Site Planning
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Environmental Studies
Entitlements
Construction Services
3D Visualization
Laser Scanning

February 28, 2017

Mr. Michael Blau
Village Administrator
Village of Tarrytown
One Depot Plaza
Tarrytown, NY 10591

RE: JMC Project 16177
Evaluation of Traffic Mitigation Concepts
Village of Tarrytown, NY

Part Two: Warrant Analyses, Cost Analysis, and Impact Analysis

Dear Mr. Blau:

We have prepared this letter and attachments to summarize the results of our additional (Part Two) evaluation of traffic mitigation concepts at various locations within the Village of Tarrytown. We will present our findings to the Village Board of Trustees if desired per your Request for Proposal. The evaluation has been summarized into the three categories to be assessed. The following attachments have been prepared:

I.

Table No.	Title
W-1	South Broadway (US 9) & Franklin Street – Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis
W-2	H-Bridge West Intersection (West Main Street/Division Street) – Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis
W-3	H-Bridge East Intersection (West Main Street/Cortlandt Street Extension) – Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis
W-4	West Franklin Street & White Street – Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis
AR-1	Broadway (US 9) & Neperan Road/Main Street – Accident Analysis
AR-2	South Broadway (US 9) & Franklin Street – Accident Analysis
AR-3	H-Bridge over Metro North Railroad – Accident Analysis
AR-4	West Franklin & White Street – Accident Analysis

II. Figure No. Title

W-1	Four-Hour Vehicular Volume Traffic Signal Warrant Analysis – H-Bridge West Intersection (West Main Street/Division Street)
W-2	Four-Hour Vehicular Volume Traffic Signal Warrant Analysis – West Franklin Street & White Street

III. Turning Movement Counts

IV. Capacity Analyses

A. Warrant Analyses

Traffic signal warrant analyses have been prepared for the intersections of South Broadway & Franklin Street, the H-Bridge over Metro North Railroad, and West Franklin Street & White Street. The analyses are based on information published in the "Manual on Uniform Traffic Control Devices (MUTCD)", 2009 Edition revised May 2012. Warrants for Eight-Hour Vehicular Volume, Four-Hour Vehicular Volume, and Crash Experience were considered as part of this report. Per the MUTCD, a traffic control signal should not be installed unless one or more of the warrants are met and unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection.

The Village of Tarrytown Police Department provided accident reports for the intersections within the study area during a three-year period from 01/01/2013 to 12/31/2015. A total of fourteen, one, and one accidents occurred at the intersections of South Broadway & Franklin Street, H-Bridge over Metro North Railroad, and West Franklin Street & White Street respectively over the analysis period. The initial threshold of the traffic signal warrant for crash experience is five or more reported crashes within a one-year period of the type that are likely to be reduced with traffic signal control. Therefore, the studied intersections do not satisfy the crash experience traffic signal warrant criteria specified in the MUTCD. The data from the accident reports have been depicted on Tables AR-1 to AR-4.

Our office conducted manual traffic counts from 7:00 AM to 7:00 PM in January 2017 to quantify existing traffic volumes. In order to project future traffic increases to the design year of 2022, the existing volumes were increased by a general growth rate of 1% per year compounded annually. Based on discussions with the Village, we have incorporated the traffic volumes associated with other developments within the study area. The other developments include the remaining approved units for Hudson Harbor Development that have not been completed as well as the Edge on Hudson Development. Adding the other development volumes to the general growth volume results in the 2022 design year volumes.

The results of the Eight-Hour and Four-Hour traffic signal warrants are summarized by intersection below:

1) South Broadway (US 9) & West and East Franklin Street

The intersection of South Broadway and West and East Franklin Street is an unsignalized offset four-legged intersection. The minor approaches of West and East Franklin Street are controlled by stop signs and left turns are prohibited at all times. All approaches provide a single lane for vehicles traveling through the intersection. The posted speed limit is 30 mph on East Franklin Street, 20 mph on West Franklin within the vicinity of the intersection and 30 mph on South Broadway, except from 7:00 AM to 6:00 PM on school days when the speed limit is 20 mph is within the vicinity of the intersection.

Table W-1 depicts the eight-hour vehicular volume warrant analysis for the existing counted volumes through the intersection meeting the 100% volume threshold for Condition A and B during all 12 hours. NYSDOT has jurisdiction of South Broadway and NYSDOT typically concurs with the installation of traffic signals when the eight-hour warrant is satisfied. Further analysis at this intersection was not performed, as the eight-hour warrant was met under existing conditions. The intersection is approximately 640 feet from the Broadway/Benedict Avenue intersection. The proximity of the two intersections relative to traffic signal operations is discussed in Section C.

2) H-Bridge over Metro North Railroad

The H-Bridge provides a vehicular and pedestrian link between the Village Hall/Train Station Area of Tarrytown located on the east side of the Metro North railroad and the Village waterfront developments located on the west side of the railroad. Northbound/southbound ramps on both sides of the railroad rise to meet the eastbound/westbound bridge section that crosses the train tracks, creating two T-type intersections elevated above existing grade. Both the east and west intersections provide a single lane on the northbound and southbound approaches for thru/turning vehicles. Vehicles on the bridge crossing the railroad are under yield control to turn onto the ramp sections. The posted speed limit in the vicinity of the intersection is 30 miles per hour.

The west and east intersections of the H-Bridge were analyzed in the 2022 design year separately on Tables W-2 and W-3. The west intersection satisfies Condition A during 5 hours and does not satisfy Condition B during the analyzed hours for the 100% volume columns. For the 80% volume columns, combination of Conditions A and B, the west intersection of the H-Bridge satisfies Condition A during 9 hours and Condition B during 1 hour. The combination of Conditions A and B requires both conditions to be satisfied during 8 or more hours to satisfy the traffic signal warrant. The H-Bridge east intersection does not satisfy either conditions for the 100% or 80% volume columns. The intersections of the H-Bridge and corresponding ramps on either side of the railroad do not satisfy the 8-hour vehicular volume traffic signal warrant.

The 2022 design year volumes were plotted on Figure 4C-1 from the MUTCD to evaluate the four-hour vehicular volume traffic signal warrant. The points that satisfy the warrant for the west intersection of the H-Bridge are plotted on Figure W-1. During 8 of the analyzed hours the four-hour warrant was satisfied at the west intersection and was not satisfied during any of the analyzed hours at the east intersection. Since the H-Bridge section over the railroad is approximately 75 feet in length, it would be desirable to signalize and coordinate all approaches (both intersections) at the east/west intersections.

A potential traffic signal layout is depicted in the feasibility evaluation letter previously submitted to the Board. The design of the traffic signals would need to include design elements by a structural engineer since the signals (likely mast arm type) would be attached to the existing bridge. The foundations may possibly be located partially within the existing travel lane and protected with curbs and/or guide rails. As part of the FEIS for Ferry Landings (now called Edge on Hudson) a structural engineer, Pustola & Associates PE, concluded that the bridge is structurally sound and capable of handling the projected traffic volumes. Traffic signals were considered in conjunction with the Ferry Landings (Edge on Hudson) project. Accordingly, it is believed that traffic signals could be installed on the H-Bridge, subject to the design being coordinated with and confirmed by a structural engineer.

As discussed in Section C, the Village may wish to consider implementing all way stop control at both intersections on the H-Bridge in lieu of the traffic signals.

3) West Franklin Street & White Street

The intersection of West Franklin Street & White Street is an unsignalized four-legged intersection. The northbound and southbound approaches along West Franklin Street provide a single lane for thru/turning movements and the eastbound approach on White Street provides a left/thru lane and a separate right turn lane. The fourth leg of the intersection is White Street on the east side of the intersection, which is one-way eastbound and only allows for vehicles to exit the intersection. All approaches entering the intersection are under stop control. The posted speed limit within the vicinity of the intersection is 30 mph.

The eight-hour vehicular volume warrant analysis for the 2022 design year is depicted on Table W-4. With the 100% volume columns the threshold for the minimum vehicular volume, Condition A, is met during 4 of the hours and Condition B is not satisfied during any of the hours. The combination of Conditions A and B, 80% volume columns, were analyzed with Condition A being satisfied in 6 hours and Condition B being satisfied during 1 hour. Since the requirement of any 8 hours within an average day were not met, the intersection of West Franklin Street & White Street does not satisfy the 8-hour vehicular volume traffic signal warrant.

Figure W-2 shows the plotted points on Figure 4C-1 from the MUTCD that satisfy the four-hour vehicular volume warrant. For the 2022 design year 6 hours are above the applicable curve, satisfying the traffic signal warrant.

B. Cost Analysis For All Mitigation Measures Included in the Request For Proposals

Construction costs are estimated for preliminary budgeting based on our typical traffic signal design experience and our experiences with other improvements considered in the analysis, exclusive of design and permitting costs. More refined costs would require detailed constriction drawings and NYSDOT review where applicable.

1) Broadway (US 9) & Neperan Road/Main Street

Budget Cost: $18,000.00

- Remove parking space striping – 8
- Remove parking meter – 7
- Remove sign – 2
- Relocate hydrant – 1
- Relocate parking meter – 1
- Relocate signs – 3
- Proposed signs – 3
- Install Accessible Parking Symbol – 1

2) South Broadway (US 9) & West Franklin Street

Alternative 1 Budget Cost: $265,000.00

- Remove existing striping
- Remove signs – 6
- Traffic Signal Pole – 2
- 40' Mast Arm – 1
- 45' Mast Arm – 1
- Traffic Signal Heads – 8
- Mast Arm mounted signs – 3
- Ground mounted signs – 2
- Pavement markings
- Permanent Easement to the Village of Tarrytown/NYSDOT from 80 South Broadway, now or formerly Eleanor H. Ross

Alternative 2 Budget Cost: $295,000.00

- Remove existing striping
- Remove signs – 6
- Traffic Signal Pole – 2
- 40' Mast Arm – 1
- 55' Mast Arm – 1
- Traffic Signal Heads – 8
- Mast Arm mounted signs – 3

- Ground Mounted signs – 2
- Pavement markings
- Prune/Remove existing tree

3) Miller Park Neighborhood

Budget Cost: $35,000.00

- Speed humps – 7
- Signs – 14
- Pavement markings

4) H-Bridge over Metro North Railroad

Budget Cost: $500,000.00

- Remove existing signs – 2
- Traffic Signal Pole – 2
- 10' Mast Arm – 2
- 30' Mast Arm – 1
- 40' Mast Arm – 1
- Traffic Signal Heads – 12
- Stop Bars – 4

5) West Franklin Street & White Street

Budget Cost: $215,000.00

- Traffic Signal Pole – 1
- 55' Mast Arm – 1
- Traffic Signal Heads – 6
- Mast Arm mounted signs – 2
- Concrete sidewalk

C. Impact Analysis

1) Broadway (US 9) & Neperan Road/Main Street

The removal of parking spaces and relocation of a fire hydrant to effectively create bypass lanes on Broadway at its intersection with Neperan Road/Main Street was depicted during the feasibility analysis portion of the project. The bypass lanes provide the ability for thru/right turning vehicles to bypass vehicles waiting to make left turns without striping separate left turn lanes. A Highway Work Permit from the NYSDOT would be required to perform the intersection modifications.

2) South Broadway (US 9) & West and East Franklin Street

The West Franklin Street approach experiences peak hour delays, which increase in the future without traffic signal control. The delays would be significantly reduced with traffic signal control based on the analyses contained in the Edge on Hudson traffic analysis. The intersection of South Broadway & Franklin Street satisfies the eight-hour vehicular volume traffic signal warrant for existing conditions.

The Village can pursue one/both of the traffic signal layout alternatives discussed within the feasibility evaluation (part one) and proceed to apply to New York State Department of Transportation (NYSDOT) if a traffic signal is desired. The application to NYSDOT should also include the striping improvements and removal of parking on the east side of South Broadway south of Franklin Street to provide a northbound left turn lane at Franklin Street discussed as part of the feasibility evaluation.

The potential traffic signal would be approximately 640 feet from the existing traffic signal at Benedict Avenue. If NYSDOT concurs that a traffic signal should be installed at the West and East Franklin Street intersection, NYSDOT would likely require that the Franklin Street and Benedict Avenue intersections be coordinated based on the proximity of the two signals. The coordinated signals would have a common cycle length and the signal timing and phasing would be programmed to consider time/space diagrams in an effort to provide wide bands of green time along Broadway to maintain platoons of traffic along Broadway to minimize delays.

3) Miller Park Neighborhood

The placement of speed humps as traffic calming within the Miller Park Neighborhood was discussed in the feasibility evaluation phase of the project. The Board can decide on the final amount of speed humps to be placed to reduce the travel speed and traffic volumes within the neighborhood. The final design and placement of the speed humps should account for spacing between speed humps, driveway locations, roadway slope, and existing drainage patterns. The speed humps are expected to reduce travel speeds and potentially reduce the extent of traffic cutting thru the area.

4) H-Bridge over Metro North Railroad

Based on the analysis prepared for the Edge on Hudson development and the analysis performed by JMC, delays would be experienced in the future with the existing traffic control of yield signs at the eastbound/westbound approaches to the intersection. The delays would reduce with traffic signal control. The H-Bridge intersections over the Metro North Railroad satisfies the four-hour vehicular volume traffic signal warrant for the future conditions in the 2022 design year.

An alternative intersection traffic control design is a multi-way stop control application. This design would replace the existing yield signs for vehicles turning

from the H-Bridge with stop signs and install stop signs on the north/south approaches on the corresponding ramp sections. All stop signs would have a supplemental plaque reading "all way" to inform motorists that all approaching vehicles will stop at both intersections. The multi-way stop control application would mitigate the existing limited sight lines at the intersections created by the sidewalls on the bridge and ramps. Under future build conditions the multi-way stop meets the recommended warrant per the MUTCD.

Based on the computer intersection capacity and simulation analyses performed by JMC, overall intersection delays would be reduced to acceptable levels in future conditions with the multi-way stop compared to the existing yield control on the H-Bridge approaches. The operations of the vehicles on the east/west approaches (the section crossing the railroad tracks) would be improved and stopping traffic along the four north/south approaches is not anticipated to result in extensive delays. It is recommended that the Village install the multi-way stop and monitor changes in vehicular delays, perhaps initially on a trial basis, prior to the potential installation of traffic signals at the H-Bridge. If the future operations of the intersection are acceptable to the Village with the all way stop control, the traffic signal installations would not be necessary.

5) **West Franklin Street & White Street**

The intersection of West Franklin Street & White Street satisfies the four-hour vehicular volume traffic signal warrant for the future conditions in the 2022 design year. The intersection could be monitored to see if actual future volumes warrant the installation of a traffic signal.

We analyzed projected volumes with and without signal control. Delays are anticipated without a traffic signal and the projected volumes would experience shorter delays with a signal.

We look forward to addressing any questions you may have at a Village Board of Trustees meeting. If you have any questions in the interim, please contact us at (914) 273-5225.

Sincerely,

JMC Planning Engineering Landscape Architecture & Land Surveying PLLC

Richard J. Pearson, PE, PTOE
Senior Associate Principal

Kevin R. Masciovecchio, EIT
Senior Designer

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ATTACHMENT I

TABLES

TABLE W-1

South Broadway (US 9) & Franklin Street
Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis

Time	2017 Existing Volumes			2017 Existing Warrant #1 Threshold Satisfied	
	Major	Minor			
	South Broadway	West Franklin Street Eastbound	East Franklin Street Westbound	$A_{100\%}$ [3]	$B_{100\%}$ [4]
7:00-8:00 AM	1,150	277	42	YES	YES
8:00-9:00 AM	1,263	251	30	YES	YES
9:00-10:00 AM	1,048	180	16	YES	YES
10:00-11:00 AM	1,030	188	15	YES	YES
11:00-12:00 PM	1,016	202	14	YES	YES
12:00-1:00 PM	1,055	216	23	YES	YES
1:00-2:00 PM	959	228	18	YES	YES
2:00-3:00 PM	985	605	18	YES	YES
3:00-4:00 PM	1,401	271	34	YES	YES
4:00-5:00 PM	1,381	288	43	YES	YES
5:00-6:00 PM	1,442	234	53	YES	YES
6:00-7:00 PM	1,383	323	33	YES	YES
	TOTAL HOURS SATISFIED			12	12
	REQUIRED EIGHT HOURS SATISFIED[5]			YES	YES
	WARRANT #1 SATISFIED[5]			YES	

Notes:

[1] Turning movement counts were conducted on Thursday, January 12, 2017.

[2] The minor approach at Franklin Street is equal to the vehicles per hour on the higher-volume minor-street approach (one direction only).

[3] Warrant 1 Condition A 100% Columns is satisfied when there are 500 vehicles per hour or more on a major street having one lane in each approach and there are 150 vehicles per hour or more on the higher-volume minor street having a one lane approach.

[4] Warrant 1 Condition B 100% Columns is satisfied when there are 750 vehicles per hour or more on a major street having one lane in each approach and there are 75 vehicles per hour or more on the higher-volume minor street having a one lane approach.

[5] Warrant 1 100% Columns is satisfied if either Condition A or Condition B are satisfied for 8 hours.

TABLE W-2

H-Bridge West Intersection (West Main Street/Division Street & H-Bridge)
Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis

Time	2017 Existing Volumes		2022 General Growth Volumes		Other Development Volumes[2]		2022 Design Year Volumes		2022 Design Year Warrant #1 Threshold Satisfied 100% Columns[3]		2022 Design Year Warrant #1 Threshold Satisfied 80% Columns[4]	
	Major	Minor	Major	Minor	Major	Minor	Major	Minor				
	West Main Street /Division Street	H-Bridge	West Main Street /Division Street	H-Bridge	West Main Street /Division Street	H-Bridge	West Main Street /Division Street	H-Bridge	$A_{100\%}$[3]	$B_{100\%}$[3]	$A_{100\%}$[4]	$B_{100\%}$[4]
7:00-8:00 AM	198	291	208	306	282	97	490	403	NO	NO	YES	NO
8:00-9:00 AM	198	239	208	251	252	86	460	337	NO	NO	YES	NO
9:00-10:00 AM	153	185	161	194	195	67	356	261	NO	NO	NO	NO
10:00-11:00 AM	181	135	190	142	183	62	373	204	NO	NO	NO	NO
11:00-12:00 PM	161	128	169	135	166	57	335	192	NO	NO	NO	NO
12:00-1:00 PM	211	174	222	183	222	76	444	259	NO	NO	YES	NO
1:00-2:00 PM	203	150	213	158	192	153	405	311	NO	NO	YES	NO
2:00-3:00 PM	263	167	276	176	233	187	509	363	YES	NO	YES	NO
3:00-4:00 PM	265	149	279	157	224	179	503	336	YES	NO	YES	NO
4:00-5:00 PM	292	142	307	149	235	188	542	337	YES	NO	YES	NO
5:00-6:00 PM	330	157	347	165	264	210	611	375	YES	NO	YES	YES
6:00-7:00 PM	311	128	327	135	238	190	565	325	YES	NO	YES	NO
TOTAL HOURS SATISFIED									5	0	9	1
REQUIRED EIGHT HOURS SATISFIED[5]									NO	NO	YES	NO
WARRANT #1 SATISFIED[5]									NO		NO	

Notes:

[1] Turning movement counts were conducted on Wednesday, January 25, 2017.

[2] Proposed Development Volumes include the Edge of Hudson Development and 63 remaining approved units for the Hudson Harbor Development.

