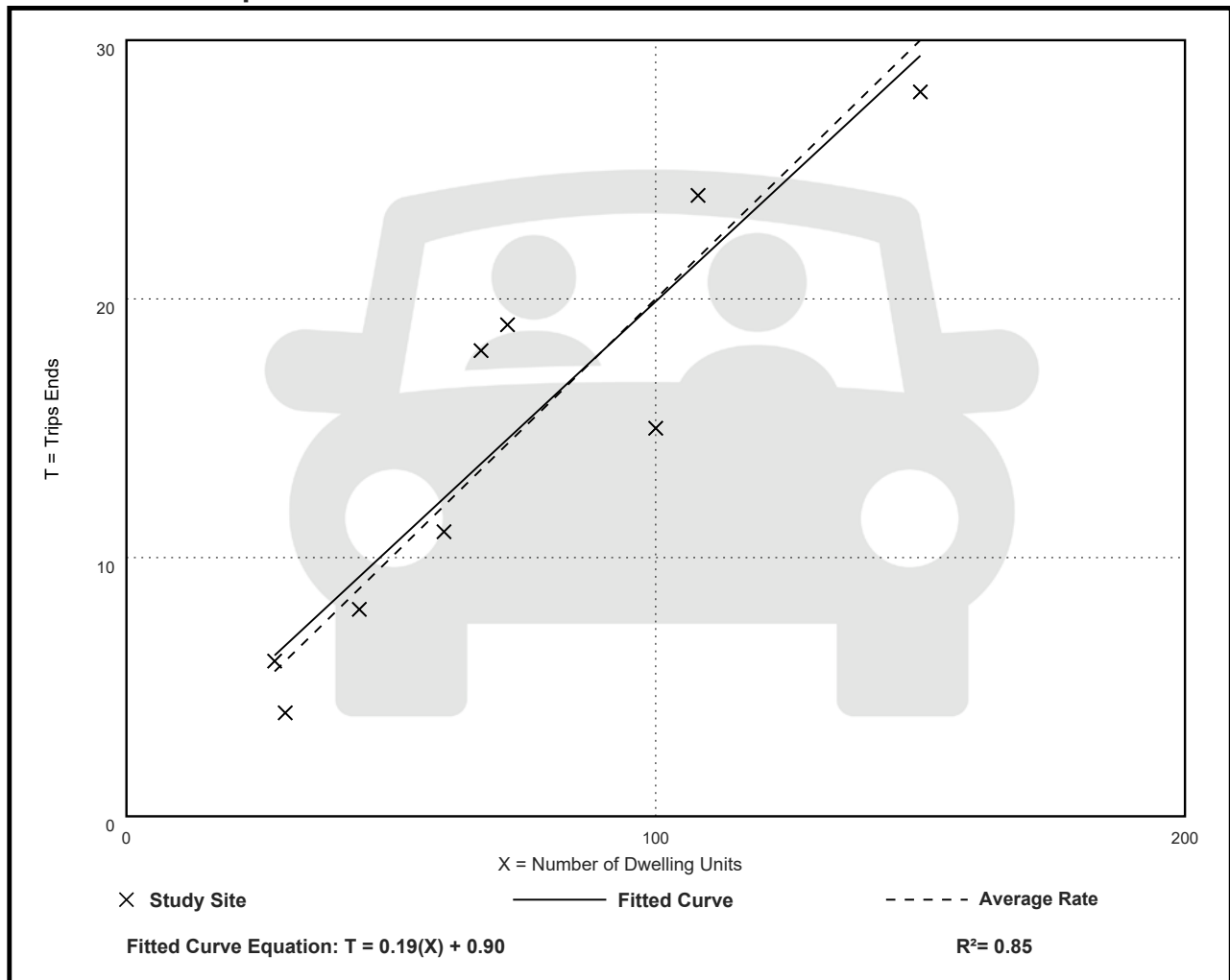
Avg. Num. of Dwelling Units: 73

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.13 - 0.27	0.04

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

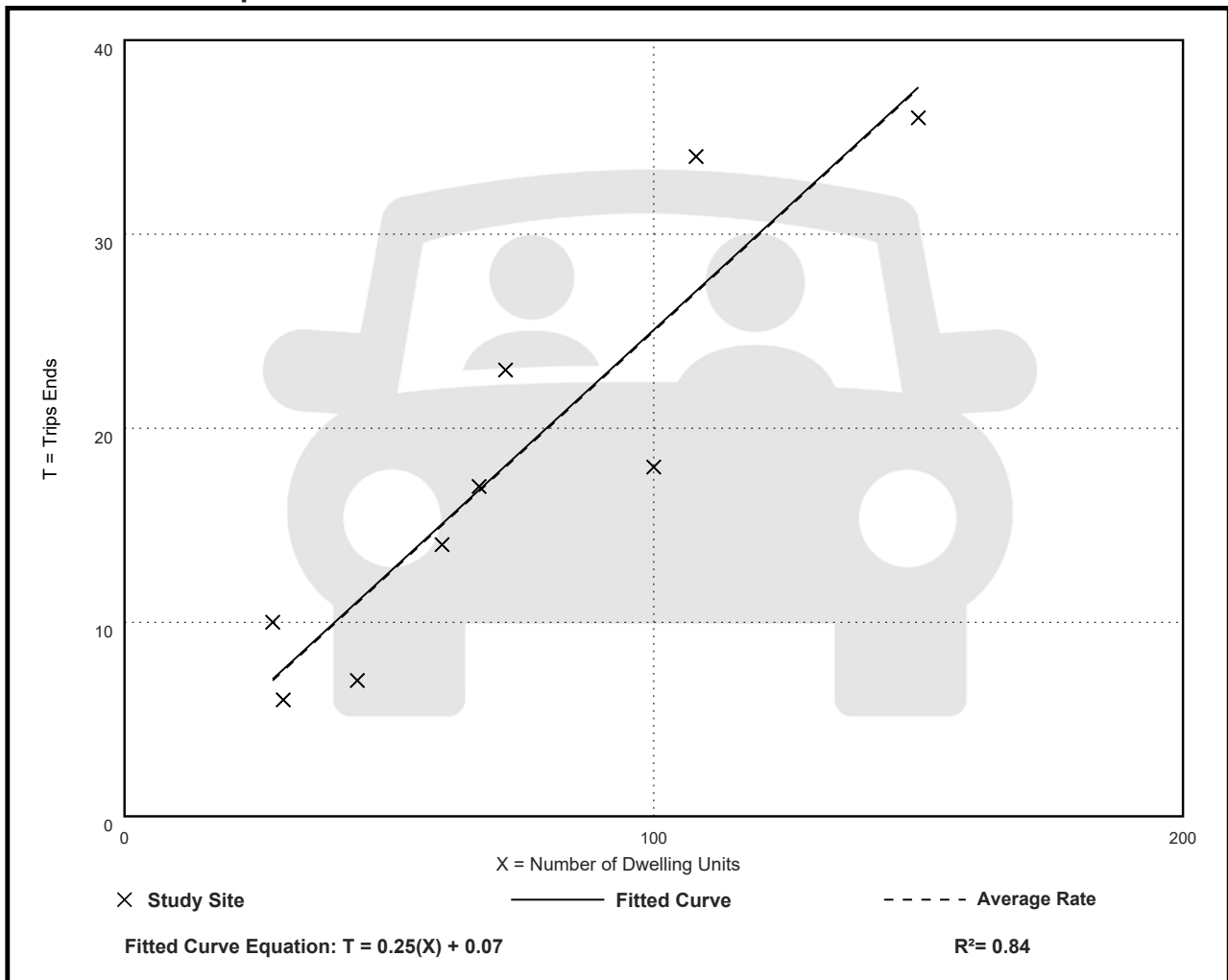
Avg. Num. of Dwelling Units: 73

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

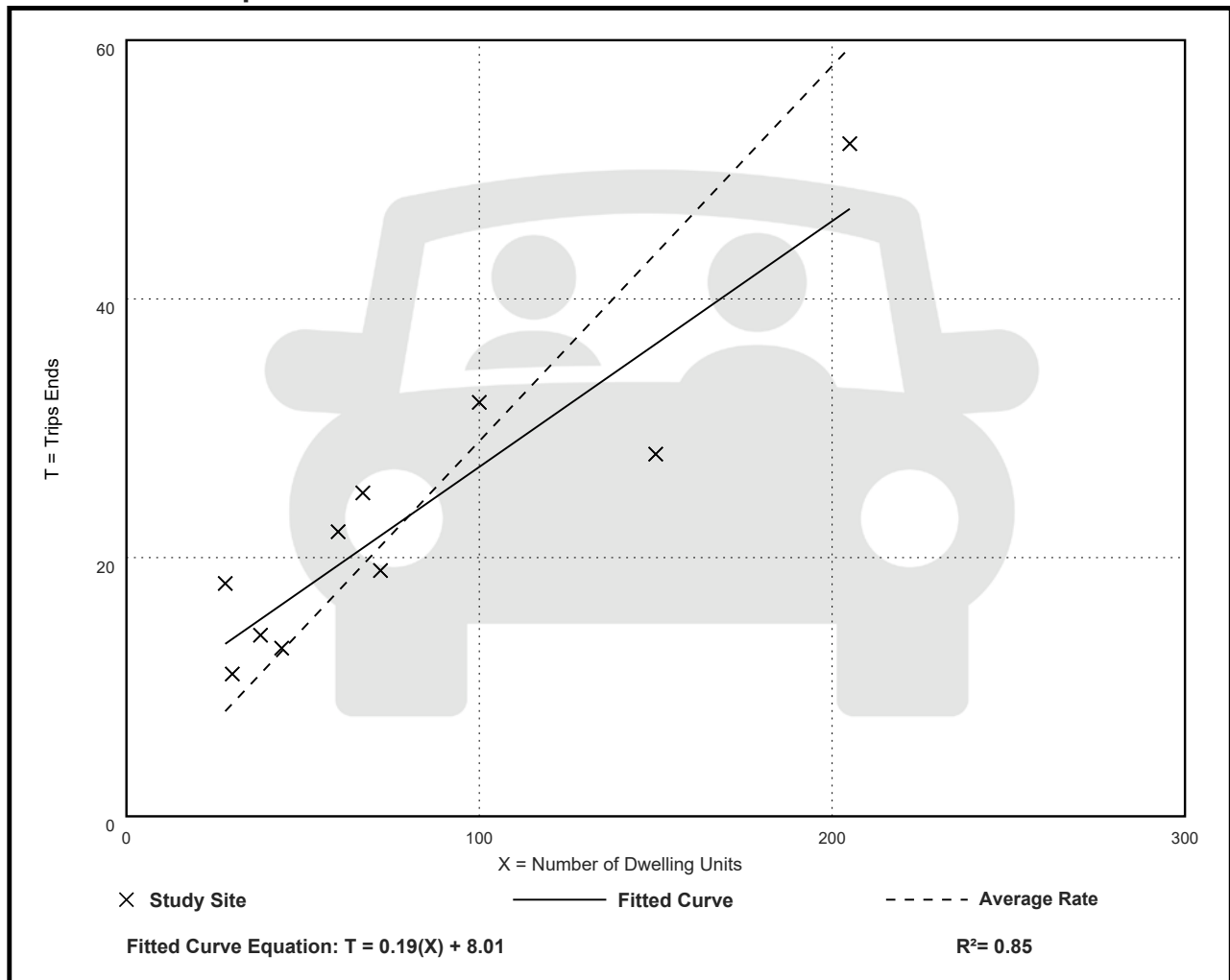
Avg. Num. of Dwelling Units: 79

Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.19 - 0.64	0.10

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

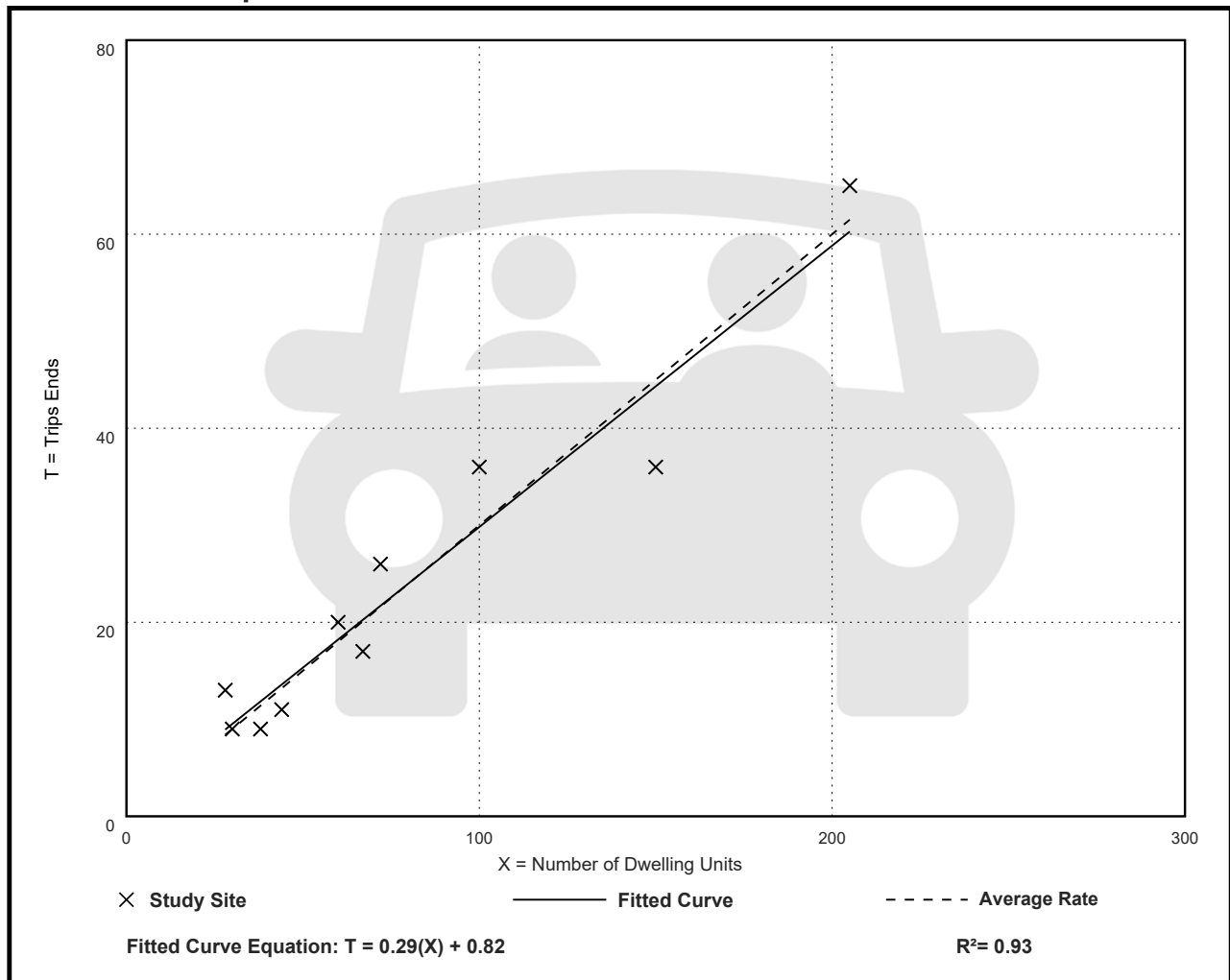
Avg. Num. of Dwelling Units: 79

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.24 - 0.46	0.06

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 8

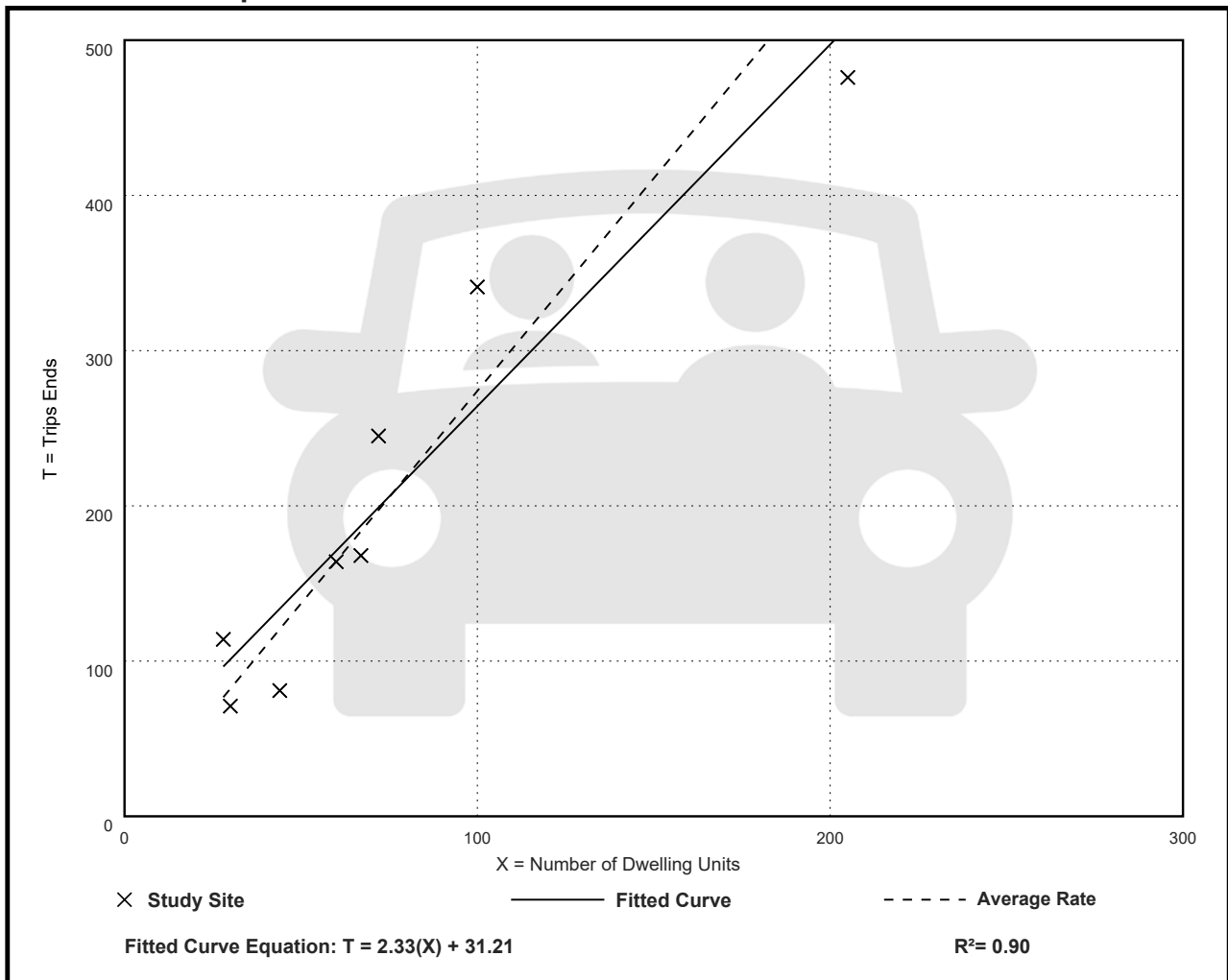
Avg. Num. of Dwelling Units: 76

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.74	1.84 - 4.07	0.62

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 9

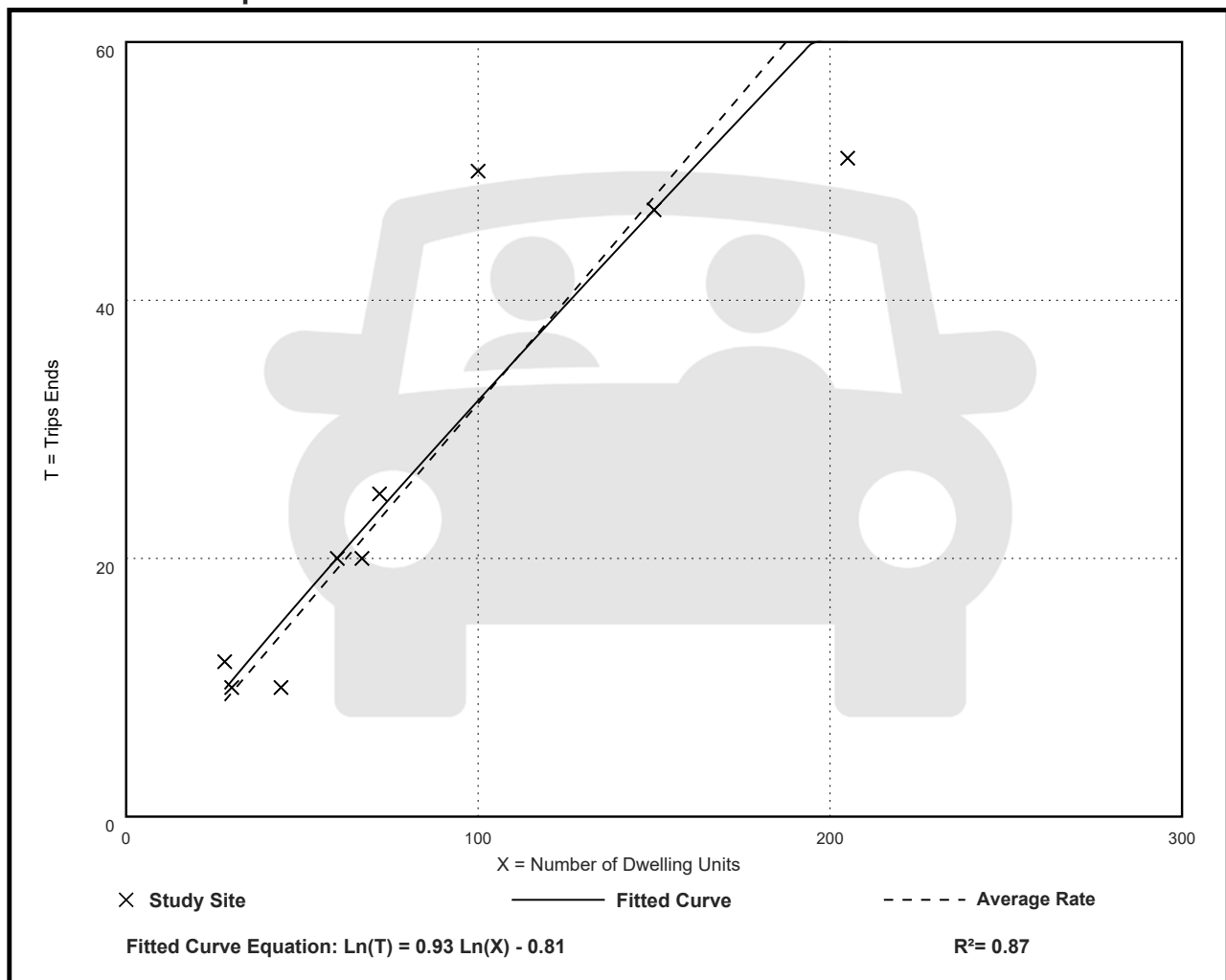
Avg. Num. of Dwelling Units: 84

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.23 - 0.50	0.09

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 8

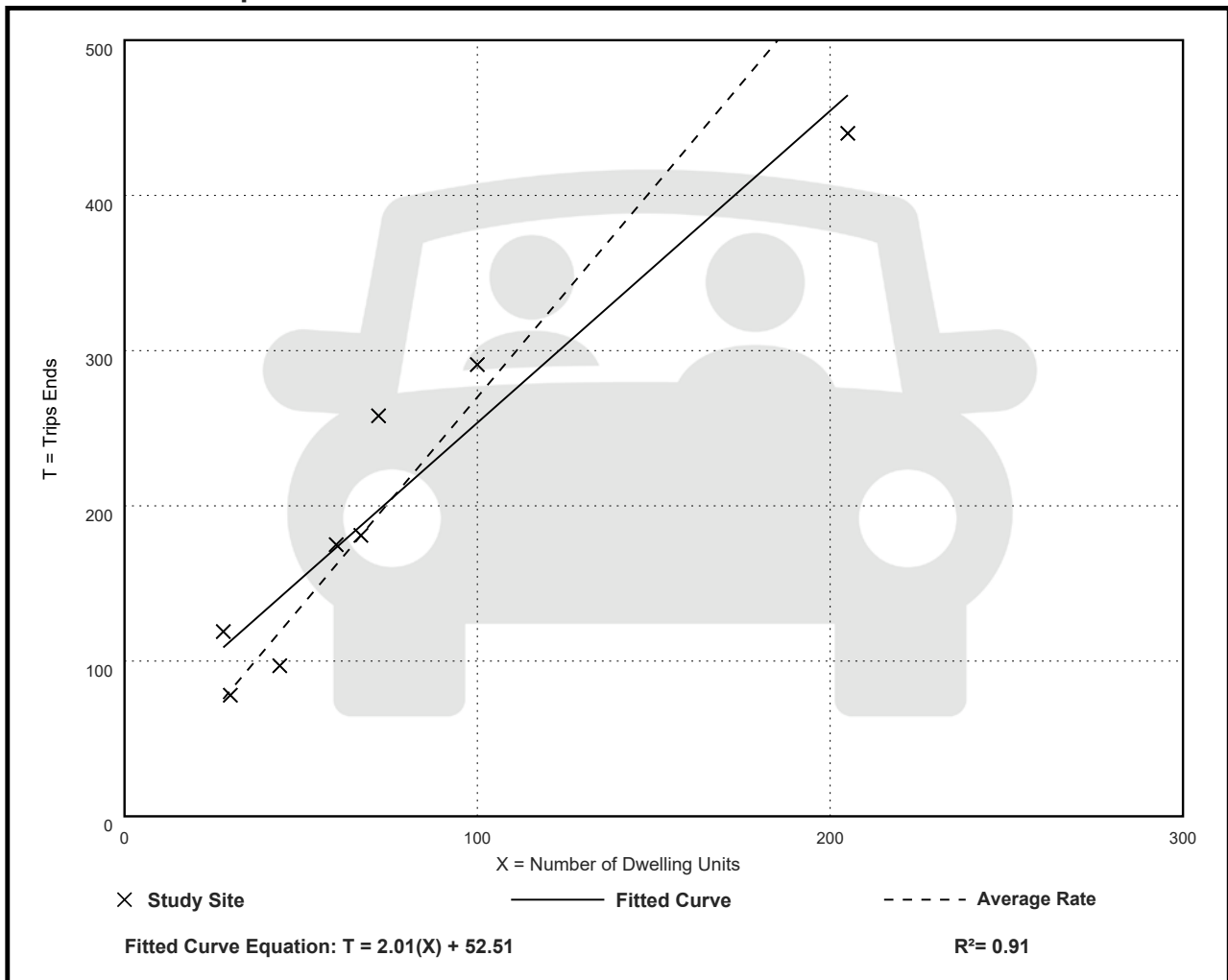
Avg. Num. of Dwelling Units: 76

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.70	2.15 - 4.25	0.62

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

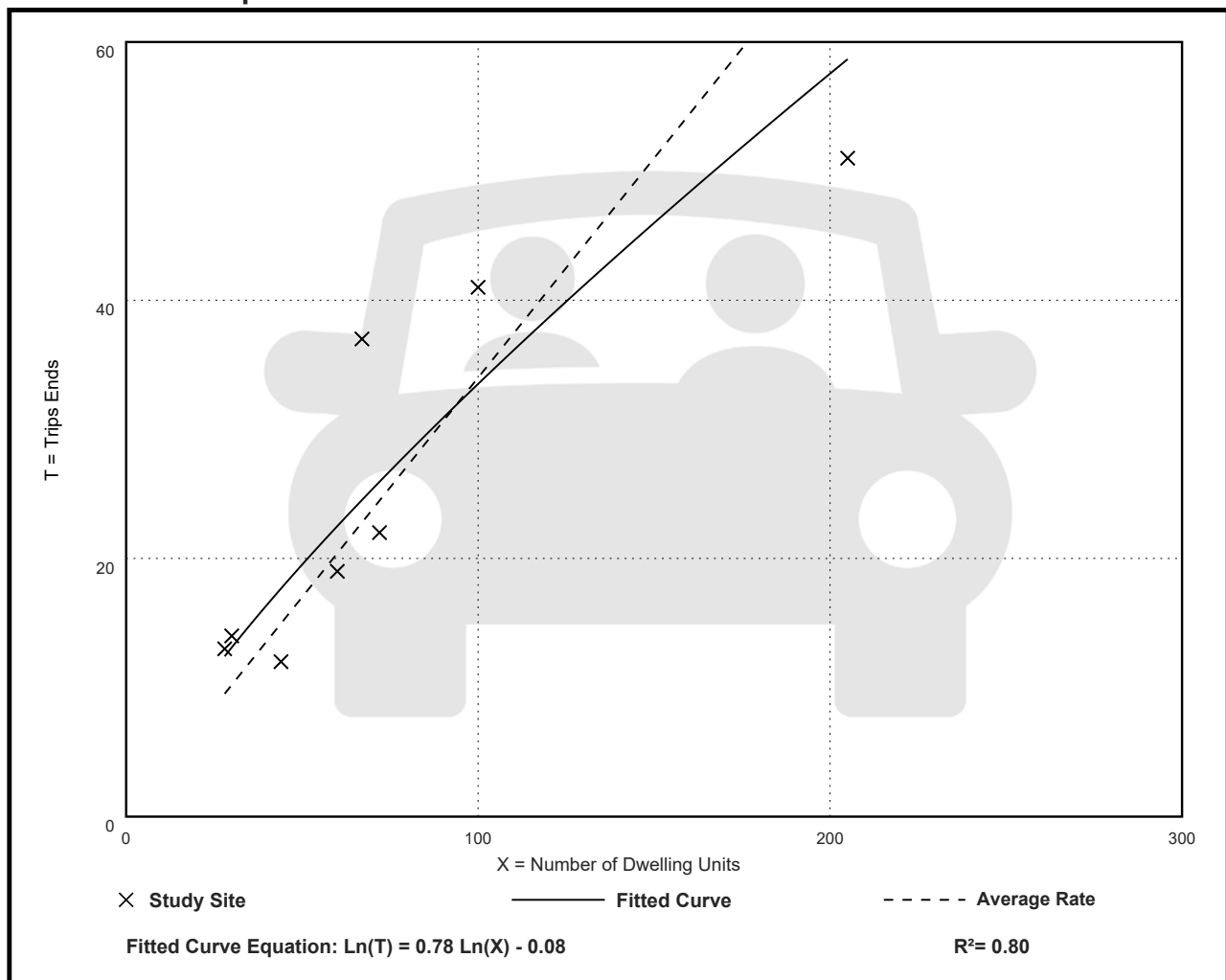
Avg. Num. of Dwelling Units: 76

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.34	0.25 - 0.55	0.11

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 38

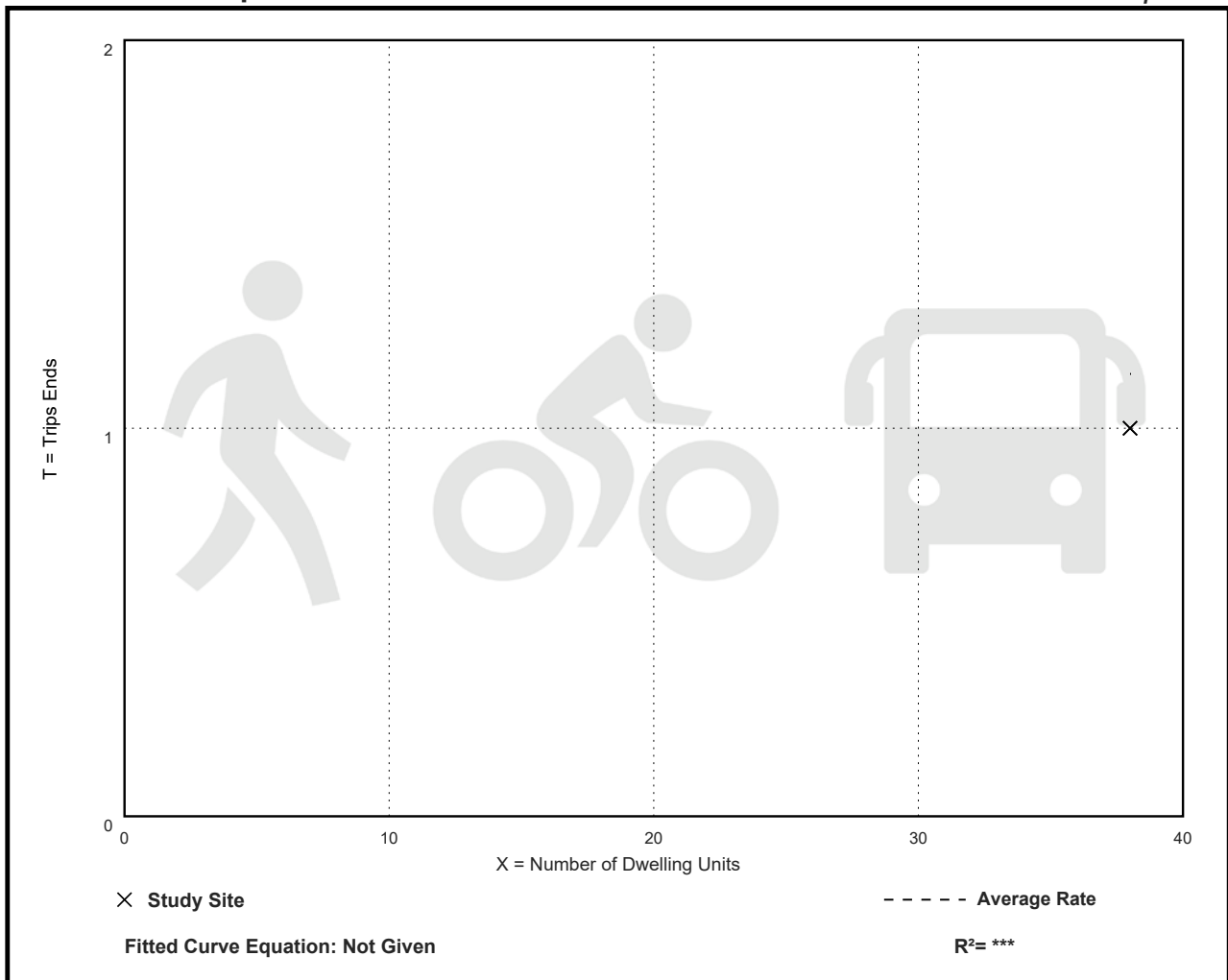
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.03 - 0.03	***

Data Plot and Equation

Caution – Small Sample Size



Senior Adult Housing - Multifamily (252)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 38

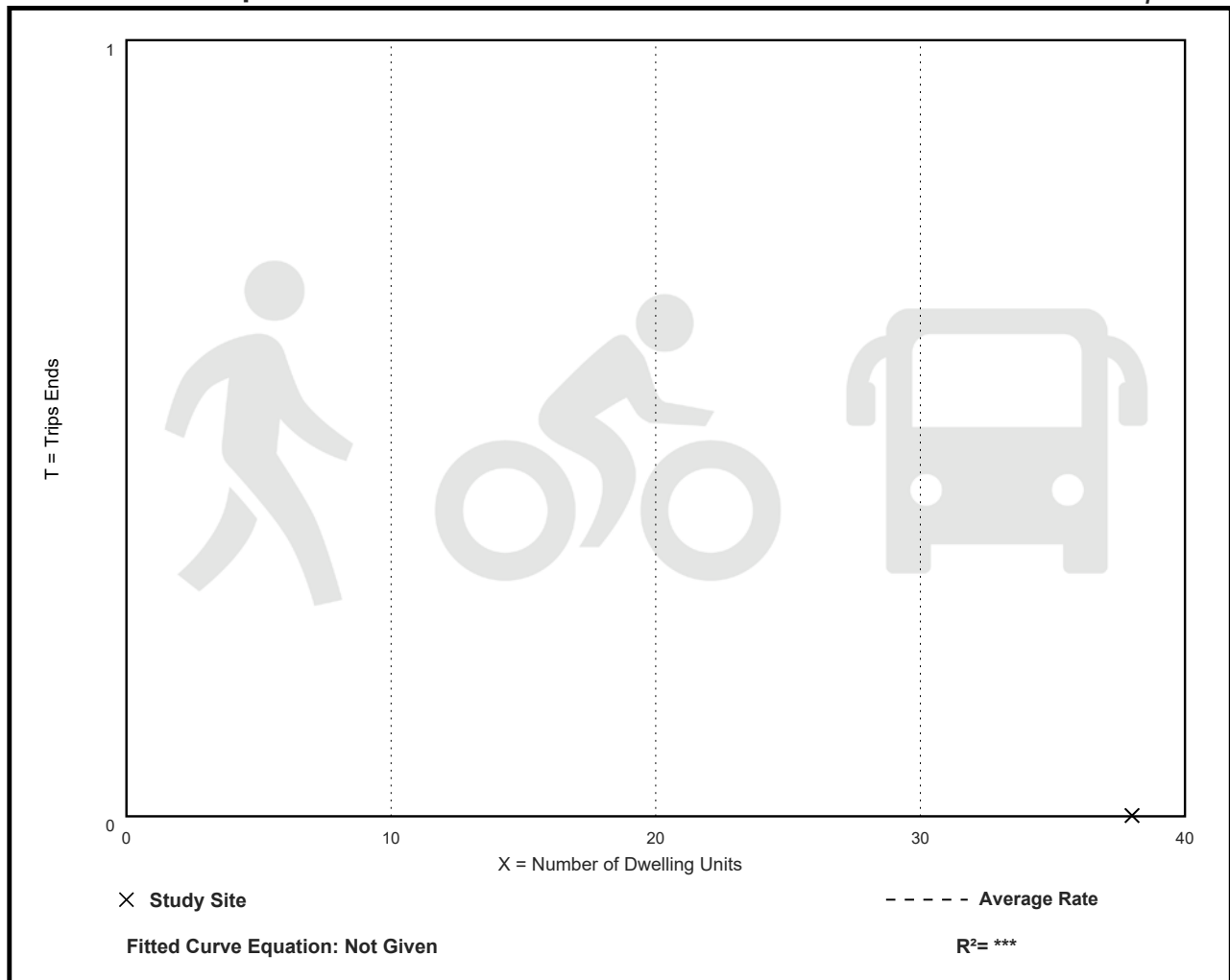
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



PROPOSED PROJECT

AMS Yorktown - ITE Trip Generation - Maximum Trip Generation

Building Component	Development Size	Peak Hour	ITE Data ¹								
			ITE Land Use			ITE Rate	%In	%Out	Total		Total Trips
			#	Name	Independent Variable				In	Out	
Proposed Residential											
Senior Housing - Multifamily	200 Units	AM	252	Senior Adult Housing - Multifamily	Dwelling Units	0.29	0.45	0.55	26	32	58
		PM				0.30	0.54	0.46	32	28	60
		Sat				0.32	0.54	0.46	35	29	64
Senior Housing - Townhomes	50 Units	AM	251	Senior Adult Housing - Single-Family	Dwelling Units	1.00	0.43	0.57	22	28	50
		PM				1.36	0.56	0.44	38	30	68
		Sat				0.32	0.50	0.50	8	8	16
Weekday AM Peak Hour Trips									48	60	108
Weekday PM Peak Hour Trips									70	58	128
Saturday Peak Hour Trips									43	37	80
Note:											
1. Rates shown are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition											
2. Saturday - Only Peak Hour of Generator rates available											

Appendix G-7
2026 With Action Condition Synchro Reports

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	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
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		0.952	
Flt Protected	0.950			0.950				0.958		0.950		
Satd. Flow (prot)	1631	3420	0	1687	3499	0	0	1527	1482	1685	1622	0
Flt Permitted	0.197			0.141				0.712		0.673		
Satd. Flow (perm)	338	3420	0	250	3499	0	0	1135	1482	1193	1622	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			1				213		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	1490	112	250	737	8	117	15	213	50	36	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1602	0	250	745	0	0	132	213	50	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)	42.9	42.9		42.4	42.4		15.1	15.1	15.1	15.1	15.1	
