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October 2, 2018

Town of Bedford Planning Board
321 Bedford Road
Bedford Hills, NY 10507

Re: Fire Headquarters
Bedford Village Fire District
NYS Route 22
Town of Bedford, Westchester County, NY
MC Project No. 18001706A

Dear Commissioners:

As requested a traffic evaluation has been conducted by Maser Consulting. P.A to evaluate the traffic impacts of relocating the existing Bedford Fire Department currently located at 34 Village Green to property located approximately 0.4 miles south along the westside of NYS Route 22 just south of the signalized intersection with Greenwich Road. As shown on Figure No. 1, access to the site is proposed via an entry only driveway to Southbrook Road (which would primarily be used for incoming responders arriving from the north) and a full movement driveway to NYS Route 22 opposite Lincoln Avenue which would allow access to/from the site for emergency vehicles. In addition, as part of this evaluation, a warrant analysis was conducted for the installation of an emergency-vehicle traffic control signal at the proposed NYS Route 22 driveway and emergency pre-emption system at adjacent intersections. The following sections provide a description of the task undertaken in completing our evaluation.

1. Year 2018 Existing Traffic Volumes

   In order to establish existing traffic conditions in the vicinity of the Site, turning movement traffic counts were conducted on Tuesday, May 1, 2018 between the hours of 7:00 AM and 9:00 AM to determine the Weekday Peak AM Highway Hour and between the hours of 2:00 PM and 7:00 PM to determine the Weekday Peak PM Highway Hour and compared to historical traffic counts [1] at the following intersections.

   - NYS Route 22 and NYS Route 172 (signalized intersection)
   - NYS Route 22 and Greenwich Road (signalized intersection)
   - NYS Route 22 and Southbrook Road (unsignalized intersection)
   - NYS Route 22 and Lincoln Avenue [1] (unsignalized intersection)

The resulting Year 2018 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM Highway Hour (7:30 AM – 8:30 AM) and Weekday Peak PM Highway Hour (5:00 PM – 6:00 PM), respectively. A copy of the traffic count data is contained in Appendix "E" of this Study.

2. Year 2020 No-Build Traffic Volumes

For the purpose of analysis, a Design Year of 2020 has been utilized in completing the traffic analysis. In order to account for normal background traffic growth, the Year 2018 Existing Traffic Volumes were increased by a total background growth factor of 1.0%. [NYSDOT historical data and traffic growth projections has indicated that overall growth in traffic for the last several years has shown little to no growth]. The resulting Year 2020 No-Build Traffic Volumes are shown on Figures No. 4 and 5 for each of the Peak Hours, respectively

3. Site Generated Traffic Volumes

Based on information provided by the Bedford Fire Department the average number of responders per incident was 5 responders in 2016 and 7 responders in 2017. For analysis purpose we conservatively assigned 10 responders arriving (based on member location information provided by the Fire Department) and 3 emergency vehicles departing (for the critical exiting left turn movement) during an emergency response to the new site and roadway network. The resulting Site Generated Traffic Volumes are shown on Figure No. 6. [It should be noted that while the existing traffic associated with the existing Firehouse may be slightly diverted to its new location (approximately 0.4 miles to the south), this traffic isn't "new" traffic and already exists on the area roadway network].

4. Year 2020 Build Traffic Volumes w/ Relocated Fire Department

The above Site Generated Traffic Volumes were then added to the Year 2020 No-Build Traffic Volumes to obtain the Year 2020 Build Traffic Volumes with the Relocated Fire Department and are shown on Figures No. 7 and 8 for each of the Peak Hours, respectively.

5. Results of Analysis

In order to evaluate current and future traffic operating conditions at the Study Area Intersections, a SYNCHRO analysis (capacity analysis) was conducted. The following is a brief description of the analysis method utilized in this report:

Signalized Intersection Capacity Analysis

The capacity analysis for signalized intersections were performed in accordance with the procedures described in the 2010 Highway Capacity Manual, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the 2010 Highway Capacity Manual. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement (major street left turns and minor street movements) to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix C of this Study with the capacity analysis in Appendix D.

The results of the existing and future Levels of Service (Levels of Service, Delays, Volume-to-Capacity (V/C) Ratios) are summarized in Table No. 1 (Appendix B). As shown on this Table, similar Levels of Service and delays will be experienced at the Study Area Locations with relocation of the Fire Department. [It should be noted that during emergency response times, the pre-emption system will temporarily modify the operation of the intersections].

6. Emergency Pre-Emption Traffic Signal Warrant Analysis

In addition to the above analysis, a warrant analysis was conducted for the installation of an emergency-vehicle traffic control signal at the proposed NYS Route 22 driveway. Based on NYSDOT Criteria as outlined in the New York State Supplement to the Manual on Uniform Traffic Control Devices for Streets and Highways - 2009 Edition, "Emergency-vehicle traffic control signals should be used on two-lane highways only where, within a two-year period, 200 emergency calls occur during times when the rate of flow on the highway is at least":

1. 750 vehicle per hour; or
2. 525 vehicles per hour, if the 85th percentile highway speed is over 40 mph; or
3. 525 vehicles per hour, if the stopping sight distance for vehicles approaching on the major street is insufficient to permit reasonably safe entrance of emergency vehicles; or
4. 375 vehicles per hour, if the 85th percentile highway speed is over 40 mph and the stopping sight distance for vehicles approaching on the major street is insufficient to permit reasonably safe entrance of emergency vehicles.

Utilizing New York State Department of Transportation (NYSDOT) historical Annual Average Daily Traffic (AADT) volumes along NYS Route 22 in the vicinity of the site and emergency response records from the Bedford Fire Department for the 2-year period from January 1, 2016 to December 31, 2017, a warrant analysis identifying the average hourly traffic volume along NYS Route 22 and the number of emergency calls that occurred during each of those hours was developed. As summarized in Table No. 2 (Appendix F), the total number of calls observed during the 2-year period when traffic volumes exceeded 750 vehicle per hour (Criteria 1) equaled 874, which more than exceeds the threshold to satisfy the warrant of 200 calls. A copy of the NYSDOT AADT and Bedford Fire Department number of emergency calls are also contained in Appendix F.

Very truly yours,
MASER CONSULTING P.A.

John T. Collins, Ph.D., P.E.
Executive Principal

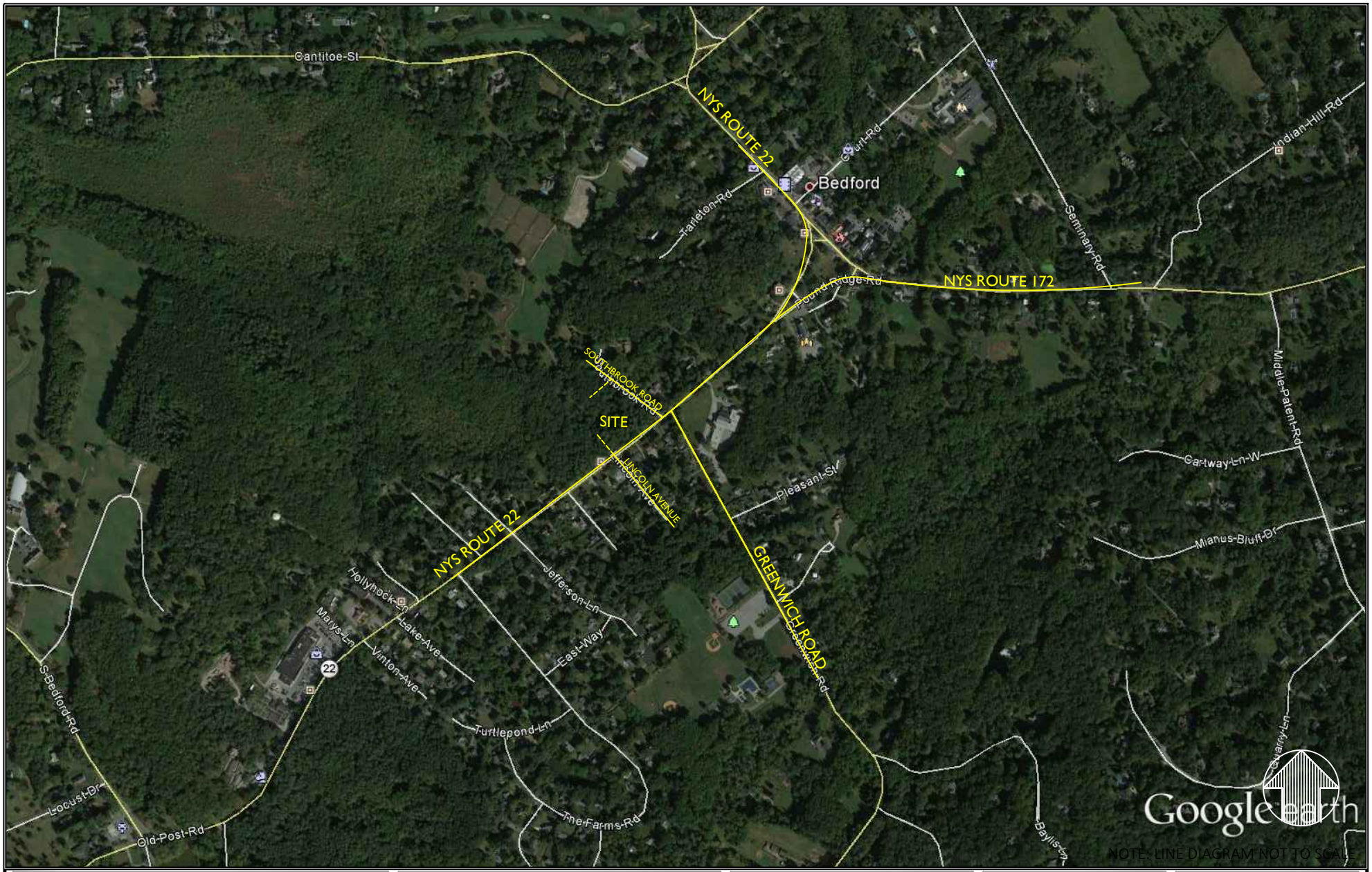
Ronald P. Rieman, Project Manager

R:\Projects\2018\18001706A_Bedford Village Fire Dept\Correspondence\OUT\181002_Traffic Letter.docx