[3] Warrant 1 Condition A 100% Columns is satisfied when there are 500 vehicles per hour or more on a major street having one lane in each approach and there are 150 vehicles per hour or more on the higher-volume minor street having a one lane approach. Warrant 1 Condition B 100% Columns is satisfied when there are 750 vehicles per hour or more on a major street having one lane in each approach and there are 75 vehicles per hour or more on the higher-volume minor street having a one lane approach.

[4] Warrant 1 Condition A 80% Columns is satisfied when there are 400 vehicles per hour or more on a major street having one lane in each approach and there are 120 vehicles per hour or more on the higher-volume minor street having a one lane approach. Warrant 1 Condition B 80% Columns is satisfied when there are 600 vehicles per hour or more on a major street having one lane in each approach and there are 60 vehicles per hour or more on the higher-volume minor street having a one lane approach.

[5] Warrant 1 100% Columns is satisfied if either Condition A or Condition B are satisfied for 8 hours. Warrant 1 80% Columns is satisfied if both Condition A and Condition B are satisfied for 8 hours.

TABLE W-3

H-Bridge East Intersection (West Main Street/Cortlandt Street Extension & H-Bridge)
Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis

Time	2017 Existing Volumes		2022 General Growth Volumes		Other Development Volumes[2]		2022 Design Year Volumes		2022 Design Year Warrant #1 Threshold Satisfied 100% Columns[3]		2022 Design Year Warrant #1 Threshold Satisfied 80% Columns[4]	
	Major	Minor	Major	Minor	Major	Minor	Major	Minor				
	West Main Street /Cortlandt Street Ext.	H-Bridge	West Main Street /Cortlandt Street Ext.	H-Bridge	West Main Street /Cortlandt Street Ext.	H-Bridge	West Main Street /Cortlandt Street Ext.	H-Bridge	$A_{100\%}$[3]	$B_{100\%}$[3]	$A_{100\%}$[4]	$B_{100\%}$[4]
7:00-8:00 AM	285	173	300	182	97	233	397	415	NO	NO	NO	NO
8:00-9:00 AM	244	180	256	189	90	215	346	404	NO	NO	NO	NO
9:00-10:00 AM	184	144	193	151	70	167	263	318	NO	NO	NO	NO
10:00-11:00 AM	136	169	143	178	64	155	207	333	NO	NO	NO	NO
11:00-12:00 PM	118	147	124	154	56	135	180	289	NO	NO	NO	NO
12:00-1:00 PM	170	192	179	202	77	184	256	386	NO	NO	NO	NO
1:00-2:00 PM	152	178	160	187	150	145	310	332	NO	NO	NO	NO
2:00-3:00 PM	163	250	171	263	189	182	360	445	NO	NO	NO	NO
3:00-4:00 PM	151	242	159	254	180	172	339	426	NO	NO	NO	NO
4:00-5:00 PM	142	270	149	284	188	181	337	465	NO	NO	NO	NO
5:00-6:00 PM	156	297	164	312	207	199	371	511	NO	NO	NO	NO
6:00-7:00 PM	130	286	137	301	190	183	327	484	NO	NO	NO	NO
						TOTAL HOURS SATISFIED			0	0	0	0
						REQUIRED EIGHT HOURS SATISFIED[5]			NO	NO	NO	NO
						WARRANT #1 SATISFIED[5]			NO		NO	

Notes:

[1] Turning movement counts were conducted on Wednesday, January 25, 2017.

[2] Proposed Development Volumes include the Edge of Hudson Development and 63 remaining approved units for the Hudson Harbor Development.

[3] Warrant 1 Condition A 100% Columns is satisfied when there are 500 vehicles per hour or more on a major street having one lane in each approach and there are 150 vehicles per hour or more on the higher-volume minor street having a one lane approach. Warrant 1 Condition B 100% Columns is satisfied when there are 750 vehicles per hour or more on a major street having one lane in each approach and there are 75 vehicles per hour or more on the higher-volume minor street having a one lane approach.

[4] Warrant 1 Condition A 80% Columns is satisfied when there are 400 vehicles per hour or more on a major street having one lane in each approach and there are 120 vehicles per hour or more on the higher-volume minor street having a one lane approach. Warrant 1 Condition B 80% Columns is satisfied when there are 600 vehicles per hour or more on a major street having one lane in each approach and there are 60 vehicles per hour or more on the higher-volume minor street having a one lane approach.

[5] Warrant 1 100% Columns is satisfied if either Condition A or Condition B are satisfied for 8 hours. Warrant 1 80% Columns is satisfied if both Condition A and Condition B are satisfied for 8 hours.

TABLE W-4

West Franklin Street & White Street
Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis

Time	2017 Existing Volumes		2022 General Growth Volumes		Other Development Volumes[2]		2022 Design Year Volumes		2022 Design Year Warrant #1 Threshold Satisfied 100% Columns[3]		2022 Design Year Warrant #1 Threshold Satisfied 80% Columns[4]	
	Major	Minor	Major	Minor	Major	Minor	Major	Minor				
	West Franklin Street	White Street	West Franklin Street	White Street	West Franklin Street	White Street	West Franklin Street	White Street	$A_{100\%}$[3]	$B_{100\%}$[3]	$A_{100\%}$[4]	$B_{100\%}$[4]
7:00-8:00 AM	495	286	520	301	101	174	621	475	YES	NO	YES	YES
8:00-9:00 AM	370	229	389	241	77	134	466	375	NO	NO	YES	NO
9:00-10:00 AM	259	181	272	190	57	98	329	288	NO	NO	NO	NO
10:00-11:00 AM	216	183	227	192	52	89	279	281	NO	NO	NO	NO
11:00-12:00 PM	228	172	240	181	52	89	292	270	NO	NO	NO	NO
12:00-1:00 PM	220	154	231	162	48	83	279	245	NO	NO	NO	NO
1:00-2:00 PM	211	207	222	218	95	69	317	287	NO	NO	NO	NO
2:00-3:00 PM	248	225	261	236	107	78	368	314	NO	NO	NO	NO
3:00-4:00 PM	337	276	354	290	140	100	494	390	NO	NO	YES	NO
4:00-5:00 PM	355	269	373	283	142	102	515	385	YES	NO	YES	NO
5:00-6:00 PM	389	327	409	344	163	118	572	462	YES	NO	YES	NO
6:00-7:00 PM	353	443	371	466	181	131	552	597	YES	NO	YES	NO
TOTAL HOURS SATISFIED									4	0	6	1
REQUIRED EIGHT HOURS SATISFIED[5]									NO	NO	NO	NO
WARRANT #1 SATISFIED[5]									NO		NO	

Notes:

[1] Turning movement counts were conducted on Thursday, January 12, 2017.

[2] Proposed Development Volumes include the Edge of Hudson Development and 63 remaining approved units for the Hudson Harbor Development.

[3] Warrant 1 Condition A 100% Columns is satisfied when there are 500 vehicles per hour or more on a major street having one lane in each approach and there are 200 vehicles per hour or more on the higher-volume minor street having a two lanes approach. Warrant 1 Condition B 100% Columns is satisfied when there are 750 vehicles per hour or more on a major street having one lane in each approach and there are 100 vehicles per hour or more on the higher-volume minor street having a two lanes approach

[4] Warrant 1 Condition A 80% Columns is satisfied when there are 400 vehicles per hour or more on a major street having one lane in each approach and there are 160 vehicles per hour or more on the higher-volume minor street having a two lanes approach. Warrant 1 Condition B 80% Columns is satisfied when there are 600 vehicles per hour or more on a major street having one lane in each approach and there are 80 vehicles per hour or more on the higher-volume minor street having a two lanes approach.

[5] Warrant 1 100% Columns is satisfied if either Condition A or Condition B are satisfied for 8 hours. Warrant 1 80% Columns is satisfied if both Condition A and Condition B are satisfied for 8 hours.

TABLE AR-1

INTERSECTION NAME: Broadway (US 9) & Neperan Road /Main Street

TOTAL ACCIDENTS: 10

TIME PERIOD: 01/01/2013 - 12/31/2015

Day of Week	Number	%
Sunday	1	10
Monday	1	10
Tuesday	2	20
Wednesday		
Thursday	2	20
Friday	2	20
Saturday	2	20
Time of Day	**Number**	**%**
6 am-10 am	2	20
10 am-4 pm	4	40
4 pm-7 pm	3	30
7 pm-12 Mid	1	10
12 Mid-6 am		
Weather	**Number**	**%**
Clear	8	80
Cloudy	2	20
Fog		
Rain		
Sleet/Snow		
Pavement	**Number**	**%**
Dry	9	90
Snow/Ice		
Wet	1	10
Light Conditions	**Number**	**%**
Day	9	90
Night		
Dawn/Dusk	1	10

Accident Type	Number	%
Rear End	4	40
Sideswipe	3	30
Left Turn	1	10
Right Turn	1	10
Right Angle		
Head On		
Bicyclist		
Pedestrian	1	10
Fixed Object		
Unknown		
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury	1	10
Property-Damage Only	9	90
Time of Year	**Number**	**%**
Winter (Dec-Feb)	1	10
Spring (Mar-May)		
Summer (June-Aug)	5	50
Fall (Sep-Nov)	4	40
Contributing Factors	**Number**	**%**
Driver Inattention /Distraction	1.50	15
Driver Inexperience	1.00	10
Failure to Yield ROW	1.00	10
Following Too Closely	0.50	5
Turning Improperly	1.00	10
Unknown	5.00	50

Accident Rate Calculations

Total Volume:	19,050	vehicles per day (AADT Source: TRC Raymond Keyes Associates base counts)
	6.95	Million Vehicles per Year
	3.3	Average number of accidents per year
	0.48	Accident Rate in accidents per Million entering vehicles (MEV)
	0.5	NYSDOT Mean collision rate (Urban 4-leg signalized intersection)

Specific Collisions Types

Rear End

1.3 Average number of Rear End accidents per year
0.19 Accident Rate in Accidents per Million entering vehicles
0.19 NYSDOT Mean Accident Rate

Left Turn

0.3 Average number of Left Turn accidents per year
0.05 Accident Rate in Accidents per Million entering vehicles
0.05 NYSDOT Mean Accident Rate

Sideswipe

1.0 Average number of Sideswipe accidents per year
0.14 Accident Rate in Accidents per Million entering vehicles
0.01 NYSDOT Mean Accident Rate

Wet Pavement

0.3 Average number of Wet Pavement accidents per year
0.05 Accident Rate in Accidents per Million entering vehicles
0.09 NYSDOT Mean Accident Rate

TABLE AR-2

INTERSECTION NAME: South Broadway (US 9) & Franklin Street TOTAL ACCIDENTS: 14

TIME PERIOD: 01/01/2013 - 12/31/2015

Day of Week	Number	%
Sunday		
Monday	2	14
Tuesday	2	14
Wednesday	3	21
Thursday	2	14
Friday	2	14
Saturday	3	21
Time of Day	**Number**	**%**
6 am-10 am	2	14
10 am-4 pm	6	43
4 pm-7 pm	4	29
7 pm-12 Mid	2	14
12 Mid-6 am		
Weather	**Number**	**%**
Clear	8	57
Cloudy	4	29
Fog		
Rain	2	14
Sleet/Snow		
Pavement	**Number**	**%**
Dry	12	86
Snow/Ice		
Wet	2	14
Light Conditions	**Number**	**%**
Day	11	79
Night	3	21
Dawn/Dusk		

Accident Type	Number	%
Rear End	10	71
Sideswipe	2	14
Left Turn		
Right Turn		
Right Angle	1	7
Head On		
Pedestrian/Bicyclist		
Fixed Object	1	7
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury	2	14
Property-Damage Only	12	86
Time of Year	**Number**	**%**
Winter (Dec-Feb)	2	14
Spring (Mar-May)	3	21
Summer (June-Aug)	7	50
Fall (Sep-Nov)	2	14
Contributing Factors	**Number**	**%**
Alcohol Involvement	0.50	4
Driver Inattention /Distraction	4.00	29
Following Too Closely	4.00	29
Traffic Control Disregard	1.50	11
Turning Improperly	1.00	7
Reaction to Uninvolved Vehicle	1.00	7
Unknown	2.00	14

Accident Rate Calculations

Total Volume:	17,630	vehicles per day (AADT Source: JMC base counts)
	6.43	Million Vehicles per Year
	4.7	Average number of accidents per year
	0.73	Accident Rate in accidents per Million entering vehicles (MEV)
	0.28	NYSDOT Mean collision rate (Urban 4-leg unsignalized intersection)

Specific Collisions Types

Rear End

3.3 Average number of Rear End accidents per year
0.52 Accident Rate in Accidents per Million entering vehicles
0.01 NYSDOT Mean Accident Rate

Sideswipe

0.7 Average number of Sideswipe accidents per year
0.10 Accident Rate in Accidents per Million entering vehicles
0.00 NYSDOT Mean Accident Rate

Right Angle

0.3 Average number of Right Angle accidents per year
0.05 Accident Rate in Accidents per Million entering vehicles
0.06 NYSDOT Mean Accident Rate

Wet Pavement

0.7 Average number of Wet Pavement accidents per year
0.10 Accident Rate in Accidents per Million entering vehicles
0.05 NYSDOT Mean Accident Rate

TABLE AR-3

INTERSECTION NAME: H-Bridge over Metro North Railroad

TOTAL ACCIDENTS: 1

TIME PERIOD: 01/01/2013 - 12/31/2015

Day of Week	Number	%
Sunday		
Monday		
Tuesday		
Wednesday		
Thursday		
Friday	1	100
Saturday		
Time of Day	**Number**	**%**
6 am-10 am	1	100
10 am-4 pm		
4 pm-7 pm		
7 pm-12 Mid		
12 Mid-6 am		
Weather	**Number**	**%**
Clear		
Cloudy	1	100
Fog		
Rain		
Sleet/Snow		
Pavement	**Number**	**%**
Dry		
Snow/Ice		
Wet	1	100
Light Conditions	**Number**	**%**
Day	1	100
Night		
Dawn/Dusk		

Accident Type	Number	%
Rear End		
Sideswipe		
Left Turn		
Right Turn	1	100
Right Angle		
Head On		
Bicyclist		
Pedestrian		
Fixed Object		
Unknown		
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury		
Property-Damage Only	1	100
Time of Year	**Number**	**%**
Winter (Dec-Feb)		
Spring (Mar-May)	1	100
Summer (June-Aug)		
Fall (Sep-Nov)		
Contributing Factors	**Number**	**%**
Driver Inexperience		
Failure to Yield ROW	0.50	50
Following Too Closely		
Turning Improperly	0.50	50
Unsafe Speed		
Pavement Slippery		
Unknown		

Accident Rate Calculations

Total Volume:	4,900	vehicles per day (AADT Source: JMC base counts)
	1.79	Million Vehicles per Year
	0.3	Average number of accidents per year
	0.19	Accident Rate in accidents per Million entering vehicles (MEV)
	0.17	NYSDOT Mean collision rate (Two Urban 3-leg unsignalized intersections)

Specific Collisions Types

Right Turn

0.3 Average number of Right Turn accidents per year

0.19 Accident Rate in Accidents per Million entering vehicles

0.00 NYSDOT Mean Accident Rate

TABLE AR-4

INTERSECTION NAME: West Franklin Street & White Steet

TOTAL ACCIDENTS: 1

TIME PERIOD: 01/01/2013 - 12/31/2015

Day of Week	Number	%
Sunday		
Monday		
Tuesday		
Wednesday		
Thursday	1	100
Friday		
Saturday		
Time of Day	**Number**	**%**
6 am-10 am		
10 am-4 pm		
4 pm-7 pm		
7 pm-12 Mid	1	100
12 Mid-6 am		
Weather	**Number**	**%**
Clear		
Cloudy	1	100
Fog		
Rain		
Sleet/Snow		
Pavement	**Number**	**%**
Dry	1	100
Snow/Ice		
Wet		
Light Conditions	**Number**	**%**
Day		
Night	1	100
Dawn/Dusk		

Accident Type	Number	%
Rear End		
Sideswipe	1	100
Left Turn		
Right Turn		
Right Angle		
Head On		
Bicyclist		
Pedestrian		
Fixed Object		
Unknown		
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury		
Property-Damage Only	1	100
Time of Year	**Number**	**%**
Winter (Dec-Feb)		
Spring (Mar-May)		
Summer (June-Aug)	1	100
Fall (Sep-Nov)		
Contributing Factors	**Number**	**%**
Driver Inexperience		
Failure to Yield ROW		
Following Too Closely		
Traffic Control Disregard		
Unsafe Speed		
Pavement Slippery		
Unknown	1.00	100

Accident Rate Calculations

Total Volume:	8,060	vehicles per day (AADT Source: JMC base counts)
	2.94	Million Vehicles per Year
	0.3	Average number of accidents per year
	0.11	Accident Rate in accidents per Million entering vehicles (MEV)
	0.14	NYSDOT Mean collision rate (Urban 4-leg unsignalized intersection)

Specific Collisions Types

Sideswipe

0.3 Average number of Sideswipe accidents per year

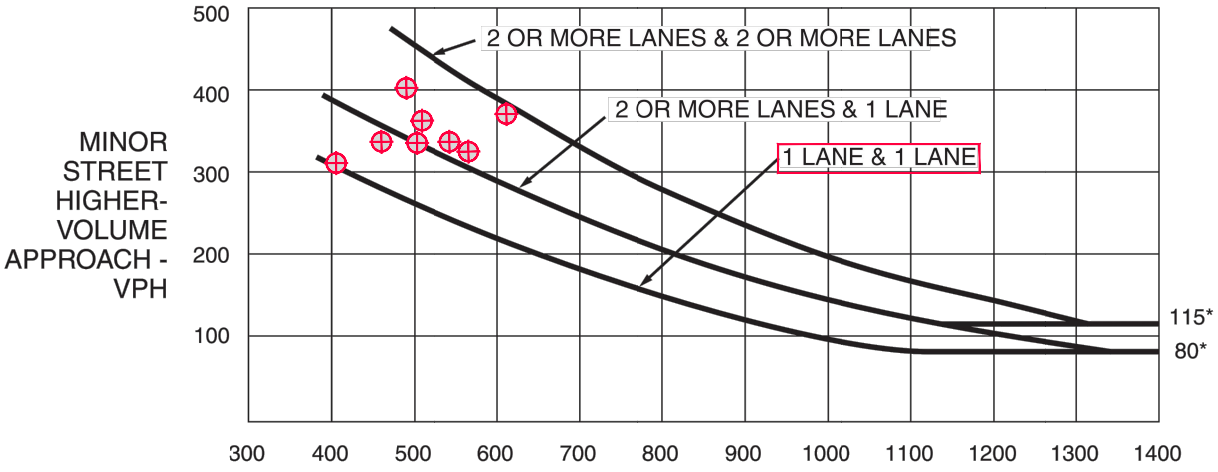
0.11 Accident Rate in Accidents per Million entering vehicles

0.00 NYSDOT Mean Accident Rate

ATTACHMENT II

FIGURES

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



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

EVALUATION OF TRAFFIC MITIGATION CONCEPTS
VILLAGE OF TARRRYTOWN, NEW YORK

4-HOUR VEHICULAR VOLUME TRAFFIC SIGNAL WARRANT ANALYSIS
H-BRIDGE WEST INTERSECTION (WEST MAIN STREET/DIVISION STREET)

DATE: 02/17/2017 JMC PROJECT: 16177

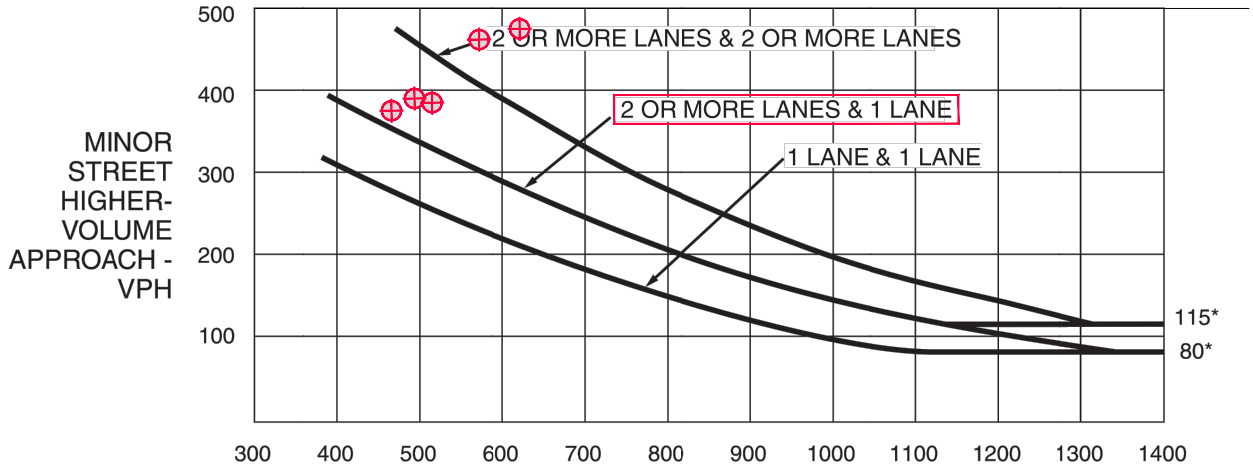
FIGURE: W-1 SCALE: N.T.S.