Actuated g/C Ratio	0.48	0.48		0.47	0.47		0.17	0.17	0.17	0.17	0.17	
v/c Ratio	0.04	0.98		0.73	0.45		0.69	0.50	0.25	0.19	0.19	
Control Delay	15.6	43.6		42.3	15.9		52.9	8.5	33.0	23.0	23.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.6	43.6		42.3	15.9		52.9	8.5	33.0	23.0	23.0	
LOS	B	D		D	B		D	A	C	C	C	
Approach Delay		43.3			22.5		25.5				27.9	
Approach LOS		D			C		C				C	
Queue Length 50th (ft)	4	445		91	113		72	0	25	18	18	
Queue Length 95th (ft)	18	#724		#194	174		121	54	53	45	45	
Internal Link Dist (ft)		1051			562		414				339	
Turn Bay Length (ft)	200			335				100	105			
Base Capacity (vph)	649	1634		341	1649		302	551	318	445	445	
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	0.02	0.98		0.73	0.45		0.44	0.39	0.16	0.12	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: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.98												
Intersection Signal Delay: 34.0				Intersection LOS: C								
Intersection Capacity Utilization 82.3%				ICU Level of Service E								
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) 40 s	 Ø2 20 s	 Ø3 30 s
 Ø5 (R) 40 s	 Ø6 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	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
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)			606			1014						165
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	1117	636	0	800	1014	0	0	0	175	0	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1117	636	0	800	1014	0	0	0	175	0	195
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

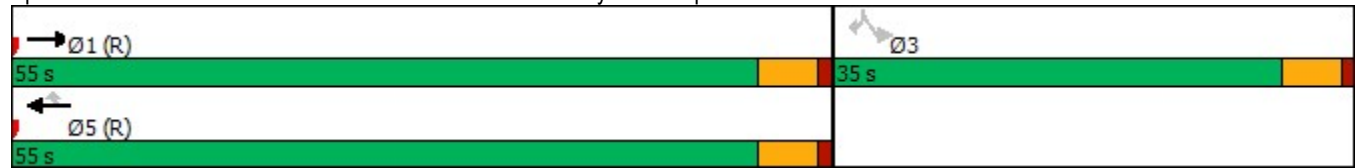
2: US Route 6 & Taconic State Parkway SB Ramps

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)		66.7	90.0		66.7	66.7				13.3		13.3
Actuated g/C Ratio		0.74	1.00		0.74	0.74				0.15		0.15
v/c Ratio		0.44	0.40		0.32	0.69				0.67		0.52
Control Delay		3.0	1.1		4.3	4.6				48.1		13.1
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		3.0	1.1		4.3	4.6				48.1		13.1
LOS		A	A		A	A				D		B
Approach Delay		2.3			4.4						29.6	
Approach LOS		A			A						C	
Queue Length 50th (ft)		91	0		62	33				95		15
Queue Length 95th (ft)		m22	m0		92	78				152		70
Internal Link Dist (ft)		562			826			202			450	
Turn Bay Length (ft)			325			600						105
Base Capacity (vph)		2525	1599		2525	1459				595		648
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	0.40		0.32	0.69				0.29		0.30
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: 0.69												
Intersection Signal Delay: 5.8						Intersection LOS: A						
Intersection Capacity Utilization 61.9%						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)	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
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			0.188		0.950	
Satd. Flow (perm)	3374	1615	357	3438	1776	2908
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		126				55
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)	1166	126	116	1743	71	338
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1166	126	116	1743	71	338
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)	62.1	62.1	73.9	74.9	8.1	17.9
Actuated g/C Ratio	0.69	0.69	0.82	0.83	0.09	0.20
v/c Ratio	0.50	0.11	0.29	0.61	0.45	0.54
Control Delay	8.4	2.0	4.0	4.8	47.0	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	2.0	4.0	4.8	47.0	29.2
LOS	A	A	A	A	D	C
Approach Delay	7.7			4.7	32.3	
Approach LOS	A			A	C	
Queue Length 50th (ft)	152	1	10	155	39	81
Queue Length 95th (ft)	152	10	25	257	78	115
Internal Link Dist (ft)	826			657	841	
Turn Bay Length (ft)		550	150		440	280
Base Capacity (vph)	2328	1153	454	2861	493	723
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	0.11	0.26	0.61	0.14	0.47