FIRE HEADQUARTERS
BEDFORD VILLAGE FIRE DISTRICT

APPENDIX A

FIGURES



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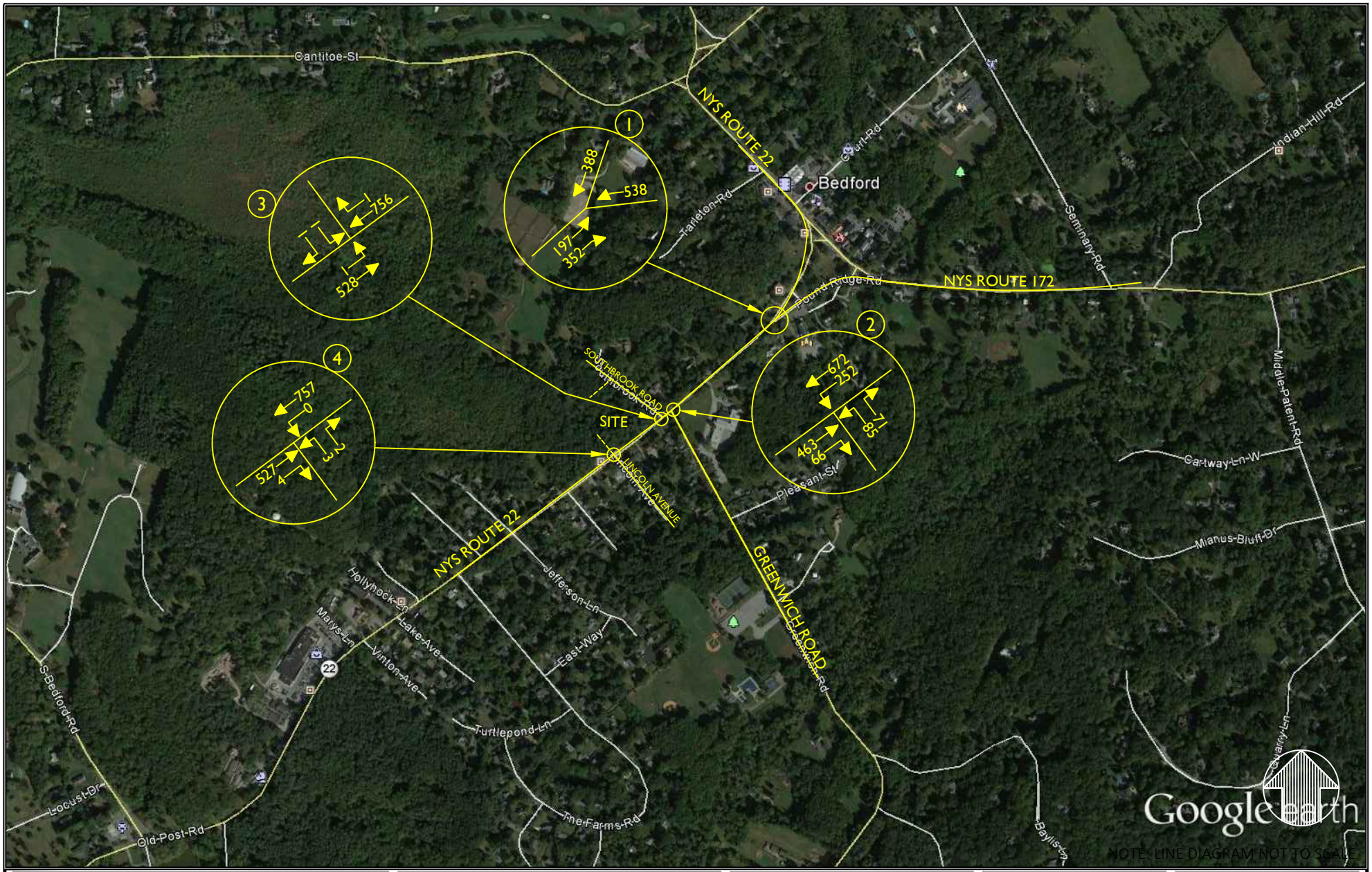
SHEET TITLE:
SITE LOCATION

SHEET NUMBER:
FIGURE NO. 1



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SHEET TITLE:
2018 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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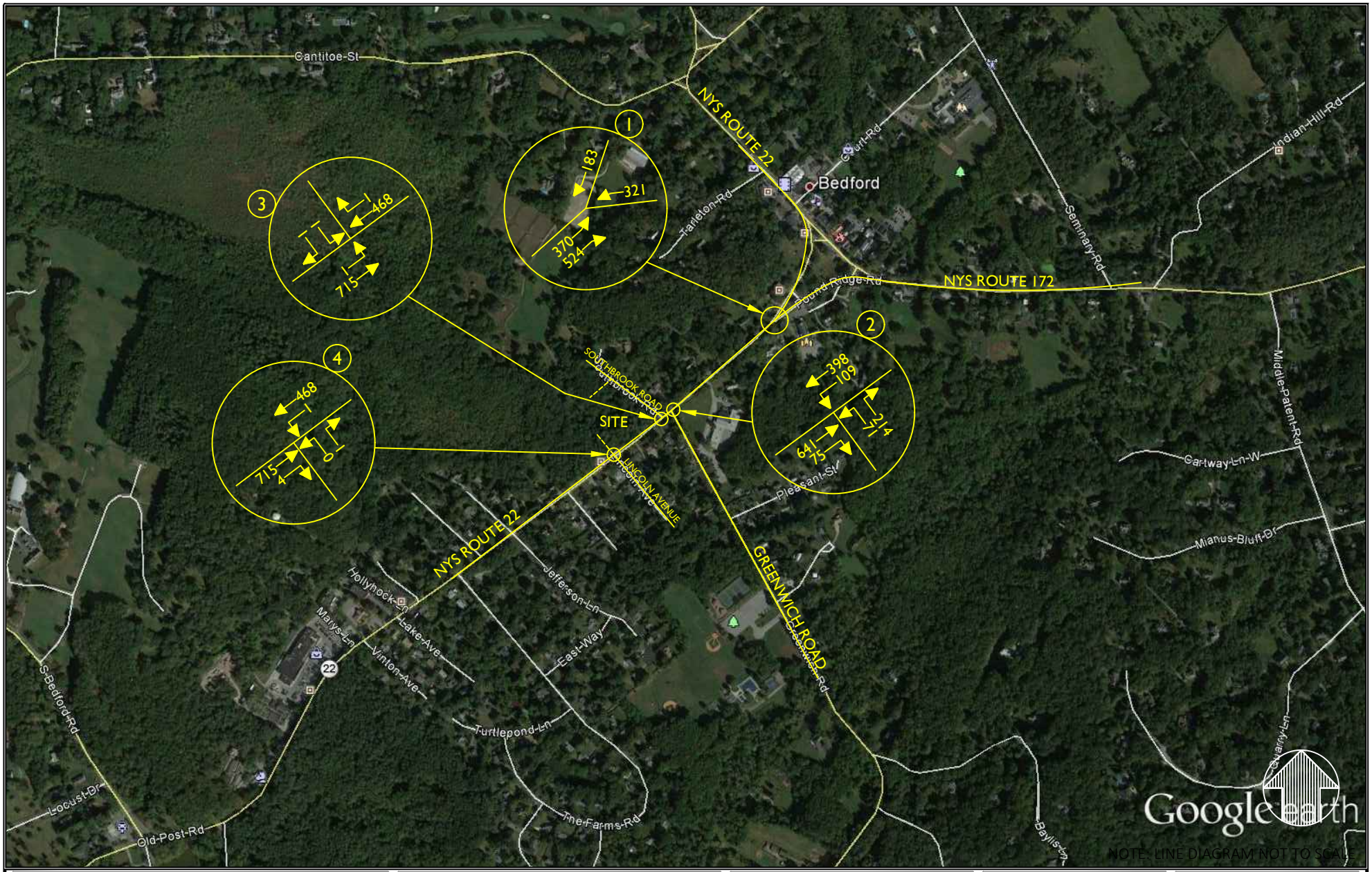