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

JMCPLLC.COM

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



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

EVALUATION OF TRAFFIC MITIGATION CONCEPTS
VILLAGE OF TARRRYTOWN, NEW YORK

4-HOUR VEHICULAR VOLUME TRAFFIC SIGNAL WARRANT ANALYSIS
WEST FRANKLIN STREET & WHITE STREET

DATE: 02/17/2017 JMC PROJECT: 16177

FIGURE: W-2 SCALE: N.T.S.

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

JMCPLLC.COM

ATTACHMENT III

TURNING MOVEMENT COUNTS

DATE:	1/12/2017		JOB NO:	16177
PERIOD:	7 AM - 7 PM	**ENTER COUNT DATA ON THIS PAGE**	NAME:	Traffic Databank
LOCATION:	South Broadway (US 9) & Franklin Street			

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	3	134	1	0	9	0	1	86	87	58	1	0	380	2	4	9	1	16	
	TRUCK	0	19	0	0	0	0	0	4	4	1	0	0		0	0	0	0		
7:15 - 7:30 AM	TOTAL	0	113	1	10	7	0	3	110	42	79	1	0	366	0	1	30	7	38	
	TRUCK	0	12	0	0	0	0	0	24	1	7	0	0		0	0	1	0	1	
7:30 - 7:45 AM	TOTAL	0	123	1	13	1	0	2	126	52	88	1	0	407	0	2	25	3	30	
	TRUCK	0	12	0	0	0	0	0	10	1	2	0	0		0	0	5	0	5	
7:45 - 8:00 AM	TOTAL	3	105	1	0	2	0	0	99	57	46	3	0	316	2	0	3	1	6	
	TRUCK	0	8	0	0	0	0	0	16	0	2	0	0		0	0	0	0		
8:00 - 8:15 AM	TOTAL	2	109	0	0	6	0	1	119	72	56	1	0	366	0	0	2	1	3	
	TRUCK	0	7	0	0	0	0	0	11	2	1	0	0		0	0	0	0		
8:15 - 8:30 AM	TOTAL	3	113	0	1	7	0	0	151	75	72	5	0	427	0	1	1	1	3	
	TRUCK	0	12	0	0	0	0	0	19	5	7	0	0		0	0	0	0		
8:30 - 8:45 AM	TOTAL	0	132	0	5	5	2	1	118	52	51	5	0	371	0	2	3	2	7	
	TRUCK	0	17	0	0	0	0	0	16	3	1	0	0		0	0	0	0		
8:45 - 9:00 AM	TOTAL	6	128	0	1	3	0	0	133	48	55	5	1	380	0	0	0	3	3	
	TRUCK	2	17	0	0	0	0	0	19	1	0	0	0		0	0	0	0		
9:00 - 9:15 AM	TOTAL	1	108	0	3	2	0	2	101	56	43	2	1	319	0	1	2	0	3	
	TRUCK	0	10	0	0	0	0	0	15	4	2	0	0		0	0	0	0		
9:15 - 9:30 AM	TOTAL	1	107	0	1	2	0	1	89	51	46	0	0	298	0	2	0	0	2	
	TRUCK	0	16	0	0	0	0	0	13	1	1	0	0		0	1	0	0	1	
9:30 - 9:45 AM	TOTAL	2	104	1	0	3	0	1	102	46	38	2	0	299	0	2	2	3	7	
	TRUCK	0	14	1	0	0	0	0	12	0	1	0	0		0	0	0	0		
9:45 - 10:00 AM	TOTAL	6	107	0	2	3	0	1	93	68	43	5	0	328	0	3	1	1	5	
	TRUCK	1	12	0	0	0	0	0	14	4	2	0	0		0	0	0	0		
10:00 - 10:15 AM	TOTAL	2	81	0	1	4	0	1	119	48	51	2	0	309	0	0	1	5	6	
	TRUCK	0	12	0	0	0	0	0	16	2	2	0	0		0	0	0	0		
10:15 - 10:30 AM	TOTAL	0	122	0	0	5	0	0	109	42	45	0	0	323	0	2	3	2	7	
	TRUCK	0	4	0	0	0	0	0	16	5	0	0	0		0	0	0	0		
10:30 - 10:45 AM	TOTAL	1	98	1	0	2	0	1	105	32	41	1	0	282	0	2	0	6	8	
	TRUCK	0	10	0	0	0	0	0	11	1	2	0	0		0	0	0	0		
10:45 - 11:00 AM	TOTAL	2	99	1	1	2	0	2	112	52	45	3	0	319	0	2	0	4	6	
	TRUCK	0	10	0	0	0	0	0	15	0	1	0	0		0	0	0	0		
11:00 - 11:15 AM	TOTAL	4	101	1	3	2	0	0	107	42	36	0	0	296	0	0	0	3	3	
	TRUCK	0	16	0	0	0	0	0	15	1	0	0	0		0	0	0	0		

11:15 - 11:30 AM	TOTAL	3	96	1	0	1	0	1	87	46	49	1	0	285	0	0	2	3	5	
	TRUCK	0	15	0	0	0	0	0	9	0	1	0	0		0	0	0	0		
11:30 - 11:45 AM	TOTAL	2	77	0	3	1	0	1	115	39	54	2	1	295	0	0	0	1	1	
	TRUCK	0	12	0	1	0	0	0	12	1	1	0	0		0	0	0	0		
11:45 - 12:00 PM	TOTAL	1	111	2	2	2	0	3	125	51	57	2	0	356	0	3	0	1	4	
	TRUCK	0	4	1	0	0	0	0	11	4	1	0	0		0	0	0	0		
12:00 - 12:15 PM	TOTAL	6	99	1	2	4	1	3	127	53	52	3	1	352	0	1	2	1	4	
	TRUCK	0	10	0	0	0	0	0	17	2	0	0	0		0	0	0	0		
12:15 - 12:30 PM	TOTAL	1	118	2	1	4	0	2	99	53	55	1	1	337	0	0	1	0	1	
	TRUCK	0	13	0	0	0	0	0	11	3	0	0	0		0	0	0	0		
12:30 - 12:45 PM	TOTAL	2	112	0	1	3	0	1	70	34	54	4	0	281	0	2	0	2	4	
	TRUCK	0	18	0	0	0	0	0	7	0	5	0	0		0	0	0	0		
12:45 - 1:00 PM	TOTAL	5	111	1	3	4	0	1	102	52	42	2	1	324	0	2	0	8	10	
	TRUCK	0	11	0	0	0	0	0	13	2	0	0	0		0	0	0	0		
1:00 - 1:15 PM	TOTAL	2	112	3	0	1	0	1	97	35	34	3	0	288	0	0	0	2	2	
	TRUCK	2	9	0	0	0	0	0	5	2	1	0	0		0	0	0	0		
1:15 - 1:30 PM	TOTAL	5	113	5	3	5	0	1	88	33	52	3	0	308	0	0	0	3	3	
	TRUCK	1	10	1	1	0	0	0	7	0	0	0	0		0	1	0	1	2	
1:30 - 1:45 PM	TOTAL	2	100	6	1	3	1	1	92	36	55	6	0	303	0	0	2	4	6	
	TRUCK	0	12	0	0	0	1	0	11	1	4	0	0		0	0	0	0		
1:45 - 2:00 PM	TOTAL	3	97	3	3	1	0	2	88	34	69	6	0	306	0	2	3	16	21	
	TRUCK	0	14	0	1	0	0	0	6	1	2	0	0		0	0	0	0		
2:00 - 2:15 PM	TOTAL	3	89	0	1	0	0	3	79	39	154	3	0	371	0	7	19	3	29	
	TRUCK	0	5	0	0	0	0	0	9	0	13	0	0		0	0	0	0		
2:15 - 2:30 PM	TOTAL	3	114	3	8	1	0	1	113	36	180	15	0	474	0	1	3	5	9	
	TRUCK	0	8	0	0	0	0	0	14	1	11	0	0		0	0	0	0		
2:30 - 2:45 PM	TOTAL	6	93	15	5	1	0	3	90	35	152	25	0	425	0	1	1	5	7	
	TRUCK	1	10	0	0	0	0	0	8	1	11	0	0		0	0	0	0		
2:45 - 3:00 PM	TOTAL	5	97	2	1	0	1	1	95	60	71	5	0	338	0	0	3	18	21	
	TRUCK	1	9	0	0	0	0	0	11	0	4	0	0		0	0	0	0		
3:00 - 3:15 PM	TOTAL	5	142	0	7	3	0	1	104	55	58	1	0	376	0	4	12	18	34	
	TRUCK	0	10	0	0	0	0	0	5	3	6	0	0		0	1	0	0	1	
3:15 - 3:30 PM	TOTAL	3	156	0	9	2	0	1	137	89	58	0	0	455	0	1	2	23	26	
	TRUCK	1	17	0	0	0	0	0	15	3	5	0	0		0	0	0	0		
3:30 - 3:45 PM	TOTAL	6	133	0	5	1	0	0	130	79	79	0	0	433	0	1	2	2	5	
	TRUCK	1	7	0	0	0	0	0	15	3	0	0	0		0	0	0	0		
3:45 - 4:00 PM	TOTAL	3	134	0	2	5	0	4	146	73	75	0	0	442	0	3	0	1	4	
	TRUCK	0	12	0	0	0	0	0	8	2	0	0	0		0	0	0	0		
4:00 - 4:15 PM	TOTAL	7	135	0	3	5	0	4	135	74	64	2	0	429	0	1	0	5	6	
	TRUCK	0	7	0	0	0	0	1	10	11	1	0	0		0	0	0	0		
4:15 - 4:30 PM	TOTAL	2	120	1	9	6	0	1	148	68	68	3	0	426	0	0	0	2	2	
	TRUCK	0	8	0	0	0	0	1	10	2	1	0	0		0	0	0	0		

4:30 - 4:45 PM	TOTAL	7	115	1	2	5	0	3	132	82	68	2	0	417	0	0	4	3	7	
	TRUCK	0	9	0	0	0	0	0	10	0	0	0	0		0	0	0	0		
4:45 - 5:00 PM	TOTAL	4	122	0	4	9	0	0	146	74	79	2	0	440	0	3	2	7	12	
	TRUCK	0	12	0	0	0	0	0	7	3	2	0	0		0	1	0	0	1	
5:00 - 5:15 PM	TOTAL	3	143	1	6	8	0	0	141	79	75	3	0	459	0	1	0	2	3	
	TRUCK	0	6	0	0	0	0	0	6	1	0	1	0		0	0	0	0		
5:15 - 5:30 PM	TOTAL	4	140	1	2	10	0	1	134	60	51	2	0	405	0	3	0	5	8	
	TRUCK	0	4	0	0	0	0	0	5	0	1	0	0		0	0	0	0		
5:30 - 5:45 PM	TOTAL	5	152	3	10	9	0	2	151	74	52	1	0	459	0	3	0	2	5	
	TRUCK	0	6	0	0	0	0	0	4	2	0	0	0		0	0	0	0		
5:45 - 6:00 PM	TOTAL	2	127	2	1	7	0	1	149	67	47	3	0	406	0	0	0	2	2	
	TRUCK	0	6	0	0	0	0	0	4	1	0	0	0		0	0	0	0		
6:00 - 6:15 PM	TOTAL	3	145	0	3	5	0	0	132	82	74	3	0	447	0	2	0	1	3	
	TRUCK	0	7	0	0	0	0	0	2	1	0	0	0		0	0	0	0		
6:15 - 6:30 PM	TOTAL	2	129	0	3	6	0	1	130	102	90	1	0	464	0	2	1	0	3	
	TRUCK	0	7	0	0	0	0	0	4	1	1	0	0		0	0	0	0		
6:30 - 6:45 PM	TOTAL	2	102	2	4	4	0	0	137	62	80	1	0	394	0	0	0	0		
	TRUCK	0	6	0	0	0	0	0	3	2	0	0	0		0	0	0	0		
6:45 - 7:00 PM	TOTAL	4	125	0	1	7	0	0	125	98	74	0	0	434	0	2	0	1	3	
	TRUCK	0	4	0	0	0	0	0	4	1	1	0	0		0	1	0	0	1	

1: South Broadway SB - Right
2: South Broadway SB - Thru
3: South Broadway SB - Left
4: East Franklin WB - Right
5: East Franklin WB - Thru
6: East Franklin WB - Left (Illegal)
7: South Broadway NB - Right
8: South Broadway NB - Thru
9: South Broadway NB - Left
10: West Franklin WB - Right
11: West Franklin WB - Thru
12: West Franklin WB - Left (Illegal)

A: Cross S Broadway North side of Int
B: Cross E Franklin East side of Int
C: Cross S Broadway South side of Int
D: Cross W Franklin West side of Int

DATE:	1/12/2017		JOB NO:	16177
PERIOD:	7 AM - 7 PM		NAME:	Traffic Databank
LOCATION:	South Broadway (US 9) & Franklin Street			

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	6	475	4	23	19		6	421	238	271	6		1,469	4	7	67	12	90	
	TRUCK	0%	11%	0%	0%	0%		0%	13%	3%	4%	0%					6		6	0.902
7:15 - 8:15 AM	TOTAL	5	450	3	23	16		6	454	223	269	6		1,455	2	3	60	12	77	
	TRUCK	0%	9%	0%	0%	0%		0%	13%	2%	4%	0%					6		6	0.894
7:30 - 8:30 AM	TOTAL	8	450	2	14	16		3	495	256	262	10		1,516	2	3	31	6	42	
	TRUCK	0%	9%	0%	0%	0%		0%	11%	3%	5%	0%					5		5	0.888
7:45 - 8:45 AM	TOTAL	8	459	1	6	20	2	2	487	256	225	14		1,480	2	3	9	5	19	
	TRUCK	0%	10%	0%	0%	0%	0%	0%	13%	4%	5%	0%								0.867
8:00 - 9:00 AM	TOTAL	11	482		7	21	2	2	521	247	234	16	1	1,544		3	6	7	16	
	TRUCK	18%	11%		0%	0%	0%	0%	12%	4%	4%	0%	0%							0.904
8:15 - 9:15 AM	TOTAL	10	481		10	17	2	3	503	231	221	17	2	1,497		4	6	6	16	
	TRUCK	20%	12%		0%	0%	0%	0%	14%	6%	5%	0%	0%							0.876
8:30 - 9:30 AM	TOTAL	8	475		10	12	2	4	441	207	195	12	2	1,368		5	5	5	15	
	TRUCK	25%	13%		0%	0%	0%	0%	14%	4%	2%	0%	0%			1			1	0.9
8:45 - 9:45 AM	TOTAL	10	447	1	5	10		4	425	201	182	9	2	1,296		5	4	6	15	
	TRUCK	20%	13%	100%	0%	0%		0%	14%	3%	2%	0%	0%							0.853
9:00 - 10:00 AM	TOTAL	10	426	1	6	10		5	385	221	170	9	1	1,244		8	5	4	17	
	TRUCK	10%	12%	100%	0%	0%		0%	14%	4%	4%	0%	0%			1			1	0.948
9:15 - 10:15 AM	TOTAL	11	399	1	4	12		4	403	213	178	9		1,234		7	4	9	20	
	TRUCK	9%	14%	100%	0%	0%		0%	14%	3%	3%	0%				1			1	0.941
9:30 - 10:30 AM	TOTAL	10	414	1	3	15		3	423	204	177	9		1,259		7	7	11	25	
	TRUCK	10%	10%	100%	0%	0%		0%	14%	5%	3%	0%								0.96
9:45 - 10:45 AM	TOTAL	9	408	1	3	14		3	426	190	180	8		1,242		7	5	14	26	
	TRUCK	11%	9%	0%	0%	0%		0%	13%	6%	3%	0%								0.947
10:00 - 11:00 AM	TOTAL	5	400	2	2	13		4	445	174	182	6		1,233		6	4	17	27	
	TRUCK	0%	9%	0%	0%	0%		0%	13%	5%	3%	0%								0.954
10:15 - 11:15 AM	TOTAL	7	420	3	4	11		3	433	168	167	4		1,220		6	3	15	24	
	TRUCK	0%	10%	0%	0%	0%		0%	13%	4%	2%	0%								0.944
10:30 - 11:30 AM	TOTAL	10	394	4	4	7		4	411	172	171	5		1,182		4	2	16	22	
	TRUCK	0%	13%	0%	0%	0%		0%	12%	1%	2%	0%								0.926
10:45 - 11:45 AM	TOTAL	11	373	3	7	6		4	421	179	184	6	1	1,195		2	2	11	15	
	TRUCK	0%	14%	0%	14%	0%		0%	12%	1%	2%	0%	0%							0.937
11:00 - 12:00 AM	TOTAL	10	385	4	8	6		5	434	178	196	5	1	1,232		3	2	8	13	
	TRUCK	0%	12%	25%	13%	0%		0%	11%	3%	2%	0%	0%							0.865