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: 0.61

Intersection Signal Delay: 9.0

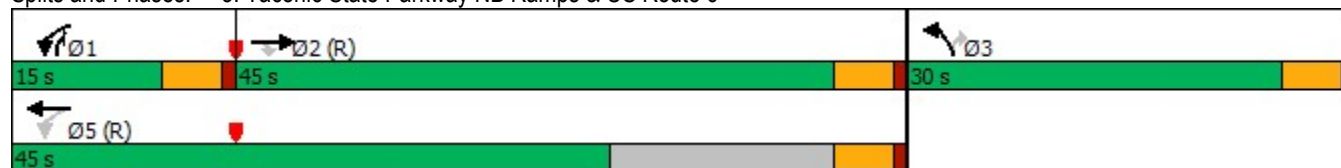
Intersection LOS: A

Intersection Capacity Utilization 56.8%

ICU Level of Service B

Analysis Period (min) 15

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)	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
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		0.986			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3282	1524	1694	3518	0	2665	1813	0	1685	1900	1507
Flt Permitted	0.130			0.326			0.950			0.950		
Satd. Flow (perm)	239	3282	1488	581	3518	0	2665	1813	0	1685	1900	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191		10			3				242
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)	111	804	191	2	887	90	158	75	5	45	73	242
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	804	191	2	977	0	158	80	0	45	73	242
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
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 Effect Green (s)	36.7	34.8	34.8	29.8	25.6		9.9	9.9		8.9	8.9	8.9
Actuated g/C Ratio	0.50	0.47	0.47	0.40	0.35		0.13	0.13		0.12	0.12	0.12
v/c Ratio	0.39	0.52	0.24	0.01	0.80		0.44	0.33		0.22	0.32	0.62
Control Delay	15.0	17.0	3.8	12.0	30.5		35.6	34.3		34.3	35.8	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	15.0	17.0	3.8	12.0	30.5		35.6	34.3		34.3	35.8	12.3
LOS	B	B	A	B	C		D	C		C	D	B
Approach Delay		14.5			30.5			35.2			19.8	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)	25	117	0	0	215		35	33		20	32	0
Queue Length 95th (ft)	63	270	44	4	#418		71	81		52	75	63
Internal Link Dist (ft)		795			2315			1026			583	
Turn Bay Length (ft)	415		335	280			350			110		110
Base Capacity (vph)	430	1602	824	414	1222		663	453		419	473	556
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	0.26	0.50	0.23	0.00	0.80		0.24	0.18		0.11	0.15	0.44

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 74

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 22.9

Intersection LOS: C

Intersection Capacity Utilization 58.1%

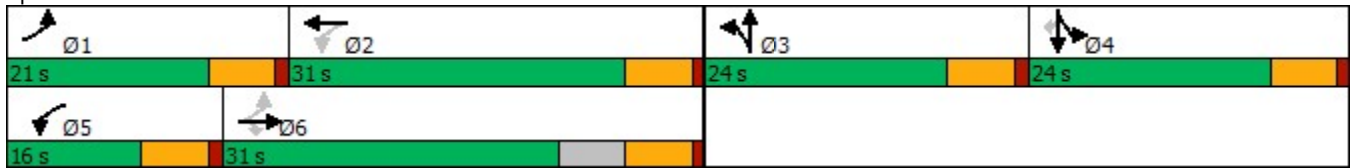
ICU Level of Service B

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



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)	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
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		0.993			0.997				0.850		0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3514	0	1711	3646	0	1711	1801	1531	1711	1700	0
Flt Permitted	0.247			0.248			0.950			0.950		
Satd. Flow (perm)	445	3514	0	447	3646	0	1711	1801	1531	1711	1700	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2				174		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	
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)	25	790	39	52	891	17	54	27	80	10	57	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	829	0	52	908	0	54	27	80	10	91	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)	28.9	28.4		30.9	31.0		7.2	7.2	7.2	7.6	7.6	
Actuated g/C Ratio	0.49	0.48		0.52	0.52		0.12	0.12	0.12	0.13	0.13	
v/c Ratio	0.07	0.49		0.14	0.48		0.26	0.12	0.24	0.05	0.38	
Control Delay	9.7	18.2		10.1	15.8		33.4	31.7	1.6	30.0	27.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	9.7	18.2		10.1	15.8		33.4	31.7	1.6	30.0	27.1	
LOS	A	B		B	B		C	C	A	C	C	
Approach Delay		17.9			15.5			17.4			27.4	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	5	148		10	113		20	10	0	4	24	
Queue Length 95th (ft)	17	244		29	262		60	37	0	19	74	
Internal Link Dist (ft)		2315			2020			460			1403	
Turn Bay Length (ft)	280			400			85			100		
Base Capacity (vph)	471	1987		477	2105		483	508	557	483	499	
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	0.42		0.11	0.43		0.11	0.05	0.14	0.02	0.18	
Intersection Summary												
Area Type: Other												
Cycle Length: 94												
Actuated Cycle Length: 59.4												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.49												
Intersection Signal Delay: 17.2												
Intersection LOS: B												
Intersection Capacity Utilization 51.8%												
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 16 s	 Ø2 36 s	 Ø3 21 s	 Ø4 21 s
 Ø5 16 s	 Ø6 36 s		

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

02/01/2024

Intersection												
Int Delay, s/veh	103.7											
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	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	390	1093	21	10	1272	5	15	0	9	4	0	573
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1277	0	0	1114	0	0	2540	3181	557	2622	3189	639
Stage 1	-	-	-	-	-	-	1884	1884	-	1295	1295	-
Stage 2	-	-	-	-	-	-	656	1297	-	1327	1894	-
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	550	-	-	606	-	-	~ 14	10	459	12	10	~ 424
Stage 1	-	-	-	-	-	-	75	121	-	175	235	-
Stage 2	-	-	-	-	-	-	426	234	-	167	119	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	550	-	-	606	-	-	-	3	459	5	3	~ 424
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	3	-	5	3	-
Stage 1	-	-	-	-	-	-	22	35	-	51	231	-
Stage 2	-	-	-	-	-	-	-	230	-	48	35	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	6.7			0.1						\$ 591.9		
HCM LOS							-			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	550	-	-	606	-	-	260				
HCM Lane V/C Ratio	-	0.709	-	-	0.016	-	-	2.22				
HCM Control Delay (s)	-	25.9	-	-	11	-	-	\$ 591.9				
HCM Lane LOS	-	D	-	-	B	-	-	F				
HCM 95th %tile Q(veh)	-	5.7	-	-	0	-	-	44.5				
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	1					
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	92	92	92	92	92	92
Heavy Vehicles, %	6	1	0	5	1	0
Mvmt Flow	3	63	514	4	51	345
Major/Minor	Minor2	Major2				
Conflicting Flow All	1032	4	0	0		
Stage 1	1032	-	-	-		
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	229	1082	-	-		
Stage 1	305	-	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %				-		
Mov Cap-1 Maneuver	0	1082	-	-		
Mov Cap-2 Maneuver	0	-	-	-		
Stage 1	0	-	-	-		
Stage 2	0	-	-	-		
Approach	EB	WB				
HCM Control Delay, s	8.5					
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	WBL	WBT			
Capacity (veh/h)	1082	-	-			
HCM Lane V/C Ratio	0.061	-	-			
HCM Control Delay (s)	8.5	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.2	-	-			

Intersection

Int Delay, s/veh 2.4

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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	0	13	4	2	0	2	0	2	2	2
Mvmt Flow	0	222	95	142	468	0	12	2	57	1	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	468	0	0	317	0	0	1025	1022	270	1051	1069	468
Stage 1	-	-	-	-	-	-	270	270	-	752	752	-
Stage 2	-	-	-	-	-	-	755	752	-	299	317	-
Critical Hdwy	4.12	-	-	4.23	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.317	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1094	-	-	1183	-	-	215	236	774	205	221	595
Stage 1	-	-	-	-	-	-	740	686	-	402	418	-
Stage 2	-	-	-	-	-	-	404	418	-	710	654	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1094	-	-	1183	-	-	184	198	774	165	185	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	184	198	-	165	185	-
Stage 1	-	-	-	-	-	-	740	686	-	402	350	-
Stage 2	-	-	-	-	-	-	333	350	-	656	654	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2	13.9	25.6
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	474	1094	-	-	1183	-	-	181
HCM Lane V/C Ratio	0.149	-	-	-	0.12	-	-	0.036
HCM Control Delay (s)	13.9	0	-	-	8.5	0	-	25.6
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.5	0	-	-	0.4	-	-	0.1

Intersection												
Int Delay, s/veh	1.1											
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	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	192	30	85	611	0	3	0	24	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	611	0	0	222	0	0	988	988	207	1000	1003	611
Stage 1	-	-	-	-	-	-	207	207	-	781	781	-
Stage 2	-	-	-	-	-	-	781	781	-	219	222	-
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	968	-	-	1347	-	-	226	247	833	222	242	494
Stage 1	-	-	-	-	-	-	795	731	-	388	405	-
Stage 2	-	-	-	-	-	-	388	405	-	783	720	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	968	-	-	1347	-	-	210	223	833	200	219	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	223	-	200	219	-
Stage 1	-	-	-	-	-	-	795	731	-	388	366	-
Stage 2	-	-	-	-	-	-	351	366	-	761	720	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1			11.1			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	614	968	-	-	1347	-	-	-				
HCM Lane V/C Ratio	0.044	-	-	-	0.063	-	-	-				
HCM Control Delay (s)	11.1	0	-	-	7.9	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	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
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		0.986			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	1488	0
Flt Permitted	0.138			0.138				0.712		0.293		
Satd. Flow (perm)	253	3527	0	257	3525	0	0	1267	1599	509	1488	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			1				258		40	
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	1203	121	293	1215	8	303	66	349	47	36	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1324	0	293	1223	0	0	369	349	47	76	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)	34.0	34.0		42.9	42.9		24.0	24.0	24.0	24.0	24.0	
Actuated g/C Ratio	0.38	0.38		0.48	0.48		0.27	0.27	0.27	0.27	0.27	
v/c Ratio	0.03	0.99		0.82	0.73		1.09	0.57	0.35	0.18		
Control Delay	17.8	50.4		45.3	18.8		110.7	12.0	35.4	15.4		
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		
Total Delay	17.8	50.4		45.3	18.8		110.7	12.0	35.4	15.4		
LOS	B	D		D	B		F	B	D	B		
Approach Delay		50.3			23.9		62.7				23.1	
Approach LOS		D			C		E				C	
Queue Length 50th (ft)	2	383		86	230		~239	40	22	15		
Queue Length 95th (ft)	9	#542		#218	351		#410	123	56	50		
Internal Link Dist (ft)		1051			562		414				339	
Turn Bay Length (ft)	200			335				100	105			
Base Capacity (vph)	659	1341		357	1679		337	615	135	426		
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		0.82	0.73		1.09	0.57	0.35	0.18		
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: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.09												
Intersection Signal Delay: 41.0						Intersection LOS: D						
Intersection Capacity Utilization 89.4%						ICU Level of Service E						
Analysis Period (min) 15												

Lanes, Volumes, Timings

1: Barger Street & US Route 6

02/01/2024

~ 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) 40 s	 Ø2 20 s	 Ø3 30 s
 Ø5 (R) 40 s	 Ø6 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	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
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			524						37
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	1370	229	0	1399	524	0	0	0	172	0	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1370	229	0	1399	524	0	0	0	172	0	117
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

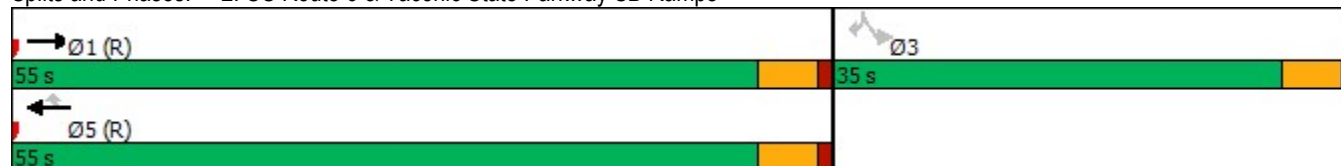
2: US Route 6 & Taconic State Parkway SB Ramps

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 Effect Green (s)		67.0	90.0		67.0	67.0				13.0		13.0
Actuated g/C Ratio		0.74	1.00		0.74	0.74				0.14		0.14
v/c Ratio		0.52	0.14		0.54	0.39				0.66		0.44
Control Delay		2.4	0.1		5.5	1.4				47.9		28.5
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		2.4	0.1		5.5	1.4				47.9		28.5
LOS		A	A		A	A				D		C
Approach Delay		2.1			4.4						40.0	
Approach LOS		A			A						D	
Queue Length 50th (ft)		15	0		114	0				94		42
Queue Length 95th (ft)		m32	m0		211	51				149		87
Internal Link Dist (ft)		562			826			202			450	
Turn Bay Length (ft)			325			600						105
Base Capacity (vph)		2659	1599		2607	1335				601		563
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		0.52	0.14		0.54	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 Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.66												
Intersection Signal Delay: 6.1	Intersection LOS: A											
Intersection Capacity Utilization 51.8%	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)	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
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			0.086		0.950	
Satd. Flow (perm)	3574	1615	163	3539	1865	2937
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		226				34
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)	1315	226	189	1663	260	1084
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1315	226	189	1663	260	1084
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)	41.8	41.8	63.1	63.1	16.9	38.2
Actuated g/C Ratio	0.46	0.46	0.70	0.70	0.19	0.42
v/c Ratio	0.79	0.26	0.46	0.67	0.74	0.86
Control Delay	19.7	2.5	16.5	10.1	47.3	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	2.5	16.5	10.1	47.3	30.3
LOS	B	A	B	B	D	C
Approach Delay	17.2			10.7	33.6	
Approach LOS	B			B	C	
Queue Length 50th (ft)	199	4	40	240	141	288
Queue Length 95th (ft)	242	13	118	395	206	384
Internal Link Dist (ft)	826			657	841	
Turn Bay Length (ft)		550	150		440	280
Base Capacity (vph)	1658	870	413	2482	518	1267
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	0.26	0.46	0.67	0.50	0.86

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: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 19.3

Intersection LOS: B

Intersection Capacity Utilization 76.7%

ICU Level of Service D

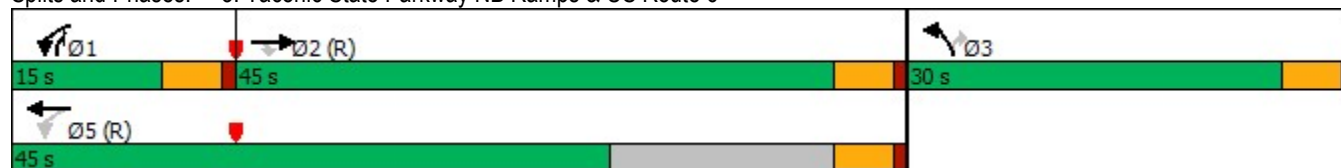
Analysis Period (min) 15

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)	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
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		0.985			0.972				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3574	1599	1678	3546	0	3385	1782	0	1685	1900	1507
Flt Permitted	0.117			0.158			0.950			0.950		
Satd. Flow (perm)	215	3574	1599	279	3546	0	3385	1782	0	1685	1900	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			408		11			10				238
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)	238	1088	408	32	859	93	348	170	39	83	136	238
Shared Lane Traffic (%)												
Lane Group Flow (vph)	238	1088	408	32	952	0	348	209	0	83	136	238
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
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)	43.8	36.5	36.5	31.8	25.3		14.8	14.8		12.1	12.1	12.1
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	0.74	0.45	0.16	0.94		0.62	0.69		0.36	0.53	0.58
Control Delay	34.9	29.3	4.4	16.6	49.7		40.4	46.6		40.6	44.4	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.9	29.3	4.4	16.6	49.7		40.4	46.6		40.6	44.4	11.2
LOS	C	C	A	B	D		D	D		D	D	B
Approach Delay		24.2			48.6			42.7			26.4	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	83	301	0	9	280		94	106		44	74	0
Queue Length 95th (ft)	#204	#492	65	28	#480		152	197		91	135	65
Internal Link Dist (ft)		795			2315			1026			583	
Turn Bay Length (ft)	415		335	280			350			110		110
Base Capacity (vph)	367	1467	897	270	1017		694	373		345	389	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	0.65	0.74	0.45	0.12	0.94		0.50	0.56		0.24	0.35	0.48

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 88.8

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 33.7

Intersection LOS: C

Intersection Capacity Utilization 72.4%

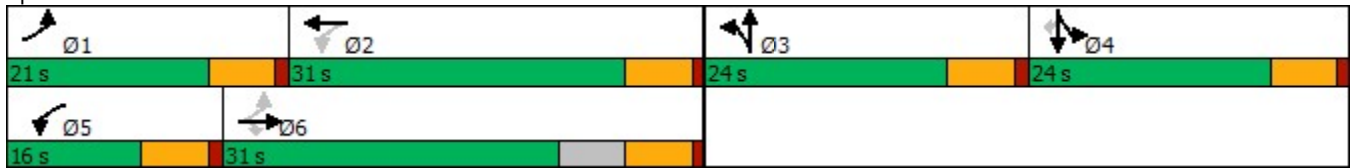
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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)	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
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		0.989			0.992				0.850		0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3500	0	1711	3628	0	1711	1801	1531	1711	1633	0
Flt Permitted	0.225			0.132			0.950			0.950		
Satd. Flow (perm)	405	3500	0	238	3628	0	1711	1801	1531	1711	1633	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			6				174		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	
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)	95	1032	84	109	807	45	64	110	115	41	70	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	1116	0	109	852	0	64	110	115	41	183	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)	35.1	29.6		36.2	30.2		9.3	9.3	9.3	9.7	9.7	
Actuated g/C Ratio	0.45	0.38		0.46	0.39		0.12	0.12	0.12	0.12	0.12	
v/c Ratio	0.32	0.84		0.43	0.60		0.31	0.51	0.34	0.19	0.68	
Control Delay	14.2	31.4		16.9	23.4		38.5	43.9	4.4	35.2	35.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	14.2	31.4		16.9	23.4		38.5	43.9	4.4	35.2	35.1	
LOS	B	C		B	C		D	D	A	D	D	
Approach Delay	30.0				22.7			27.0			35.2	
Approach LOS	C				C			C			D	
Queue Length 50th (ft)	22	266		25	177		30	53	0	19	53	
Queue Length 95th (ft)	56	#486		63	298		72	111	15	50	127	
Internal Link Dist (ft)	2315				2020			460			1403	
Turn Bay Length (ft)	280			400			85			100		
Base Capacity (vph)	366	1405		311	1480		342	359	445	342	385	
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	0.79		0.35	0.58		0.19	0.31	0.26	0.12	0.48	
Intersection Summary												
Area Type:	Other											
Cycle Length: 94												
Actuated Cycle Length: 77.9												
Natural Cycle: 95												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.84												
Intersection Signal Delay: 27.5						Intersection LOS: C						
Intersection Capacity Utilization 68.1%						ICU Level of Service C						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

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

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

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

02/01/2024

Intersection												
Int Delay, s/veh	34.4											
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	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	673	1700	26	5	1420	20	23	0	28	5	0	410
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1440	0	0	1726	0	0	3779	4509	863	3636	4512	720
Stage 1	-	-	-	-	-	-	3059	3059	-	1440	1440	-
Stage 2	-	-	-	-	-	-	720	1450	-	2196	3072	-
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	~ 477	-	-	353	-	-	~ 1	1	298	~ 2	1	~ 375
Stage 1	-	-	-	-	-	-	~ 8	30	-	142	200	-
Stage 2	-	-	-	-	-	-	337	198	-	47	29	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 477	-	-	353	-	-	-	0	298	-	0	~ 375
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 8	0	-	142	197	-
Stage 2	-	-	-	-	-	-	-	195	-	-	0	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	61.8			0.1								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	~ 477	-	-	353	-	-	-				
HCM Lane V/C Ratio	-	1.411	-	-	0.015	-	-	-				
HCM Control Delay (s)	-	220.3	-	-	15.4	-	-	-				
HCM Lane LOS	-	F	-	-	C	-	-	-				
HCM 95th %tile Q(veh)	-	32.3	-	-	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 1.4

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 92 92 92 92 92 92

Heavy Vehicles, % 1 0 0 2 2 0

Mvmt Flow 7 64 351 8 77 615

Major/Minor Minor2 Major2

Conflicting Flow All 710 8 0 0

Stage 1 710 - - -

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 360 1080 - -

Stage 1 438 - - -

Stage 2 - - - -

Platoon blocked, % -

Mov Cap-1 Maneuver 0 1080 - -

Mov Cap-2 Maneuver 0 - - -

Stage 1 0 - - -

Stage 2 0 - - -

Approach EB WB

HCM Control Delay, s 8.6

HCM LOS A

Minor Lane/Major Mvmt EBLn1 WBL WBT

Capacity (veh/h) 1080 - -

HCM Lane V/C Ratio 0.065 - -

HCM Control Delay (s) 8.6 - -

HCM Lane LOS A - -

HCM 95th %tile Q(veh) 0.2 - -

Intersection												
Int Delay, s/veh	6											
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	1	0	0	2	2	0	2	0	2	2	2
Mvmt Flow	0	491	95	125	307	1	26	5	225	1	2	0
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	308	0	0	586	0	0	1098	1097	539	1212	1144	308
Stage 1	-	-	-	-	-	-	539	539	-	558	558	-
Stage 2	-	-	-	-	-	-	559	558	-	654	586	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1253	-	-	999	-	-	192	213	546	159	200	732
Stage 1	-	-	-	-	-	-	530	522	-	514	512	-
Stage 2	-	-	-	-	-	-	517	512	-	456	497	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	999	-	-	168	181	546	81	170	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	181	-	81	170	-
Stage 1	-	-	-	-	-	-	530	522	-	514	435	-
Stage 2	-	-	-	-	-	-	437	435	-	265	497	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		2.6			25.1			34.8			
HCM LOS						D			D			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	429	1253	-	-	999	-	-	124				
HCM Lane V/C Ratio	0.598	-	-	-	0.125	-	-	0.026				
HCM Control Delay (s)	25.1	0	-	-	9.1	0	-	34.8				
HCM Lane LOS	D	A	-	-	A	A	-	D				
HCM 95th %tile Q(veh)	3.8	0	-	-	0.4	-	-	0.1				