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SHEET TITLE:
2018 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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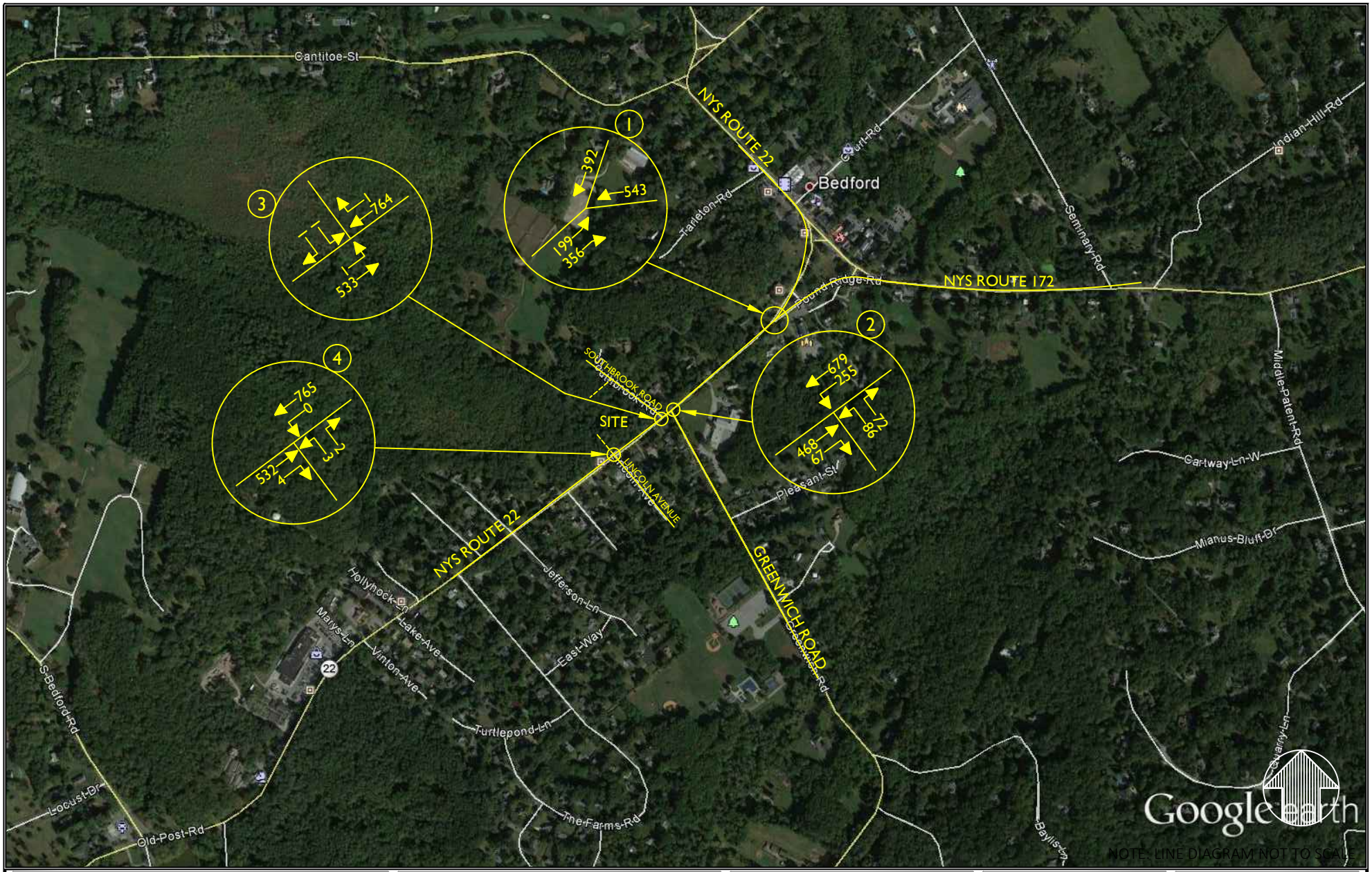

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SHEET TITLE:
2020 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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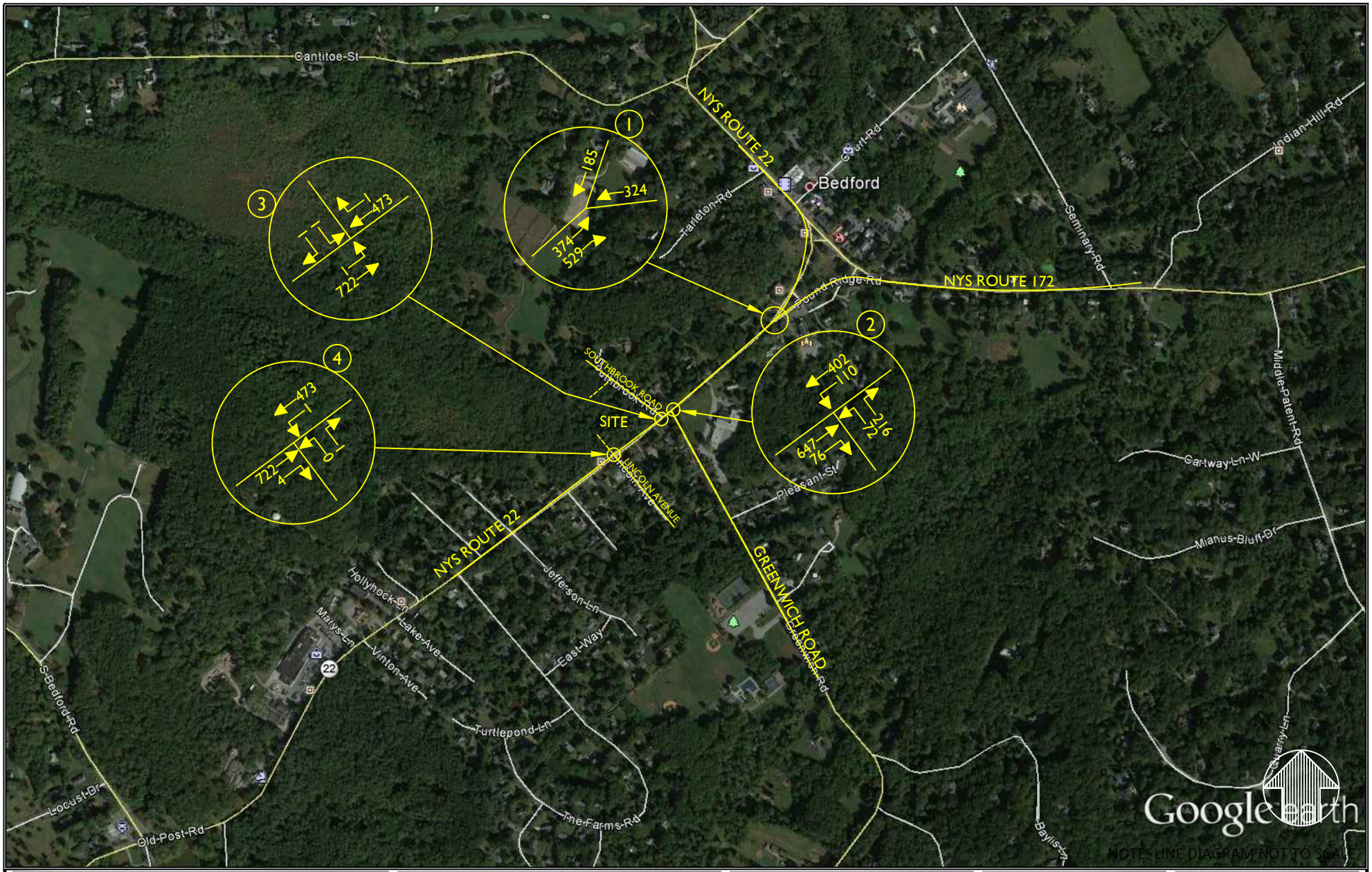