11:15 - 12:15 AM	TOTAL	12	383	4	7	8	1	8	454	189	212	8	2	1,288		4	4	6	14	
	TRUCK	0%	11%	25%	14%	0%	0%	0%	11%	4%	1%	0%	0%							0.904
11:30 - 12:30 AM	TOTAL	10	405	5	8	11	1	9	466	196	218	8	3	1,340		4	3	3	10	
	TRUCK	0%	10%	20%	13%	0%	0%	0%	11%	5%	1%	0%	0%							0.941
11:45 - 12:45 PM	TOTAL	10	440	5	6	13	1	9	421	191	218	10	2	1,326		6	3	4	13	
	TRUCK	0%	10%	20%	0%	0%	0%	0%	11%	5%	3%	0%	0%							0.931
12:00 - 1:00 PM	TOTAL	14	440	4	7	15	1	7	398	192	203	10	3	1,294		5	3	11	19	
	TRUCK	0%	12%	0%	0%	0%	0%	0%	12%	4%	2%	0%	0%							0.919
12:15 - 1:15 PM	TOTAL	10	453	6	5	12		5	368	174	185	10	2	1,230		4	1	12	17	
	TRUCK	20%	11%	0%	0%	0%		0%	10%	4%	3%	0%	0%							0.912
12:30 - 1:30 PM	TOTAL	14	448	9	7	13		4	357	154	182	12	1	1,201		4		15	19	
	TRUCK	21%	11%	11%	14%	0%		0%	9%	3%	3%	0%	0%			1		1	2	0.927
12:45 - 1:45 PM	TOTAL	14	436	15	7	13	1	4	379	156	183	14	1	1,223		2	2	17	21	
	TRUCK	21%	10%	7%	14%	0%	100%	0%	9%	3%	3%	0%	0%			1		1	2	0.944
1:00 - 2:00 PM	TOTAL	12	422	17	7	10	1	5	365	138	210	18		1,205		2	5	25	32	
	TRUCK	25%	11%	6%	29%	0%	100%	0%	8%	3%	3%	0%				1		1	2	0.978
1:15 - 2:15 PM	TOTAL	13	399	14	8	9	1	7	347	142	330	18		1,288		9	24	26	59	
	TRUCK	8%	10%	7%	25%	0%	100%	0%	10%	1%	6%	0%				1		1	2	0.868
1:30 - 2:30 PM	TOTAL	11	400	12	13	5	1	7	372	145	458	30		1,454		10	27	28	65	
	TRUCK	0%	10%	0%	8%	0%	100%	0%	11%	2%	7%	0%								0.767
1:45 - 2:45 PM	TOTAL	15	393	21	17	3		9	370	144	555	49		1,576		11	26	29	66	
	TRUCK	7%	9%	0%	6%	0%		0%	10%	2%	7%	0%								0.831
2:00 - 3:00 PM	TOTAL	17	393	20	15	2	1	8	377	170	557	48		1,608		9	26	31	66	
	TRUCK	12%	8%	0%	0%	0%	0%	0%	11%	1%	7%	0%								0.848
2:15 - 3:15 PM	TOTAL	19	446	20	21	5	1	6	402	186	461	46		1,613		6	19	46	71	
	TRUCK	11%	8%	0%	0%	0%	0%	0%	9%	3%	7%	0%				1			1	0.851
2:30 - 3:30 PM	TOTAL	19	488	17	22	6	1	6	426	239	339	31		1,594		6	18	64	88	
	TRUCK	16%	9%	0%	0%	0%	0%	0%	9%	3%	8%	0%				1			1	0.876
2:45 - 3:45 PM	TOTAL	19	528	2	22	6	1	3	466	283	266	6		1,602		6	19	61	86	
	TRUCK	16%	8%	0%	0%	0%	0%	0%	10%	3%	6%	0%				1			1	0.88
3:00 - 4:00 PM	TOTAL	17	565		23	11		6	517	296	270	1		1,706		9	16	44	69	
	TRUCK	12%	8%		0%	0%		0%	8%	4%	4%	0%				1			1	0.937
3:15 - 4:15 PM	TOTAL	19	558		19	13		9	548	315	276	2		1,759		6	4	31	41	
	TRUCK	11%	8%		0%	0%		11%	9%	6%	2%	0%								0.966
3:30 - 4:30 PM	TOTAL	18	522	1	19	17		9	559	294	286	5		1,730		5	2	10	17	
	TRUCK	6%	7%	0%	0%	0%		22%	8%	6%	1%	0%								0.979
3:45 - 4:45 PM	TOTAL	19	504	2	16	21		12	561	297	275	7		1,714		4	4	11	19	
	TRUCK	0%	7%	0%	0%	0%		17%	7%	5%	1%	0%								0.969
4:00 - 5:00 PM	TOTAL	20	492	2	18	25		8	561	298	279	9		1,712		4	6	17	27	
	TRUCK	0%	7%	0%	0%	0%		25%	7%	5%	1%	0%				1			1	0.973
4:15 - 5:15 PM	TOTAL	16	500	3	21	28		4	567	303	290	10		1,742		4	6	14	24	
	TRUCK	0%	7%	0%	0%	0%		25%	6%	2%	1%	10%				1			1	0.949

4:30 - 5:30 PM	TOTAL	18	520	3	14	32		4	553	295	273	9		1,721		7	6	17	30	
	TRUCK	0%	6%	0%	0%	0%		0%	5%	1%	1%	11%				1			1	0.937
4:45 - 5:45 PM	TOTAL	16	557	5	22	36		3	572	287	257	8		1,763		10	2	16	28	
	TRUCK	0%	5%	0%	0%	0%		0%	4%	2%	1%	13%				1			1	0.96
5:00 - 6:00 PM	TOTAL	14	562	7	19	34		4	575	280	225	9		1,729		7		11	18	
	TRUCK	0%	4%	0%	0%	0%		0%	3%	1%	0%	11%								0.942
5:15 - 6:15 PM	TOTAL	14	564	6	16	31		4	566	283	224	9		1,717		8		10	18	
	TRUCK	0%	4%	0%	0%	0%		0%	3%	1%	0%	0%								0.935
5:30 - 6:30 PM	TOTAL	12	553	5	17	27		4	562	325	263	8		1,776		7	1	5	13	
	TRUCK	0%	5%	0%	0%	0%		0%	2%	2%	0%	0%								0.957
5:45 - 6:45 PM	TOTAL	9	503	4	11	22		2	548	313	291	8		1,711		4	1	3	8	
	TRUCK	0%	5%	0%	0%	0%		0%	2%	2%	0%	0%								0.922
6:00 - 7:00 PM	TOTAL	11	501	2	11	22		1	524	344	318	5		1,739		6	1	2	9	
	TRUCK	0%	5%	0%	0%	0%		0%	2%	1%	1%	0%				1			1	0.937

1: South Broadway SB - Right
2: South Broadway SB - Thru
3: South Broadway SB - Left
4: East Franklin WB - Right
5: East Franklin WB - Thru
6: East Franklin WB - Left (Illegal)
7: South Broadway NB - Right
8: South Broadway NB - Thru
9: South Broadway NB - Left
10: West Franklin WB - Right
11: West Franklin WB - Thru
12: West Franklin WB - Left (Illegal)

A: Cross S Broadway North side of Int
B: Cross E Franklin East side of Int
C: Cross S Broadway South side of Int
D: Cross W Franklin West side of Int

DATE:	1/25/2017		JOB NO:	16177
PERIOD:	7 AM - 7 PM	**ENTER COUNT DATA ON THIS PAGE**	NAME:	Traffic Databank
LOCATION:	H-Bridge over Metro North Railroad (West Intersection)			

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	47	19	1	10	30	4							111	3	0	2		5	
	TRUCK	0	1	0	1	6	0								0	0	0			
7:15 - 7:30 AM	TOTAL	39	19	2	8	29	6							103	1	0	0		1	
	TRUCK	0	2	0	0	4	0								0	0	0			
7:30 - 7:45 AM	TOTAL	87	8	3	12	35	7							152	3	0	0		3	
	TRUCK	0	1	0	0	2	0								0	0	0			
7:45 - 8:00 AM	TOTAL	63	9	1	17	32	1							123	2	0	0		2	
	TRUCK	1	1	0	0	0	0								0	0	0			
8:00 - 8:15 AM	TOTAL	66	15	1	18	33	10							143	2	0	0		2	
	TRUCK	0	0	0	1	2	1								0	0	0			
8:15 - 8:30 AM	TOTAL	51	16	0	19	37	3							126	4	0	0		4	
	TRUCK	0	2	0	1	1	0								0	0	0			
8:30 - 8:45 AM	TOTAL	32	17	0	12	24	1							86	4	0	0		4	
	TRUCK	0	3	0	1	3	0								0	0	0			
8:45 - 9:00 AM	TOTAL	26	16	0	16	23	1							82	2	0	0		2	
	TRUCK	0	5	0	0	3	1								0	0	0			
9:00 - 9:15 AM	TOTAL	29	22	2	14	34	2							103	2	0	0		2	
	TRUCK	1	5	1	0	6	0								0	0	0			
9:15 - 9:30 AM	TOTAL	24	19	1	9	16	1							70	0	0	0			
	TRUCK	1	3	0	0	3	0								0	0	0			
9:30 - 9:45 AM	TOTAL	23	14	1	8	19	0							65	1	0	0		1	
	TRUCK	0	2	0	1	4	0								0	0	0			
9:45 - 10:00 AM	TOTAL	34	20	1	18	23	4							100	0	0	0			
	TRUCK	2	3	0	1	2	0								0	0	0			
10:00 - 10:15 AM	TOTAL	23	9	2	20	21	1							76	0	0	0			
	TRUCK	2	3	0	2	2	0								0	0	0			
10:15 - 10:30 AM	TOTAL	15	21	3	19	24	2							84	0	0	0			
	TRUCK	1	1	0	4	2	0								0	0	0			
10:30 - 10:45 AM	TOTAL	19	16	0	17	16	3							71	0	0	0			
	TRUCK	0	3	0	0	1	0								0	0	0			
10:45 - 11:00 AM	TOTAL	20	12	0	32	20	1							85	0	0	0			
	TRUCK	2	1	0	2	5	0								0	0	0			
11:00 - 11:15 AM	TOTAL	16	11	2	16	20	1							66	3	0	0		3	
	TRUCK	1	2	0	1	2	0								0	0	0			

11:15 - 11:30 AM	TOTAL	10	18	2	26	10	1							67	2	0	0		2	
	TRUCK	1	0	0	1	0	0								0	0	0			
11:30 - 11:45 AM	TOTAL	27	14	1	15	20	4							81	1	0	0		1	
	TRUCK	0	4	0	1	1	0								0	0	0			
11:45 - 12:00 PM	TOTAL	18	14	2	14	23	4							75	0	0	0			
	TRUCK	0	5	0	0	0	0								0	0	0			
12:00 - 12:15 PM	TOTAL	16	15	0	20	34	3							88	2	0	0		2	
	TRUCK	0	1	0	0	2	0								0	0	0			
12:15 - 12:30 PM	TOTAL	25	23	2	19	20	4							93	1	0	0		1	
	TRUCK	1	4	1	0	1	0								0	0	0			
12:30 - 12:45 PM	TOTAL	14	28	1	19	33	1							96	0	0	0			
	TRUCK	0	7	0	0	4	0								0	0	0			
12:45 - 1:00 PM	TOTAL	26	27	0	15	36	4							108	1	0	0		1	
	TRUCK	0	2	0	0	4	0								0	0	0			
1:00 - 1:15 PM	TOTAL	18	18	2	15	24	4							81	2	0	0		2	
	TRUCK	0	3	0	2	1	0								0	0	0			
1:15 - 1:30 PM	TOTAL	17	28	3	18	23	1							90	0	0	0			
	TRUCK	1	3	0	1	3	0								0	0	0			
1:30 - 1:45 PM	TOTAL	16	19	2	15	18	2							72	2	0	0		2	
	TRUCK	1	2	0	0	3	0								0	0	0			
1:45 - 2:00 PM	TOTAL	8	26	2	36	30	8							110	0	0	0			
	TRUCK	0	7	0	1	3	0								0	0	0			
2:00 - 2:15 PM	TOTAL	19	13	1	20	30	5							88	1	0	0		1	
	TRUCK	3	3	0	0	1	0								0	0	0			
2:15 - 2:30 PM	TOTAL	18	17	1	28	59	1							124	0	0	0			
	TRUCK	1	1	0	0	3	0								0	0	0			
2:30 - 2:45 PM	TOTAL	17	22	0	20	36	3							98	1	0	0		1	
	TRUCK	0	0	0	1	2	0								0	0	0			
2:45 - 3:00 PM	TOTAL	33	28	3	20	35	1							120	0	0	0			
	TRUCK	2	2	1	0	1	0								0	0	0			
3:00 - 3:15 PM	TOTAL	18	12	3	23	34	4							94	1	0	0		1	
	TRUCK	0	2	0	1	2	1								0	0	0			
3:15 - 3:30 PM	TOTAL	21	14	2	29	32	2							100	0	0	0			
	TRUCK	1	1	0	1	1	0								0	0	0			
3:30 - 3:45 PM	TOTAL	24	22	1	26	52	5							130	2	0	0		2	
	TRUCK	1	3	0	1	3	0								0	0	0			
3:45 - 4:00 PM	TOTAL	16	22	2	18	30	2							90	3	0	0		3	
	TRUCK	0	3	0	0	5	1								0	0	0			
4:00 - 4:15 PM	TOTAL	18	17	2	19	31	2							89	0	0	0			
	TRUCK	1	5	0	1	2	0								0	0	0			
4:15 - 4:30 PM	TOTAL	26	15	3	22	43	3							112	0	0	0			
	TRUCK	0	1	0	0	6	1								0	0	0			

4:30 - 4:45 PM	TOTAL	18	12	4	30	36	3							103	0	0	0			
	TRUCK	0	0	1	0	1	0								0	0	0			
4:45 - 5:00 PM	TOTAL	26	10	3	37	52	2							130	0	0	0			
	TRUCK	0	2	0	0	2	0								0	0	0			
5:00 - 5:15 PM	TOTAL	28	13	1	23	44	4							113	2	0	0		2	
	TRUCK	0	1	0	0	0	0								1	0	0		1	
5:15 - 5:30 PM	TOTAL	28	16	4	36	29	2							115	1	0	0		1	
	TRUCK	0	1	0	0	2	1								0	0	0			
5:30 - 5:45 PM	TOTAL	24	19	3	52	29	5							132	1	0	0		1	
	TRUCK	0	0	1	0	1	0								0	0	0			
5:45 - 6:00 PM	TOTAL	18	11	5	64	24	5							127	0	0	0			
	TRUCK	0	0	0	1	0	1								0	0	0			
6:00 - 6:15 PM	TOTAL	17	9	4	22	21	0							73	0	0	0			
	TRUCK	0	0	0	0	0	0								0	0	0			
6:15 - 6:30 PM	TOTAL	31	16	4	79	12	2							144	0	0	1		1	
	TRUCK	0	0	0	0	1	0								0	0	0			
6:30 - 6:45 PM	TOTAL	17	6	8	81	27	7							146	1	0	0		1	
	TRUCK	0	0	0	0	1	0								0	0	0			
6:45 - 7:00 PM	TOTAL	23	9	1	20	19	4							76	1	0	0		1	
	TRUCK	0	1	0	0	0	0								0	0	0			

1: H-Bridge WB - Left
2: H-Bridge WB - Right
3: West Main St NB - Thru
4: West Main St NB - Right
5: Division St SB - Left
6: Division St SB - Thru
7:
8:
9:
10:
11:
12:

A: Cross H-Bridge East side of Int
B: Cross W Main St South side fo Int
C: Cross Division St North side of Int
D:

DATE:	1/25/2017
PERIOD:	7 AM - 7 PM
LOCATION:	H-Bridge over Metro North Railroad (West Intersection)

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

JOB NO:	16177
NAME:	Traffic Databank

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	236	55	7	47	126	18							489	9		2		11	
	TRUCK	0%	9%	0%	2%	10%	0%													0.804
7:15 - 8:15 AM	TOTAL	255	51	7	55	129	24							521	8				8	
	TRUCK	0%	8%	0%	2%	6%	4%													0.857
7:30 - 8:30 AM	TOTAL	267	48	5	66	137	21							544	11				11	
	TRUCK	0%	8%	0%	3%	4%	5%													0.895
7:45 - 8:45 AM	TOTAL	212	57	2	66	126	15							478	12				12	
	TRUCK	0%	11%	0%	5%	5%	7%													0.836
8:00 - 9:00 AM	TOTAL	175	64	1	65	117	15							437	12				12	
	TRUCK	0%	16%	0%	5%	8%	13%													0.764
8:15 - 9:15 AM	TOTAL	138	71	2	61	118	7							397	12				12	
	TRUCK	1%	21%	50%	3%	11%	14%													0.788
8:30 - 9:30 AM	TOTAL	111	74	3	51	97	5							341	8				8	
	TRUCK	2%	22%	33%	2%	15%	20%													0.828
8:45 - 9:45 AM	TOTAL	102	71	4	47	92	4							320	5				5	
	TRUCK	2%	21%	25%	2%	17%	25%													0.777
9:00 - 10:00 AM	TOTAL	110	75	5	49	92	7							338	3				3	
	TRUCK	4%	17%	20%	4%	16%	0%													0.82
9:15 - 10:15 AM	TOTAL	104	62	5	55	79	6							311	1				1	
	TRUCK	5%	18%	0%	7%	14%	0%													0.778
9:30 - 10:30 AM	TOTAL	95	64	7	65	87	7							325	1				1	
	TRUCK	5%	14%	0%	12%	11%	0%													0.813
9:45 - 10:45 AM	TOTAL	91	66	6	74	84	10							331						
	TRUCK	5%	15%	0%	9%	8%	0%													0.828
10:00 - 11:00 AM	TOTAL	77	58	5	88	81	7							316						
	TRUCK	6%	14%	0%	9%	12%	0%													0.929
10:15 - 11:15 AM	TOTAL	70	60	5	84	80	7							306	3				3	
	TRUCK	6%	12%	0%	8%	13%	0%													0.9
10:30 - 11:30 AM	TOTAL	65	57	4	91	66	6							289	5				5	
	TRUCK	6%	11%	0%	4%	12%	0%													0.85
10:45 - 11:45 AM	TOTAL	73	55	5	89	70	7							299	6				6	
	TRUCK	5%	13%	0%	6%	11%	0%													0.879
11:00 - 12:00 AM	TOTAL	71	57	7	71	73	10							289	6				6	
	TRUCK	3%	19%	0%	4%	4%	0%													0.892

11:15 - 12:15 AM	TOTAL	71	61	5	75	87	12							311	5				5	
	TRUCK	1%	16%	0%	3%	3%	0%													0.884
11:30 - 12:30 AM	TOTAL	86	66	5	68	97	15							337	4				4	
	TRUCK	1%	21%	20%	1%	4%	0%													0.906
11:45 - 12:45 PM	TOTAL	73	80	5	72	110	12							352	3				3	
	TRUCK	1%	21%	20%	0%	6%	0%													0.917
12:00 - 1:00 PM	TOTAL	81	93	3	73	123	12							385	4				4	
	TRUCK	1%	15%	33%	0%	9%	0%													0.891
12:15 - 1:15 PM	TOTAL	83	96	5	68	113	13							378	4				4	
	TRUCK	1%	17%	20%	3%	9%	0%													0.875
12:30 - 1:30 PM	TOTAL	75	101	6	67	116	10							375	3				3	
	TRUCK	1%	15%	0%	4%	10%	0%													0.868
12:45 - 1:45 PM	TOTAL	77	92	7	63	101	11							351	5				5	
	TRUCK	3%	11%	0%	5%	11%	0%													0.813
1:00 - 2:00 PM	TOTAL	59	91	9	84	95	15							353	4				4	
	TRUCK	3%	16%	0%	5%	11%	0%													0.802
1:15 - 2:15 PM	TOTAL	60	86	8	89	101	16							360	3				3	
	TRUCK	8%	17%	0%	2%	10%	0%													0.818
1:30 - 2:30 PM	TOTAL	61	75	6	99	137	16							394	3				3	
	TRUCK	8%	17%	0%	1%	7%	0%													0.794
1:45 - 2:45 PM	TOTAL	62	78	4	104	155	17							420	2				2	
	TRUCK	6%	14%	0%	2%	6%	0%													0.847
2:00 - 3:00 PM	TOTAL	87	80	5	88	160	10							430	2				2	
	TRUCK	7%	8%	20%	1%	4%	0%													0.867
2:15 - 3:15 PM	TOTAL	86	79	7	91	164	9							436	2				2	
	TRUCK	3%	6%	14%	2%	5%	11%													0.879
2:30 - 3:30 PM	TOTAL	89	76	8	92	137	10							412	2				2	
	TRUCK	3%	7%	13%	3%	4%	10%													0.858
2:45 - 3:45 PM	TOTAL	96	76	9	98	153	12							444	3				3	
	TRUCK	4%	11%	11%	3%	5%	8%													0.854
3:00 - 4:00 PM	TOTAL	79	70	8	96	148	13							414	6				6	
	TRUCK	3%	13%	0%	3%	7%	15%													0.796
3:15 - 4:15 PM	TOTAL	79	75	7	92	145	11							409	5				5	
	TRUCK	4%	16%	0%	3%	8%	9%													0.787
3:30 - 4:30 PM	TOTAL	84	76	8	85	156	12							421	5				5	
	TRUCK	2%	16%	0%	2%	10%	17%													0.81
3:45 - 4:45 PM	TOTAL	78	66	11	89	140	10							394	3				3	
	TRUCK	1%	14%	9%	1%	10%	20%													0.879
4:00 - 5:00 PM	TOTAL	88	54	12	108	162	10							434						
	TRUCK	1%	15%	8%	1%	7%	10%													0.835
4:15 - 5:15 PM	TOTAL	98	50	11	112	175	12							458	2				2	
	TRUCK	0%	8%	9%	0%	5%	8%								1				1	0.881