Intersection												
Int Delay, s/veh	3.9											
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	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	680	51	66	360	0	29	0	137	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	360	0	0	731	0	0	1198	1198	706	1266	1223	360
Stage 1	-	-	-	-	-	-	706	706	-	492	492	-
Stage 2	-	-	-	-	-	-	492	492	-	774	731	-
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	1199	-	-	873	-	-	162	186	436	146	179	684
Stage 1	-	-	-	-	-	-	427	439	-	558	548	-
Stage 2	-	-	-	-	-	-	558	548	-	391	427	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1199	-	-	873	-	-	150	169	436	93	162	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	169	-	93	162	-
Stage 1	-	-	-	-	-	-	427	439	-	558	496	-
Stage 2	-	-	-	-	-	-	506	496	-	268	427	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.5			27			0		
HCM LOS							D			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	326	1199	-	-	873	-	-	-				
HCM Lane V/C Ratio	0.51	-	-	-	0.076	-	-	-				
HCM Control Delay (s)	27	0	-	-	9.5	0	-	0				
HCM Lane LOS	D	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	2.7	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)	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
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		0.929	
Flt Protected	0.950			0.950				0.962		0.950		
Satd. Flow (prot)	1745	3532	0	1787	3551	0	0	1767	1583	1652	1584	0
Flt Permitted	0.149			0.149				0.735		0.484		
Satd. Flow (perm)	274	3532	0	280	3551	0	0	1350	1583	841	1584	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4				277		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	
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)	50	1299	104	252	1213	50	175	49	277	47	30	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	1403	0	252	1263	0	0	224	277	47	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			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)	39.1	39.1		40.9	40.9			18.9	18.9	18.9	18.9	
Actuated g/C Ratio	0.43	0.43		0.45	0.45			0.21	0.21	0.21	0.21	
v/c Ratio	0.16	0.91		0.70	0.78			0.79	0.50	0.27	0.16	
Control Delay	18.2	35.7		35.5	20.7			52.7	6.9	31.7	17.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	18.2	35.7		35.5	20.7			52.7	6.9	31.7	17.3	
LOS	B	D		D	C			D	A	C	B	
Approach Delay		35.1			23.2			27.4			23.8	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	17	388		76	212			119	0	22	14	
Queue Length 95th (ft)	42	#595		#187	354			191	58	51	42	
Internal Link Dist (ft)		1051			562			414			339	
Turn Bay Length (ft)	200			335					100	105		
Base Capacity (vph)	674	1540		361	1614			360	625	224	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	0.07	0.91		0.70	0.78			0.62	0.44	0.21	0.13	
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: 28.6				Intersection LOS: C								
Intersection Capacity Utilization 81.9%				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	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
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)			224			561						35
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	1341	282	0	1413	561	0	0	0	160	0	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1341	282	0	1413	561	0	0	0	160	0	102
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

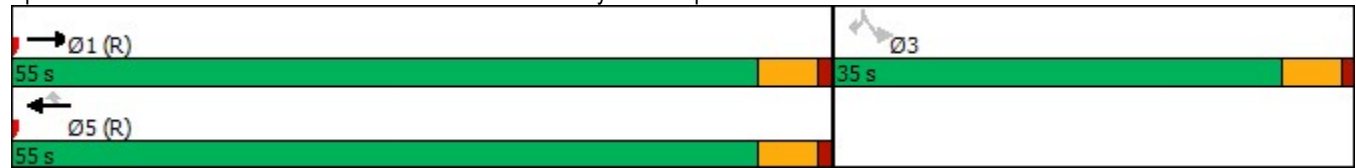
2: US Route 6 & Taconic State Parkway SB Ramps

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)		67.5	90.0		67.5	67.5				12.5		12.5
Actuated g/C Ratio		0.75	1.00		0.75	0.75				0.14		0.14
v/c Ratio		0.50	0.17		0.52	0.42				0.64		0.40
Control Delay		1.6	0.1		4.9	1.1				47.9		27.7
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		1.6	0.1		4.9	1.1				47.9		27.7
LOS		A	A		A	A				D		C
Approach Delay		1.4			3.8						40.0	
Approach LOS		A			A						D	
Queue Length 50th (ft)		15	0		124	0				87		35
Queue Length 95th (ft)		m30	m0		164	25				142		77
Internal Link Dist (ft)		562			826			202			450	
Turn Bay Length (ft)			325			600						105
Base Capacity (vph)		2682	1615		2709	1351				601		561
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	0.17		0.52	0.42				0.27		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 Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.64												
Intersection Signal Delay: 5.2	Intersection LOS: A											
Intersection Capacity Utilization 51.6%	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)	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
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			0.110		0.950	
Satd. Flow (perm)	3574	1615	209	3574	1865	2937
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		155				31
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)	1346	155	171	1837	137	648
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1346	155	171	1837	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
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)	50.8	50.8	69.0	69.0	11.0	29.2
Actuated g/C Ratio	0.56	0.56	0.77	0.77	0.12	0.32
v/c Ratio	0.67	0.16	0.44	0.67	0.60	0.67
Control Delay	12.9	2.4	9.3	7.1	47.9	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	2.4	9.3	7.1	47.9	28.0
LOS	B	A	A	A	D	C
Approach Delay	11.8			7.3	31.5	
Approach LOS	B			A	C	
Queue Length 50th (ft)	161	0	20	207	75	169
Queue Length 95th (ft)	230	12	72	346	127	210
Internal Link Dist (ft)	826			657	841	
Turn Bay Length (ft)		550	150		440	280
Base Capacity (vph)	2018	979	393	2740	518	973
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	0.67	0.16	0.44	0.67	0.26	0.67

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: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 13.3

Intersection LOS: B

Intersection Capacity Utilization 63.4%

ICU Level of Service B

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)	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
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			0.944				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3539	1615	1711	3671	0	3385	1727	0	1685	1900	1507
Flt Permitted	0.118			0.346			0.950			0.950		
Satd. Flow (perm)	217	3539	1615	623	3671	0	3385	1727	0	1685	1900	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			575		12			26				228
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)	223	740	575	38	859	103	409	120	72	72	180	296
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	740	575	38	962	0	409	192	0	72	180	296
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
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)	43.5	36.0	36.0	32.0	25.3		15.8	15.8		14.0	14.0	14.0
Actuated g/C Ratio	0.48	0.39	0.39	0.35	0.28		0.17	0.17		0.15	0.15	0.15
v/c Ratio	0.73	0.53	0.58	0.13	0.94		0.70	0.60		0.28	0.62	0.70
Control Delay	34.1	25.7	5.0	16.5	51.7		43.5	39.7		38.3	46.9	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.1	25.7	5.0	16.5	51.7		43.5	39.7		38.3	46.9	19.7
LOS	C	C	A	B	D		D	D		D	D	B
Approach Delay		19.2			50.4			42.3			31.1	
Approach LOS		B			D			D			C	
Queue Length 50th (ft)	81	195	0	12	298		118	91		38	102	36
Queue Length 95th (ft)	#172	277	80	31	#475		177	171		81	174	126
Internal Link Dist (ft)		795			2315			1026			583	
Turn Bay Length (ft)	415		335	280			350			110		110
Base Capacity (vph)	356	1393	984	360	1021		672	364		334	377	482
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	0.63	0.53	0.58	0.11	0.94		0.61	0.53		0.22	0.48	0.61

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 91.5

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 33.2

Intersection LOS: C

Intersection Capacity Utilization 75.7%

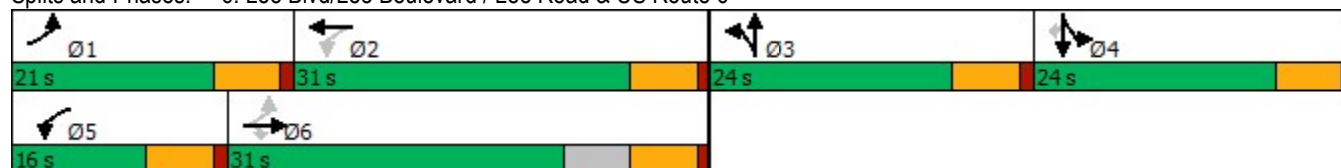
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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)	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
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		0.978			0.991				0.850		0.911	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3461	0	1711	3624	0	1711	1801	1531	1711	1640	0
Flt Permitted	0.201			0.194			0.950			0.950		
Satd. Flow (perm)	362	3461	0	349	3624	0	1711	1801	1531	1711	1640	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			7				220		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	
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)	89	679	115	138	784	51	75	80	220	37	97	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	794	0	138	835	0	75	80	220	37	238	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)	27.6	22.2		29.8	23.4		8.4	8.4	8.4	12.1	12.1	
Actuated g/C Ratio	0.38	0.30		0.41	0.32		0.12	0.12	0.12	0.17	0.17	
v/c Ratio	0.33	0.74		0.46	0.72		0.38	0.39	0.59	0.13	0.73	
Control Delay	15.5	28.4		17.3	26.8		40.2	40.0	12.8	31.8	38.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.5	28.4		17.3	26.8		40.2	40.0	12.8	31.8	38.0	
LOS	B	C		B	C		D	D	B	C	D	
Approach Delay		27.1			25.5			24.1			37.1	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	22	175		35	182		35	37	0	15	78	
Queue Length 95th (ft)	52	273		76	287		82	86	63	47	#206	
Internal Link Dist (ft)		2315			2020			460			1403	
Turn Bay Length (ft)	280			400			85			100		
Base Capacity (vph)	346	1543		348	1613		378	398	510	378	414	
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	0.51		0.40	0.52		0.20	0.20	0.43	0.10	0.57	
Intersection Summary												
Area Type:	Other											
Cycle Length: 94												
Actuated Cycle Length: 73												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.74												
Intersection Signal Delay: 27.1						Intersection LOS: C						
Intersection Capacity Utilization 64.5%						ICU Level of Service C						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

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

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

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

02/01/2024

Intersection												
Int Delay, s/veh	9.8											
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	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	450	1530	13	4	1553	5	13	0	4	3	0	441

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1558	0	0	1543	0	0	3222	4003	772	3229	4007	779
Stage 1	-	-	-	-	-	-	2437	2437	-	1564	1564	-
Stage 2	-	-	-	-	-	-	785	1566	-	1665	2443	-
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	~ 430	-	-	436	-	-	~ 4	3	344	4	3	~ 343
Stage 1	-	-	-	-	-	-	33	63	-	119	174	-
Stage 2	-	-	-	-	-	-	356	174	-	103	63	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 430	-	-	436	-	-	-	0	344	-	0	~ 343
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	33	0	-	119	172	-
Stage 2	-	-	-	-	-	-	-	172	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.8	0		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	- ~ 430	-	-	-	436	-	-	-
HCM Lane V/C Ratio	- 1.047	-	-	-	0.01	-	-	-
HCM Control Delay (s)	- 87.5	-	-	-	13.3	-	-	-
HCM Lane LOS	- F	-	-	-	B	-	-	-
HCM 95th %tile Q(veh)	- 14.3	-	-	-	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 0.9

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 92 92 92 92 92 92

Heavy Vehicles, % 1 0 0 1 0 2

Mvmt Flow 4 41 403 4 45 411

Major/Minor Minor2 Major2

Conflicting Flow All 810 4 0 0

Stage 1 810 - - -

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 315 1085 - -

Stage 1 395 - - -

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 8.5

HCM LOS A

Minor Lane/Major Mvmt EBLn1 WBL WBT

Capacity (veh/h) 1085 - -

HCM Lane V/C Ratio 0.042 - -

HCM Control Delay (s) 8.5 - -

HCM Lane LOS A - -

HCM 95th %tile Q(veh) 0.1 - -

Intersection												
Int Delay, s/veh	6.3											
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	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	1	0	0	1	2	0	2	0	2	2	2
Mvmt Flow	0	273	111	150	366	1	40	5	236	1	5	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	367	0	0	384	0	0	998	996	329	1116	1051	367
Stage 1	-	-	-	-	-	-	329	329	-	667	667	-
Stage 2	-	-	-	-	-	-	669	667	-	449	384	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1186	-	-	224	244	717	185	227	678
Stage 1	-	-	-	-	-	-	688	646	-	448	457	-
Stage 2	-	-	-	-	-	-	450	457	-	589	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1192	-	-	1186	-	-	192	205	717	107	191	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	205	-	107	191	-
Stage 1	-	-	-	-	-	-	688	646	-	448	384	-
Stage 2	-	-	-	-	-	-	373	384	-	392	611	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.5			21.2			27.2		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	498	1192	-	-	1186	-	-	169				
HCM Lane V/C Ratio	0.565	-	-	-	0.126	-	-	0.039				
HCM Control Delay (s)	21.2	0	-	-	8.5	0	-	27.2				
HCM Lane LOS	C	A	-	-	A	A	-	D				
HCM 95th %tile Q(veh)	3.5	0	-	-	0.4	-	-	0.1				

Intersection												
Int Delay, s/veh	4.3											
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	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	395	63	85	489	0	47	0	148	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	489	0	0	458	0	0	1086	1086	427	1160	1117	489
Stage 1	-	-	-	-	-	-	427	427	-	659	659	-
Stage 2	-	-	-	-	-	-	659	659	-	501	458	-
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	1074	-	-	1103	-	-	194	216	628	172	207	579
Stage 1	-	-	-	-	-	-	606	585	-	453	461	-
Stage 2	-	-	-	-	-	-	453	461	-	552	567	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1074	-	-	1103	-	-	178	193	628	121	185	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	193	-	121	185	-
Stage 1	-	-	-	-	-	-	606	585	-	453	412	-
Stage 2	-	-	-	-	-	-	405	412	-	422	567	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.3			23			0		
HCM LOS							C			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	391	1074	-	-	1103	-	-	-				
HCM Lane V/C Ratio	0.498	-	-	-	0.077	-	-	-				
HCM Control Delay (s)	23	0	-	-	8.5	0	-	0				
HCM Lane LOS	C	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	2.7	0	-	-	0.2	-	-	-				

Appendix G-8

2026 With Action With Mitigation Condition Synchro Reports

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

02/03/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	352	1006	19	9	1170	4	14	0	8	0	0	518
Future Volume (vph)	352	1006	19	9	1170	4	14	0	8	0	0	518
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
Grade (%)		0%			0%			0%			0%	
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
Ped Bike Factor												
Frt		0.997						0.949				0.865
Flt Protected	0.950			0.950				0.970				
Satd. Flow (prot)	1925	3599	0	1662	3490	0	0	1698	0	0	0	1644
Flt Permitted	0.950			0.205				0.970				
Satd. Flow (perm)	1925	3599	0	359	3490	0	0	1698	0	0	0	1644
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6						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
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%	0%	0%	5%	0%	0%	0%	0%	8%	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)	383	1093	21	10	1272	4	15	0	9	0	0	563
Shared Lane Traffic (%)												
Lane Group Flow (vph)	383	1114	0	10	1276	0	0	24	0	0	0	563
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
Turn Type	Prot	NA		Perm	NA		Perm	NA				custom
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												

Lanes, Volumes, Timings

4: E Main Street & US Route 6

02/03/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Lane Width (ft)							
Grade (%)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike 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)							
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor							
Growth Factor							
Heavy Vehicles (%)							
Bus Blockages (#/hr)							
Parking (#/hr)							
Mid-Block Traffic (%)							
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)							
Turn Type							
Protected Phases	2	3	5	6	7	11	12
Permitted Phases							
Detector Phase							
Switch Phase							

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

02/03/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		38.0	38.0		9.0	9.0				
Total Split (%)		78.9%		42.2%	42.2%		10.0%	10.0%				
Maximum Green (s)		66.0		33.0	33.0		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				
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		Max		C-Min	C-Min		None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	50.0	66.0		33.0	33.0			5.4				50.0
Actuated g/C Ratio	0.56	0.73		0.37	0.37			0.06				0.56
v/c Ratio	0.36	0.42		0.08	1.00			0.08				0.59
Control Delay	11.8	4.8		20.7	54.0			0.6				14.4
Queue Delay	0.0	0.0		0.0	0.0			0.0				8.6
Total Delay	11.9	4.8		20.7	54.0			0.6				23.0
LOS	B	A		C	D			A				C
Approach Delay		6.6			53.7			0.6			23.0	
Approach LOS		A			D			A			C	
Queue Length 50th (ft)	76	159		4	375			0				275
Queue Length 95th (ft)	239	42		16	#530			0				431
Internal Link Dist (ft)		657			795			142			74	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	1068	2642		131	1281			283				946
Starvation Cap Reductn	0	0		0	0			0				342
Spillback Cap Reductn	36	0		0	0			0				0
Storage Cap Reductn	0	0		0	0			0				0
Reduced v/c Ratio	0.37	0.42		0.08	1.00			0.08				0.93
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.00												
Intersection Signal Delay: 27.3						Intersection LOS: C						
Intersection Capacity Utilization 79.5%						ICU Level of Service D						
Analysis Period (min) 15												

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

02/03/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0
Minimum Split (s)	7.0	7.0	10.0	10.0	10.0	9.0	8.0
Total Split (s)	33.0	10.0	20.0	51.0	19.0	10.0	9.0
Total Split (%)	37%	11%	22%	57%	21%	11%	10%
Maximum Green (s)	31.0	8.0	15.0	46.0	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
Minimum Gap (s)	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
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Min	C-Max	Min	Min	Min	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct 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							

Lanes, Volumes, Timings

4: E Main Street & US Route 6

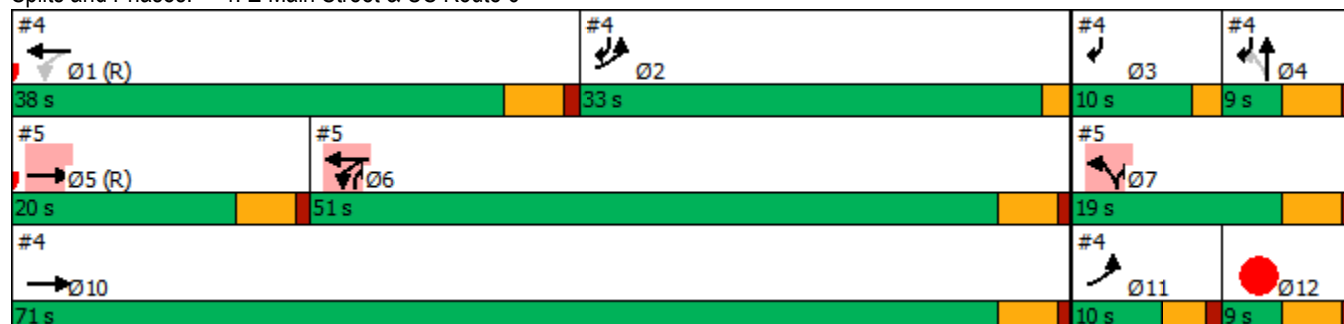
02/03/2024

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

Queue shown is maximum after two cycles.

! Phase conflict between lane groups.

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



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

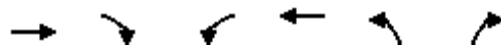
02/03/2024

												
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Lane Configurations												
Traffic Volume (vph)	6	45	473	4	39	317						
Future Volume (vph)	6	45	473	4	39	317						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	10	10	10	10	12	12						
Grade (%)	0%			0%	0%							
Storage Length (ft)		0	0		0	0						
Storage Lanes		0	0		1	1						
Taper Length (ft)			25		25							
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor												
Frt	0.882					0.850						
Flt Protected				0.953	0.950							
Satd. Flow (prot)	1539	0	0	1689	1787	1615						
Flt Permitted				0.953	0.950							
Satd. Flow (perm)	1539	0	0	1689	1787	1615						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	49					345						
Link Speed (mph)	30			30	30							
Link Distance (ft)	677			840	154							
Travel Time (s)	15.4			19.1	3.5							
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 (%)	6%	1%	0%	5%	1%	0%						
Bus Blockages (#/hr)	0	0	0	0	0	0						
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%	0%							
Adj. Flow (vph)	7	49	514	4	42	345						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	0	0	518	42	345						
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						
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						
Switch Phase												

Lane Group	Ø12
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike 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)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	
Turn Type	
Protected Phases	12
Permitted Phases	
Detector Phase	
Switch Phase	

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

02/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	3.0	5.0	5.0
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)	20.0		51.0	51.0	19.0		38.0	33.0	10.0	9.0	71.0	10.0
Total Split (%)	22.2%		56.7%	56.7%	21.1%		42%	37%	11%	10%	79%	11%
Maximum Green (s)	15.0		46.0	46.0	14.0		33.0	31.0	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
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	C-Max		Min	Min	Min		C-Min	Max	Min	None	Max	Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	15.0			46.0	14.0	65.0						
Actuated g/C Ratio	0.17			0.51	0.16	0.72						
v/c Ratio	0.19			0.60	0.15	0.27						
Control Delay	13.6			19.2	23.2	1.0						
Queue Delay	0.0			4.3	3.6	0.6						
Total Delay	13.6			23.5	26.8	1.6						
LOS	B			C	C	A						
Approach Delay	13.6			23.5	4.3							
Approach LOS	B			C	A							
Queue Length 50th (ft)	3			197	20	1						
Queue Length 95th (ft)	36			301	m55	m9						
Internal Link Dist (ft)	597			760	74							
Turn Bay Length (ft)												
Base Capacity (vph)	298			863	277	1262						
Starvation Cap Reductn	0			0	178	555						
Spillback Cap Reductn	7			263	0	0						
Storage Cap Reductn	0			0	0	0						
Reduced v/c Ratio	0.19			0.86	0.42	0.49						
Intersection Summary												
Area Type: Other												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.00												
Intersection Signal Delay: 15.2 Intersection LOS: B												
Intersection Capacity Utilization 45.6% ICU Level of Service A												
Analysis Period (min) 15												

Lane Group	Ø12
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
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct 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	

Lanes, Volumes, Timings

5: E Main Street & Old Rt 6

02/03/2024

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

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

#4 ← Ø1 (R) 38 s	#4 ↖ Ø2 33 s	#4 ↙ Ø3 10 s	#4 ↖ Ø4 9 s
#5 → Ø5 (R) 20 s	#5 ↖ Ø6 51 s	#5 ↙ Ø7 19 s	
#4 → Ø10 71 s		#4 ↖ Ø11 10 s	#4 ● Ø12 9 s

Lanes, Volumes, Timings

4: E Main Street & US Route 6

02/03/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	611	1564	24	5	1306	17	21	0	26	0	0	370
Future Volume (vph)	611	1564	24	5	1306	17	21	0	26	0	0	370
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
Grade (%)		0%			0%			0%			0%	
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
Ped Bike Factor												
Frt		0.998			0.998			0.926				0.865
Flt Protected	0.950			0.950				0.978				
Satd. Flow (prot)	1925	2719	0	1678	3483	0	0	1531	0	0	0	1644
Flt Permitted	0.950			0.102				0.978				
Satd. Flow (perm)	1925	2719	0	180	3483	0	0	1531	0	0	0	1644
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			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
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%	33%	0%	4%	0%	0%	25%	0%	2%	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)	664	1700	26	5	1420	18	23	0	28	0	0	402
Shared Lane Traffic (%)												
Lane Group Flow (vph)	664	1726	0	5	1438	0	0	51	0	0	0	402
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
Turn Type	Prot	NA		Perm	NA		Perm	NA				custom
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												