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SHEET TITLE:
2020 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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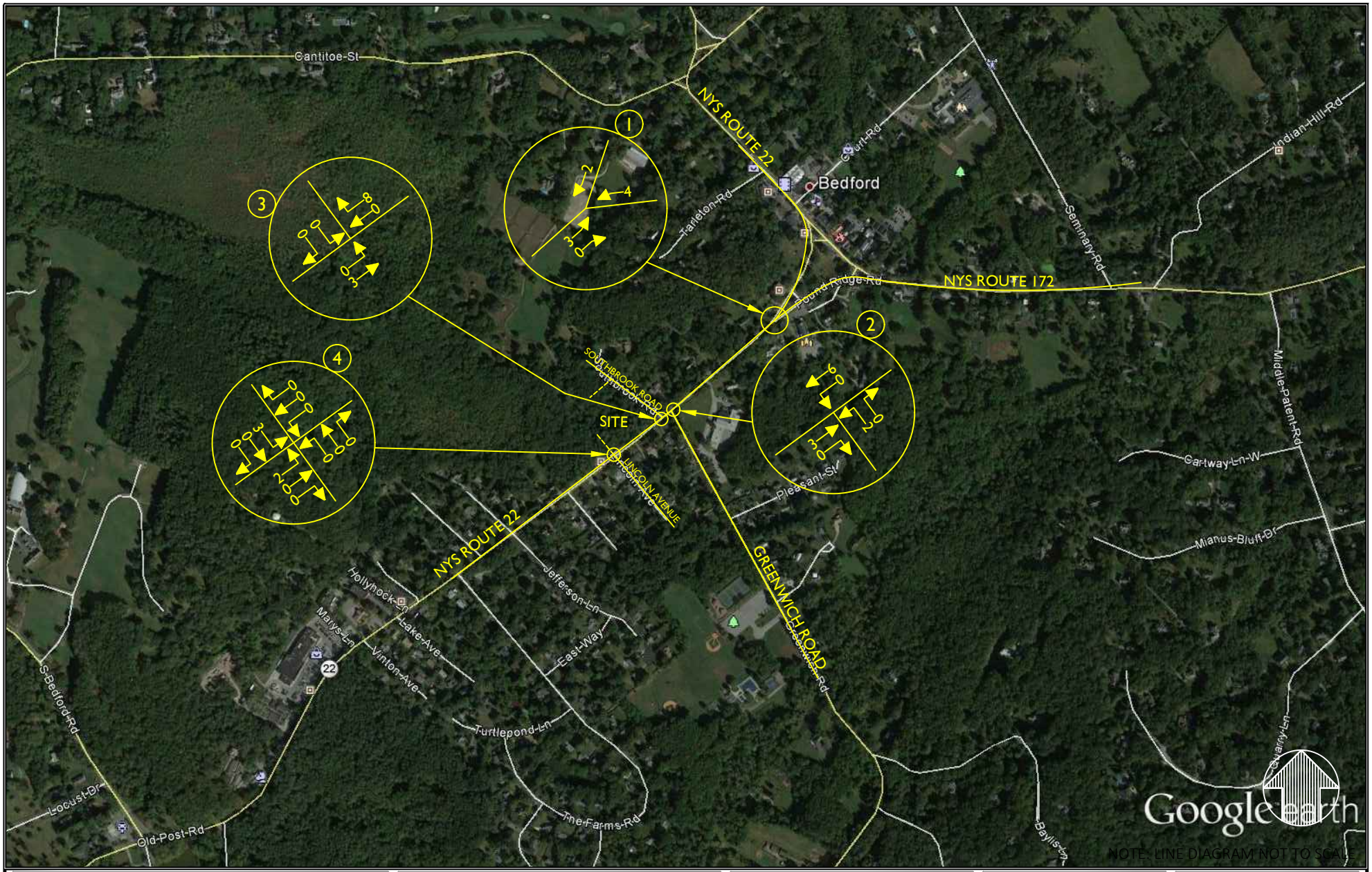

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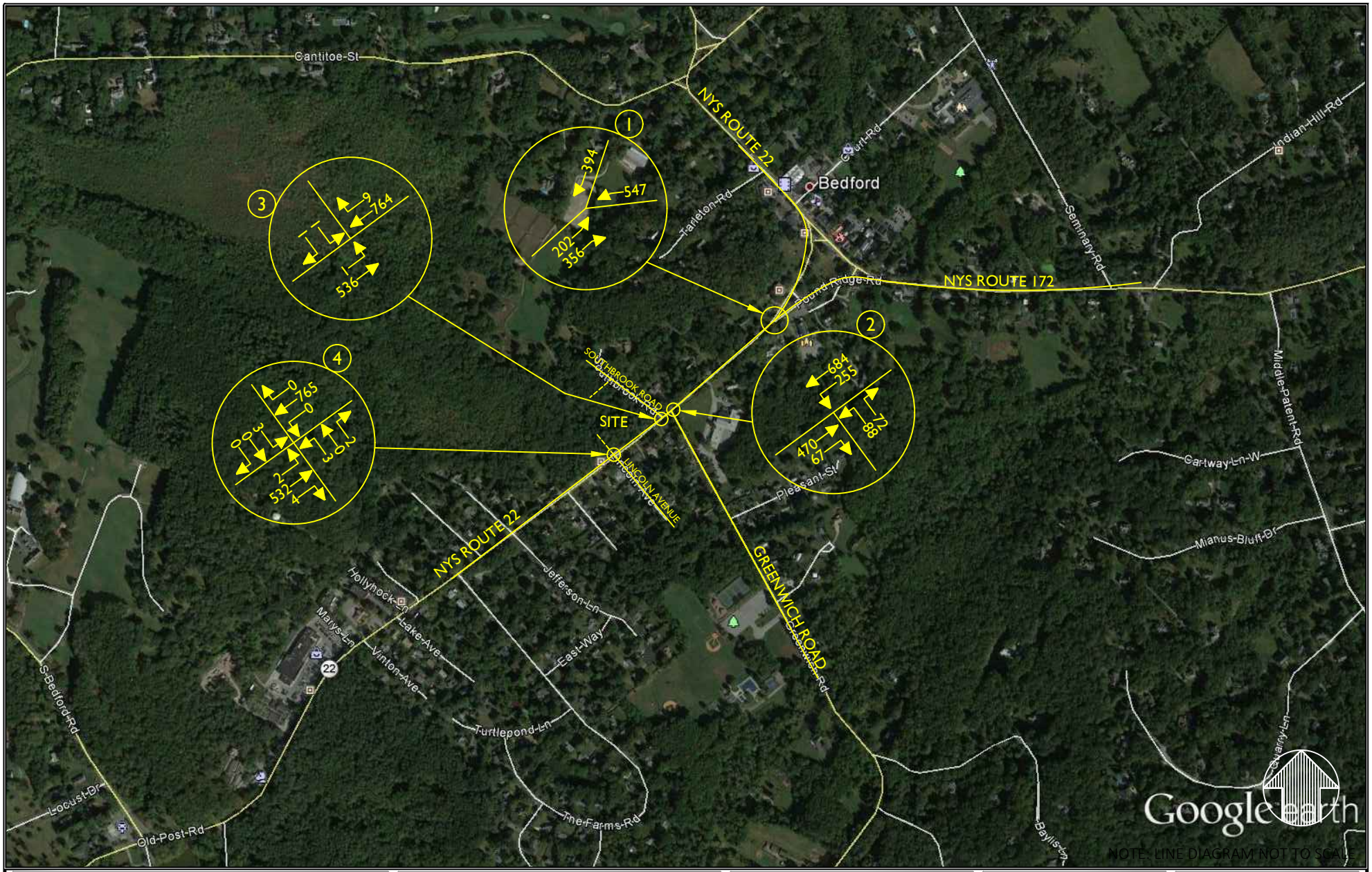
SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES

SHEET NUMBER:
FIGURE NO. 6



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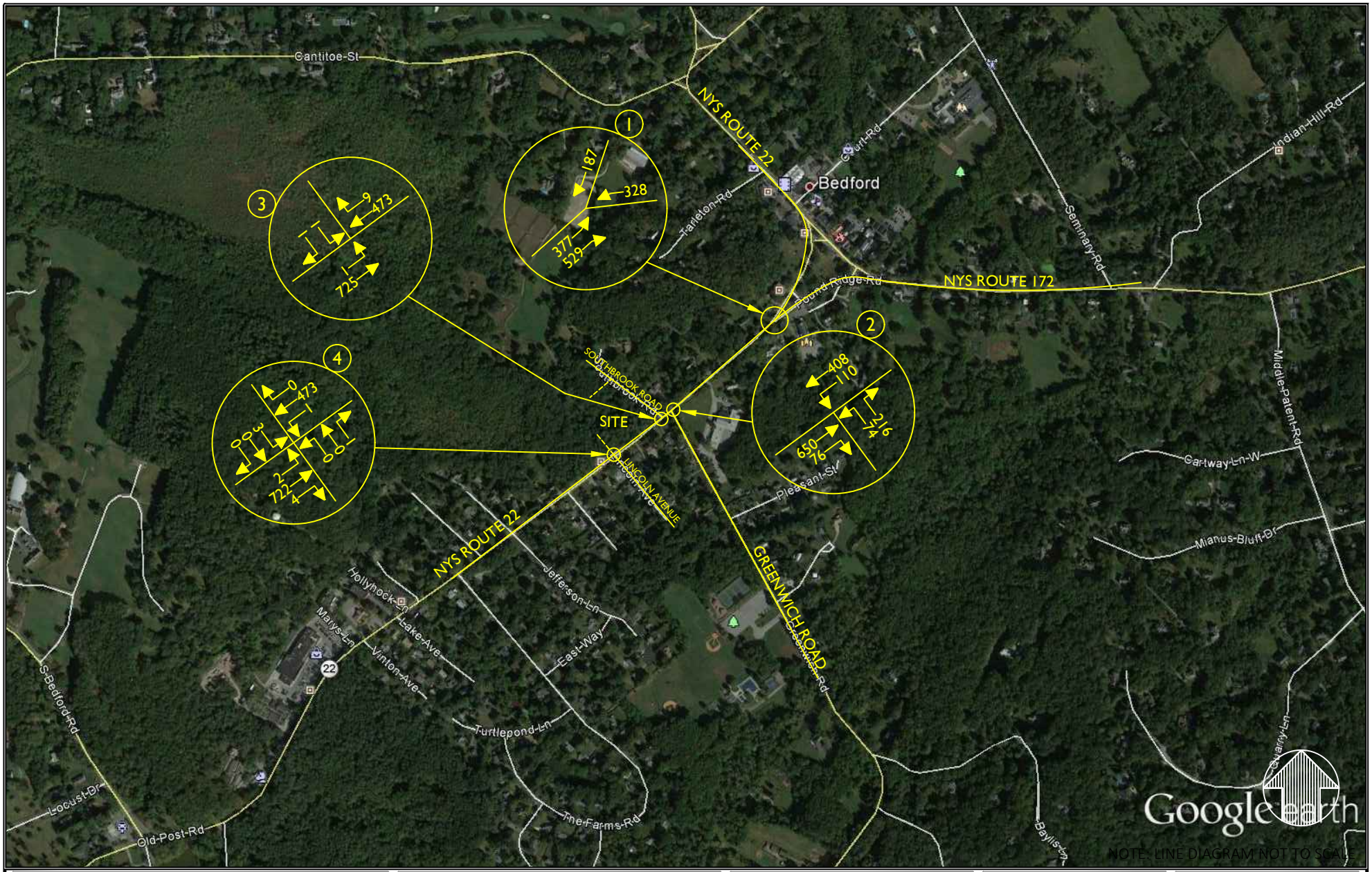
PROJECT NUMBER: 18001706A
DRAWING NAME: 180913_NT_FIGURES_DRIVEWAY TO 22