4:30 - 5:30 PM	TOTAL	100	51	12	126	161	11							461	3				3	
	TRUCK	0%	8%	8%	0%	3%	9%								1				1	0.887
4:45 - 5:45 PM	TOTAL	106	58	11	148	154	13							490	4				4	
	TRUCK	0%	7%	9%	0%	3%	8%								1				1	0.928
5:00 - 6:00 PM	TOTAL	98	59	13	175	126	16							487	4				4	
	TRUCK	0%	3%	8%	1%	2%	13%								1				1	0.922
5:15 - 6:15 PM	TOTAL	87	55	16	174	103	12							447	2				2	
	TRUCK	0%	2%	6%	1%	3%	17%													0.847
5:30 - 6:30 PM	TOTAL	90	55	16	217	86	12							476	1		1		2	
	TRUCK	0%	0%	6%	0%	2%	8%													0.826
5:45 - 6:45 PM	TOTAL	83	42	21	246	84	14							490	1		1		2	
	TRUCK	0%	0%	0%	0%	2%	7%													0.839
6:00 - 7:00 PM	TOTAL	88	40	17	202	79	13							439	2		1		3	
	TRUCK	0%	3%	0%	0%	3%	0%													0.752

1: H-Bridge WB - Left
2: H-Bridge WB - Right
3: West Main St NB - Thru
4: West Main St NB - Right
5: Division St SB - Left
6: Division St SB - Thru
7:
8:
9:
10:
11:
12:

A: Cross H-Bridge East side of Int
B: Cross W Main St South side fo Int
C: Cross Division St North side of Int
D:

DATE:	1/25/2017
PERIOD:	7 AM - 7 PM
LOCATION:	H-Bridge over Metro North Railroad (East Intersection)

ENTER COUNT DATA ON THIS PAGE

JOB NO:	16177
NAME:	Traffic Databank

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	0	10	57	0	3	37							107	2	0	1		3	
	TRUCK	0	1	0	0	0	9								0	0	0			
7:15 - 7:30 AM	TOTAL	0	4	53	0	4	36							97	1	0	1		2	
	TRUCK	0	0	2	0	0	3								0	0	0			
7:30 - 7:45 AM	TOTAL	0	12	81	0	9	38							140	2	0	0		2	
	TRUCK	0	1	0	0	0	1								0	0	0			
7:45 - 8:00 AM	TOTAL	0	14	54	0	4	42							114	2	0	1		3	
	TRUCK	0	2	0	0	0	0								0	0	0			
8:00 - 8:15 AM	TOTAL	0	12	70	0	11	44							137	3	0	2		5	
	TRUCK	0	0	0	0	1	2								0	0	0			
8:15 - 8:30 AM	TOTAL	1	14	53	0	14	38							120	3	0	0		3	
	TRUCK	1	0	3	0	1	2								0	0	0			
8:30 - 8:45 AM	TOTAL	0	9	42	0	6	34							91	2	0	1		3	
	TRUCK	0	0	1	0	2	2								0	0	0			
8:45 - 9:00 AM	TOTAL	0	14	29	0	7	26							76	2	0	1		3	
	TRUCK	0	6	0	0	1	1								0	0	0			
9:00 - 9:15 AM	TOTAL	0	17	32	0	15	33							97	1	0	0		1	
	TRUCK	0	3	3	0	4	2								0	0	0			
9:15 - 9:30 AM	TOTAL	0	14	32	0	12	16							74	2	0	0		2	
	TRUCK	0	4	1	0	4	1								0	0	0			
9:30 - 9:45 AM	TOTAL	0	9	28	0	4	23							64	0	0	0			
	TRUCK	0	1	0	0	3	2								0	0	0			
9:45 - 10:00 AM	TOTAL	0	7	44	1	11	30							93	1	0	3		4	
	TRUCK	0	2	3	0	1	0								0	0	0			
10:00 - 10:15 AM	TOTAL	0	4	30	0	13	29							76	0	0	1		1	
	TRUCK	0	0	5	0	2	2								0	0	0			
10:15 - 10:30 AM	TOTAL	0	10	19	0	12	29							70	0	0	0			
	TRUCK	0	2	0	0	4	2								0	0	0			
10:30 - 10:45 AM	TOTAL	0	8	33	0	4	30							75	0	0	0			
	TRUCK	0	2	1	0	1	0								0	0	0			
10:45 - 11:00 AM	TOTAL	0	8	24	0	14	38							84	2	0	1		3	
	TRUCK	0	1	1	0	5	2								0	0	0			
11:00 - 11:15 AM	TOTAL	1	8	20	0	14	24							67	0	0	0			
	TRUCK	0	3	1	0	1	2								0	0	0			

11:15 - 11:30 AM	TOTAL	0	4	24	0	10	27							65	3	0	3		6	
	TRUCK	0	1	0	0	0	1								0	0	0			
11:30 - 11:45 AM	TOTAL	0	11	25	0	10	26							72	0	0	1		1	
	TRUCK	0	0	5	0	2	0								0	0	0			
11:45 - 12:00 PM	TOTAL	0	1	24	0	12	24							61	1	0	0		1	
	TRUCK	0	2	2	0	0	0								0	0	0			
12:00 - 12:15 PM	TOTAL	0	9	24	0	9	34							76	2	0	0		2	
	TRUCK	0	0	2	0	1	1								0	0	0			
12:15 - 12:30 PM	TOTAL	0	16	25	0	20	27							88	0	0	2		2	
	TRUCK	0	3	2	0	1	0								0	0	0			
12:30 - 12:45 PM	TOTAL	0	16	30	0	20	33							99	5	0	1		6	
	TRUCK	0	5	2	0	3	1								0	0	0			
12:45 - 1:00 PM	TOTAL	1	17	32	0	13	36							99	3	0	0		3	
	TRUCK	0	2	0	0	5	1								0	0	0			
1:00 - 1:15 PM	TOTAL	0	8	27	0	11	29							75	1	0	0		1	
	TRUCK	0	2	1	0	1	2								0	0	0			
1:15 - 1:30 PM	TOTAL	0	21	21	0	10	32							84	0	0	0			
	TRUCK	0	1	3	0	4	0								0	0	0			
1:30 - 1:45 PM	TOTAL	0	7	28	0	9	22							66	0	0	0			
	TRUCK	0	2	1	0	1	1								0	0	0			
1:45 - 2:00 PM	TOTAL	1	13	25	1	12	53							105	1	0	0		1	
	TRUCK	0	2	4	0	0	4								0	0	0			
2:00 - 2:15 PM	TOTAL	0	10	22	0	10	43							85	0	0	1		1	
	TRUCK	0	2	3	0	1	0								0	0	0			
2:15 - 2:30 PM	TOTAL	1	7	28	1	15	69							121	1	0	2		3	
	TRUCK	0	0	2	0	2	0								0	0	0			
2:30 - 2:45 PM	TOTAL	1	8	26	1	8	50							94	2	0	2		4	
	TRUCK	0	0	0	0	0	3								0	0	0			
2:45 - 3:00 PM	TOTAL	0	18	40	0	12	43							113	0	0	0			
	TRUCK	0	1	2	0	1	0								0	0	0			
3:00 - 3:15 PM	TOTAL	0	5	30	0	13	44							92	4	0	1		5	
	TRUCK	0	1	1	0	1	2								0	0	0			
3:15 - 3:30 PM	TOTAL	0	10	19	0	10	45							84	1	0	2		3	
	TRUCK	0	1	1	0	1	1								0	0	0			
3:30 - 3:45 PM	TOTAL	0	11	37	0	18	65							131	2	0	0		2	
	TRUCK	0	4	0	0	4	0								0	0	0			
3:45 - 4:00 PM	TOTAL	1	10	28	0	12	35							86	2	0	1		3	
	TRUCK	0	3	0	0	4	0								0	0	0			
4:00 - 4:15 PM	TOTAL	0	9	26	0	14	33							82	1	0	1		2	
	TRUCK	0	5	0	0	3	1								0	0	0			
4:15 - 4:30 PM	TOTAL	0	9	30	0	16	49							104	1	0	0		1	
	TRUCK	0	0	1	0	4	1								0	0	0			

4:30 - 4:45 PM	TOTAL	0	7	24	0	11	60							102	4	0	2		6	
	TRUCK	0	0	0	0	1	1								0	0	0			
4:45 - 5:00 PM	TOTAL	0	12	25	0	13	74							124	0	0	0			
	TRUCK	0	1	1	0	0	1								0	0	0			
5:00 - 5:15 PM	TOTAL	0	7	35	0	5	57							104	4	0	0		4	
	TRUCK	0	1	0	0	0	1								0	0	0			
5:15 - 5:30 PM	TOTAL	0	11	28	0	7	63							109	0	0	2		2	
	TRUCK	0	0	1	0	0	2								0	0	0			
5:30 - 5:45 PM	TOTAL	0	8	37	1	12	73							131	4	0	0		4	
	TRUCK	0	0	1	0	1	0								0	0	0			
5:45 - 6:00 PM	TOTAL	0	6	23	0	13	67							109	1	0	0		1	
	TRUCK	0	0	0	0	0	1								0	0	0			
6:00 - 6:15 PM	TOTAL	0	3	23	0	6	44							76	4	0	1		5	
	TRUCK	0	0	0	0	0	1								1	0	0		1	
6:15 - 6:30 PM	TOTAL	0	6	39	1	10	77							133	2	0	0		2	
	TRUCK	0	0	0	0	1	0								0	0	0			
6:30 - 6:45 PM	TOTAL	1	4	22	0	14	99							140	0	0	0			
	TRUCK	0	0	0	0	0	1								0	0	0			
6:45 - 7:00 PM	TOTAL	0	8	23	0	7	29							67	1	0	0		1	
	TRUCK	0	1	0	0	0	0								0	0	0			

1: Cortlandt St Ext. SB - Thru
2: Cortlandt St Ext. SB - Right
3: West Main St NB - Left
4: West Main St NB - Thru
5: H-Bridge EB - Left
6: H-Bridge EB - Right
7:
8:
9:
10:
11:
12:

A: Cross Cortlandt St North side of Int
B: Cross W Main St South side of Int
C: Cross H-Bridge West side of Int
D:

DATE:	1/25/2017
PERIOD:	7 AM - 7 PM
LOCATION:	H-Bridge over Metro North Railroad (East Intersection)

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

JOB NO:	16177
NAME:	Traffic Databank

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL		40	245		20	153							458	7		3		10	
	TRUCK		10%	1%		0%	8%													0.818
7:15 - 8:15 AM	TOTAL		42	258		28	160							488	8		4		12	
	TRUCK		7%	1%		4%	4%													0.871
7:30 - 8:30 AM	TOTAL	1	52	258		38	162							511	10		3		13	
	TRUCK	100%	6%	1%		5%	3%													0.913
7:45 - 8:45 AM	TOTAL	1	49	219		35	158							462	10		4		14	
	TRUCK	100%	4%	2%		11%	4%													0.843
8:00 - 9:00 AM	TOTAL	1	49	194		38	142							424	10		4		14	
	TRUCK	100%	12%	2%		13%	5%													0.774
8:15 - 9:15 AM	TOTAL	1	54	156		42	131							384	8		2		10	
	TRUCK	100%	17%	4%		19%	5%													0.8
8:30 - 9:30 AM	TOTAL		54	135		40	109							338	7		2		9	
	TRUCK		24%	4%		28%	6%													0.871
8:45 - 9:45 AM	TOTAL		54	121		38	98							311	5		1		6	
	TRUCK		26%	3%		32%	6%													0.802
9:00 - 10:00 AM	TOTAL		47	136	1	42	102							328	4		3		7	
	TRUCK		21%	5%	0%	29%	5%													0.845
9:15 - 10:15 AM	TOTAL		34	134	1	40	98							307	3		4		7	
	TRUCK		21%	7%	0%	25%	5%													0.825
9:30 - 10:30 AM	TOTAL		30	121	1	40	111							303	1		4		5	
	TRUCK		17%	7%	0%	25%	5%													0.815
9:45 - 10:45 AM	TOTAL		29	126	1	40	118							314	1		4		5	
	TRUCK		21%	7%	0%	20%	3%													0.844
10:00 - 11:00 AM	TOTAL		30	106		43	126							305	2		2		4	
	TRUCK		17%	7%		28%	5%													0.908
10:15 - 11:15 AM	TOTAL	1	34	96		44	121							296	2		1		3	
	TRUCK	0%	24%	3%		25%	5%													0.881
10:30 - 11:30 AM	TOTAL	1	28	101		42	119							291	5		4		9	
	TRUCK	0%	25%	3%		17%	4%													0.866
10:45 - 11:45 AM	TOTAL	1	31	93		48	115							288	5		5		10	
	TRUCK	0%	16%	8%		17%	4%													0.857
11:00 - 12:00 AM	TOTAL	1	24	93		46	101							265	4		4		8	
	TRUCK	0%	25%	9%		7%	3%													0.92

11:15 - 12:15 AM	TOTAL		25	97		41	111							274	6		4		10	
	TRUCK		12%	9%		7%	2%													0.901
11:30 - 12:30 AM	TOTAL		37	98		51	111							297	3		3		6	
	TRUCK		14%	11%		8%	1%													0.844
11:45 - 12:45 PM	TOTAL		42	103		61	118							324	8		3		11	
	TRUCK		24%	8%		8%	2%													0.818
12:00 - 1:00 PM	TOTAL	1	58	111		62	130							362	10		3		13	
	TRUCK	0%	17%	5%		16%	2%													0.914
12:15 - 1:15 PM	TOTAL	1	57	114		64	125							361	9		3		12	
	TRUCK	0%	21%	4%		16%	3%													0.912
12:30 - 1:30 PM	TOTAL	1	62	110		54	130							357	9		1		10	
	TRUCK	0%	16%	5%		24%	3%													0.902
12:45 - 1:45 PM	TOTAL	1	53	108		43	119							324	4				4	
	TRUCK	0%	13%	5%		26%	3%													0.818
1:00 - 2:00 PM	TOTAL	1	49	101	1	42	136							330	2				2	
	TRUCK	0%	14%	9%	0%	14%	5%													0.786
1:15 - 2:15 PM	TOTAL	1	51	96	1	41	150							340	1		1		2	
	TRUCK	0%	14%	11%	0%	15%	3%													0.81
1:30 - 2:30 PM	TOTAL	2	37	103	2	46	187							377	2		3		5	
	TRUCK	0%	16%	10%	0%	9%	3%													0.779
1:45 - 2:45 PM	TOTAL	3	38	101	3	45	215							405	4		5		9	
	TRUCK	0%	11%	9%	0%	7%	3%													0.837
2:00 - 3:00 PM	TOTAL	2	43	116	2	45	205							413	3		5		8	
	TRUCK	0%	7%	6%	0%	9%	1%													0.853
2:15 - 3:15 PM	TOTAL	2	38	124	2	48	206							420	7		5		12	
	TRUCK	0%	5%	4%	0%	8%	2%													0.868
2:30 - 3:30 PM	TOTAL	1	41	115	1	43	182							383	7		5		12	
	TRUCK	0%	7%	3%	0%	7%	3%													0.847
2:45 - 3:45 PM	TOTAL		44	126		53	197							420	7		3		10	
	TRUCK		16%	3%		13%	2%													0.802
3:00 - 4:00 PM	TOTAL	1	36	114		53	189							393	9		4		13	
	TRUCK	0%	25%	2%		19%	2%													0.75
3:15 - 4:15 PM	TOTAL	1	40	110		54	178							383	6		4		10	
	TRUCK	0%	33%	1%		22%	1%													0.731
3:30 - 4:30 PM	TOTAL	1	39	121		60	182							403	6		2		8	
	TRUCK	0%	31%	1%		25%	1%													0.769
3:45 - 4:45 PM	TOTAL	1	35	108		53	177							374	8		4		12	
	TRUCK	0%	23%	1%		23%	2%													0.899
4:00 - 5:00 PM	TOTAL		37	105		54	216							412	6		3		9	
	TRUCK		16%	2%		15%	2%													0.831
4:15 - 5:15 PM	TOTAL		35	114		45	240							434	9		2		11	
	TRUCK		6%	2%		11%	2%													0.875

4:30 - 5:30 PM	TOTAL		37	112		36	254							439	8		4		12	
	TRUCK		5%	2%		3%	2%													0.885
4:45 - 5:45 PM	TOTAL		38	125	1	37	267							468	8		2		10	
	TRUCK		5%	2%	0%	3%	1%													0.893
5:00 - 6:00 PM	TOTAL		32	123	1	37	260							453	9		2		11	
	TRUCK		3%	2%	0%	3%	2%													0.865
5:15 - 6:15 PM	TOTAL		28	111	1	38	247							425	9		3		12	
	TRUCK		0%	2%	0%	3%	2%								1				1	0.811
5:30 - 6:30 PM	TOTAL		23	122	2	41	261							449	11		1		12	
	TRUCK		0%	1%	0%	5%	1%								1				1	0.844
5:45 - 6:45 PM	TOTAL	1	19	107	1	43	287							458	7		1		8	
	TRUCK	0%	0%	0%	0%	2%	1%								1				1	0.818
6:00 - 7:00 PM	TOTAL	1	21	107	1	37	249							416	7		1		8	
	TRUCK	0%	5%	0%	0%	3%	1%								1				1	0.743

1: Cortlandt St Ext. SB - Thru
2: Cortlandt St Ext. SB - Right
3: West Main St NB - Left
4: West Main St NB - Thru
5: H-Bridge EB - Left
6: H-Bridge EB - Right
7:
8:
9:
10:
11:
12:

A: Cross Cortlandt St North side of Int
B: Cross W Main St South side of Int
C: Cross H-Bridge West side of Int
D:

DATE:	1/12/2017		JOB NO:	16177
PERIOD:	7 AM - 7 PM	**ENTER COUNT DATA ON THIS PAGE**	NAME:	Traffic Databank
LOCATION:	West Franklin Street & White Street			

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	0	0	1				7	25	107	64	5	0	209	4	3	2	2	11	
	TRUCK	0	0	0				1	0	2	3	0	0		0	0	0	0		
7:15 - 7:30 AM	TOTAL	2	5	0				6	15	89	62	15	2	196	3	2	1	0	6	
	TRUCK	1	0	0				1	0	5	2	1	0		0	0	0	0		
7:30 - 7:45 AM	TOTAL	0	5	0				7	14	117	73	13	0	229	10	0	3	8	21	
	TRUCK	0	0	0				0	0	3	2	0	0		0	0	0	0		
7:45 - 8:00 AM	TOTAL	0	3	0				6	7	79	46	6	0	147	4	0	3	2	9	
	TRUCK	0	0	0				0	0	0	1	1	0		0	0	0	0		
8:00 - 8:15 AM	TOTAL	0	4	1				7	9	91	43	8	0	163	23	0	6	2	31	
	TRUCK	0	0	0				0	0	0	1	0	0		0	0	0	0		
8:15 - 8:30 AM	TOTAL	1	0	1				10	3	108	59	10	0	192	6	0	7	0	13	
	TRUCK	0	0	0				0	0	3	4	1	0		0	0	0	0		
8:30 - 8:45 AM	TOTAL	0	0	2				5	3	67	48	9	0	134	5	1	2	3	11	
	TRUCK	0	0	0				0	0	2	0	0	0		0	0	0	0		
8:45 - 9:00 AM	TOTAL	0	1	0				3	1	53	49	2	1	110	2	0	2	0	4	
	TRUCK	0	1	0				1	0	1	0	0	0		0	0	0	0		
9:00 - 9:15 AM	TOTAL	1	0	0				5	1	61	34	4	1	107	7	0	0	0	7	
	TRUCK	0	0	0				0	0	3	2	0	0		0	0	0	0		
9:15 - 9:30 AM	TOTAL	2	0	0				2	3	53	42	7	2	111	5	0	0	1	6	
	TRUCK	0	0	0				0	0	2	2	0	0		0	0	0	0		
9:30 - 9:45 AM	TOTAL	1	1	1				1	2	55	34	9	1	105	3	0	2	0	5	
	TRUCK	0	0	0				0	0	0	0	1	0		0	0	0	0		
9:45 - 10:00 AM	TOTAL	3	0	2				6	2	57	39	6	2	117	5	0	2	1	8	
	TRUCK	0	0	0				0	0	2	1	0	0		0	0	0	0		
10:00 - 10:15 AM	TOTAL	1	0	1				1	2	55	43	4	1	108	9	0	0	0	9	
	TRUCK	0	0	0				0	0	2	0	0	0		1	0	0	0	1	
10:15 - 10:30 AM	TOTAL	1	0	0				6	1	44	40	8	0	100	13	0	2	0	15	
	TRUCK	0	0	0				0	0	3	2	0	0		0	0	0	0		
10:30 - 10:45 AM	TOTAL	0	1	2				1	3	46	40	9	0	102	4	0	1	2	7	
	TRUCK	0	0	0				0	0	2	2	1	0		0	0	0	0		
10:45 - 11:00 AM	TOTAL	2	1	1				5	0	42	36	1	1	89	5	0	2	0	7	
	TRUCK	2	1	0				0	0	0	0	0	0		0	0	0	0		
11:00 - 11:15 AM	TOTAL	0	0	1				3	2	44	27	5	0	82	2	0	1	0	3	
	TRUCK	0	0	0				0	0	0	0	0	0		0	0	0	0		

11:15 - 11:30 AM	TOTAL	1	1	0				3	3	50	34	3	0	95	6	1	1	0	8	
	TRUCK	0	0	0				0	0	1	1	0	0		0	0	0	0		
11:30 - 11:45 AM	TOTAL	1	1	1				4	0	49	45	7	0	108	4	0	1	0	5	
	TRUCK	0	0	0				0	0	4	1	0	0		0	0	0	1	1	
11:45 - 12:00 PM	TOTAL	0	0	1				5	1	57	43	8	0	115	7	0	0	1	8	
	TRUCK	0	0	0				0	0	3	1	0	0		0	0	0	0		
12:00 - 12:15 PM	TOTAL	2	0	1				4	4	44	31	5	0	91	7	1	3	1	12	
	TRUCK	0	0	0				0	0	1	0	0	0		0	0	0	0		
12:15 - 12:30 PM	TOTAL	0	2	0				2	0	59	38	3	0	104	1	0	1	0	2	
	TRUCK	0	0	0				0	0	4	0	1	0		0	0	0	0		
12:30 - 12:45 PM	TOTAL	1	0	1				2	1	38	32	7	0	82	6	0	0	0	6	
	TRUCK	0	0	0				0	0	0	5	0	0		0	0	0	0		
12:45 - 1:00 PM	TOTAL	1	2	2				5	0	49	36	2	0	97	8	0	1	0	9	
	TRUCK	0	0	0				1	0	1	0	0	0		0	0	0	0		
1:00 - 1:15 PM	TOTAL	0	2	0				1	1	47	40	4	0	95	3	1	0	0	4	
	TRUCK	0	0	0				0	0	1	1	0	0		0	0	0	0		
1:15 - 1:30 PM	TOTAL	0	2	1				0	2	50	47	12	0	114	7	2	0	0	9	
	TRUCK	0	0	0				0	0	1	2	1	0		0	0	0	0		
1:30 - 1:45 PM	TOTAL	0	1	1				5	1	40	45	9	1	103	5	0	0	0	5	
	TRUCK	0	0	0				1	1	3	3	1	0		0	0	0	0		
1:45 - 2:00 PM	TOTAL	0	0	0				5	3	49	44	5	0	106	5	1	1	0	7	
	TRUCK	0	0	0				1	0	2	2	0	0		0	0	0	0		
2:00 - 2:15 PM	TOTAL	1	0	0				4	0	57	43	2	0	107	4	0	2	2	8	
	TRUCK	0	0	0				0	0	4	2	0	0		0	0	0	0		
2:15 - 2:30 PM	TOTAL	0	1	1				1	1	62	65	9	0	140	7	0	2	0	9	
	TRUCK	0	0	0				0	0	3	3	1	0		0	0	0	0		
2:30 - 2:45 PM	TOTAL	1	0	0				8	3	49	57	6	0	124	13	0	24	0	37	
	TRUCK	0	0	0				0	0	0	1	0	0		0	0	0	0		
2:45 - 3:00 PM	TOTAL	0	0	0				4	1	54	36	7	0	102	7	1	1	0	9	
	TRUCK	0	0	0				0	0	3	1	0	0		0	0	0	0		
3:00 - 3:15 PM	TOTAL	0	0	1				9	5	56	44	7	0	122	3	1	0	0	4	
	TRUCK	0	0	0				0	0	2	2	0	0		0	0	0	0		
3:15 - 3:30 PM	TOTAL	2	3	1				4	6	71	63	7	0	157	4	1	4	0	9	
	TRUCK	0	1	0				0	0	2	2	0	0		0	0	0	0		
3:30 - 3:45 PM	TOTAL	0	9	1				8	1	78	79	9	0	185	7	1	2	0	10	
	TRUCK	0	0	0				1	0	3	1	0	0		0	0	0	0		
3:45 - 4:00 PM	TOTAL	1	0	4				4	2	71	63	4	0	149	6	0	5	0	11	
	TRUCK	0	0	0				0	0	0	0	1	0		0	0	0	0		
4:00 - 4:15 PM	TOTAL	4	0	2				8	1	55	46	7	0	123	9	4	1	0	14	
	TRUCK	0	0	0				1	0	4	0	0	0		0	0	0	1	1	
4:15 - 4:30 PM	TOTAL	1	4	2				7	3	79	61	7	1	165	9	1	1	1	12	
	TRUCK	0	0	0				0	0	2	1	0	0		0	0	0	0		

4:30 - 4:45 PM	TOTAL	0	3	1				3	0	77	60	9	0	153	6	1	2	0	9	
	TRUCK	0	0	0				0	0	0	0	0	0		0	0	0	0		
4:45 - 5:00 PM	TOTAL	0	3	2				4	1	95	65	13	0	183	7	1	4	2	14	
	TRUCK	0	1	0				0	0	1	2	0	0		0	0	0	0		
5:00 - 5:15 PM	TOTAL	0	2	1				8	0	92	87	9	0	199	6	0	7	1	14	
	TRUCK	0	0	0				0	0	2	1	0	0		0	0	0	0		
5:15 - 5:30 PM	TOTAL	0	7	2				4	2	77	60	14	0	166	15	3	2	3	23	
	TRUCK	0	0	0				0	0	0	1	0	0		0	0	0	0		
5:30 - 5:45 PM	TOTAL	0	5	1				4	1	82	73	12	0	178	6	0	6	2	14	
	TRUCK	0	0	0				0	0	0	0	0	0		0	0	0	0		
5:45 - 6:00 PM	TOTAL	1	8	1				7	3	81	59	13	0	173	6	1	8	6	21	
	TRUCK	0	0	0				0	0	0	0	0	0		0	0	0	0		
6:00 - 6:15 PM	TOTAL	0	6	3				5	6	68	106	14	0	208	6	1	1	0	8	
	TRUCK	0	0	0				0	1	1	0	0	0		0	0	0	0		
6:15 - 6:30 PM	TOTAL	0	9	7				3	6	80	117	11	2	235	1	4	8	0	13	
	TRUCK	0	0	0				0	0	1	0	0	0		0	0	0	0		
6:30 - 6:45 PM	TOTAL	0	8	3				5	4	53	101	16	0	190	3	3	3	0	9	
	TRUCK	0	0	0				0	0	0	1	1	0		0	0	0	0		
6:45 - 7:00 PM	TOTAL	0	0	0				8	2	77	69	6	1	163	3	0	2	0	5	
	TRUCK	0	0	0				0	0	1	1	0	0		0	0	0	0		

1: West Franklin SB - Right
2: West Franklin SB - Thru
3: West Franklin SB - Left
4:
5:
6:
7: West Franklin NB - Right
8: West Franklin NB - Thru
9: West Franklin NB - Left
10: White EB - Right
11: White EB - Thru
12: White EB - Left

A: Cross W Franklin North side of Int
B: Cross White East side of Int
C: Cross W Franklin South side of Int
D: Cross White West Side of Int

DATE:	1/12/2017
PERIOD:	7 AM - 7 PM
LOCATION:	West Franklin Street & White Street

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

JOB NO:	16177
NAME:	Traffic Databank

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	2	13	1				26	61	392	245	39	2	781	21	5	9	12	47	
	TRUCK	50%	0%	0%				8%	0%	3%	3%	5%	0%							0.853
7:15 - 8:15 AM	TOTAL	2	17	1				26	45	376	224	42	2	735	40	2	13	12	67	
	TRUCK	50%	0%	0%				4%	0%	2%	3%	5%	0%							0.802
7:30 - 8:30 AM	TOTAL	1	12	2				30	33	395	221	37		731	43		19	12	74	
	TRUCK	0%	0%	0%				0%	0%	2%	4%	5%								0.798
7:45 - 8:45 AM	TOTAL	1	7	4				28	22	345	196	33		636	38	1	18	7	64	
	TRUCK	0%	0%	0%				0%	0%	1%	3%	6%								0.828
8:00 - 9:00 AM	TOTAL	1	5	4				25	16	319	199	29	1	599	36	1	17	5	59	
	TRUCK	0%	20%	0%				4%	0%	2%	3%	3%	0%							0.78
8:15 - 9:15 AM	TOTAL	2	1	3				23	8	289	190	25	2	543	20	1	11	3	35	
	TRUCK	0%	100%	0%				4%	0%	3%	3%	4%	0%							0.707
8:30 - 9:30 AM	TOTAL	3	1	2				15	8	234	173	22	4	462	19	1	4	4	28	
	TRUCK	0%	100%	0%				7%	0%	3%	2%	0%	0%							0.862
8:45 - 9:45 AM	TOTAL	4	2	1				11	7	222	159	22	5	433	17		4	1	22	
	TRUCK	0%	50%	0%				9%	0%	3%	3%	5%	0%							0.975
9:00 - 10:00 AM	TOTAL	7	1	3				14	8	226	149	26	6	440	20		4	2	26	
	TRUCK	0%	0%	0%				0%	0%	3%	3%	4%	0%							0.94
9:15 - 10:15 AM	TOTAL	7	1	4				10	9	220	158	26	6	441	22		4	2	28	
	TRUCK	0%	0%	0%				0%	0%	3%	2%	4%	0%		1				1	0.942
9:30 - 10:30 AM	TOTAL	6	1	4				14	7	211	156	27	4	430	30		6	1	37	
	TRUCK	0%	0%	0%				0%	0%	3%	2%	4%	0%		1				1	0.919
9:45 - 10:45 AM	TOTAL	5	1	5				14	8	202	162	27	3	427	31		5	3	39	
	TRUCK	0%	0%	0%				0%	0%	4%	3%	4%	0%		1				1	0.912
10:00 - 11:00 AM	TOTAL	4	2	4				13	6	187	159	22	2	399	31		5	2	38	
	TRUCK	50%	50%	0%				0%	0%	4%	3%	5%	0%		1				1	0.924
10:15 - 11:15 AM	TOTAL	3	2	4				15	6	176	143	23	1	373	24		6	2	32	
	TRUCK	67%	50%	0%				0%	0%	3%	3%	4%	0%							0.914
10:30 - 11:30 AM	TOTAL	3	3	4				12	8	182	137	18	1	368	17	1	5	2	25	
	TRUCK	67%	33%	0%				0%	0%	2%	2%	6%	0%							0.902
10:45 - 11:45 AM	TOTAL	4	3	3				15	5	185	142	16	1	374	17	1	5		23	
	TRUCK	50%	33%	0%				0%	0%	3%	1%	0%	0%					1	1	0.866
11:00 - 12:00 AM	TOTAL	2	2	3				15	6	200	149	23		400	19	1	3	1	24	
	TRUCK	0%	0%	0%				0%	0%	4%	2%	0%						1	1	0.87

11:15 - 12:15 AM	TOTAL	4	2	3				16	8	200	153	23		409	24	2	5	2	33	
	TRUCK	0%	0%	0%				0%	0%	5%	2%	0%						1	1	0.889
11:30 - 12:30 AM	TOTAL	3	3	3				15	5	209	157	23		418	19	1	5	2	27	
	TRUCK	0%	0%	0%				0%	0%	6%	1%	4%						1	1	0.909
11:45 - 12:45 PM	TOTAL	3	2	3				13	6	198	144	23		392	21	1	4	2	28	
	TRUCK	0%	0%	0%				0%	0%	4%	4%	4%								0.852
12:00 - 1:00 PM	TOTAL	4	4	4				13	5	190	137	17		374	22	1	5	1	29	
	TRUCK	0%	0%	0%				8%	0%	3%	4%	6%								0.899
12:15 - 1:15 PM	TOTAL	2	6	3				10	2	193	146	16		378	18	1	2		21	
	TRUCK	0%	0%	0%				10%	0%	3%	4%	6%								0.909
12:30 - 1:30 PM	TOTAL	2	6	4				8	4	184	155	25		388	24	3	1		28	
	TRUCK	0%	0%	0%				13%	0%	2%	5%	4%								0.851
12:45 - 1:45 PM	TOTAL	1	7	4				11	4	186	168	27	1	409	23	3	1		27	
	TRUCK	0%	0%	0%				18%	25%	3%	4%	7%	0%							0.897
1:00 - 2:00 PM	TOTAL		5	2				11	7	186	176	30	1	418	20	4	1		25	
	TRUCK		0%	0%				18%	14%	4%	5%	7%	0%							0.917
1:15 - 2:15 PM	TOTAL	1	3	2				14	6	196	179	28	1	430	21	3	3	2	29	
	TRUCK	0%	0%	0%				14%	17%	5%	5%	7%	0%							0.943
1:30 - 2:30 PM	TOTAL	1	2	2				15	5	208	197	25	1	456	21	1	5	2	29	
	TRUCK	0%	0%	0%				13%	20%	6%	5%	8%	0%							0.814
1:45 - 2:45 PM	TOTAL	2	1	1				18	7	217	209	22		477	29	1	29	2	61	
	TRUCK	0%	0%	0%				6%	0%	4%	4%	5%								0.852
2:00 - 3:00 PM	TOTAL	2	1	1				17	5	222	201	24		473	31	1	29	2	63	
	TRUCK	0%	0%	0%				0%	0%	5%	3%	4%								0.845
2:15 - 3:15 PM	TOTAL	1	1	2				22	10	221	202	29		488	30	2	27		59	
	TRUCK	0%	0%	0%				0%	0%	4%	3%	3%								0.871
2:30 - 3:30 PM	TOTAL	3	3	2				25	15	230	200	27		505	27	3	29		59	
	TRUCK	0%	33%	0%				0%	0%	3%	3%	0%								0.804
2:45 - 3:45 PM	TOTAL	2	12	3				25	13	259	222	30		566	21	4	7		32	
	TRUCK	0%	8%	0%				4%	0%	4%	3%	0%								0.765
3:00 - 4:00 PM	TOTAL	3	12	7				25	14	276	249	27		613	20	3	11		34	
	TRUCK	0%	8%	0%				4%	0%	3%	2%	4%								0.828
3:15 - 4:15 PM	TOTAL	7	12	8				24	10	275	251	27		614	26	6	12		44	
	TRUCK	0%	8%	0%				8%	0%	3%	1%	4%						1	1	0.83
3:30 - 4:30 PM	TOTAL	6	13	9				27	7	283	249	27	1	622	31	6	9	1	47	
	TRUCK	0%	0%	0%				7%	0%	3%	1%	4%	0%					1	1	0.841
3:45 - 4:45 PM	TOTAL	6	7	9				22	6	282	230	27	1	590	30	6	9	1	46	
	TRUCK	0%	0%	0%				5%	0%	2%	0%	4%	0%					1	1	0.894
4:00 - 5:00 PM	TOTAL	5	10	7				22	5	306	232	36	1	624	31	7	8	3	49	
	TRUCK	0%	10%	0%				5%	0%	2%	1%	0%	0%					1	1	0.852
4:15 - 5:15 PM	TOTAL	1	12	6				22	4	343	273	38	1	700	28	3	14	4	49	
	TRUCK	0%	8%	0%				0%	0%	1%	1%	0%	0%							0.879

4:30 - 5:30 PM	TOTAL		15	6				19	3	341	272	45		701	34	5	15	6	60	
	TRUCK		7%	0%				0%	0%	1%	1%	0%								0.881
4:45 - 5:45 PM	TOTAL		17	6				20	4	346	285	48		726	34	4	19	8	65	
	TRUCK		6%	0%				0%	0%	1%	1%	0%								0.912
5:00 - 6:00 PM	TOTAL	1	22	5				23	6	332	279	48		716	33	4	23	12	72	
	TRUCK	0%	0%	0%				0%	0%	1%	1%	0%								0.899
5:15 - 6:15 PM	TOTAL	1	26	7				20	12	308	298	53		725	33	5	17	11	66	
	TRUCK	0%	0%	0%				0%	8%	0%	0%	0%								0.871
5:30 - 6:30 PM	TOTAL	1	28	12				19	16	311	355	50	2	794	19	6	23	8	56	
	TRUCK	0%	0%	0%				0%	6%	1%	0%	0%	0%							0.845
5:45 - 6:45 PM	TOTAL	1	31	14				20	19	282	383	54	2	806	16	9	20	6	51	
	TRUCK	0%	0%	0%				0%	5%	1%	0%	2%	0%							0.857
6:00 - 7:00 PM	TOTAL		23	13				21	18	278	393	47	3	796	13	8	14		35	
	TRUCK		0%	0%				0%	6%	1%	1%	2%	0%							0.847