Lanes, Volumes, Timings

4: E Main Street & US Route 6

02/03/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Lane Width (ft)							
Grade (%)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike 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)							
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor							
Growth Factor							
Heavy Vehicles (%)							
Bus Blockages (#/hr)							
Parking (#/hr)							
Mid-Block Traffic (%)							
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)							
Turn Type							
Protected Phases	2	3	5	6	7	11	12
Permitted Phases							
Detector Phase							
Switch Phase							

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

02/03/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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				
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		Max		C-Min	C-Min		None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
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	0.86		0.06	0.95			0.18				0.48
Control Delay	19.9	12.7		17.6	39.0			1.4				5.4
Queue Delay	0.2	0.0		0.0	0.0			0.0				3.8
Total Delay	20.1	12.7		17.6	39.0			1.4				9.3
LOS	C	B		B	D			A				A
Approach Delay		14.8			39.0			1.4			9.3	
Approach LOS		B			D			A			A	
Queue Length 50th (ft)	254	196		2	402			0				0
Queue Length 95th (ft)	m390	532		9	#564			0				0
Internal Link Dist (ft)		657			795			142			74	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	937	2001		78	1518			280				842
Starvation Cap Reductn	0	0		0	0			0				346
Spillback Cap Reductn	23	0		0	0			0				0
Storage Cap Reductn	0	0		0	0			0				0
Reduced v/c Ratio	0.73	0.86		0.06	0.95			0.18				0.81
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.95												
Intersection Signal Delay: 22.2						Intersection LOS: C						
Intersection Capacity Utilization 85.5%						ICU Level of Service E						
Analysis Period (min) 15												

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

02/03/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	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
Minimum Gap (s)	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
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Min	C-Max	Min	Min	Min	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct 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							

Lanes, Volumes, Timings

4: E Main Street & US Route 6

02/03/2024

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

#4 ← Ø1 (R) 44 s	#4 ↙ Ø2 27 s	#4 ↙ Ø3 10 s	#4 ↖ Ø4 9 s
#5 → Ø5 (R) 37 s	#5 ↙ Ø6 34 s	#5 ↙ Ø7 19 s	
#4 → Ø10 71 s		#4 ↙ Ø11 10 s	Ø12 9 s

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

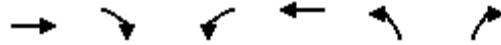
02/03/2024

	→	↘	↙	←	↖	↗						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Lane Configurations	↰			↱	↱	↱						
Traffic Volume (vph)	10	47	323	7	62	566						
Future Volume (vph)	10	47	323	7	62	566						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	10	10	10	10	12	12						
Grade (%)	0%			0%	0%							
Storage Length (ft)		0	0		0	0						
Storage Lanes		0	0		1	1						
Taper Length (ft)			25		25							
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor												
Frt	0.889					0.850						
Flt Protected				0.953	0.950							
Satd. Flow (prot)	1574	0	0	1689	1770	1615						
Flt Permitted				0.953	0.950							
Satd. Flow (perm)	1574	0	0	1689	1770	1615						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	51					615						
Link Speed (mph)	30			30	30							
Link Distance (ft)	677			840	154							
Travel Time (s)	15.4			19.1	3.5							
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%	2%	0%						
Bus Blockages (#/hr)	0	0	0	0	0	0						
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%	0%							
Adj. Flow (vph)	11	51	351	8	67	615						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	0	0	359	67	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						
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						
Switch Phase												

Lane Group	Ø12
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike 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)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	
Turn Type	
Protected Phases	12
Permitted Phases	
Detector Phase	
Switch Phase	

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

02/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	3.0	5.0	5.0
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
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	C-Max		Min	Min	Min		C-Min	Max	Min	None	Max	Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct 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	0.10			0.66	0.25	0.54						
Control Delay	8.0			33.2	17.4	2.4						
Queue Delay	0.0			1.5	8.0	1.5						
Total Delay	8.0			34.7	25.4	3.8						
LOS	A			C	C	A						
Approach Delay	8.0			34.7	6.0							
Approach LOS	A			C	A							
Queue Length 50th (ft)	4			174	30	15						
Queue Length 95th (ft)	30			271	m35	m24						
Internal Link Dist (ft)	597			760	74							
Turn Bay Length (ft)												
Base Capacity (vph)	595			544	275	1148						
Starvation Cap Reductn	0			0	170	334						
Spillback Cap Reductn	1			70	0	0						
Storage Cap Reductn	0			0	0	0						
Reduced v/c Ratio	0.10			0.76	0.64	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 Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.95												
Intersection Signal Delay: 15.4 Intersection LOS: B												
Intersection Capacity Utilization 47.5% ICU Level of Service A												
Analysis Period (min) 15												

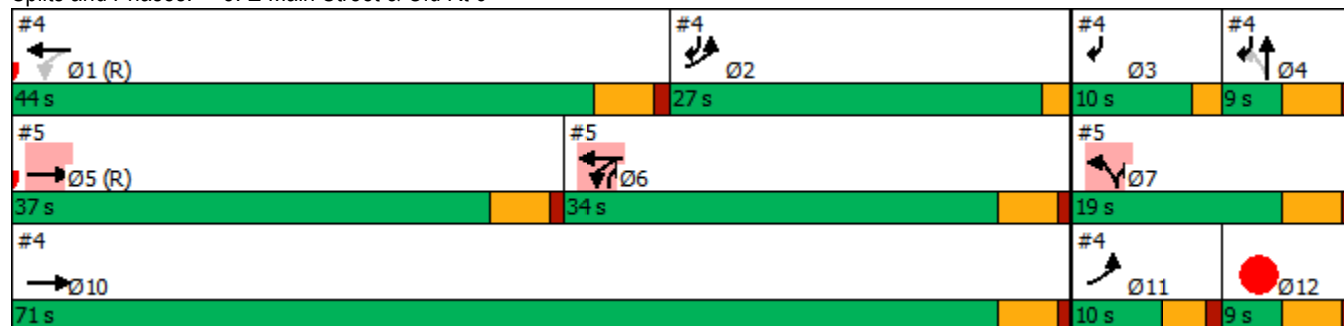
Lane Group	Ø12
Minimum Initial (s)	3.0
Minimum Split (s)	8.0
Total Split (s)	9.0
Total Split (%)	10%
Maximum Green (s)	4.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct 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	

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

02/03/2024

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

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



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

02/03/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	405	1408	12	4	1429	4	12	0	4	0	0	398
Future Volume (vph)	405	1408	12	4	1429	4	12	0	4	0	0	398
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
Grade (%)		0%			0%			0%			0%	
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
Ped Bike Factor												
Frt		0.999						0.968				0.865
Flt Protected	0.950			0.950				0.963				
Satd. Flow (prot)	1925	2411	0	1745	3490	0	0	1767	0	0	0	1644
Flt Permitted	0.950			0.106				0.963				
Satd. Flow (perm)	1925	2411	0	195	3490	0	0	1767	0	0	0	1644
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		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	
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%	50%	0%	0%	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)	440	1530	13	4	1553	4	13	0	4	0	0	433
Shared Lane Traffic (%)												
Lane Group Flow (vph)	440	1543	0	4	1557	0	0	17	0	0	0	433
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
Turn Type	Prot	NA		Perm	NA		Perm	NA				custom
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												

Lanes, Volumes, Timings

4: E Main Street & US Route 6

02/03/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Lane Width (ft)							
Grade (%)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike 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)							
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor							
Growth Factor							
Heavy Vehicles (%)							
Bus Blockages (#/hr)							
Parking (#/hr)							
Mid-Block Traffic (%)							
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)							
Turn Type							
Protected Phases	2	3	5	6	7	11	12
Permitted Phases							
Detector Phase							
Switch Phase							

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

02/03/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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				
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		Max		C-Min	C-Min		None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	42.8	66.2		40.2	40.2			5.8				42.8
Actuated g/C Ratio	0.48	0.74		0.45	0.45			0.06				0.48
v/c Ratio	0.48	0.87		0.05	1.00			0.06				0.52
Control Delay	17.5	12.4		16.0	49.0			0.4				6.1
Queue Delay	0.0	0.0		0.0	0.0			0.0				8.4
Total Delay	17.5	12.4		16.0	49.0			0.4				14.5
LOS	B	B		B	D			A				B
Approach Delay		13.5			48.9			0.4			14.5	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)	189	224		1	~455			0				1
Queue Length 95th (ft)	261	508		8	#626			0				m0
Internal Link Dist (ft)		657			795			142			74	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	916	1772		86	1557			295				824
Starvation Cap Reductn	0	0		0	0			0				347
Spillback Cap Reductn	4	0		0	0			0				0
Storage Cap Reductn	0	0		0	0			0				0
Reduced v/c Ratio	0.48	0.87		0.05	1.00			0.06				0.91
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.00												
Intersection Signal Delay: 27.4					Intersection LOS: C							
Intersection Capacity Utilization 79.3%					ICU Level of Service D							
Analysis Period (min) 15												

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

02/03/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	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
Minimum Gap (s)	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
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Min	C-Max	Min	Min	Min	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct 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							

Lanes, Volumes, Timings

4: E Main Street & US Route 6

02/03/2024

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

! Phase conflict between lane groups.

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

#4 ← Ø1 (R) 45 s	#4 ↖ Ø2 26 s	#4 ↙ Ø3 10 s	#4 ↖ Ø4 9 s
#5 → Ø5 (R) 37 s	#5 ↖ Ø6 34 s	#5 ↙ Ø7 19 s	
#4 → Ø10 71 s		#4 ↖ Ø11 10 s	Ø12 9 s

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

02/03/2024

												
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Lane Configurations												
Traffic Volume (vph)	5	27	371	4	31	378						
Future Volume (vph)	5	27	371	4	31	378						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	10	10	10	10	12	12						
Grade (%)	0%			0%	0%							
Storage Length (ft)		0	0		0	0						
Storage Lanes		0	0		1	1						
Taper Length (ft)			25		25							
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor												
Frt	0.885					0.850						
Flt Protected				0.953	0.950							
Satd. Flow (prot)	1567	0	0	1690	1805	1583						
Flt Permitted				0.953	0.950							
Satd. Flow (perm)	1567	0	0	1690	1805	1583						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	29					411						
Link Speed (mph)	30			30	30							
Link Distance (ft)	677			840	154							
Travel Time (s)	15.4			19.1	3.5							
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%	2%						
Bus Blockages (#/hr)	0	0	0	0	0	0						
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%	0%							
Adj. Flow (vph)	5	29	403	4	34	411						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	0	0	407	34	411						
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						
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						
Switch Phase												

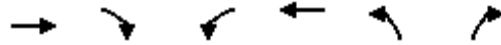
Lanes, Volumes, Timings
5: E Main Street & Old Rt 6

02/03/2024

Lane Group	Ø12
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike 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)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	
Turn Type	
Protected Phases	12
Permitted Phases	
Detector Phase	
Switch Phase	

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

02/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	3.0	5.0	5.0
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
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	C-Max		Min	Min	Min		C-Min	Max	Min	None	Max	Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct 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	0.06			0.75	0.12	0.40						
Control Delay	8.7			37.4	14.6	2.0						
Queue Delay	0.0			5.0	2.5	0.5						
Total Delay	8.7			42.3	17.2	2.5						
LOS	A			D	B	A						
Approach Delay	8.7			42.3	3.6							
Approach LOS	A			D	A							
Queue Length 50th (ft)	2			205	17	14						
Queue Length 95th (ft)	21			#325	m31	24						
Internal Link Dist (ft)	597			760	74							
Turn Bay Length (ft)												
Base Capacity (vph)	578			544	280	1036						
Starvation Cap Reductn	0			0	181	282						
Spillback Cap Reductn	1			84	0	0						
Storage Cap Reductn	0			0	0	0						
Reduced v/c Ratio	0.06			0.88	0.34	0.55						

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	19 (21%), Referenced to phase 1:WBTL and 5:, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.00
Intersection Signal Delay:	21.6
Intersection Capacity Utilization	39.9%
Analysis Period (min)	15
Intersection LOS:	C
ICU Level of Service	A

Lane Group	Ø12
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
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct 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	

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

02/03/2024

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

Queue shown is maximum after two cycles.

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

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

#4 ← Ø1 (R) 45 s	#4 ↖ Ø2 26 s	#4 ↙ Ø3 10 s	#4 ↖ Ø4 9 s
#5 → Ø5 (R) 37 s	#5 ↖ Ø6 34 s	#5 ↙ Ø7 19 s	
#4 → Ø10 71 s		#4 ↖ Ø11 10 s	#4 ↖ Ø12 9 s

2026 With Action Alternative Condition Synchro Reports

Lanes, Volumes, Timings

1: Barger Street & US Route 6

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1370	103	230	677	7	108	14	196	46	33	16
Future Volume (vph)	14	1370	103	230	677	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
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		0.952	
Flt Protected	0.950			0.950				0.958		0.950		
Satd. Flow (prot)	1631	3420	0	1687	3499	0	0	1527	1482	1685	1622	0
Flt Permitted	0.197			0.141				0.712		0.673		
Satd. Flow (perm)	338	3420	0	250	3499	0	0	1135	1482	1193	1622	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			1				213		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	1489	112	250	736	8	117	15	213	50	36	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1601	0	250	744	0	0	132	213	50	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

03/18/2024

												
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)	42.9	42.9		42.4	42.4		15.1	15.1	15.1	15.1	15.1	
Actuated g/C Ratio	0.48	0.48		0.47	0.47		0.17	0.17	0.17	0.17	0.17	
v/c Ratio	0.04	0.98		0.73	0.45		0.69	0.50	0.25	0.19	0.19	
Control Delay	15.6	43.4		42.3	15.9		52.9	8.5	33.0	23.0	23.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.6	43.4		42.3	15.9		52.9	8.5	33.0	23.0	23.0	
LOS	B	D		D	B		D	A	C	C	C	
Approach Delay		43.2			22.6		25.5				27.9	
Approach LOS		D			C		C				C	
Queue Length 50th (ft)	4	445		91	114		72	0	25	18	18	
Queue Length 95th (ft)	18	#723		#194	173		121	54	53	45	45	
Internal Link Dist (ft)		1051			562		414				339	
Turn Bay Length (ft)	200			335				100	105			
Base Capacity (vph)	649	1634		341	1649		302	551	318	445	445	
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	0.02	0.98		0.73	0.45		0.44	0.39	0.16	0.12	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: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.98												
Intersection Signal Delay: 34.0						Intersection LOS: C						
Intersection Capacity Utilization 82.3%						ICU Level of Service E						
Analysis Period (min) 15												

Lanes, Volumes, Timings

1: Barger Street & US Route 6

03/18/2024

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) 40 s	 Ø2 20 s	 Ø3 30 s
 Ø5 (R) 40 s	 Ø6 20 s	

Lanes, Volumes, Timings

2: US Route 6 & Taconic State Parkway SB Ramps

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↘		↗
Traffic Volume (vph)	0	1027	585	0	735	929	0	0	0	158	0	179
Future Volume (vph)	0	1027	585	0	735	929	0	0	0	158	0	179
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)			607			1010						165
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	1116	636	0	799	1010	0	0	0	172	0	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1116	636	0	799	1010	0	0	0	172	0	195
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

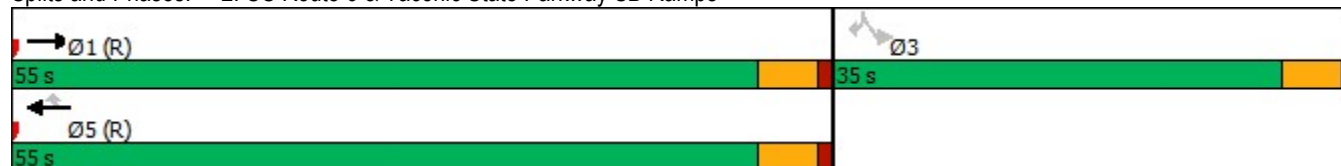
2: US Route 6 & Taconic State Parkway SB Ramps

03/18/2024

												
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)		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		0.44	0.40		0.32	0.69				0.66		0.52
Control Delay		3.0	1.1		4.2	4.5				48.0		13.2
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		3.0	1.1		4.2	4.5				48.0		13.2
LOS		A	A		A	A				D		B
Approach Delay		2.3			4.4						29.5	
Approach LOS		A			A						C	
Queue Length 50th (ft)		91	0		62	33				94		15
Queue Length 95th (ft)		m21	m0		92	76				149		71
Internal Link Dist (ft)		562			826			202			450	
Turn Bay Length (ft)			325			600						105
Base Capacity (vph)		2531	1599		2531	1459				595		648
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	0.40		0.32	0.69				0.29		0.30
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: 0.69												
Intersection Signal Delay: 5.8	Intersection LOS: A											
Intersection Capacity Utilization 61.7%	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

03/18/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↙	↑↑	↙	↗↗
Traffic Volume (vph)	1069	116	103	1599	65	308
Future Volume (vph)	1069	116	103	1599	65	308
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			0.189		0.950	
Satd. Flow (perm)	3374	1615	359	3438	1776	2908
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		126				56
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)	1162	126	112	1738	71	335
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1162	126	112	1738	71	335
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

03/18/2024



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)	62.2	62.2	73.9	74.9	8.1	17.8
Actuated g/C Ratio	0.69	0.69	0.82	0.83	0.09	0.20
v/c Ratio	0.50	0.11	0.28	0.61	0.45	0.54
Control Delay	8.3	2.0	3.9	4.7	47.0	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	2.0	3.9	4.7	47.0	29.1
LOS	A	A	A	A	D	C
Approach Delay	7.7			4.7	32.2	
Approach LOS	A			A	C	
Queue Length 50th (ft)	152	1	10	155	39	80
Queue Length 95th (ft)	151	10	24	255	78	115
Internal Link Dist (ft)	826			657	841	
Turn Bay Length (ft)		550	150		440	280
Base Capacity (vph)	2331	1154	455	2861	493	723
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	0.11	0.25	0.61	0.14	0.46
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: 0.61						
Intersection Signal Delay: 8.9				Intersection LOS: A		
Intersection Capacity Utilization 56.7%				ICU Level of Service B		
Analysis Period (min) 15						

Lanes, Volumes, Timings

3: Taconic State Parkway NB Ramps & US Route 6

03/18/2024

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



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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	352	1006	19	9	1170	4	14	0	8	4	0	518
Future Volume (vph)	352	1006	19	9	1170	4	14	0	8	4	0	518
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
Grade (%)		0%			0%			0%			0%	
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
Ped Bike Factor												
Frt		0.997						0.949			0.866	
Flt Protected	0.950			0.950				0.970				
Satd. Flow (prot)	1925	3599	0	1662	3490	0	0	1698	0	0	1810	0
Flt Permitted	0.950			0.950				0.970				
Satd. Flow (perm)	1925	3599	0	1662	3490	0	0	1698	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	
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%	0%	0%	5%	0%	0%	0%	0%	8%	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)	383	1093	21	10	1272	4	15	0	9	4	0	563
Shared Lane Traffic (%)												
Lane Group Flow (vph)	383	1114	0	10	1276	0	0	24	0	0	567	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	94.2%						ICU Level of Service F					
Analysis Period (min)	15											

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

03/18/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↗	
Traffic Volume (vph)	2	49	473	4	39	317
Future Volume (vph)	2	49	473	4	39	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.870				0.880	
Flt Protected				0.953	0.995	
Satd. Flow (prot)	1525	0	0	1689	1883	0
Flt Permitted				0.953	0.995	
Satd. Flow (perm)	1525	0	0	1689	1883	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	677			840	154	
Travel Time (s)	15.4			19.1	3.5	
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 (%)	6%	1%	0%	5%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	53	514	4	42	345
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	518	387	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	61.5%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings

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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	740	176	2	815	83	145	69	5	41	67	223
Future Volume (vph)	102	740	176	2	815	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
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		0.986			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3282	1524	1694	3518	0	2665	1813	0	1685	1900	1507
Flt Permitted	0.131			0.326			0.950			0.950		
Satd. Flow (perm)	241	3282	1488	581	3518	0	2665	1813	0	1685	1900	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191		10			3				242
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)	111	804	191	2	886	90	158	75	5	45	73	242
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	804	191	2	976	0	158	80	0	45	73	242
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
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

03/18/2024

												
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)	36.7	34.8	34.8	29.8	25.6		9.9	9.9		8.9	8.9	8.9
Actuated g/C Ratio	0.50	0.47	0.47	0.40	0.35		0.13	0.13		0.12	0.12	0.12
v/c Ratio	0.39	0.52	0.24	0.01	0.80		0.44	0.33		0.22	0.32	0.62
Control Delay	15.0	17.0	3.8	12.0	30.5		35.6	34.3		34.3	35.8	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	15.0	17.0	3.8	12.0	30.5		35.6	34.3		34.3	35.8	12.3
LOS	B	B	A	B	C		D	C		C	D	B
Approach Delay		14.5			30.4			35.2			19.8	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)	25	117	0	0	215		35	33		20	32	0
Queue Length 95th (ft)	63	270	44	4	#417		71	81		52	75	63
Internal Link Dist (ft)		795			2315			1026			583	
Turn Bay Length (ft)	415		335	280			350			110		110
Base Capacity (vph)	431	1602	824	414	1222		663	453		419	473	556
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	0.26	0.50	0.23	0.00	0.80		0.24	0.18		0.11	0.15	0.44

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 74

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 22.9

Intersection LOS: C

Intersection Capacity Utilization 58.1%

ICU Level of Service B

Analysis Period (min) 15

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

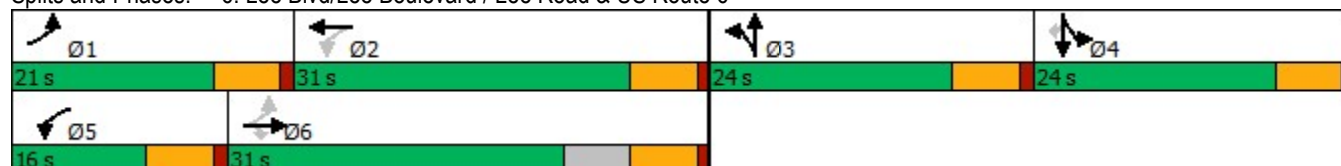
Lanes, Volumes, Timings

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

03/18/2024

Queue shown is maximum after two cycles.