SHEET TITLE:
2020 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 7



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DRAWING NAME: 180913_NT_FIGURES_DRIVEWAY TO 22

SHEET TITLE:
2020 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 8

FIRE HEADQUARTERS
BEDFORD VILLAGE FIRE DISTRICT

APPENDIX B

LEVEL OF SERVICE SUMMARY TABLE

TABLE NO. 1

LEVEL OF SERVICE / QUEUE SUMMARY TABLE

	LOCATION	YEAR 2018 EXISTING CONDITIONS						YEAR 2020 NO-BUILD CONDITIONS						YEAR 2020 BUILD CONDITIONS					
		WEEKDAY PEAK AM HOUR			WEEKDAY PEAK PM HOUR			WEEKDAY PEAK AM HOUR			WEEKDAY PEAK PM HOUR			WEEKDAY PEAK AM HOUR			WEEKDAY PEAK PM HOUR		
		LOS	DELAY (seconds)	V/C RATIO	LOS	DELAY (seconds)	V/C RATIO	LOS	DELAY (seconds)	V/C RATIO	LOS	DELAY (seconds)	V/C RATIO	LOS	DELAY (seconds)	V/C RATIO	LOS	DELAY (seconds)	V/C RATIO
1	NYS ROUTE 22 / NYS ROUTE 172																		
	SIGNALIZED																		
	NYS ROUTE 22 - NB APPROACH	C	21.2	0.81	C	24.7	0.89	C	21.3	0.82	C	25.4	0.90	C	21.5	0.82	C	25.9	0.90
	NYS ROUTE 22 - SB APPROACH	B	20.0	0.64	A	8.6	0.18	B	19.9	0.64	A	8.6	0.18	B	19.9	0.64	A	8.7	0.19
	NYS ROUTE 172 - WB APPROACH	C	28.1	0.78	D	42.0	0.78	C	28.9	0.79	D	42.8	0.79	C	29.6	0.79	D	43.1	0.79
	OVERALL INTERSECTION	C	23.4	----	C	26.6	----	C	23.7	----	C	27.2	----	C	24.0	----	C	27.6	----
2	NYS ROUTE 22 / GREENWICH ROAD																		
	SIGNALIZED																		
	NYS ROUTE 22 - NB APPROACH - TR	A	6.0	0.45	A	8.5	0.58	A	6.0	0.46	A	8.7	0.58	A	6.2	0.46	A	8.9	0.59
	NYS ROUTE 22 - SB APPROACH - LT	E	68.0	1.08	A	9.0	0.55	E	75.5	1.10	A	9.5	0.57	E	79.6	1.11	A	9.9	0.58
	GREENWICH ROAD - WB APPROACH - LR	C	33.7	0.64	C	28.6	0.78	C	34.0	0.65	C	28.9	0.79	C	34.3	0.65	C	29.6	0.79
	OVERALL INTERSECTION	D	44.3	----	B	12.5	----	D	48.7	----	B	12.8	----	D	51.1	----	B	13.1	----
3	NYS ROUTE 22 / SOUTHBROOK ROAD																		
	UNSIGNALIZED																		
	NYS ROUTE 22 - NB APPROACH - LT	A	9.4	0.001	A	8.4	0.001	A	9.4	0.001	A	8.4	0.001	A	9.5	0.001	A	8.5	0.001
	SOUTHBROOK ROAD - EB APPROACH - LR	C	21.2	0.010	C	18.3	0.008	C	21.4	0.010	C	18.5	0.008	C	21.6	0.010	C	18.6	0.008
4	NYS ROUTE 22 / LINCOLN AVENUE																		
	UNSIGNALIZED																		
	NYS ROUTE 22 - SB APPROACH - LT	A	0.0	0.000	A	9.2	0.001	A	0.0	0.000	A	9.2	0.001	-	----	-----	-	----	-----
	LINCOLN AVENUE - WB APPROACH - LR	C	21.6	0.024	B	13.8	0.003	C	21.9	0.025	B	13.9	0.003	-	----	-----	-	----	-----
4A	NYS ROUTE 22 / LINCOLN AVENUE PROPOSED SITE DRIVEWAY																		
	UNSIGNALIZED																		
	NYS ROUTE 22 - SB APPROACH - LTR	-	----	-----	-	----	-----	-	----	-----	-	----	-----	A	0.0	0.000	A	9.2	0.001
	NYS ROUTE 22 - NB APPROACH - LTR	-	----	-----	-	----	-----	-	----	-----	-	----	-----	A	9.4	0.003	A	8.4	0.002
	LINCOLN AVENUE - WB APPROACH - LTR	-	----	-----	-	----	-----	-	----	-----	-	----	-----	D	26.6	0.031	B	13.9	0.003
	PROPOSED SITE DRWY - EB APPROACH - LTR	-	----	-----	-	----	-----	-	----	-----	-	----	-----	E	36.4	0.027	D	30.7	0.022

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY (V/C) RATIO

FIRE HEADQUARTERS
BEDFORD VILLAGE FIRE DISTRICT

APPENDIX C

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.

LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.

LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.

LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 18-4 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 18-4

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.

LEVEL OF SERVICE CRITERIA
FOR TWO-WAY STOP-CONTROLLED (TWSC) UNSIGNALIZED INTERSECTIONS

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 19-1 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 19-1

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street.
LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 19-1 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

LEVEL OF SERVICE CRITERIA
FOR ALL-WAY STOP-CONTROLLED (AWSC) UNSIGNALIZED INTERSECTIONS

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 20-2. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 20-2 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 20-2

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.

FIRE HEADQUARTERS
BEDFORD VILLAGE FIRE DISTRICT

APPENDIX D

SYNCHRO ANALYSIS

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	538	0	197	352	0	388
Future Volume (vph)	538	0	197	352	0	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	10		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.913			
Flt Protected	0.950					
Satd. Flow (prot)	1736	1900	1566	0	0	1667
Flt Permitted	0.950					
Satd. Flow (perm)	1736	1900	1566	0	0	1667
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)			174			
Link Speed (mph)	30		30			30
Link Distance (ft)	596		926			539
Travel Time (s)	13.5		21.0			12.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	0%	14%	9%	0%	14%
Adj. Flow (vph)	549	0	201	359	0	396
Shared Lane Traffic (%)						
Lane Group Flow (vph)	549	0	560	0	0	396
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	1	2			2
Detector Template		Right	Thru			
Leading Detector (ft)	83	20	100			83
Trailing Detector (ft)	-5	0	0			-5
Detector 1 Position(ft)	-5	0	0			-5
Detector 1 Size(ft)	40	20	6			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
Detector 2 Position(ft)	43		94			43
Detector 2 Size(ft)	40		6			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	4		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	2			6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	11.1	11.1	11.9			11.9
Total Split (s)	30.0	30.0	60.0			60.0
Total Split (%)	33.3%	33.3%	66.7%			66.7%
Maximum Green (s)	23.9	23.9	53.1			53.1
Yellow Time (s)	3.6	3.6	3.6			3.6
All-Red Time (s)	2.5	2.5	3.3			3.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.1	6.1	6.9			6.9
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0			3.0
Recall Mode	None	None	Min			Min
Act Effct Green (s)	24.3		22.1			22.1
Actuated g/C Ratio	0.41		0.37			0.37
v/c Ratio	0.78		0.81			0.64
Control Delay	28.1		21.2			20.0
Queue Delay	0.0		0.0			0.0
Total Delay	28.1		21.2			20.0
LOS	C		C			B
Approach Delay	28.1		21.2			20.0
Approach LOS	C		C			B
Queue Length 50th (ft)	160		118			112
Queue Length 95th (ft)	#429		225			183
Internal Link Dist (ft)	516		846			459
Turn Bay Length (ft)						
Base Capacity (vph)	708		1411			1482
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.78		0.40			0.27

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 59.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 72.6% 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: NYS Route 22 & NYS Route 172

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	85	71	463	66	252	672
Future Volume (vph)	85	71	463	66	252	672
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)	0	0		0	25	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.983			
Flt Protected	0.973					0.987
Satd. Flow (prot)	1626	0	1710	0	0	1889
Flt Permitted	0.973					0.659
Satd. Flow (perm)	1626	0	1710	0	0	1261
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	46		9			
Link Speed (mph)	30		30			30
Link Distance (ft)	727		71			926
Travel Time (s)	16.5		1.6			21.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	10%	9%	11%	15%	7%
Adj. Flow (vph)	91	76	498	71	271	723
Shared Lane Traffic (%)						
Lane Group Flow (vph)	167	0	569	0	0	994
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	1.00	1.00	0.88	0.88
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
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
Detector 2 Position(ft)	43		43			43
Detector 2 Size(ft)	40		40			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		pm+pt	NA