1: West Franklin SB - Right
2: West Franklin SB - Thru
3: West Franklin SB - Left
4:
5:
6:

7: West Franklin NB - Right
8: West Franklin NB - Thru
9: West Franklin NB - Left
10: White EB - Right
11: White EB - Thru
12: White EB - Left

A: Cross W Franklin North side of Int
B: Cross White East side of Int
C: Cross W Franklin South side of Int
D: Cross White West Side of Int

ATTACHMENT IV

CAPACITY ANALYSES

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	253	150	22	73	342	51
Future Volume (vph)	253	150	22	73	342	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950		0.897			
Flt Protected	0.970					0.958
Satd. Flow (prot)	1694	0	1653	0	0	1649
Flt Permitted	0.970					0.958
Satd. Flow (perm)	1694	0	1653	0	0	1649
Link Speed (mph)	30		30			30
Link Distance (ft)	125		301			321
Travel Time (s)	2.8		6.8			7.3
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	9%	0%	2%	10%	0%
Adj. Flow (vph)	316	188	28	91	428	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	504	0	119	0	0	492
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	200

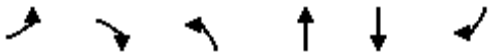
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	253	150	22	73	342	51
Future Vol, veh/h	253	150	22	73	342	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	3	-	-	3
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	9	0	2	10	0
Mvmt Flow	316	188	28	91	428	64

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	994	74	0	0	119	0
Stage 1	74	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Critical Hdwy	6.4	6.29	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.381	-	-	2.29	-
Pot Cap-1 Maneuver	~ 274	969	-	-	1421	-
Stage 1	954	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 189	969	-	-	1421	-
Mov Cap-2 Maneuver	~ 189	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	392	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 434.8	0	7.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	270	1421	-
HCM Lane V/C Ratio	-	-	1.866	0.301	-
HCM Control Delay (s)	-	-	$ 434.8	8.6	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	34.7	1.3	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	32	383	359	0	0	44
Future Volume (vph)	32	383	359	0	0	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875				0.865	
Flt Protected	0.996			0.950		
Satd. Flow (prot)	1542	0	0	1760	1472	0
Flt Permitted	0.996			0.950		
Satd. Flow (perm)	1542	0	0	1760	1472	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	125			290	321	
Travel Time (s)	2.8			6.6	7.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	8%	1%	0%	0%	10%
Adj. Flow (vph)	39	467	438	0	0	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	506	0	0	438	54	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	12.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	383	359	0	0	44
Future Vol, veh/h	32	383	359	0	0	44
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	-	-	3	3	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	8	1	0	0	10
Mvmt Flow	39	467	438	0	0	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	903	27	54	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Critical Hdwy	6.4	6.28	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	2.209	-	-	-
Pot Cap-1 Maneuver	310	1031	1558	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	223	1031	1558	-	-	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.7	8.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	806	-	-
HCM Lane V/C Ratio	0.281	-	0.628	-	-
HCM Control Delay (s)	8.2	0	16.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	1.2	-	4.5	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	253	150	22	73	342	51
Future Volume (vph)	253	150	22	73	342	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950		0.897			
Flt Protected	0.970					0.958
Satd. Flow (prot)	1694	0	1653	0	0	1649
Flt Permitted	0.970					0.958
Satd. Flow (perm)	1694	0	1653	0	0	1649
Link Speed (mph)	30		30			30
Link Distance (ft)	125		301			321
Travel Time (s)	2.8		6.8			7.3
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	9%	0%	2%	10%	0%
Adj. Flow (vph)	316	188	28	91	428	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	504	0	119	0	0	492
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Stop			Stop

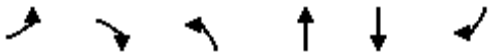
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	26.1
Intersection LOS	D

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations									
Traffic Vol, veh/h	0	253	150	0	22	73	0	342	51
Future Vol, veh/h	0	253	150	0	22	73	0	342	51
Peak Hour Factor	0.92	0.80	0.80	0.92	0.80	0.80	0.92	0.80	0.80
Heavy Vehicles, %	2	0	9	2	0	2	2	10	0
Mvmt Flow	0	316	188	0	28	91	0	428	64
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	26	10.3	30
HCM LOS	D	B	D

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	63%	87%
Vol Thru, %	23%	0%	13%
Vol Right, %	77%	37%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	95	403	393
LT Vol	0	253	342
Through Vol	22	0	51
RT Vol	73	150	0
Lane Flow Rate	119	504	491
Geometry Grp	1	1	1
Degree of Util (X)	0.192	0.783	0.813
Departure Headway (Hd)	5.834	5.596	5.96
Convergence, Y/N	Yes	Yes	Yes
Cap	610	645	604
Service Time	3.92	3.657	4.018
HCM Lane V/C Ratio	0.195	0.781	0.813
HCM Control Delay	10.3	26	30
HCM Lane LOS	B	D	D
HCM 95th-tile Q	0.7	7.5	8.2



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	32	383	359	0	0	44
Future Volume (vph)	32	383	359	0	0	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875				0.865	
Flt Protected	0.996			0.950		
Satd. Flow (prot)	1542	0	0	1760	1472	0
Flt Permitted	0.996			0.950		
Satd. Flow (perm)	1542	0	0	1760	1472	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	125			290	321	
Travel Time (s)	2.8			6.6	7.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	8%	1%	0%	0%	10%
Adj. Flow (vph)	39	467	438	0	0	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	506	0	0	438	54	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations									
Traffic Vol, veh/h	0	32	383	0	359	0	0	0	44
Future Vol, veh/h	0	32	383	0	359	0	0	0	44
Peak Hour Factor	0.92	0.82	0.82	0.92	0.82	0.82	0.92	0.82	0.82
Heavy Vehicles, %	2	0	8	2	1	0	2	0	10
Mvmt Flow	0	39	467	0	438	0	0	0	54
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	17	18.9	8.8
HCM LOS	C	C	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	100%	8%	0%
Vol Thru, %	0%	0%	0%
Vol Right, %	0%	92%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	359	415	44
LT Vol	359	32	0
Through Vol	0	0	0
RT Vol	0	383	44
Lane Flow Rate	438	506	54
Geometry Grp	1	1	1
Degree of Util (X)	0.668	0.672	0.079
Departure Headway (Hd)	5.496	4.778	5.304
Convergence, Y/N	Yes	Yes	Yes
Cap	657	759	672
Service Time	3.534	2.778	3.36
HCM Lane V/C Ratio	0.667	0.667	0.08
HCM Control Delay	18.9	17	8.8
HCM Lane LOS	C	C	A
HCM 95th-tile Q	5.1	5.3	0.3

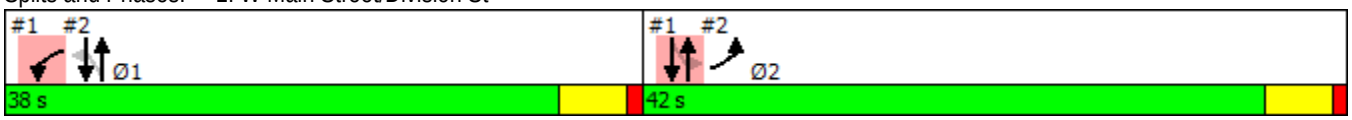
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	253	150	22	73	342	51
Future Volume (vph)	253	150	22	73	342	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950		0.897			
Flt Protected	0.970					0.958
Satd. Flow (prot)	1694	0	1653	0	0	1649
Flt Permitted	0.970					0.672
Satd. Flow (perm)	1694	0	1653	0	0	1157
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	46		91			
Link Speed (mph)	30		30			30
Link Distance (ft)	125		301			321
Travel Time (s)	2.8		6.8			7.3
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	9%	0%	2%	10%	0%
Adj. Flow (vph)	316	188	28	91	428	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	504	0	119	0	0	492
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		1		1	1
Detector Template					Left	
Leading Detector (ft)	35		35		20	35
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	1		2			2
Permitted Phases					2	
Detector Phase	1		2		2	2
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	23.0		23.0		23.0	23.0
Total Split (s)	38.0		42.0		42.0	42.0
Total Split (%)	47.5%		52.5%		52.5%	52.5%

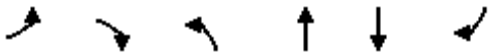
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Maximum Green (s)	33.0		37.0		37.0	37.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag	Lead		Lag		Lag	Lag
Lead-Lag Optimize?	Yes		Yes		Yes	Yes
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	28.1		34.4			34.4
Actuated g/C Ratio	0.39		0.47			0.47
v/c Ratio	0.74		0.14			0.90
Control Delay	8.2		5.0			41.9
Queue Delay	0.7		0.0			0.2
Total Delay	9.0		5.0			42.2
LOS	A		A			D
Approach Delay	9.0		5.0			42.2
Approach LOS	A		A			D
Queue Length 50th (ft)	14		7			220
Queue Length 95th (ft)	34		27			#341
Internal Link Dist (ft)	45		221			241
Turn Bay Length (ft)						
Base Capacity (vph)	816		910			607
Starvation Cap Reductn	104		0			0
Spillback Cap Reductn	0		9			6
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.71		0.13			0.82

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 72.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

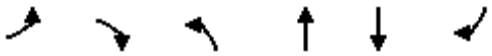
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: W Main Street/Division St





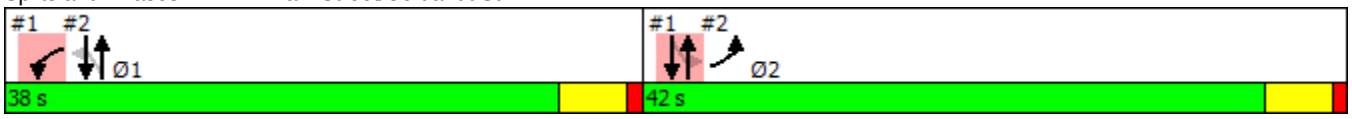
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	32	383	359	0	0	44
Future Volume (vph)	32	383	359	0	0	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875				0.865	
Flt Protected	0.996			0.950		
Satd. Flow (prot)	1542	0	0	1760	1472	0
Flt Permitted	0.996			0.722		
Satd. Flow (perm)	1542	0	0	1338	1472	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	467				1091	
Link Speed (mph)	30			30	30	
Link Distance (ft)	125			290	321	
Travel Time (s)	2.8			6.6	7.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	8%	1%	0%	0%	10%
Adj. Flow (vph)	39	467	438	0	0	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	506	0	0	438	54	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	1	1	
Detector Template			Left			
Leading Detector (ft)	35		20	35	35	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	2			1	1	
Permitted Phases			1			
Detector Phase	2		1	1	1	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.0		23.0	23.0	23.0	
Total Split (s)	42.0		38.0	38.0	38.0	
Total Split (%)	52.5%		47.5%	47.5%	47.5%	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Maximum Green (s)	37.0		33.0	33.0	33.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		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	Lag		Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	34.4			28.1	28.1	
Actuated g/C Ratio	0.47			0.39	0.39	
v/c Ratio	0.52			0.85	0.04	
Control Delay	1.6			38.3	0.1	
Queue Delay	1.5			0.0	0.0	
Total Delay	3.1			38.3	0.1	
LOS	A			D	A	
Approach Delay	3.1			38.3	0.1	
Approach LOS	A			D	A	
Queue Length 50th (ft)	1			185	0	
Queue Length 95th (ft)	m0			266	0	
Internal Link Dist (ft)	45			210	241	
Turn Bay Length (ft)						
Base Capacity (vph)	1031			625	1269	
Starvation Cap Reductn	332			0	0	
Spillback Cap Reductn	0			2	112	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.72			0.70	0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 72.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 60.3%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: W Main Street/Cortlandt St



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	114	210	49	228	259	35
Future Volume (vph)	114	210	49	228	259	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912		0.889			
Flt Protected	0.983					0.958
Satd. Flow (prot)	1671	0	1664	0	0	1747
Flt Permitted	0.983					0.958
Satd. Flow (perm)	1671	0	1664	0	0	1747
Link Speed (mph)	30		30			30
Link Distance (ft)	125		301			321
Travel Time (s)	2.8		6.8			7.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%
Adj. Flow (vph)	152	280	65	304	345	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	432	0	369	0	0	392
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

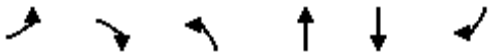
Intersection	
Int Delay, s/veh	40.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	114	210	49	228	259	35
Future Vol, veh/h	114	210	49	228	259	35
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	-	3	-	-	3
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	3	0	0	3	0
Mvmt Flow	152	280	65	304	345	47

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	954	217	0	0	369	0
Stage 1	217	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	289	820	-	-	1184	-
Stage 1	824	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	203	820	-	-	1184	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	477	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	104.4	0	8.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	396	1184	-
HCM Lane V/C Ratio	-	-	1.091	0.292	-
HCM Control Delay (s)	-	-	104.4	9.3	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	15.2	1.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	52	434	296	1	1	28
Future Volume (vph)	52	434	296	1	1	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.879				0.868	
Flt Protected	0.995			0.952		
Satd. Flow (prot)	1642	0	0	1782	1549	0
Flt Permitted	0.995			0.952		
Satd. Flow (perm)	1642	0	0	1782	1549	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	125			290	321	
Travel Time (s)	2.8			6.6	7.3	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	3%	1%	0%	0%	0%	5%
Adj. Flow (vph)	70	586	400	1	1	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	656	0	0	401	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	19.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	434	296	1	1	28
Future Vol, veh/h	52	434	296	1	1	28
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	-	-	3	3	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	3	1	0	0	0	5
Mvmt Flow	70	586	400	1	1	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	821	20	39	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Critical Hdwy	6.43	6.21	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.309	2.2	-	-	-
Pot Cap-1 Maneuver	343	1061	1584	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	256	1061	1584	-	-	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.2	8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1584	-	794	-	-
HCM Lane V/C Ratio	0.253	-	0.827	-	-
HCM Control Delay (s)	8	0	27.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	1	-	9.3	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	114	210	49	228	259	35
Future Volume (vph)	114	210	49	228	259	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912		0.889			
Flt Protected	0.983					0.958
Satd. Flow (prot)	1671	0	1664	0	0	1747
Flt Permitted	0.983					0.958
Satd. Flow (perm)	1671	0	1664	0	0	1747
Link Speed (mph)	30		30			30
Link Distance (ft)	125		301			321
Travel Time (s)	2.8		6.8			7.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%
Adj. Flow (vph)	152	280	65	304	345	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	432	0	369	0	0	392
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Stop			Stop

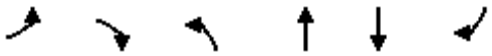
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	18.2
Intersection LOS	C

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations									
Traffic Vol, veh/h	0	114	210	0	49	228	0	259	35
Future Vol, veh/h	0	114	210	0	49	228	0	259	35
Peak Hour Factor	0.92	0.75	0.75	0.92	0.75	0.75	0.92	0.75	0.75
Heavy Vehicles, %	2	0	3	2	0	0	2	3	0
Mvmt Flow	0	152	280	0	65	304	0	345	47
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	19.6	14.9	19.8
HCM LOS	C	B	C

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	35%	88%
Vol Thru, %	18%	0%	12%
Vol Right, %	82%	65%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	277	324	294
LT Vol	0	114	259
Through Vol	49	0	35
RT Vol	228	210	0
Lane Flow Rate	369	432	392
Geometry Grp	1	1	1
Degree of Util (X)	0.551	0.673	0.653
Departure Headway (Hd)	5.373	5.607	5.997
Convergence, Y/N	Yes	Yes	Yes
Cap	665	639	600
Service Time	3.454	3.681	4.076
HCM Lane V/C Ratio	0.555	0.676	0.653
HCM Control Delay	14.9	19.6	19.8
HCM Lane LOS	B	C	C
HCM 95th-tile Q	3.4	5.2	4.8



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	52	434	296	1	1	28
Future Volume (vph)	52	434	296	1	1	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.879				0.868	
Flt Protected	0.995			0.952		
Satd. Flow (prot)	1642	0	0	1782	1549	0
Flt Permitted	0.995			0.952		
Satd. Flow (perm)	1642	0	0	1782	1549	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	125			290	321	
Travel Time (s)	2.8			6.6	7.3	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	3%	1%	0%	0%	0%	5%
Adj. Flow (vph)	70	586	400	1	1	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	656	0	0	401	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	26.3
Intersection LOS	D

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations									
Traffic Vol, veh/h	0	52	434	0	296	1	0	1	28
Future Vol, veh/h	0	52	434	0	296	1	0	1	28
Peak Hour Factor	0.92	0.74	0.74	0.92	0.74	0.74	0.92	0.74	0.74
Heavy Vehicles, %	2	3	1	2	0	0	2	0	5
Mvmt Flow	0	70	586	0	400	1	0	1	38
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	31.6	19.3	9.2
HCM LOS	D	C	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	100%	11%	0%
Vol Thru, %	0%	0%	3%
Vol Right, %	0%	89%	97%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	297	486	29
LT Vol	296	52	0
Through Vol	1	0	1
RT Vol	0	434	28
Lane Flow Rate	401	657	39
Geometry Grp	1	1	1
Degree of Util (X)	0.653	0.876	0.062
Departure Headway (Hd)	5.853	4.8	5.741
Convergence, Y/N	Yes	Yes	Yes
Cap	614	762	619
Service Time	3.905	2.8	3.821
HCM Lane V/C Ratio	0.653	0.862	0.063
HCM Control Delay	19.3	31.6	9.2
HCM Lane LOS	C	D	A
HCM 95th-tile Q	4.8	10.9	0.2

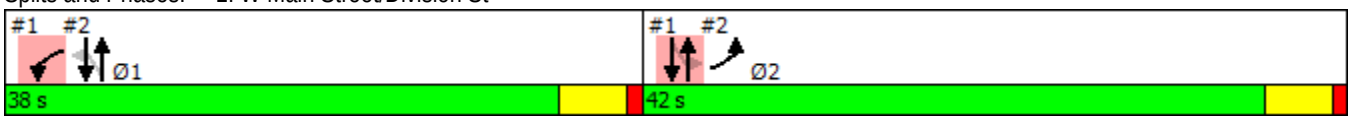
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	114	210	49	228	259	35
Future Volume (vph)	114	210	49	228	259	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912		0.889			
Flt Protected	0.983					0.958
Satd. Flow (prot)	1671	0	1664	0	0	1747
Flt Permitted	0.983					0.464
Satd. Flow (perm)	1671	0	1664	0	0	846
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	141		304			
Link Speed (mph)	30		30			30
Link Distance (ft)	125		301			321
Travel Time (s)	2.8		6.8			7.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%
Adj. Flow (vph)	152	280	65	304	345	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	432	0	369	0	0	392
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		1		1	1
Detector Template					Left	
Leading Detector (ft)	35		35		20	35
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	1		2			2
Permitted Phases					2	
Detector Phase	1		2		2	2
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	23.0		23.0		23.0	23.0
Total Split (s)	38.0		42.0		42.0	42.0
Total Split (%)	47.5%		52.5%		52.5%	52.5%