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



Lanes, Volumes, Timings

7: Lee Boulevard / Lee Road & E Main Street

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	203	87	131	431	0	11	2	52	1	5	0
Future Volume (vph)	0	203	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
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt		0.959						0.892				
Flt Protected					0.988			0.992			0.992	
Satd. Flow (prot)	0	1632	0	0	1651	0	0	1680	0	0	1725	0
Flt Permitted					0.988			0.992			0.992	
Satd. Flow (perm)	0	1632	0	0	1651	0	0	1680	0	0	1725	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	
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%	6%	0%	13%	4%	2%	0%	2%	0%	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)	0	221	95	142	468	0	12	2	57	1	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	316	0	0	610	0	0	71	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												

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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	727	36	48	819	16	50	25	74	9	52	31
Future Volume (vph)	23	727	36	48	819	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
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		0.993			0.997				0.850		0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3514	0	1711	3646	0	1711	1801	1531	1711	1700	0
Flt Permitted	0.247			0.248			0.950			0.950		
Satd. Flow (perm)	445	3514	0	447	3646	0	1711	1801	1531	1711	1700	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2				174		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	
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)	25	790	39	52	890	17	54	27	80	10	57	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	829	0	52	907	0	54	27	80	10	91	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

03/18/2024

												
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)	28.9	28.4		30.9	31.0		7.2	7.2	7.2	7.6	7.6	
Actuated g/C Ratio	0.49	0.48		0.52	0.52		0.12	0.12	0.12	0.13	0.13	
v/c Ratio	0.07	0.49		0.14	0.48		0.26	0.12	0.24	0.05	0.38	
Control Delay	9.7	18.2		10.1	15.8		33.4	31.7	1.6	30.0	27.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	9.7	18.2		10.1	15.8		33.4	31.7	1.6	30.0	27.1	
LOS	A	B		B	B		C	C	A	C	C	
Approach Delay		17.9			15.5			17.4			27.4	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	5	148		10	113		20	10	0	4	24	
Queue Length 95th (ft)	17	244		29	262		60	37	0	19	74	
Internal Link Dist (ft)		2315			2020			460			1403	
Turn Bay Length (ft)	280			400			85			100		
Base Capacity (vph)	471	1987		477	2105		483	508	557	483	499	
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	0.42		0.11	0.43		0.11	0.05	0.14	0.02	0.18	
Intersection Summary												
Area Type: Other												
Cycle Length: 94												
Actuated Cycle Length: 59.4												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.49												
Intersection Signal Delay: 17.2												
Intersection LOS: B												
Intersection Capacity Utilization 51.8%												
ICU Level of Service A												
Analysis Period (min) 15												

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

03/18/2024

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

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

Lanes, Volumes, Timings

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

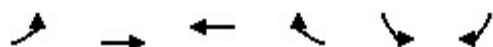
03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	176	28	78	562	0	3	0	22	0	0	0
Future Volume (vph)	0	176	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
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt		0.982						0.880				
Flt Protected					0.994			0.994				
Satd. Flow (prot)	0	1890	0	0	1728	0	0	1847	0	0	1925	0
Flt Permitted					0.994			0.994				
Satd. Flow (perm)	0	1890	0	0	1728	0	0	1847	0	0	1925	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	
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)	0	191	30	85	611	0	3	0	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	221	0	0	696	0	0	27	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%						ICU Level of Service B					
Analysis Period (min)	15											

Lanes, Volumes, Timings

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

03/18/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	198	640	1	0	0
Future Volume (vph)	0	198	640	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
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	
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 (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	215	696	1	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	215	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					

Lanes, Volumes, Timings

11: Old Jefferson Valley Hill Road (W) & Old Jefferson Valley Hill Road/Old Jefferson Valley Hill Road (E)

						
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 Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
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	
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 (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
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					

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

03/18/2024

Intersection												
Int Delay, s/veh	100.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	352	1006	19	9	1170	4	14	0	8	4	0	518
Future Vol, veh/h	352	1006	19	9	1170	4	14	0	8	4	0	518
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	383	1093	21	10	1272	4	15	0	9	4	0	563

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1276	0	0	1114	0	0	2526	3166	557	2607	3174	638
Stage 1	-	-	-	-	-	-	1870	1870	-	1294	1294	-
Stage 2	-	-	-	-	-	-	656	1296	-	1313	1880	-
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	551	-	-	606	-	-	~ 14	11	459	12	11	~ 424
Stage 1	-	-	-	-	-	-	76	123	-	175	235	-
Stage 2	-	-	-	-	-	-	426	234	-	170	121	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	551	-	-	606	-	-	-	3	459	5	3	~ 424
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	3	-	5	3	-
Stage 1	-	-	-	-	-	-	23	38	-	53	231	-
Stage 2	-	-	-	-	-	-	-	230	-	51	37	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6.4	0.1		\$ 583.1
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	551	-	-	606	-	-	258
HCM Lane V/C Ratio	-	0.694	-	-	0.016	-	-	2.199
HCM Control Delay (s)	-	25.1	-	-	11	-	-	\$ 583.1
HCM Lane LOS	-	D	-	-	B	-	-	F
HCM 95th %tile Q(veh)	-	5.4	-	-	0	-	-	43.6

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

03/18/2024

Intersection

Int Delay, s/veh 0.8

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations 

Traffic Vol, veh/h 2 49 473 4 39 317

Future Vol, veh/h 2 49 473 4 39 317

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 92 92 92 92 92 92

Heavy Vehicles, % 6 1 0 5 1 0

Mvmt Flow 2 53 514 4 42 345

Major/Minor Minor2 Major2

Conflicting Flow All 1032 4 0 0

Stage 1 1032 - - -

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 229 1082 - -

Stage 1 305 - - -

Stage 2 - - - -

Platoon blocked, % -

Mov Cap-1 Maneuver 0 1082 - -

Mov Cap-2 Maneuver 0 - - -

Stage 1 0 - - -

Stage 2 0 - - -

Approach EB WB

HCM Control Delay, s 8.5

HCM LOS A

Minor Lane/Major Mvmt EBLn1 WBL WBT

Capacity (veh/h) 1082 - -

HCM Lane V/C Ratio 0.051 - -

HCM Control Delay (s) 8.5 - -

HCM Lane LOS A - -

HCM 95th %tile Q(veh) 0.2 - -

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	203	87	131	431	0	11	2	52	1	5	0
Future Vol, veh/h	0	203	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	0	13	4	2	0	2	0	2	2	2
Mvmt Flow	0	221	95	142	468	0	12	2	57	1	5	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	468	0	0	316	0	0	1024	1021	269	1050	1068	468
Stage 1	-	-	-	-	-	-	269	269	-	752	752	-
Stage 2	-	-	-	-	-	-	755	752	-	298	316	-
Critical Hdwy	4.12	-	-	4.23	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.317	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1094	-	-	1185	-	-	216	236	775	205	222	595
Stage 1	-	-	-	-	-	-	741	687	-	402	418	-
Stage 2	-	-	-	-	-	-	404	418	-	711	655	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1094	-	-	1185	-	-	185	198	775	165	186	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	198	-	165	186	-
Stage 1	-	-	-	-	-	-	741	687	-	402	350	-
Stage 2	-	-	-	-	-	-	333	350	-	657	655	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2			13.9			25.5		
HCM LOS							B			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	476	1094	-	-	1185	-	-	182				
HCM Lane V/C Ratio	0.148	-	-	-	0.12	-	-	0.036				
HCM Control Delay (s)	13.9	0	-	-	8.5	0	-	25.5				
HCM Lane LOS	B	A	-	-	A	A	-	D				
HCM 95th %tile Q(veh)	0.5	0	-	-	0.4	-	-	0.1				

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	176	28	78	562	0	3	0	22	0	0	0
Future Vol, veh/h	0	176	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	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	191	30	85	611	0	3	0	24	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	611	0	0	221	0	0	987	987	206	999	1002	611
Stage 1	-	-	-	-	-	-	206	206	-	781	781	-
Stage 2	-	-	-	-	-	-	781	781	-	218	221	-
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	968	-	-	1348	-	-	226	247	835	222	242	494
Stage 1	-	-	-	-	-	-	796	731	-	388	405	-
Stage 2	-	-	-	-	-	-	388	405	-	784	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	968	-	-	1348	-	-	210	224	835	200	219	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	224	-	200	219	-
Stage 1	-	-	-	-	-	-	796	731	-	388	367	-
Stage 2	-	-	-	-	-	-	351	367	-	762	720	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1			11.1			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	615	968	-	-	1348	-	-	-				
HCM Lane V/C Ratio	0.044	-	-	-	0.063	-	-	-				
HCM Control Delay (s)	11.1	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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1107	111	270	1117	7	279	61	321	43	33	37
Future Volume (vph)	5	1107	111	270	1117	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
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		0.986			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	1488	0
Flt Permitted	0.138			0.138				0.712		0.293		
Satd. Flow (perm)	253	3527	0	257	3525	0	0	1267	1599	509	1488	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			1				258		40	
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	1203	121	293	1214	8	303	66	349	47	36	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1324	0	293	1222	0	0	369	349	47	76	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

03/18/2024

												
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)	34.0	34.0		42.9	42.9		24.0	24.0	24.0	24.0	24.0	
Actuated g/C Ratio	0.38	0.38		0.48	0.48		0.27	0.27	0.27	0.27	0.27	
v/c Ratio	0.03	0.99		0.82	0.73		1.09	0.57	0.35	0.18	0.18	
Control Delay	17.8	50.4		45.5	18.9		110.7	12.0	35.4	15.4	15.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	17.8	50.4		45.5	18.9		110.7	12.0	35.4	15.4	15.4	
LOS	B	D		D	B		F	B	D	B	B	
Approach Delay		50.3			24.1		62.7				23.1	
Approach LOS		D			C		E				C	
Queue Length 50th (ft)	2	383		86	229		~239	40	22	15	15	
Queue Length 95th (ft)	9	#542		#218	350		#410	123	56	50	50	
Internal Link Dist (ft)		1051			562		414				339	
Turn Bay Length (ft)	200			335				100	105			
Base Capacity (vph)	659	1341		357	1679		337	615	135	426	426	
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	0.01	0.99		0.82	0.73		1.09	0.57	0.35	0.18	0.18	
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: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.09												
Intersection Signal Delay: 41.0						Intersection LOS: D						
Intersection Capacity Utilization 89.4%						ICU Level of Service E						
Analysis Period (min) 15												

Lanes, Volumes, Timings

1: Barger Street & US Route 6

03/18/2024

~ 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)	 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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑				↑		↑
Traffic Volume (vph)	0	1260	211	0	1286	479	0	0	0	154	0	108
Future Volume (vph)	0	1260	211	0	1286	479	0	0	0	154	0	108
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			521						37
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	1370	229	0	1398	521	0	0	0	167	0	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1370	229	0	1398	521	0	0	0	167	0	117
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

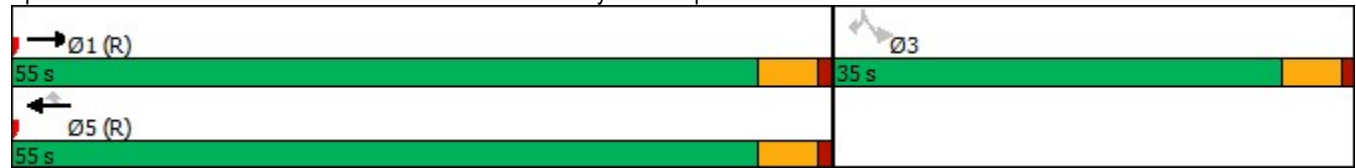
2: US Route 6 & Taconic State Parkway SB Ramps

03/18/2024

												
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)		67.2	90.0		67.2	67.2				12.8		12.8
Actuated g/C Ratio		0.75	1.00		0.75	0.75				0.14		0.14
v/c Ratio		0.51	0.14		0.53	0.39				0.65		0.45
Control Delay		2.5	0.1		5.4	1.4				47.9		28.9
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		2.5	0.1		5.4	1.4				47.9		28.9
LOS		A	A		A	A				D		C
Approach Delay		2.1			4.3						40.0	
Approach LOS		A			A						D	
Queue Length 50th (ft)		15	0		113	0				91		42
Queue Length 95th (ft)		m30	m0		208	50				146		87
Internal Link Dist (ft)		562			826			202			450	
Turn Bay Length (ft)			325			600						105
Base Capacity (vph)		2668	1599		2617	1337				601		563
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	0.14		0.53	0.39				0.28		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 Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.65												
Intersection Signal Delay: 6.1	Intersection LOS: A											
Intersection Capacity Utilization 51.6%	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

03/18/2024

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑↑
Traffic Volume (vph)	1206	208	171	1526	239	993
Future Volume (vph)	1206	208	171	1526	239	993
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			0.085		0.950	
Satd. Flow (perm)	3574	1615	162	3539	1865	2937
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		226				35
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)	1311	226	186	1659	260	1079
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1311	226	186	1659	260	1079
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

03/18/2024



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)	41.8	41.8	63.1	63.1	16.9	38.2
Actuated g/C Ratio	0.46	0.46	0.70	0.70	0.19	0.42
v/c Ratio	0.79	0.26	0.45	0.67	0.74	0.85
Control Delay	19.6	2.5	16.4	10.0	47.3	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	2.5	16.4	10.0	47.3	30.1
LOS	B	A	B	B	D	C
Approach Delay	17.1			10.7	33.5	
Approach LOS	B			B	C	
Queue Length 50th (ft)	197	4	38	238	141	285
Queue Length 95th (ft)	241	13	116	393	206	381
Internal Link Dist (ft)	826			657	841	
Turn Bay Length (ft)		550	150		440	280
Base Capacity (vph)	1661	871	411	2482	518	1265
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	0.26	0.45	0.67	0.50	0.85

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: 0.85

Intersection Signal Delay: 19.2

Intersection LOS: B

Intersection Capacity Utilization 76.4%

ICU Level of Service D

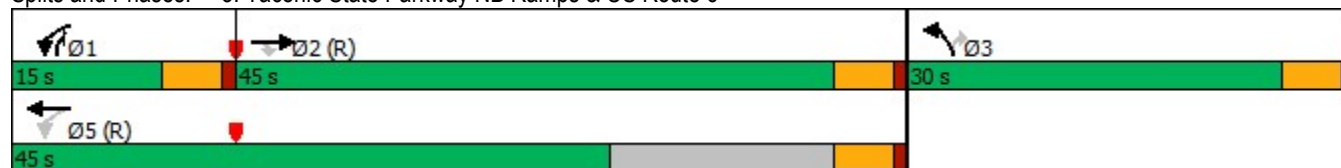
Analysis Period (min) 15

Lanes, Volumes, Timings

3: Taconic State Parkway NB Ramps & US Route 6

03/18/2024

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



Lanes, Volumes, Timings

4: E Main Street & US Route 6

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	611	1564	24	5	1306	17	21	0	26	5	0	370
Future Volume (vph)	611	1564	24	5	1306	17	21	0	26	5	0	370
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
Grade (%)		0%			0%			0%			0%	
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
Ped Bike Factor												
Frt		0.998			0.998			0.926			0.867	
Flt Protected	0.950			0.950				0.978			0.999	
Satd. Flow (prot)	1925	2719	0	1678	3483	0	0	1531	0	0	1810	0
Flt Permitted	0.950			0.950				0.978			0.999	
Satd. Flow (perm)	1925	2719	0	1678	3483	0	0	1531	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	
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%	33%	0%	4%	0%	0%	25%	0%	2%	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)	664	1700	26	5	1420	18	23	0	28	5	0	402
Shared Lane Traffic (%)												
Lane Group Flow (vph)	664	1726	0	5	1438	0	0	51	0	0	407	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	103.7%						ICU Level of Service G					
Analysis Period (min)	15											

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

03/18/2024

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	5	52	323	7	62	566
Future Volume (vph)	5	52	323	7	62	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.876				0.878	
Flt Protected				0.953	0.995	
Satd. Flow (prot)	1552	0	0	1689	1877	0
Flt Permitted				0.953	0.995	
Satd. Flow (perm)	1552	0	0	1689	1877	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	677			840	154	
Travel Time (s)	15.4			19.1	3.5	
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%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	5	57	351	8	67	615
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	359	682	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	70.0%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	1001	375	29	789	86	320	156	36	76	125	219
Future Volume (vph)	219	1001	375	29	789	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
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		0.985			0.972				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3574	1599	1678	3546	0	3385	1782	0	1685	1900	1507
Flt Permitted	0.117			0.158			0.950			0.950		
Satd. Flow (perm)	215	3574	1599	279	3546	0	3385	1782	0	1685	1900	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			408		11			10				238
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)	238	1088	408	32	858	93	348	170	39	83	136	238
Shared Lane Traffic (%)												
Lane Group Flow (vph)	238	1088	408	32	951	0	348	209	0	83	136	238
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
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

03/18/2024

												
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)	43.8	36.5	36.5	31.8	25.3		14.8	14.8		12.1	12.1	12.1
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	0.74	0.45	0.16	0.94		0.62	0.69		0.36	0.53	0.58
Control Delay	34.9	29.3	4.4	16.6	49.6		40.4	46.6		40.6	44.4	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.9	29.3	4.4	16.6	49.6		40.4	46.6		40.6	44.4	11.2
LOS	C	C	A	B	D		D	D		D	D	B
Approach Delay		24.2			48.5			42.7			26.4	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	83	301	0	9	279		94	106		44	74	0
Queue Length 95th (ft)	#204	#492	65	28	#479		152	197		91	135	65
Internal Link Dist (ft)		795			2315			1026			583	
Turn Bay Length (ft)	415		335	280			350			110		110
Base Capacity (vph)	367	1467	897	270	1017		694	373		345	389	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	0.65	0.74	0.45	0.12	0.94		0.50	0.56		0.24	0.35	0.48

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 88.8

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 33.7

Intersection LOS: C

Intersection Capacity Utilization 72.4%

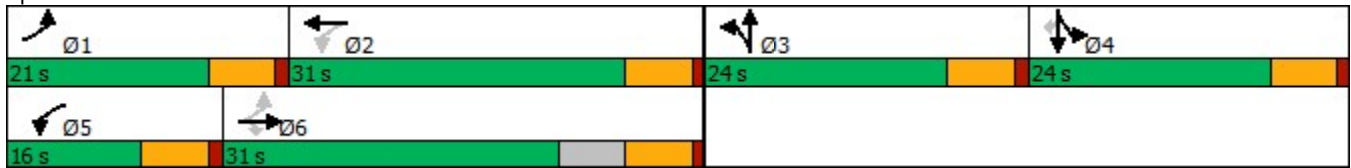
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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



Lanes, Volumes, Timings
7: Lee Boulevard / Lee Road & E Main Street

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	451	87	115	282	1	24	5	207	1	2	0
Future Volume (vph)	0	451	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
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt		0.978						0.881				
Flt Protected					0.986			0.995			0.984	
Satd. Flow (prot)	0	1720	0	0	1724	0	0	1665	0	0	1711	0
Flt Permitted					0.986			0.995			0.984	
Satd. Flow (perm)	0	1720	0	0	1724	0	0	1665	0	0	1711	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	
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%	1%	0%	0%	2%	2%	0%	2%	0%	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)	0	490	95	125	307	1	26	5	225	1	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	585	0	0	433	0	0	256	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%											
Analysis Period (min)	15											
ICU Level of Service D												

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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	949	77	100	741	41	59	101	106	38	64	104
Future Volume (vph)	87	949	77	100	741	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
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		0.989			0.992				0.850		0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3500	0	1711	3628	0	1711	1801	1531	1711	1633	0
Flt Permitted	0.226			0.132			0.950			0.950		
Satd. Flow (perm)	407	3500	0	238	3628	0	1711	1801	1531	1711	1633	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			6				174		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	
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)	95	1032	84	109	805	45	64	110	115	41	70	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	1116	0	109	850	0	64	110	115	41	183	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

03/18/2024

												
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)	35.1	29.6		36.2	30.2		9.3	9.3	9.3	9.7	9.7	
Actuated g/C Ratio	0.45	0.38		0.46	0.39		0.12	0.12	0.12	0.12	0.12	
v/c Ratio	0.32	0.84		0.43	0.60		0.31	0.51	0.34	0.19	0.68	
Control Delay	14.2	31.4		16.9	23.4		38.5	43.9	4.4	35.2	35.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	14.2	31.4		16.9	23.4		38.5	43.9	4.4	35.2	35.1	
LOS	B	C		B	C		D	D	A	D	D	
Approach Delay	30.0				22.7			27.0			35.2	
Approach LOS	C				C			C			D	
Queue Length 50th (ft)	22	266		25	176		30	53	0	19	53	
Queue Length 95th (ft)	56	#486		63	298		72	111	15	50	127	
Internal Link Dist (ft)	2315				2020			460			1403	
Turn Bay Length (ft)	280			400			85			100		
Base Capacity (vph)	367	1405		311	1480		342	359	445	342	385	
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	0.79		0.35	0.57		0.19	0.31	0.26	0.12	0.48	
Intersection Summary												
Area Type:	Other											
Cycle Length: 94												
Actuated Cycle Length: 77.9												
Natural Cycle: 95												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.84												
Intersection Signal Delay: 27.5						Intersection LOS: C						
Intersection Capacity Utilization 68.1%						ICU Level of Service C						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

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

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

Lanes, Volumes, Timings

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

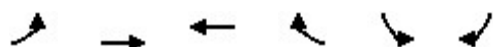
03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	625	47	61	331	0	27	0	126	0	0	0
Future Volume (vph)	0	625	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
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt		0.991						0.889				
Flt Protected					0.992			0.991				
Satd. Flow (prot)	0	1908	0	0	1725	0	0	1860	0	0	1925	0
Flt Permitted					0.992			0.991				
Satd. Flow (perm)	0	1908	0	0	1725	0	0	1860	0	0	1925	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	
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)	0	679	51	66	360	0	29	0	137	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	730	0	0	426	0	0	166	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	75.8%						ICU Level of Service D					
Analysis Period (min)	15											

Lanes, Volumes, Timings

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

03/18/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	751	392	2	0	0
Future Volume (vph)	0	751	392	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
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	
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 (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	816	426	2	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	816	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					