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		5.0	10.0
Minimum Split (s)	20.0		40.0		15.0	40.0
Total Split (s)	30.0		40.0		20.0	60.0
Total Split (%)	33.3%		44.4%		22.2%	66.7%
Maximum Green (s)	25.0		35.0		15.0	55.0
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-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		5.0		2.0	5.0
Recall Mode	None		Max		None	Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	13.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	10.2		55.1			55.1
Actuated g/C Ratio	0.14		0.73			0.73
v/c Ratio	0.64		0.45			1.08
Control Delay	33.7		6.0			68.0
Queue Delay	0.0		0.0			0.0
Total Delay	33.7		6.0			68.0
LOS	C		A			E
Approach Delay	33.7		6.0			68.0
Approach LOS	C		A			E
Queue Length 50th (ft)	54		82			~526
Queue Length 95th (ft)	112		180			#829
Internal Link Dist (ft)	647		1			846
Turn Bay Length (ft)						
Base Capacity (vph)	571		1253			922
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.29		0.45			1.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 75.3			
Natural Cycle: 140			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 44.3		Intersection LOS: D	
Intersection Capacity Utilization 99.2%		ICU Level of Service F	
Analysis Period (min) 15			

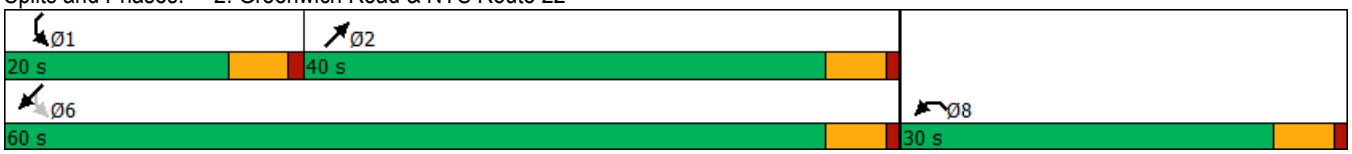
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Greenwich Road & NYS Route 22



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1	1	1	528	756	1
Future Volume (vph)	1	1	1	528	756	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1728	0	0	1728	1776	0
Flt Permitted	0.976					
Satd. Flow (perm)	1728	0	0	1728	1776	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			356	71	
Travel Time (s)	12.6			8.1	1.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	10%	7%	0%
Adj. Flow (vph)	1	1	1	568	813	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	569	814	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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	528	756	1
Future Vol, veh/h	1	1	1	528	756	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	10	7	0
Mvmt Flow	1	1	1	568	813	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1384	814	814	0	-	0
Stage 1	814	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	160	381	822	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	160	381	822	-	-	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	822	-	225	-	-
HCM Lane V/C Ratio	0.001	-	0.01	-	-
HCM Control Delay (s)	9.4	0	21.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	3	2	527	4	0	757
Future Volume (vph)	3	2	527	4	0	757
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.999			
Flt Protected	0.971					
Satd. Flow (prot)	1745	0	1681	0	0	1743
Flt Permitted	0.971					
Satd. Flow (perm)	1745	0	1681	0	0	1743
Link Speed (mph)	30		30			30
Link Distance (ft)	393		287			356
Travel Time (s)	8.9		6.5			8.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	13%	0%	0%	9%
Adj. Flow (vph)	3	2	567	4	0	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	571	0	0	814
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	2	527	4	0	757
Future Vol, veh/h	3	2	527	4	0	757
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	13	0	0	9
Mvmt Flow	3	2	567	4	0	814

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1383	569	0	0	571	0
Stage 1	569	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	160	525	-	-	1012	-
Stage 1	570	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	160	525	-	-	1012	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	21.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	222	1012	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Control Delay (s)	-	-	21.6	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

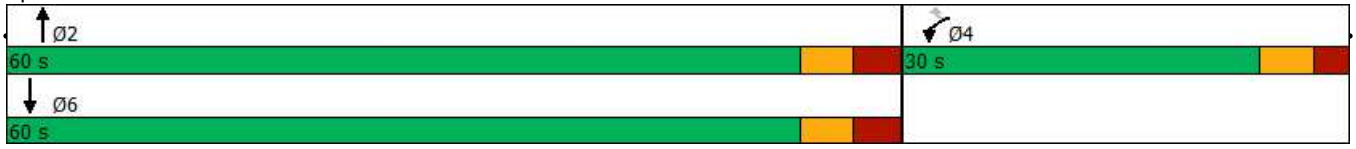
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	321	0	370	524	0	183
Future Volume (vph)	321	0	370	524	0	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	10		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.921			
Flt Protected	0.950					
Satd. Flow (prot)	1719	1900	1716	0	0	1810
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1900	1716	0	0	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)			138			
Link Speed (mph)	30		30			30
Link Distance (ft)	596		926			539
Travel Time (s)	13.5		21.0			12.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	2%	2%	0%	5%
Adj. Flow (vph)	331	0	381	540	0	189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	331	0	921	0	0	189
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	1	2			2
Detector Template		Right	Thru			
Leading Detector (ft)	83	20	100			83
Trailing Detector (ft)	-5	0	0			-5
Detector 1 Position(ft)	-5	0	0			-5
Detector 1 Size(ft)	40	20	6			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
Detector 2 Position(ft)	43		94			43
Detector 2 Size(ft)	40		6			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	4		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	2			6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	11.1	11.1	11.9			11.9
Total Split (s)	30.0	30.0	60.0			60.0
Total Split (%)	33.3%	33.3%	66.7%			66.7%
Maximum Green (s)	23.9	23.9	53.1			53.1
Yellow Time (s)	3.6	3.6	3.6			3.6
All-Red Time (s)	2.5	2.5	3.3			3.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.1	6.1	6.9			6.9
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0			3.0
Recall Mode	None	None	Min			Min
Act Effct Green (s)	18.6		42.7			42.7
Actuated g/C Ratio	0.25		0.57			0.57
v/c Ratio	0.78		0.89			0.18
Control Delay	42.0		24.7			8.6
Queue Delay	0.0		0.0			0.0
Total Delay	42.0		24.7			8.6
LOS	D		C			A
Approach Delay	42.0		24.7			8.6
Approach LOS	D		C			A
Queue Length 50th (ft)	158		314			41
Queue Length 95th (ft)	#287		#657			77
Internal Link Dist (ft)	516		846			459
Turn Bay Length (ft)						
Base Capacity (vph)	579		1289			1319
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.57		0.71			0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 75			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 80.2%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 1: NYS Route 22 & NYS Route 172



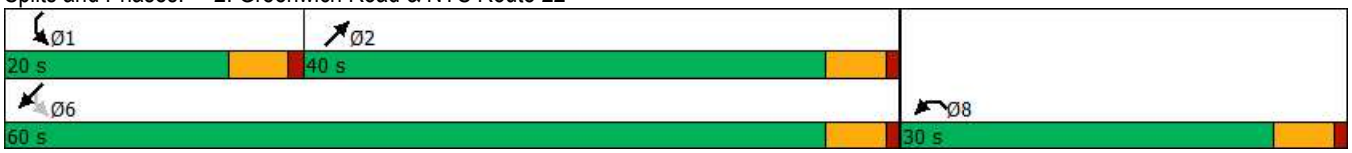
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	71	214	641	75	109	398
Future Volume (vph)	71	214	641	75	109	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)	0	0		0	25	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					
Frt	0.899		0.986			
Flt Protected	0.988					0.989
Satd. Flow (prot)	1623	0	1839	0	0	1951
Flt Permitted	0.988					0.690
Satd. Flow (perm)	1619	0	1839	0	0	1361
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	166		8			
Link Speed (mph)	30		30			30
Link Distance (ft)	727		71			926
Travel Time (s)	16.5		1.6			21.0
Confl. Peds. (#/hr)	4					
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	3%	2%	1%	2%	7%
Adj. Flow (vph)	76	228	682	80	116	423
Shared Lane Traffic (%)						
Lane Group Flow (vph)	304	0	762	0	0	539
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	1.00	1.00	0.88	0.88
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
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
Detector 2 Position(ft)	43		43			43
Detector 2 Size(ft)	40		40			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		5.0	10.0
Minimum Split (s)	20.0		40.0		15.0	40.0
Total Split (s)	30.0		40.0		20.0	60.0
Total Split (%)	33.3%		44.4%		22.2%	66.7%
Maximum Green (s)	25.0		35.0		15.0	55.0
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-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		5.0		2.0	5.0
Recall Mode	None		Max		None	Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	13.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	11.8		55.2			55.2
Actuated g/C Ratio	0.15		0.72			0.72
v/c Ratio	0.78		0.58			0.55
Control Delay	28.6		8.5			9.0
Queue Delay	0.0		0.0			0.0
Total Delay	28.6		8.5			9.0
LOS	C		A			A
Approach Delay	28.6		8.5			9.0
Approach LOS	C		A			A
Queue Length 50th (ft)	62		139			97
Queue Length 95th (ft)	145		332			251
Internal Link Dist (ft)	647		1			846
Turn Bay Length (ft)						
Base Capacity (vph)	640		1319			975
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.47		0.58			0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 77.1			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 94.9%		ICU Level of Service F	