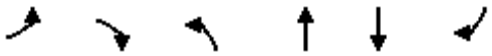
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Maximum Green (s)	33.0		37.0		37.0	37.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		5.0			5.0
Lead/Lag	Lead		Lag		Lag	Lag
Lead-Lag Optimize?	Yes		Yes		Yes	Yes
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	Min		Min		Min	Min
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	26.8		37.3			37.3
Actuated g/C Ratio	0.36		0.50			0.50
v/c Ratio	0.62		0.37			0.92
Control Delay	3.7		4.2			51.0
Queue Delay	0.9		0.0			2.8
Total Delay	4.6		4.2			53.8
LOS	A		A			D
Approach Delay	4.6		4.2			53.8
Approach LOS	A		A			D
Queue Length 50th (ft)	0		16			169
Queue Length 95th (ft)	0		37			#277
Internal Link Dist (ft)	45		221			241
Turn Bay Length (ft)						
Base Capacity (vph)	826		987			425
Starvation Cap Reductn	174		0			0
Spillback Cap Reductn	0		21			10
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.66		0.38			0.94

Intersection Summary

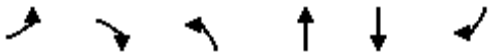
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 74.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 20.6 Intersection LOS: C
Intersection Capacity Utilization 64.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: W Main Street/Division St





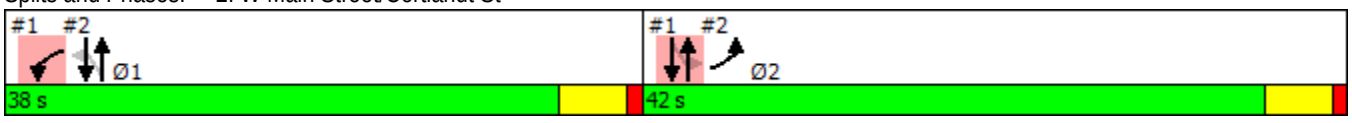
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	52	434	296	1	1	28
Future Volume (vph)	52	434	296	1	1	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.879				0.868	
Flt Protected	0.995			0.952		
Satd. Flow (prot)	1642	0	0	1782	1549	0
Flt Permitted	0.995			0.698		
Satd. Flow (perm)	1642	0	0	1306	1549	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	586				38	
Link Speed (mph)	30			30	30	
Link Distance (ft)	125			290	321	
Travel Time (s)	2.8			6.6	7.3	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	3%	1%	0%	0%	0%	5%
Adj. Flow (vph)	70	586	400	1	1	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	656	0	0	401	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.02	1.02
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	1	1	
Detector Template			Left			
Leading Detector (ft)	35		20	35	35	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	2			1	1	
Permitted Phases			1			
Detector Phase	2		1	1	1	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.0		23.0	23.0	23.0	
Total Split (s)	42.0		38.0	38.0	38.0	
Total Split (%)	52.5%		47.5%	47.5%	47.5%	

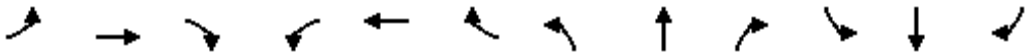


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Maximum Green (s)	37.0		33.0	33.0	33.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag	Lag		Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	37.3			26.8	26.8	
Actuated g/C Ratio	0.50			0.36	0.36	
v/c Ratio	0.59			0.85	0.07	
Control Delay	2.2			39.6	5.6	
Queue Delay	0.8			0.0	0.0	
Total Delay	2.9			39.6	5.6	
LOS	A			D	A	
Approach Delay	2.9			39.6	5.6	
Approach LOS	A			D	A	
Queue Length 50th (ft)	0			165	0	
Queue Length 95th (ft)	3			202	12	
Internal Link Dist (ft)	45			210	241	
Turn Bay Length (ft)						
Base Capacity (vph)	1116			585	715	
Starvation Cap Reductn	200			0	0	
Spillback Cap Reductn	0			1	1	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.72			0.69	0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 74.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 16.4		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: W Main Street/Cortlandt St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	41	358	0	0	0	574	64	27	1	14	2
Future Volume (vph)	2	41	358	0	0	0	574	64	27	1	14	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.994			0.986	
Flt Protected		0.998						0.959			0.997	
Satd. Flow (prot)	0	1809	1568	0	0	0	0	1760	0	0	1774	0
Flt Permitted		0.998						0.959			0.997	
Satd. Flow (perm)	0	1809	1568	0	0	0	0	1760	0	0	1774	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1367			1423			909			994	
Travel Time (s)		31.1			32.3			20.7			22.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	5%	3%	0%	0%	0%	3%	0%	8%	0%	0%	50%
Adj. Flow (vph)	2	48	421	0	0	0	675	75	32	1	16	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	421	0	0	0	0	782	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	83.9
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	2	41	358	0	0	0	0	0	574	64	27
Future Vol, veh/h	0	2	41	358	0	0	0	0	0	574	64	27
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	0	5	3	2	0	0	0	2	3	0	8
Mvmt Flow	0	2	48	421	0	0	0	0	0	675	75	32
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	0

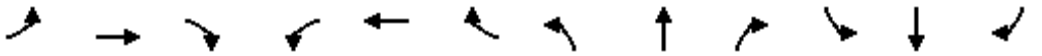
Approach	EB	NB
Opposing Approach		SB
Opposing Lanes	0	1
Conflicting Approach Left	SB	EB
Conflicting Lanes Left	1	2
Conflicting Approach Right	NB	
Conflicting Lanes Right	1	0
HCM Control Delay	20	124.3
HCM LOS	C	F

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	86%	5%	0%	6%
Vol Thru, %	10%	95%	0%	82%
Vol Right, %	4%	0%	100%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	665	43	358	17
LT Vol	574	2	0	1
Through Vol	64	41	0	14
RT Vol	27	0	358	2
Lane Flow Rate	782	51	421	20
Geometry Grp	2	7	7	2
Degree of Util (X)	1.2	0.091	0.68	0.035
Departure Headway (Hd)	5.522	6.919	6.268	6.606
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	521	581	545
Service Time	3.523	4.619	3.968	4.606
HCM Lane V/C Ratio	1.176	0.098	0.725	0.037
HCM Control Delay	124.3	10.3	21.2	9.8
HCM Lane LOS	F	B	C	A
HCM 95th-tile Q	27.1	0.3	5.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	1	14	2
Future Vol, veh/h	0	1	14	2
Peak Hour Factor	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	0	0	50
Mvmt Flow	0	1	16	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	
Conflicting Lanes Left	0
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	9.8
HCM LOS	A



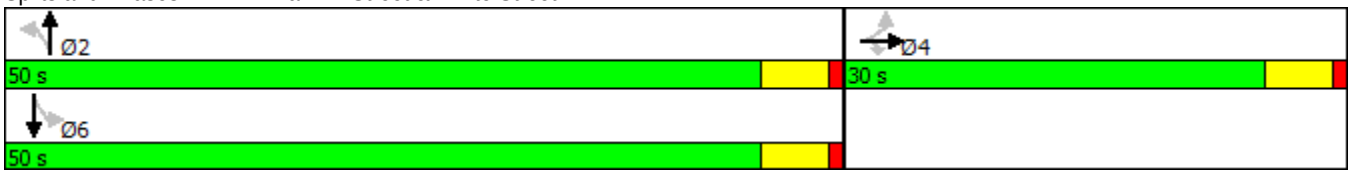
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	41	358	0	0	0	574	64	27	1	14	2
Future Volume (vph)	2	41	358	0	0	0	574	64	27	1	14	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.994			0.986	
Flt Protected		0.998						0.959			0.997	
Satd. Flow (prot)	0	1809	1568	0	0	0	0	1760	0	0	1774	0
Flt Permitted		0.998						0.742			0.983	
Satd. Flow (perm)	0	1809	1568	0	0	0	0	1362	0	0	1749	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			421					4			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1367			1423			909			994	
Travel Time (s)		31.1			32.3			20.7			22.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	5%	3%	0%	0%	0%	3%	0%	8%	0%	0%	50%
Adj. Flow (vph)	2	48	421	0	0	0	675	75	32	1	16	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	421	0	0	0	0	782	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2				1	2		1	2	
Detector Template	Left	NYSDOT	NYSDOT				Left	NYSDOT		Left	NYSDOT	
Leading Detector (ft)	20	83	83				20	83		20	83	
Trailing Detector (ft)	0	-5	-5				0	-5		0	-5	
Detector 1 Position(ft)	0	-5	-5				0	-5		0	-5	
Detector 1 Size(ft)	20	40	40				20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43					43			43	
Detector 2 Size(ft)		40	40					40			40	
Detector 2 Type		Cl+Ex	Cl+Ex					Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0					0.0			0.0	
Turn Type	Perm	NA	Perm				Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4				2			6		
Detector Phase	4	4	4				2	2		6	6	
Switch Phase												

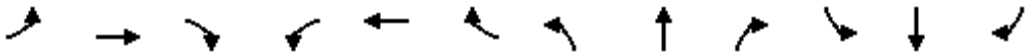
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0				10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0	23.0				23.0	23.0		23.0	23.0	
Total Split (s)	30.0	30.0	30.0				50.0	50.0		50.0	50.0	
Total Split (%)	37.5%	37.5%	37.5%				62.5%	62.5%		62.5%	62.5%	
Maximum Green (s)	25.0	25.0	25.0				45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	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	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-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0		3.0	3.0	
Recall Mode	None	None	None				Min	Min		Min	Min	
v/c Ratio		0.16	0.68					0.85			0.02	
Control Delay		24.2	9.1					20.7			4.1	
Queue Delay		0.0	0.0					0.0			0.0	
Total Delay		24.2	9.1					20.7			4.1	
Queue Length 50th (ft)		18	0					178			2	
Queue Length 95th (ft)		41	52					#499			9	
Internal Link Dist (ft)		1287			1343			829			914	
Turn Bay Length (ft)												
Base Capacity (vph)		679	852					922			1183	
Starvation Cap Reductn		0	0					0			0	
Spillback Cap Reductn		0	0					0			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		0.07	0.49					0.85			0.02	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 66.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: W Franklin Street & White Street

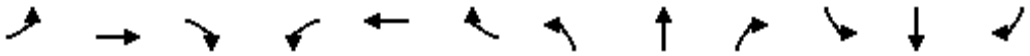




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	41	358	0	0	0	574	64	27	1	14	2
Future Volume (veh/h)	2	41	358	0	0	0	574	64	27	1	14	2
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1826	1856				1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	48	421				675	75	32	1	16	2
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	5	3				0	0	0	0	0	0
Cap, veh/h	22	523	470				804	79	34	75	919	111
Arrive On Green	0.30	0.30	0.30				0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	73	1749	1572				1262	140	60	41	1629	196
Grp Volume(v), veh/h	50	0	421				782	0	0	19	0	0
Grp Sat Flow(s),veh/h/ln	1822	0	1572				1462	0	0	1866	0	0
Q Serve(g_s), s	1.4	0.0	18.8				36.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	18.8				36.6	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.04		1.00				0.86		0.04	0.05		0.11
Lane Grp Cap(c), veh/h	545	0	470				917	0	0	1105	0	0
V/C Ratio(X)	0.09	0.00	0.90				0.85	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	623	0	537				991	0	0	1197	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.5	0.0	24.6				14.9	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	16.2				6.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	8.6				11.8	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	40.7				21.8	0.0	0.0	7.0	0.0	0.0
LnGrp LOS	B	A	D				C	A	A	A	A	A
Approach Vol, veh/h		471						782			19	
Approach Delay, s/veh		38.4						21.8			7.0	
Approach LOS		D						C			A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		46.3		26.9		46.3						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		45.0		25.0		45.0						
Max Q Clear Time (g_c+I1), s		38.6		20.8		2.3						
Green Ext Time (p_c), s		2.7		1.1		0.1						

Intersection Summary		
HCM 6th Ctrl Delay		27.7
HCM 6th LOS		C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	49	544	0	0	0	473	19	22	14	24	0
Future Volume (vph)	3	49	544	0	0	0	473	19	22	14	24	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.994				
Flt Protected		0.997						0.956			0.982	
Satd. Flow (prot)	0	1860	1599	0	0	0	0	1785	0	0	1866	0
Flt Permitted		0.997						0.956			0.982	
Satd. Flow (perm)	0	1860	1599	0	0	0	0	1785	0	0	1866	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1367			1423			909			994	
Travel Time (s)		31.1			32.3			20.7			22.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	1%	6%	0%	0%	0%	0%
Adj. Flow (vph)	4	58	640	0	0	0	556	22	26	16	28	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	640	0	0	0	0	604	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	65
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	3	49	544	0	0	0	0	0	473	19	22
Future Vol, veh/h	0	3	49	544	0	0	0	0	0	473	19	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	0	2	1	2	0	0	0	2	1	6	0
Mvmt Flow	0	4	58	640	0	0	0	0	0	556	22	26
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	0

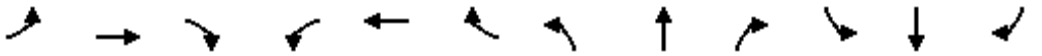
Approach	EB	NB
Opposing Approach		SB
Opposing Lanes	0	1
Conflicting Approach Left	SB	EB
Conflicting Lanes Left	1	2
Conflicting Approach Right	NB	
Conflicting Lanes Right	1	0
HCM Control Delay	67.1	66.5
HCM LOS	F	F

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	92%	6%	0%	37%
Vol Thru, %	4%	94%	0%	63%
Vol Right, %	4%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	514	52	544	38
LT Vol	473	3	0	14
Through Vol	19	49	0	24
RT Vol	22	0	544	0
Lane Flow Rate	605	61	640	45
Geometry Grp	2	7	7	2
Degree of Util (X)	1.017	0.112	1.045	0.088
Departure Headway (Hd)	6.218	6.583	5.877	7.329
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	587	543	614	492
Service Time	4.218	4.337	3.63	5.329
HCM Lane V/C Ratio	1.031	0.112	1.042	0.091
HCM Control Delay	66.5	10.2	72.5	11
HCM Lane LOS	F	B	F	B
HCM 95th-tile Q	15.5	0.4	17.2	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	14	24	0
Future Vol, veh/h	0	14	24	0
Peak Hour Factor	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	0	0	0
Mvmt Flow	0	16	28	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	
Conflicting Lanes Left	0
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11
HCM LOS	B

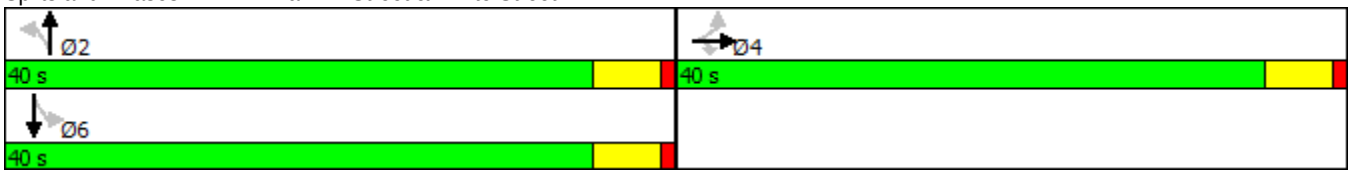


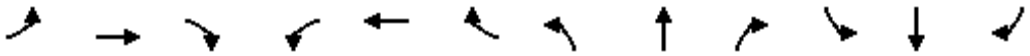
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	49	544	0	0	0	473	19	22	14	24	0
Future Volume (vph)	3	49	544	0	0	0	473	19	22	14	24	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.994				
Flt Protected		0.997						0.956			0.982	
Satd. Flow (prot)	0	1860	1599	0	0	0	0	1785	0	0	1866	0
Flt Permitted		0.997						0.711			0.838	
Satd. Flow (perm)	0	1860	1599	0	0	0	0	1328	0	0	1592	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			640					4				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1367			1423			909			994	
Travel Time (s)		31.1			32.3			20.7			22.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	1%	6%	0%	0%	0%	0%
Adj. Flow (vph)	4	58	640	0	0	0	556	22	26	16	28	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	640	0	0	0	0	604	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2				1	2		1	2	
Detector Template	Left	NYSDOT	NYSDOT				Left	NYSDOT		Left	NYSDOT	
Leading Detector (ft)	20	83	83				20	83		20	83	
Trailing Detector (ft)	0	-5	-5				0	-5		0	-5	
Detector 1 Position(ft)	0	-5	-5				0	-5		0	-5	
Detector 1 Size(ft)	20	40	40				20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43					43			43	
Detector 2 Size(ft)		40	40					40			40	
Detector 2 Type		Cl+Ex	Cl+Ex					Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0					0.0			0.0	
Turn Type	Perm	NA	Perm				Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4				2			6		
Detector Phase	4	4	4				2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0				10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0	23.0				23.0	23.0		23.0	23.0	
Total Split (s)	40.0	40.0	40.0				40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%	50.0%				50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	35.0	35.0	35.0				35.0	35.0		35.0	35.0	
Yellow Time (s)	4.0	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	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-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0		3.0	3.0	
Recall Mode	None	None	None				Min	Min		Min	Min	
v/c Ratio		0.15	0.75					0.75			0.05	
Control Delay		18.3	8.2					18.2			6.3	
Queue Delay		0.0	0.0					0.0			0.0	
Total Delay		18.3	8.2					18.2			6.3	
Queue Length 50th (ft)		17	0					107			4	
Queue Length 95th (ft)		39	49					#379			22	
Internal Link Dist (ft)		1287			1343			829			914	
Turn Bay Length (ft)												
Base Capacity (vph)		1127	1221					806			964	
Starvation Cap Reductn		0	0					0			0	
Spillback Cap Reductn		0	0					0			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		0.06	0.52					0.75			0.05	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 58.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: W Franklin Street & White Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	49	544	0	0	0	473	19	22	14	24	0
Future Volume (veh/h)	3	49	544	0	0	0	473	19	22	14	24	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1885				1811	1811	1811	1900	1900	1900
Adj Flow Rate, veh/h	4	58	640				556	22	26	16	28	0
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	2	1				6	6	6	0	0	0
Cap, veh/h	51	743	680				651	22	26	331	555	0
Arrive On Green	0.43	0.43	0.43				0.45	0.45	0.45	0.45	0.45	0.00
Sat Flow, veh/h	120	1744	1598				1261	50	59	601	1243	0
Grp Volume(v), veh/h	62	0	640				604	0	0	44	0	0
Grp Sat Flow(s),veh/h/ln	1864	0	1598				1370	0	0	1844	0	0
Q Serve(g_s), s	1.5	0.0	30.1				33.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	30.1				34.2	0.0	0.0	1.0	0.0	0.0
Prop In Lane	0.06		1.00				0.92		0.04	0.36		0.00
Lane Grp Cap(c), veh/h	794	0	680				700	0	0	886	0	0
V/C Ratio(X)	0.08	0.00	0.94				0.86	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	833	0	713				700	0	0	886	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.4	0.0	21.6				21.3	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	20.1				10.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	14.1				12.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.0	41.7				32.1	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	B	A	D				C	A	A	B	A	A
Approach Vol, veh/h		702						604			44	
Approach Delay, s/veh		39.2						32.1			12.3	
Approach LOS		D						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		38.4		40.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		35.0		35.0		35.0						
Max Q Clear Time (g_c+I1), s		36.2		32.1		3.0						
Green Ext Time (p_c), s		0.0		1.3		0.2						

Intersection Summary												
HCM 6th Ctrl Delay			35.1									
HCM 6th LOS			D									