Lanes, Volumes, Timings

11: Old Jefferson Valley Hill Road (W) & Old Jefferson Valley Road/Old Jefferson Valley Hill Road (E)

	→	↘	↙	←	↖	↗
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 Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
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	
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 (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
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					

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

03/18/2024

Intersection												
Int Delay, s/veh	32.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	611	1564	24	5	1306	17	21	0	26	5	0	370
Future Vol, veh/h	611	1564	24	5	1306	17	21	0	26	5	0	370
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	664	1700	26	5	1420	18	23	0	28	5	0	402
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1438	0	0	1726	0	0	3761	4489	863	3617	4493	719
Stage 1	-	-	-	-	-	-	3041	3041	-	1439	1439	-
Stage 2	-	-	-	-	-	-	720	1448	-	2178	3054	-
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	~ 478	-	-	353	-	-	~ 1	1	298	~ 2	1	~ 375
Stage 1	-	-	-	-	-	-	~ 9	30	-	142	200	-
Stage 2	-	-	-	-	-	-	337	198	-	49	30	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 478	-	-	353	-	-	-	0	298	-	0	~ 375
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 9	0	-	142	197	-
Stage 2	-	-	-	-	-	-	-	195	-	-	0	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	58.7			0.1								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)		- ~ 478	-	-	353	-	-	-				
HCM Lane V/C Ratio		- 1.389	-	-	0.015	-	-	-				
HCM Control Delay (s)		- 211.4	-	-	15.4	-	-	-				
HCM Lane LOS		- F	-	-	C	-	-	-				
HCM 95th %tile Q(veh)		- 31.2	-	-	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

03/18/2024

Intersection

Int Delay, s/veh 1.3

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations 

Traffic Vol, veh/h 5 52 323 7 62 566

Future Vol, veh/h 5 52 323 7 62 566

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 92 92 92 92 92 92

Heavy Vehicles, % 1 0 0 2 2 0

Mvmt Flow 5 57 351 8 67 615

Major/Minor Minor2 Major2

Conflicting Flow All 710 8 0 0

Stage 1 710 - - -

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 360 1080 - -

Stage 1 438 - - -

Stage 2 - - - -

Platoon blocked, % -

Mov Cap-1 Maneuver 0 1080 - -

Mov Cap-2 Maneuver 0 - - -

Stage 1 0 - - -

Stage 2 0 - - -

Approach EB WB

HCM Control Delay, s 8.5

HCM LOS A

Minor Lane/Major Mvmt EBLn1 WBL WBT

Capacity (veh/h) 1080 - -

HCM Lane V/C Ratio 0.057 - -

HCM Control Delay (s) 8.5 - -

HCM Lane LOS A - -

HCM 95th %tile Q(veh) 0.2 - -

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	451	87	115	282	1	24	5	207	1	2	0
Future Vol, veh/h	0	451	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	1	0	0	2	2	0	2	0	2	2	2
Mvmt Flow	0	490	95	125	307	1	26	5	225	1	2	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	308	0	0	585	0	0	1097	1096	538	1211	1143	308
Stage 1	-	-	-	-	-	-	538	538	-	558	558	-
Stage 2	-	-	-	-	-	-	559	558	-	653	585	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1253	-	-	1000	-	-	192	213	547	159	200	732
Stage 1	-	-	-	-	-	-	531	522	-	514	512	-
Stage 2	-	-	-	-	-	-	517	512	-	456	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1000	-	-	168	181	547	81	170	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	181	-	81	170	-
Stage 1	-	-	-	-	-	-	531	522	-	514	435	-
Stage 2	-	-	-	-	-	-	437	435	-	266	498	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.6			25			34.8		
HCM LOS							D			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	430	1253	-	-	1000	-	-	124				
HCM Lane V/C Ratio	0.597	-	-	-	0.125	-	-	0.026				
HCM Control Delay (s)	25	0	-	-	9.1	0	-	34.8				
HCM Lane LOS	D	A	-	-	A	A	-	D				
HCM 95th %tile Q(veh)	3.8	0	-	-	0.4	-	-	0.1				

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	625	47	61	331	0	27	0	126	0	0	0
Future Vol, veh/h	0	625	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	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	679	51	66	360	0	29	0	137	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	360	0	0	730	0	0	1197	1197	705	1265	1222	360
Stage 1	-	-	-	-	-	-	705	705	-	492	492	-
Stage 2	-	-	-	-	-	-	492	492	-	773	730	-
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	1199	-	-	874	-	-	163	186	436	146	180	684
Stage 1	-	-	-	-	-	-	427	439	-	558	548	-
Stage 2	-	-	-	-	-	-	558	548	-	392	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1199	-	-	874	-	-	151	169	436	93	163	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	169	-	93	163	-
Stage 1	-	-	-	-	-	-	427	439	-	558	496	-
Stage 2	-	-	-	-	-	-	506	496	-	269	428	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.5			26.9			0		
HCM LOS							D			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	327	1199	-	-	874	-	-	-				
HCM Lane V/C Ratio	0.509	-	-	-	0.076	-	-	-				
HCM Control Delay (s)	26.9	0	-	-	9.5	0	-	0				
HCM Lane LOS	D	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	2.7	0	-	-	0.2	-	-	-				

Lanes, Volumes, Timings

1: Barger Street & US Route 6

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	1194	96	232	1116	46	161	45	255	43	28	25
Future Volume (vph)	46	1194	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
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		0.929	
Flt Protected	0.950			0.950				0.962		0.950		
Satd. Flow (prot)	1745	3532	0	1787	3551	0	0	1767	1583	1652	1584	0
Flt Permitted	0.149			0.149				0.735		0.484		
Satd. Flow (perm)	274	3532	0	280	3551	0	0	1350	1583	841	1584	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4				277		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	
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)	50	1298	104	252	1213	50	175	49	277	47	30	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	1402	0	252	1263	0	0	224	277	47	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			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

03/18/2024

												
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)	39.1	39.1		40.9	40.9			18.9	18.9	18.9	18.9	
Actuated g/C Ratio	0.43	0.43		0.45	0.45			0.21	0.21	0.21	0.21	
v/c Ratio	0.16	0.91		0.70	0.78			0.79	0.50	0.27	0.16	
Control Delay	18.2	35.6		35.7	21.0			52.7	6.9	31.7	17.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	18.2	35.6		35.7	21.0			52.7	6.9	31.7	17.3	
LOS	B	D		D	C			D	A	C	B	
Approach Delay		35.0			23.4			27.4			23.8	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	17	388		76	210			119	0	22	14	
Queue Length 95th (ft)	42	#594		#187	354			191	58	51	42	
Internal Link Dist (ft)		1051			562			414			339	
Turn Bay Length (ft)	200			335					100	105		
Base Capacity (vph)	674	1540		361	1614			360	625	224	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	0.07	0.91		0.70	0.78			0.62	0.44	0.21	0.13	
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: 28.7				Intersection LOS: C								
Intersection Capacity Utilization 81.9%				ICU Level of Service D								
Analysis Period (min) 15												

Lanes, Volumes, Timings

1: Barger Street & US Route 6

03/18/2024

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 (R) 40 s	 Ø2 20 s	 Ø3 30 s
 Ø5 (R) 40 s	 Ø6 20 s	

Lanes, Volumes, Timings

2: US Route 6 & Taconic State Parkway SB Ramps

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑				↑		↑
Traffic Volume (vph)	0	1233	259	0	1300	512	0	0	0	143	0	94
Future Volume (vph)	0	1233	259	0	1300	512	0	0	0	143	0	94
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)			224			557						35
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	1340	282	0	1413	557	0	0	0	155	0	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1340	282	0	1413	557	0	0	0	155	0	102
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

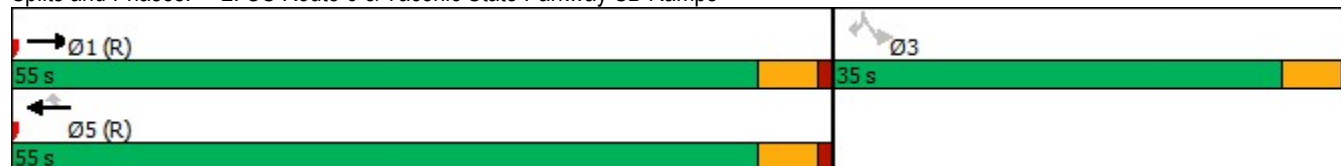
2: US Route 6 & Taconic State Parkway SB Ramps

03/18/2024

												
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)		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	0.17		0.52	0.41				0.64		0.41
Control Delay		1.6	0.1		4.7	1.1				48.1		28.1
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		1.6	0.1		4.7	1.1				48.1		28.1
LOS		A	A		A	A				D		C
Approach Delay		1.3			3.7						40.1	
Approach LOS		A			A						D	
Queue Length 50th (ft)		15	0		123	0				85		35
Queue Length 95th (ft)		m27	m0		161	25				139		77
Internal Link Dist (ft)		562			826			202			450	
Turn Bay Length (ft)			325			600						105
Base Capacity (vph)		2692	1615		2720	1354				601		561
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	0.17		0.52	0.41				0.26		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 Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.64												
Intersection Signal Delay: 5.1	Intersection LOS: A											
Intersection Capacity Utilization 51.4%	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

03/18/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗↗
Traffic Volume (vph)	1233	143	153	1686	126	592
Future Volume (vph)	1233	143	153	1686	126	592
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			0.112		0.950	
Satd. Flow (perm)	3574	1615	213	3574	1865	2937
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		155				31
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)	1340	155	166	1833	137	643
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1340	155	166	1833	137	643
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

03/18/2024



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)	50.9	50.9	69.0	69.0	11.0	29.1
Actuated g/C Ratio	0.57	0.57	0.77	0.77	0.12	0.32
v/c Ratio	0.66	0.16	0.42	0.67	0.60	0.66
Control Delay	12.9	2.4	8.6	7.1	47.9	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	2.4	8.6	7.1	47.9	28.0
LOS	B	A	A	A	D	C
Approach Delay	11.8			7.2	31.5	
Approach LOS	B			A	C	
Queue Length 50th (ft)	164	1	19	206	75	168
Queue Length 95th (ft)	228	12	67	345	127	209
Internal Link Dist (ft)	826			657	841	
Turn Bay Length (ft)		550	150		440	280
Base Capacity (vph)	2023	981	394	2740	518	969
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	0.66	0.16	0.42	0.67	0.26	0.66

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: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 13.2

Intersection LOS: B

Intersection Capacity Utilization 63.1%

ICU Level of Service B

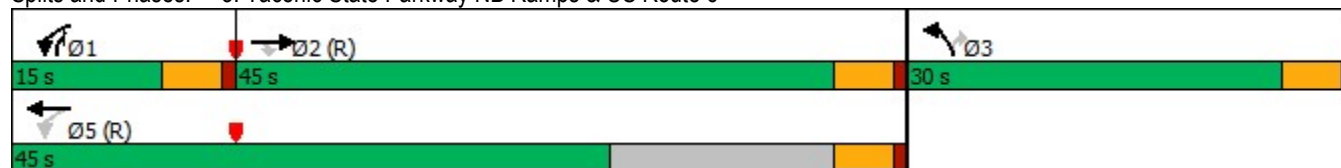
Analysis Period (min) 15

Lanes, Volumes, Timings

3: Taconic State Parkway NB Ramps & US Route 6

03/18/2024

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



Lanes, Volumes, Timings

4: E Main Street & US Route 6

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	405	1408	12	4	1429	4	12	0	4	2	0	398
Future Volume (vph)	405	1408	12	4	1429	4	12	0	4	2	0	398
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
Grade (%)		0%			0%			0%			0%	
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
Ped Bike Factor												
Frt		0.999						0.968			0.866	
Flt Protected	0.950			0.950				0.963				
Satd. Flow (prot)	1925	2411	0	1745	3490	0	0	1767	0	0	1810	0
Flt Permitted	0.950			0.950				0.963				
Satd. Flow (perm)	1925	2411	0	1745	3490	0	0	1767	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	
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%	50%	0%	0%	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)	440	1530	13	4	1553	4	13	0	4	2	0	433
Shared Lane Traffic (%)												
Lane Group Flow (vph)	440	1543	0	4	1557	0	0	17	0	0	435	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	96.8%						ICU Level of Service F					
Analysis Period (min)	15											

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

03/18/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↱	
Traffic Volume (vph)	3	29	371	4	31	378
Future Volume (vph)	3	29	371	4	31	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.877				0.875	
Flt Protected				0.953	0.996	
Satd. Flow (prot)	1554	0	0	1690	1843	0
Flt Permitted				0.953	0.996	
Satd. Flow (perm)	1554	0	0	1690	1843	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	677			840	154	
Travel Time (s)	15.4			19.1	3.5	
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%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	3	32	403	4	34	411
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	0	407	445	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	59.2%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings

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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	680	529	35	789	95	376	110	66	66	166	272
Future Volume (vph)	205	680	529	35	789	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
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			0.944				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3539	1615	1711	3671	0	3385	1727	0	1685	1900	1507
Flt Permitted	0.118			0.346			0.950			0.950		
Satd. Flow (perm)	217	3539	1615	623	3671	0	3385	1727	0	1685	1900	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			575		12			26				228
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)	223	739	575	38	858	103	409	120	72	72	180	296
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	739	575	38	961	0	409	192	0	72	180	296
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
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

03/18/2024

												
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)	43.5	36.0	36.0	32.0	25.3		15.8	15.8		14.0	14.0	14.0
Actuated g/C Ratio	0.48	0.39	0.39	0.35	0.28		0.17	0.17		0.15	0.15	0.15
v/c Ratio	0.73	0.53	0.58	0.13	0.94		0.70	0.60		0.28	0.62	0.70
Control Delay	34.1	25.7	5.0	16.5	51.5		43.5	39.7		38.3	46.9	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.1	25.7	5.0	16.5	51.5		43.5	39.7		38.3	46.9	19.7
LOS	C	C	A	B	D		D	D		D	D	B
Approach Delay		19.2			50.2			42.3			31.1	
Approach LOS		B			D			D			C	
Queue Length 50th (ft)	81	195	0	12	298		118	91		38	102	36
Queue Length 95th (ft)	#172	277	80	31	#474		177	171		81	174	126
Internal Link Dist (ft)		795			2315			1026			583	
Turn Bay Length (ft)	415		335	280			350			110		110
Base Capacity (vph)	356	1393	984	360	1021		672	364		334	377	482
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	0.63	0.53	0.58	0.11	0.94		0.61	0.53		0.22	0.48	0.61

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 91.5

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 33.1

Intersection LOS: C

Intersection Capacity Utilization 75.7%

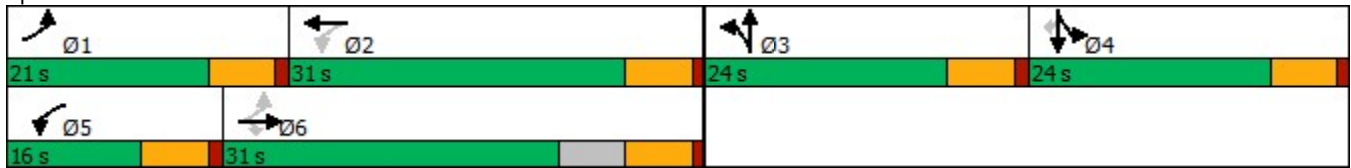
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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



Lanes, Volumes, Timings
7: Lee Boulevard / Lee Road & E Main Street

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	102	138	337	1	37	5	217	1	5	0
Future Volume (vph)	0	250	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
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt		0.961						0.887				
Flt Protected					0.986			0.993			0.992	
Satd. Flow (prot)	0	1692	0	0	1736	0	0	1673	0	0	1725	0
Flt Permitted					0.986			0.993			0.992	
Satd. Flow (perm)	0	1692	0	0	1736	0	0	1673	0	0	1725	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	
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%	1%	0%	0%	1%	2%	0%	2%	0%	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)	0	272	111	150	366	1	40	5	236	1	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	383	0	0	517	0	0	281	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	74.9%						ICU Level of Service D					
Analysis Period (min)	15											

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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	624	106	127	720	47	69	74	202	34	89	130
Future Volume (vph)	82	624	106	127	720	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
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		0.978			0.991				0.850		0.911	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3461	0	1711	3624	0	1711	1801	1531	1711	1640	0
Flt Permitted	0.201			0.194			0.950			0.950		
Satd. Flow (perm)	362	3461	0	349	3624	0	1711	1801	1531	1711	1640	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			7				220		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	
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)	89	678	115	138	783	51	75	80	220	37	97	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	793	0	138	834	0	75	80	220	37	238	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

03/18/2024

												
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)	27.5	22.2		29.7	23.3		8.4	8.4	8.4	12.1	12.1	
Actuated g/C Ratio	0.38	0.30		0.41	0.32		0.12	0.12	0.12	0.17	0.17	
v/c Ratio	0.33	0.74		0.46	0.72		0.38	0.39	0.59	0.13	0.73	
Control Delay	15.5	28.4		17.3	26.9		40.2	40.0	12.8	31.8	38.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.5	28.4		17.3	26.9		40.2	40.0	12.8	31.8	38.0	
LOS	B	C		B	C		D	D	B	C	D	
Approach Delay	27.1				25.5		24.1				37.1	
Approach LOS	C				C		C				D	
Queue Length 50th (ft)	22	175		35	181		35	37	0	15	78	
Queue Length 95th (ft)	52	273		76	286		82	86	63	47	#206	
Internal Link Dist (ft)	2315				2020		460				1403	
Turn Bay Length (ft)	280			400			85			100		
Base Capacity (vph)	346	1544		348	1613		378	398	510	378	414	
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	0.51		0.40	0.52		0.20	0.20	0.43	0.10	0.57	
Intersection Summary												
Area Type:	Other											
Cycle Length: 94												
Actuated Cycle Length: 72.9												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.74												
Intersection Signal Delay: 27.1						Intersection LOS: C						
Intersection Capacity Utilization 64.5%						ICU Level of Service C						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

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

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

Lanes, Volumes, Timings

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

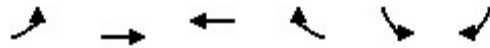
03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	362	58	78	450	0	43	0	136	0	0	0
Future Volume (vph)	0	362	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
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt		0.981						0.898				
Flt Protected					0.993			0.988				
Satd. Flow (prot)	0	1888	0	0	1726	0	0	1873	0	0	1925	0
Flt Permitted					0.993			0.988				
Satd. Flow (perm)	0	1888	0	0	1726	0	0	1873	0	0	1925	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	
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)	0	393	63	85	489	0	47	0	148	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	456	0	0	574	0	0	195	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	71.3%											
Analysis Period (min)	15											
ICU Level of Service C												

Lanes, Volumes, Timings

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

03/18/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷			
Traffic Volume (vph)	0	498	528	2	0	0
Future Volume (vph)	0	498	528	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
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	
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 (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	541	574	2	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	541	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						

Lanes, Volumes, Timings

11: Old Jefferson Valley Hill Road (W) & Old Jefferson Valley Hill Road/Old Jefferson Valley Hill Road (E)

	→	↘	↙	←	↖	↗
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 Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
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	
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 (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
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					

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

03/18/2024

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	405	1408	12	4	1429	4	12	0	4	2	0	398
Future Vol, veh/h	405	1408	12	4	1429	4	12	0	4	2	0	398
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	440	1530	13	4	1553	4	13	0	4	2	0	433

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1557	0	0	1543	0	0	3202	3982	772	3208	3986	779
Stage 1	-	-	-	-	-	-	2417	2417	-	1563	1563	-
Stage 2	-	-	-	-	-	-	785	1565	-	1645	2423	-
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	~ 431	-	-	436	-	-	~ 4	3	344	4	3	~ 343
Stage 1	-	-	-	-	-	-	34	65	-	119	174	-
Stage 2	-	-	-	-	-	-	356	174	-	106	64	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 431	-	-	436	-	-	-	0	344	-	0	~ 343
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	34	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)	- ~ 431	-	-	-	436	-	-	-
HCM Lane V/C Ratio	- 1.021	-	-	-	0.01	-	-	-
HCM Control Delay (s)	- 80.3	-	-	-	13.3	-	-	-
HCM Lane LOS	- F	-	-	-	B	-	-	-
HCM 95th %tile Q(veh)	- 13.4	-	-	-	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

03/18/2024

Intersection

Int Delay, s/veh 0.7

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations 

Traffic Vol, veh/h 3 29 371 4 31 378

Future Vol, veh/h 3 29 371 4 31 378

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 92 92 92 92 92 92

Heavy Vehicles, % 1 0 0 1 0 2

Mvmt Flow 3 32 403 4 34 411

Major/Minor Minor2 Major2

Conflicting Flow All 810 4 0 0

Stage 1 810 - - -

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 315 1085 - -

Stage 1 395 - - -

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 0.032 - -

HCM Control Delay (s) 8.4 - -

HCM Lane LOS A - -

HCM 95th %tile Q(veh) 0.1 - -

Intersection

Int Delay, s/veh 6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	250	102	138	337	1	37	5	217	1	5	0
Future Vol, veh/h	0	250	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	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	1	0	0	1	2	0	2	0	2	2	2
Mvmt Flow	0	272	111	150	366	1	40	5	236	1	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	367	0	0	383	0	0	997	995	328	1115	1050	367
Stage 1	-	-	-	-	-	-	328	328	-	667	667	-
Stage 2	-	-	-	-	-	-	669	667	-	448	383	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1187	-	-	225	245	718	185	227	678
Stage 1	-	-	-	-	-	-	689	647	-	448	457	-
Stage 2	-	-	-	-	-	-	450	457	-	590	612	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1192	-	-	1187	-	-	193	206	718	107	191	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	193	206	-	107	191	-
Stage 1	-	-	-	-	-	-	689	647	-	448	384	-
Stage 2	-	-	-	-	-	-	373	384	-	393	612	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.5			21.1			27.2		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	500	1192	-	-	1187	-	-	169
HCM Lane V/C Ratio	0.563	-	-	-	0.126	-	-	0.039
HCM Control Delay (s)	21.1	0	-	-	8.5	0	-	27.2
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	3.4	0	-	-	0.4	-	-	0.1