Analysis Period (min) 15

Splits and Phases: 2: Greenwich Road & NYS Route 22



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1	1	1	715	468	1
Future Volume (vph)	1	1	1	715	468	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1728	0	0	1863	1776	0
Flt Permitted	0.976					
Satd. Flow (perm)	1728	0	0	1863	1776	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			356	71	
Travel Time (s)	12.6			8.1	1.6	
Confl. Peds. (#/hr)	7	11	11			7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	1	1	1	761	498	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	762	499	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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	715	468	1
Future Vol, veh/h	1	1	1	715	468	1
Conflicting Peds, #/hr	7	11	11	0	0	7
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	1	1	1	761	498	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1280	521	510	0	-	0
Stage 1	510	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	185	559	1065	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	181	547	1054	-	-	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1054	-	272	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Control Delay (s)	8.4	0	18.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	1	715	4	1	468
Future Volume (vph)	0	1	715	4	1	468
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865		0.999			
Flt Protected						
Satd. Flow (prot)	1644	0	1843	0	0	1793
Flt Permitted						
Satd. Flow (perm)	1644	0	1843	0	0	1793
Link Speed (mph)	30		30			30
Link Distance (ft)	393		287			356
Travel Time (s)	8.9		6.5			8.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	3%	0%	0%	6%
Adj. Flow (vph)	0	1	761	4	1	498
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	765	0	0	499
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	1	715	4	1	468
Future Vol, veh/h	0	1	715	4	1	468
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	0	0	6
Mvmt Flow	0	1	761	4	1	498

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1263	763	0	0	765	0
Stage 1	763	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	189	408	-	-	857	-
Stage 1	464	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	408	-	-	857	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	613	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	408	857	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Control Delay (s)	-	-	13.8	9.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

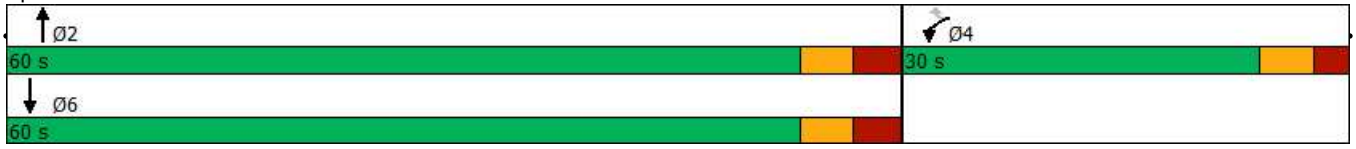
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	543	0	199	356	0	392
Future Volume (vph)	543	0	199	356	0	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	10		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.913			
Flt Protected	0.950					
Satd. Flow (prot)	1736	1900	1566	0	0	1667
Flt Permitted	0.950					
Satd. Flow (perm)	1736	1900	1566	0	0	1667
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)			174			
Link Speed (mph)	30		30			30
Link Distance (ft)	596		926			539
Travel Time (s)	13.5		21.0			12.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	0%	14%	9%	0%	14%
Adj. Flow (vph)	554	0	203	363	0	400
Shared Lane Traffic (%)						
Lane Group Flow (vph)	554	0	566	0	0	400
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	1	2			2
Detector Template		Right	Thru			
Leading Detector (ft)	83	20	100			83
Trailing Detector (ft)	-5	0	0			-5
Detector 1 Position(ft)	-5	0	0			-5
Detector 1 Size(ft)	40	20	6			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
Detector 2 Position(ft)	43		94			43
Detector 2 Size(ft)	40		6			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	4		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	2			6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	11.1	11.1	11.9			11.9
Total Split (s)	30.0	30.0	60.0			60.0
Total Split (%)	33.3%	33.3%	66.7%			66.7%
Maximum Green (s)	23.9	23.9	53.1			53.1
Yellow Time (s)	3.6	3.6	3.6			3.6
All-Red Time (s)	2.5	2.5	3.3			3.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.1	6.1	6.9			6.9
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0			3.0
Recall Mode	None	None	Min			Min
Act Effct Green (s)	24.3		22.4			22.4
Actuated g/C Ratio	0.40		0.37			0.37
v/c Ratio	0.79		0.82			0.64
Control Delay	28.9		21.3			19.9
Queue Delay	0.0		0.0			0.0
Total Delay	28.9		21.3			19.9
LOS	C		C			B
Approach Delay	28.9		21.3			19.9
Approach LOS	C		C			B
Queue Length 50th (ft)	163		121			113
Queue Length 95th (ft)	#439		229			185
Internal Link Dist (ft)	516		846			459
Turn Bay Length (ft)						
Base Capacity (vph)	704		1405			1475
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.79		0.40			0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 60			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 1: NYS Route 22 & NYS Route 172



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	86	72	468	67	255	679
Future Volume (vph)	86	72	468	67	255	679
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)	0	0		0	25	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938		0.983			
Flt Protected	0.974					0.987
Satd. Flow (prot)	1626	0	1710	0	0	1889
Flt Permitted	0.974					0.654
Satd. Flow (perm)	1626	0	1710	0	0	1252
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	46		9			
Link Speed (mph)	30		30			30
Link Distance (ft)	727		71			926
Travel Time (s)	16.5		1.6			21.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	10%	9%	11%	15%	7%
Adj. Flow (vph)	92	77	503	72	274	730
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	0	575	0	0	1004
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	1.00	1.00	0.88	0.88
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
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
Detector 2 Position(ft)	43		43			43
Detector 2 Size(ft)	40		40			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		pm+pt	NA

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		5.0	10.0
Minimum Split (s)	20.0		40.0		15.0	40.0
Total Split (s)	30.0		40.0		20.0	60.0
Total Split (%)	33.3%		44.4%		22.2%	66.7%
Maximum Green (s)	25.0		35.0		15.0	55.0
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-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		5.0		2.0	5.0
Recall Mode	None		Max		None	Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	13.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	10.3		55.1			55.1
Actuated g/C Ratio	0.14		0.73			0.73
v/c Ratio	0.65		0.46			1.10
Control Delay	34.0		6.0			75.5
Queue Delay	0.0		0.0			0.0
Total Delay	34.0		6.0			75.5
LOS	C		A			E
Approach Delay	34.0		6.0			75.5
Approach LOS	C		A			E
Queue Length 50th (ft)	55		84			~540
Queue Length 95th (ft)	114		184			#846
Internal Link Dist (ft)	647		1			846
Turn Bay Length (ft)						
Base Capacity (vph)	570		1252			915
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.30		0.46			1.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 75.4			
Natural Cycle: 140			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 48.7		Intersection LOS: D	
Intersection Capacity Utilization 100.2%		ICU Level of Service G	
Analysis Period (min) 15			

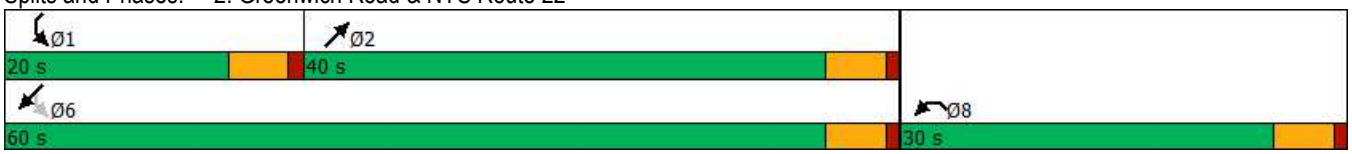
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Greenwich Road & NYS Route 22



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1	1	1	533	764	1
Future Volume (vph)	1	1	1	533	764	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1728	0	0	1728	1776	0
Flt Permitted	0.976					
Satd. Flow (perm)	1728	0	0	1728	1776	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			356	71	
Travel Time (s)	12.6			8.1	1.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	10%	7%	0%
Adj. Flow (vph)	1	1	1	573	822	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	574	823	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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	533	764	1
Future Vol, veh/h	1	1	1	533	764	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	10	7	0
Mvmt Flow	1	1	1	573	822	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1398	823	823	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	157	377	816	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	157	377	816	-	-	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	567	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	816	-	222	-	-
HCM Lane V/C Ratio	0.001	-	0.01	-	-
HCM Control Delay (s)	9.4	0	21.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	3	2	532	4	0	765
Future Volume (vph)	3	2	532	4	0	765
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.999			
Flt Protected	0.971					
Satd. Flow (prot)	1745	0	1681	0	0	1743
Flt Permitted	0.971					
Satd. Flow (perm)	1745	0	1681	0	0	1743
Link Speed (mph)	30		30			30
Link Distance (ft)	393		287			356
Travel Time (s)	8.9		6.5			8.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	13%	0%	0%	9%
Adj. Flow (vph)	3	2	572	4	0	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	576	0	0	823
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	2	532	4	0	765
Future Vol, veh/h	3	2	532	4	0	765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	13	0	0	9
Mvmt Flow	3	2	572	4	0	823

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1397	574	0	0	576	0
Stage 1	574	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	157	522	-	-	1007	-
Stage 1	567	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	522	-	-	1007	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	435	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	21.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	218	1007	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	-	-	21.9	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