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	362	58	78	450	0	43	0	136	0	0	0
Future Vol, veh/h	0	362	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	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	393	63	85	489	0	47	0	148	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	489	0	0	456	0	0	1084	1084	425	1158	1115	489
Stage 1	-	-	-	-	-	-	425	425	-	659	659	-
Stage 2	-	-	-	-	-	-	659	659	-	499	456	-
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	1074	-	-	1105	-	-	194	217	629	173	208	579
Stage 1	-	-	-	-	-	-	607	586	-	453	461	-
Stage 2	-	-	-	-	-	-	453	461	-	554	568	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1074	-	-	1105	-	-	178	194	629	122	186	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	194	-	122	186	-
Stage 1	-	-	-	-	-	-	607	586	-	453	412	-
Stage 2	-	-	-	-	-	-	405	412	-	424	568	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.3			23			0		
HCM LOS							C			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	391	1074	-	-	1105	-	-	-				
HCM Lane V/C Ratio	0.498	-	-	-	0.077	-	-	-				
HCM Control Delay (s)	23	0	-	-	8.5	0	-	0				
HCM Lane LOS	C	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	2.7	0	-	-	0.2	-	-	-				

Appendix G-10
2026 With Action With Mitigation Alternative Condition Synchro
Reports

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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	352	1006	19	9	1170	4	14	0	8	0	0	518
Future Volume (vph)	352	1006	19	9	1170	4	14	0	8	0	0	518
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
Grade (%)		0%			0%			0%			0%	
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
Ped Bike Factor												
Frt		0.997						0.949				0.865
Flt Protected	0.950			0.950				0.970				
Satd. Flow (prot)	1925	3599	0	1662	3490	0	0	1698	0	0	0	1644
Flt Permitted	0.950			0.205				0.970				
Satd. Flow (perm)	1925	3599	0	359	3490	0	0	1698	0	0	0	1644
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6						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	
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%	0%	0%	5%	0%	0%	0%	0%	8%	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)	383	1093	21	10	1272	4	15	0	9	0	0	563
Shared Lane Traffic (%)												
Lane Group Flow (vph)	383	1114	0	10	1276	0	0	24	0	0	0	563
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
Turn Type	Prot	NA		Perm	NA		Perm	NA				custom
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												

Lanes, Volumes, Timings

4: E Main Street & US Route 6

03/18/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Lane Width (ft)							
Grade (%)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike 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)							
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor							
Growth Factor							
Heavy Vehicles (%)							
Bus Blockages (#/hr)							
Parking (#/hr)							
Mid-Block Traffic (%)							
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)							
Turn Type							
Protected Phases	2	3	5	6	7	11	12
Permitted Phases							
Detector Phase							
Switch Phase							

Lanes, Volumes, Timings

4: E Main Street & US Route 6

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		38.0	38.0		9.0	9.0				
Total Split (%)		78.9%		42.2%	42.2%		10.0%	10.0%				
Maximum Green (s)		66.0		33.0	33.0		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				
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		Max		C-Min	C-Min		None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	50.0	66.0		33.0	33.0			5.4				50.0
Actuated g/C Ratio	0.56	0.73		0.37	0.37			0.06				0.56
v/c Ratio	0.36	0.42		0.08	1.00			0.08				0.59
Control Delay	11.8	4.8		20.7	54.0			0.6				14.4
Queue Delay	0.0	0.0		0.0	0.0			0.0				8.6
Total Delay	11.9	4.8		20.7	54.0			0.6				23.0
LOS	B	A		C	D			A				C
Approach Delay		6.6			53.7			0.6			23.0	
Approach LOS		A			D			A			C	
Queue Length 50th (ft)	76	159		4	375			0				275
Queue Length 95th (ft)	239	42		16	#530			0				431
Internal Link Dist (ft)		657			795			142			74	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	1068	2642		131	1281			283				946
Starvation Cap Reductn	0	0		0	0			0				342
Spillback Cap Reductn	36	0		0	0			0				0
Storage Cap Reductn	0	0		0	0			0				0
Reduced v/c Ratio	0.37	0.42		0.08	1.00			0.08				0.93
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.00												
Intersection Signal Delay: 27.3					Intersection LOS: C							
Intersection Capacity Utilization 79.5%					ICU Level of Service D							
Analysis Period (min) 15												

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

03/18/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0
Minimum Split (s)	7.0	7.0	10.0	10.0	10.0	9.0	8.0
Total Split (s)	33.0	10.0	20.0	51.0	19.0	10.0	9.0
Total Split (%)	37%	11%	22%	57%	21%	11%	10%
Maximum Green (s)	31.0	8.0	15.0	46.0	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
Minimum Gap (s)	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
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Min	C-Max	Min	Min	Min	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct 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							

Lanes, Volumes, Timings

4: E Main Street & US Route 6

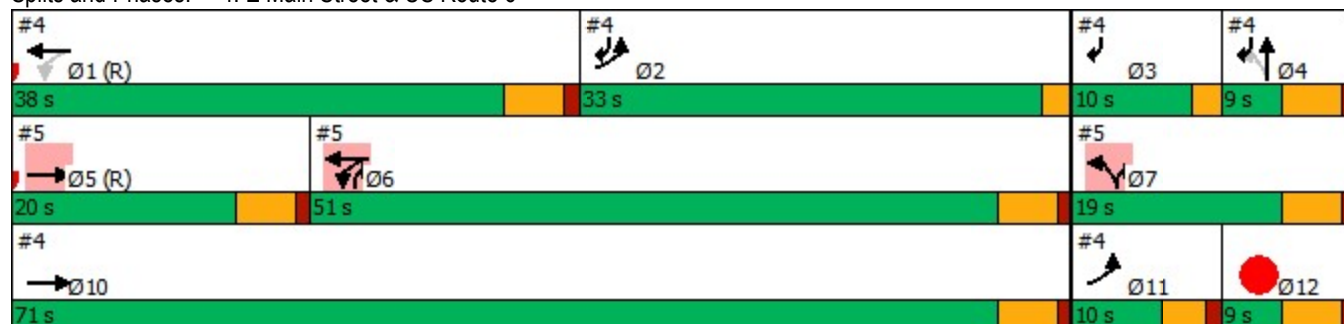
03/18/2024

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

Queue shown is maximum after two cycles.

! Phase conflict between lane groups.

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



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

03/18/2024

	→	↘	↙	←	↖	↗						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Lane Configurations	↰			↱	↱	↱						
Traffic Volume (vph)	6	45	473	4	39	317						
Future Volume (vph)	6	45	473	4	39	317						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	10	10	10	10	12	12						
Grade (%)	0%			0%	0%							
Storage Length (ft)		0	0		0	0						
Storage Lanes		0	0		1	1						
Taper Length (ft)			25		25							
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor												
Frt	0.882					0.850						
Flt Protected				0.953	0.950							
Satd. Flow (prot)	1539	0	0	1689	1787	1615						
Flt Permitted				0.953	0.950							
Satd. Flow (perm)	1539	0	0	1689	1787	1615						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	49					345						
Link Speed (mph)	30			30	30							
Link Distance (ft)	677			840	154							
Travel Time (s)	15.4			19.1	3.5							
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 (%)	6%	1%	0%	5%	1%	0%						
Bus Blockages (#/hr)	0	0	0	0	0	0						
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%	0%							
Adj. Flow (vph)	7	49	514	4	42	345						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	0	0	518	42	345						
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						
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						
Switch Phase												

Lane Group	Ø12
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike 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)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	
Turn Type	
Protected Phases	12
Permitted Phases	
Detector Phase	
Switch Phase	

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

03/18/2024

	→	↘	↙	←	↖	↗						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	3.0	5.0	5.0
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)	20.0		51.0	51.0	19.0		38.0	33.0	10.0	9.0	71.0	10.0
Total Split (%)	22.2%		56.7%	56.7%	21.1%		42%	37%	11%	10%	79%	11%
Maximum Green (s)	15.0		46.0	46.0	14.0		33.0	31.0	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
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	C-Max		Min	Min	Min		C-Min	Max	Min	None	Max	Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	15.0			46.0	14.0	65.0						
Actuated g/C Ratio	0.17			0.51	0.16	0.72						
v/c Ratio	0.19			0.60	0.15	0.27						
Control Delay	13.6			19.2	23.2	1.0						
Queue Delay	0.0			4.3	3.6	0.6						
Total Delay	13.6			23.5	26.8	1.6						
LOS	B			C	C	A						
Approach Delay	13.6			23.5	4.3							
Approach LOS	B			C	A							
Queue Length 50th (ft)	3			197	20	1						
Queue Length 95th (ft)	36			301	m55	m9						
Internal Link Dist (ft)	597			760	74							
Turn Bay Length (ft)												
Base Capacity (vph)	298			863	277	1262						
Starvation Cap Reductn	0			0	178	555						
Spillback Cap Reductn	7			263	0	0						
Storage Cap Reductn	0			0	0	0						
Reduced v/c Ratio	0.19			0.86	0.42	0.49						
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.00												
Intersection Signal Delay: 15.2							Intersection LOS: B					
Intersection Capacity Utilization 45.6%							ICU Level of Service A					
Analysis Period (min) 15												

Lane Group	Ø12
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
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct 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	

Lanes, Volumes, Timings

5: E Main Street & Old Rt 6

03/18/2024

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

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

#4 ← Ø1 (R) 38 s	#4 ↖ Ø2 33 s	#4 ↙ Ø3 10 s	#4 ↖ Ø4 9 s
#5 → Ø5 (R) 20 s	#5 ↖ Ø6 51 s	#5 ↙ Ø7 19 s	
#4 → Ø10 71 s		#4 ↖ Ø11 10 s	#4 ● Ø12 9 s

Lanes, Volumes, Timings

4: E Main Street & US Route 6

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	611	1564	24	5	1306	17	21	0	26	0	0	370
Future Volume (vph)	611	1564	24	5	1306	17	21	0	26	0	0	370
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
Grade (%)		0%			0%			0%			0%	
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
Ped Bike Factor												
Frt		0.998			0.998			0.926				0.865
Flt Protected	0.950			0.950				0.978				
Satd. Flow (prot)	1925	2719	0	1678	3483	0	0	1531	0	0	0	1644
Flt Permitted	0.950			0.102				0.978				
Satd. Flow (perm)	1925	2719	0	180	3483	0	0	1531	0	0	0	1644
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			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	
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%	33%	0%	4%	0%	0%	25%	0%	2%	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)	664	1700	26	5	1420	18	23	0	28	0	0	402
Shared Lane Traffic (%)												
Lane Group Flow (vph)	664	1726	0	5	1438	0	0	51	0	0	0	402
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
Turn Type	Prot	NA		Perm	NA		Perm	NA				custom
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												

Lanes, Volumes, Timings

4: E Main Street & US Route 6

03/18/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Lane Width (ft)							
Grade (%)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike 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)							
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor							
Growth Factor							
Heavy Vehicles (%)							
Bus Blockages (#/hr)							
Parking (#/hr)							
Mid-Block Traffic (%)							
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)							
Turn Type							
Protected Phases	2	3	5	6	7	11	12
Permitted Phases							
Detector Phase							
Switch Phase							

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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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				
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		Max		C-Min	C-Min		None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
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	0.86		0.06	0.95			0.18				0.48
Control Delay	19.9	12.7		17.6	39.0			1.4				5.4
Queue Delay	0.2	0.0		0.0	0.0			0.0				3.8
Total Delay	20.1	12.7		17.6	39.0			1.4				9.3
LOS	C	B		B	D			A				A
Approach Delay		14.8			39.0			1.4			9.3	
Approach LOS		B			D			A			A	
Queue Length 50th (ft)	254	196		2	402			0				0
Queue Length 95th (ft)	m390	532		9	#564			0				0
Internal Link Dist (ft)		657			795			142			74	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	937	2001		78	1518			280				842
Starvation Cap Reductn	0	0		0	0			0				346
Spillback Cap Reductn	23	0		0	0			0				0
Storage Cap Reductn	0	0		0	0			0				0
Reduced v/c Ratio	0.73	0.86		0.06	0.95			0.18				0.81
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.95												
Intersection Signal Delay: 22.2						Intersection LOS: C						
Intersection Capacity Utilization 85.5%						ICU Level of Service E						
Analysis Period (min) 15												

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

03/18/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	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
Minimum Gap (s)	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
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Min	C-Max	Min	Min	Min	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct 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							

Lanes, Volumes, Timings

4: E Main Street & US Route 6

03/18/2024

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

#4 ← Ø1 (R) 44 s	#4 ↙ Ø2 27 s	#4 ↘ Ø3 10 s	#4 ↖ Ø4 9 s
#5 → Ø5 (R) 37 s	#5 ↖ Ø6 34 s	#5 ↘ Ø7 19 s	
#4 → Ø10 71 s		#4 ↖ Ø11 10 s	Ø12 9 s

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

03/18/2024

	→	↘	↙	←	↖	↗						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Lane Configurations	↰			↱	↱	↱						
Traffic Volume (vph)	10	47	323	7	62	566						
Future Volume (vph)	10	47	323	7	62	566						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	10	10	10	10	12	12						
Grade (%)	0%			0%	0%							
Storage Length (ft)		0	0		0	0						
Storage Lanes		0	0		1	1						
Taper Length (ft)			25		25							
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor												
Frt	0.889					0.850						
Flt Protected				0.953	0.950							
Satd. Flow (prot)	1574	0	0	1689	1770	1615						
Flt Permitted				0.953	0.950							
Satd. Flow (perm)	1574	0	0	1689	1770	1615						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	51					615						
Link Speed (mph)	30			30	30							
Link Distance (ft)	677			840	154							
Travel Time (s)	15.4			19.1	3.5							
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%	2%	0%						
Bus Blockages (#/hr)	0	0	0	0	0	0						
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%	0%							
Adj. Flow (vph)	11	51	351	8	67	615						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	0	0	359	67	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						
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						
Switch Phase												

Lane Group	Ø12
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike 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)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	
Turn Type	
Protected Phases	12
Permitted Phases	
Detector Phase	
Switch Phase	

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

03/18/2024

	→	↘	↙	←	↖	↗						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	3.0	5.0	5.0
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
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	C-Max		Min	Min	Min		C-Min	Max	Min	None	Max	Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct 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	0.10			0.66	0.25	0.54						
Control Delay	8.0			33.2	17.4	2.4						
Queue Delay	0.0			1.5	8.0	1.5						
Total Delay	8.0			34.7	25.4	3.8						
LOS	A			C	C	A						
Approach Delay	8.0			34.7	6.0							
Approach LOS	A			C	A							
Queue Length 50th (ft)	4			174	30	15						
Queue Length 95th (ft)	30			271	m35	m24						
Internal Link Dist (ft)	597			760	74							
Turn Bay Length (ft)												
Base Capacity (vph)	595			544	275	1148						
Starvation Cap Reductn	0			0	170	334						
Spillback Cap Reductn	1			70	0	0						
Storage Cap Reductn	0			0	0	0						
Reduced v/c Ratio	0.10			0.76	0.64	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 Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.95												
Intersection Signal Delay: 15.4 Intersection LOS: B												
Intersection Capacity Utilization 47.5% ICU Level of Service A												
Analysis Period (min) 15												

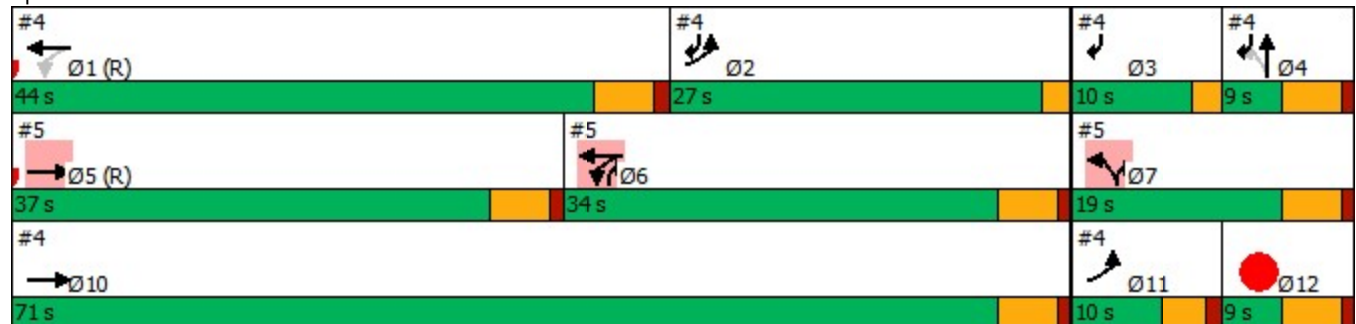
Lane Group	Ø12
Minimum Initial (s)	3.0
Minimum Split (s)	8.0
Total Split (s)	9.0
Total Split (%)	10%
Maximum Green (s)	4.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct 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	

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

03/18/2024

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

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



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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	405	1408	12	4	1429	4	12	0	4	0	0	398
Future Volume (vph)	405	1408	12	4	1429	4	12	0	4	0	0	398
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
Grade (%)		0%			0%			0%			0%	
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
Ped Bike Factor												
Frt		0.999						0.968				0.865
Flt Protected	0.950			0.950				0.963				
Satd. Flow (prot)	1925	2411	0	1745	3490	0	0	1767	0	0	0	1644
Flt Permitted	0.950			0.106				0.963				
Satd. Flow (perm)	1925	2411	0	195	3490	0	0	1767	0	0	0	1644
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		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	
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%	50%	0%	0%	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)	440	1530	13	4	1553	4	13	0	4	0	0	433
Shared Lane Traffic (%)												
Lane Group Flow (vph)	440	1543	0	4	1557	0	0	17	0	0	0	433
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
Turn Type	Prot	NA		Perm	NA		Perm	NA				custom
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												

Lanes, Volumes, Timings

4: E Main Street & US Route 6

03/18/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Lane Width (ft)							
Grade (%)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike 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)							
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor							
Growth Factor							
Heavy Vehicles (%)							
Bus Blockages (#/hr)							
Parking (#/hr)							
Mid-Block Traffic (%)							
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)							
Turn Type							
Protected Phases	2	3	5	6	7	11	12
Permitted Phases							
Detector Phase							
Switch Phase							

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

03/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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				
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		Max		C-Min	C-Min		None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	42.8	66.2		40.2	40.2			5.8				42.8
Actuated g/C Ratio	0.48	0.74		0.45	0.45			0.06				0.48
v/c Ratio	0.48	0.87		0.05	1.00			0.06				0.52
Control Delay	17.5	12.4		16.0	49.0			0.4				6.1
Queue Delay	0.0	0.0		0.0	0.0			0.0				8.4
Total Delay	17.5	12.4		16.0	49.0			0.4				14.5
LOS	B	B		B	D			A				B
Approach Delay		13.5			48.9			0.4			14.5	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)	189	224		1	~455			0				1
Queue Length 95th (ft)	261	508		8	#626			0				m0
Internal Link Dist (ft)		657			795			142			74	
Turn Bay Length (ft)	150			140								
Base Capacity (vph)	916	1772		86	1557			295				824
Starvation Cap Reductn	0	0		0	0			0				347
Spillback Cap Reductn	4	0		0	0			0				0
Storage Cap Reductn	0	0		0	0			0				0
Reduced v/c Ratio	0.48	0.87		0.05	1.00			0.06				0.91
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.00												
Intersection Signal Delay: 27.4						Intersection LOS: C						
Intersection Capacity Utilization 79.3%						ICU Level of Service D						
Analysis Period (min) 15												

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

03/18/2024

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7	Ø11	Ø12
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	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
Minimum Gap (s)	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
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Min	C-Max	Min	Min	Min	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct 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							

Lanes, Volumes, Timings

4: E Main Street & US Route 6

03/18/2024

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

! Phase conflict between lane groups.

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

#4 ← Ø1 (R) 45 s	#4 ↙ Ø2 26 s	#4 ↘ Ø3 10 s	#4 ↖ Ø4 9 s
#5 → Ø5 (R) 37 s	#5 ↙ Ø6 34 s	#5 ↘ Ø7 19 s	
#4 → Ø10 71 s		#4 ↘ Ø11 10 s	Ø12 9 s

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

03/18/2024

							Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR						
Lane Configurations												
Traffic Volume (vph)	5	27	371	4	31	378						
Future Volume (vph)	5	27	371	4	31	378						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	10	10	10	10	12	12						
Grade (%)	0%			0%	0%							
Storage Length (ft)		0	0		0	0						
Storage Lanes		0	0		1	1						
Taper Length (ft)			25		25							
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor												
Frt	0.885					0.850						
Flt Protected				0.953	0.950							
Satd. Flow (prot)	1567	0	0	1690	1805	1583						
Flt Permitted				0.953	0.950							
Satd. Flow (perm)	1567	0	0	1690	1805	1583						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	29					411						
Link Speed (mph)	30			30	30							
Link Distance (ft)	677			840	154							
Travel Time (s)	15.4			19.1	3.5							
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%	2%						
Bus Blockages (#/hr)	0	0	0	0	0	0						
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%	0%							
Adj. Flow (vph)	5	29	403	4	34	411						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	0	0	407	34	411						
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						
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						
Switch Phase												

Lane Group	Ø12
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike 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)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	
Turn Type	
Protected Phases	12
Permitted Phases	
Detector Phase	
Switch Phase	

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

03/18/2024

	→	↘	↙	←	↖	↗						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø10	Ø11
Minimum Initial (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	3.0	5.0	5.0
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
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	C-Max		Min	Min	Min		C-Min	Max	Min	None	Max	Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct 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	0.06			0.75	0.12	0.40						
Control Delay	8.7			37.4	14.6	2.0						
Queue Delay	0.0			5.0	2.5	0.5						
Total Delay	8.7			42.3	17.2	2.5						
LOS	A			D	B	A						
Approach Delay	8.7			42.3	3.6							
Approach LOS	A			D	A							
Queue Length 50th (ft)	2			205	17	14						
Queue Length 95th (ft)	21			#325	m31	24						
Internal Link Dist (ft)	597			760	74							
Turn Bay Length (ft)												
Base Capacity (vph)	578			544	280	1036						
Starvation Cap Reductn	0			0	181	282						
Spillback Cap Reductn	1			84	0	0						
Storage Cap Reductn	0			0	0	0						
Reduced v/c Ratio	0.06			0.88	0.34	0.55						
Intersection Summary												
Area Type: Other												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.00												
Intersection Signal Delay: 21.6 Intersection LOS: C												
Intersection Capacity Utilization 39.9% ICU Level of Service A												
Analysis Period (min) 15												

Lane Group	Ø12
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
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct 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	

Lanes, Volumes, Timings

5: E Main Street & Old Rt 6

03/18/2024

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

Queue shown is maximum after two cycles.

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

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