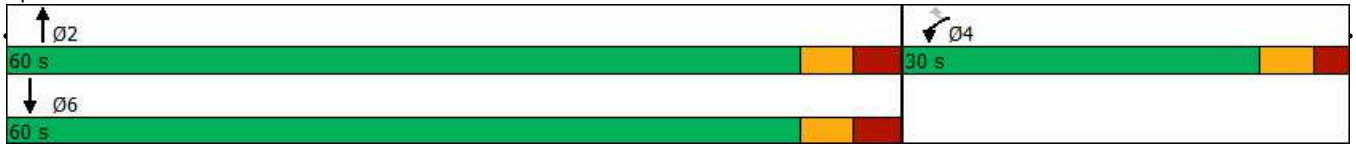
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	324	0	374	529	0	185
Future Volume (vph)	324	0	374	529	0	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	10		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.921			
Flt Protected	0.950					
Satd. Flow (prot)	1719	1900	1716	0	0	1810
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1900	1716	0	0	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)			138			
Link Speed (mph)	30		30			30
Link Distance (ft)	596		926			539
Travel Time (s)	13.5		21.0			12.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	2%	2%	0%	5%
Adj. Flow (vph)	334	0	386	545	0	191
Shared Lane Traffic (%)						
Lane Group Flow (vph)	334	0	931	0	0	191
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	1	2			2
Detector Template		Right	Thru			
Leading Detector (ft)	83	20	100			83
Trailing Detector (ft)	-5	0	0			-5
Detector 1 Position(ft)	-5	0	0			-5
Detector 1 Size(ft)	40	20	6			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
Detector 2 Position(ft)	43		94			43
Detector 2 Size(ft)	40		6			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	4		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	2			6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	11.1	11.1	11.9			11.9
Total Split (s)	30.0	30.0	60.0			60.0
Total Split (%)	33.3%	33.3%	66.7%			66.7%
Maximum Green (s)	23.9	23.9	53.1			53.1
Yellow Time (s)	3.6	3.6	3.6			3.6
All-Red Time (s)	2.5	2.5	3.3			3.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.1	6.1	6.9			6.9
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0			3.0
Recall Mode	None	None	Min			Min
Act Effct Green (s)	18.8		43.4			43.4
Actuated g/C Ratio	0.25		0.57			0.57
v/c Ratio	0.79		0.90			0.18
Control Delay	42.8		25.4			8.6
Queue Delay	0.0		0.0			0.0
Total Delay	42.8		25.4			8.6
LOS	D		C			A
Approach Delay	42.8		25.4			8.6
Approach LOS	D		C			A
Queue Length 50th (ft)	164		329			42
Queue Length 95th (ft)	#291		#669			78
Internal Link Dist (ft)	516		846			459
Turn Bay Length (ft)						
Base Capacity (vph)	572		1278			1308
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.58		0.73			0.15

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 75.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 27.2 Intersection LOS: C
Intersection Capacity Utilization 80.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 172



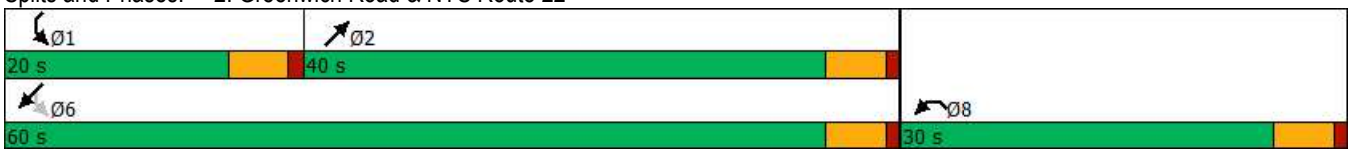
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	72	216	647	76	110	402
Future Volume (vph)	72	216	647	76	110	402
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)	0	0		0	25	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					
Frt	0.899		0.986			
Flt Protected	0.988					0.989
Satd. Flow (prot)	1623	0	1839	0	0	1951
Flt Permitted	0.988					0.681
Satd. Flow (perm)	1619	0	1839	0	0	1344
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	165		8			
Link Speed (mph)	30		30			30
Link Distance (ft)	727		71			926
Travel Time (s)	16.5		1.6			21.0
Confl. Peds. (#/hr)	4					
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	3%	2%	1%	2%	7%
Adj. Flow (vph)	77	230	688	81	117	428
Shared Lane Traffic (%)						
Lane Group Flow (vph)	307	0	769	0	0	545
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	1.00	1.00	0.88	0.88
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
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
Detector 2 Position(ft)	43		43			43
Detector 2 Size(ft)	40		40			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		5.0	10.0
Minimum Split (s)	20.0		40.0		15.0	40.0
Total Split (s)	30.0		40.0		20.0	60.0
Total Split (%)	33.3%		44.4%		22.2%	66.7%
Maximum Green (s)	25.0		35.0		15.0	55.0
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-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		5.0		2.0	5.0
Recall Mode	None		Max		None	Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	13.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	12.0		55.2			55.2
Actuated g/C Ratio	0.16		0.71			0.71
v/c Ratio	0.79		0.58			0.57
Control Delay	28.9		8.7			9.5
Queue Delay	0.0		0.0			0.0
Total Delay	28.9		8.7			9.5
LOS	C		A			A
Approach Delay	28.9		8.7			9.5
Approach LOS	C		A			A
Queue Length 50th (ft)	64		143			101
Queue Length 95th (ft)	149		343			265
Internal Link Dist (ft)	647		1			846
Turn Bay Length (ft)						
Base Capacity (vph)	638		1316			960
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.48		0.58			0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 77.3			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 95.7%		ICU Level of Service F	

Analysis Period (min) 15

Splits and Phases: 2: Greenwich Road & NYS Route 22



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1	1	1	722	473	1
Future Volume (vph)	1	1	1	722	473	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1728	0	0	1863	1776	0
Flt Permitted	0.976					
Satd. Flow (perm)	1728	0	0	1863	1776	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			356	71	
Travel Time (s)	12.6			8.1	1.6	
Confl. Peds. (#/hr)	7	11	11			7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	1	1	1	768	503	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	769	504	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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	722	473	1
Future Vol, veh/h	1	1	1	722	473	1
Conflicting Peds, #/hr	7	11	11	0	0	7
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	1	1	1	768	503	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1292	526	515	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	182	556	1061	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	178	544	1050	-	-	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	452	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1050	-	268	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Control Delay (s)	8.4	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	1	722	4	1	473
Future Volume (vph)	0	1	722	4	1	473
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865		0.999			
Flt Protected						
Satd. Flow (prot)	1644	0	1843	0	0	1793
Flt Permitted						
Satd. Flow (perm)	1644	0	1843	0	0	1793
Link Speed (mph)	30		30			30
Link Distance (ft)	393		287			356
Travel Time (s)	8.9		6.5			8.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	3%	0%	0%	6%
Adj. Flow (vph)	0	1	768	4	1	503
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	772	0	0	504
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	1	722	4	1	473
Future Vol, veh/h	0	1	722	4	1	473
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	0	0	6
Mvmt Flow	0	1	768	4	1	503

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1275	770	0	0	772	0
Stage 1	770	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	186	404	-	-	852	-
Stage 1	460	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	186	404	-	-	852	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	459	-	-	-	-	-
Stage 2	610	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	404	852	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Control Delay (s)	-	-	13.9	9.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

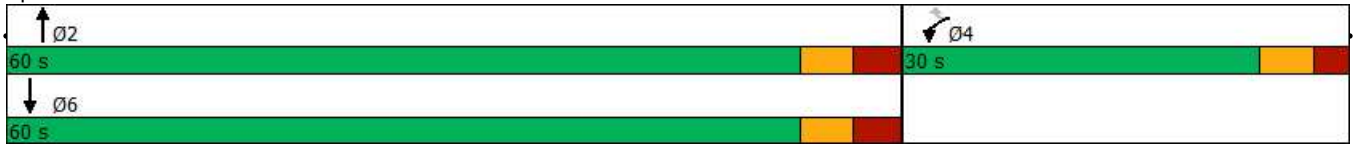
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	547	0	202	356	0	394
Future Volume (vph)	547	0	202	356	0	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	10		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.914			
Flt Protected	0.950					
Satd. Flow (prot)	1736	1900	1567	0	0	1667
Flt Permitted	0.950					
Satd. Flow (perm)	1736	1900	1567	0	0	1667
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)			172			
Link Speed (mph)	30		30			30
Link Distance (ft)	596		926			539
Travel Time (s)	13.5		21.0			12.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	0%	14%	9%	0%	14%
Adj. Flow (vph)	558	0	206	363	0	402
Shared Lane Traffic (%)						
Lane Group Flow (vph)	558	0	569	0	0	402
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	1	2			2
Detector Template		Right	Thru			
Leading Detector (ft)	83	20	100			83
Trailing Detector (ft)	-5	0	0			-5
Detector 1 Position(ft)	-5	0	0			-5
Detector 1 Size(ft)	40	20	6			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
Detector 2 Position(ft)	43		94			43
Detector 2 Size(ft)	40		6			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	4		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	2			6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	11.1	11.1	11.9			11.9
Total Split (s)	30.0	30.0	60.0			60.0
Total Split (%)	33.3%	33.3%	66.7%			66.7%
Maximum Green (s)	23.9	23.9	53.1			53.1
Yellow Time (s)	3.6	3.6	3.6			3.6
All-Red Time (s)	2.5	2.5	3.3			3.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.1	6.1	6.9			6.9
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0			3.0
Recall Mode	None	None	Min			Min
Act Effct Green (s)	24.3		22.6			22.6
Actuated g/C Ratio	0.40		0.38			0.38
v/c Ratio	0.79		0.82			0.64
Control Delay	29.6		21.5			19.9
Queue Delay	0.0		0.0			0.0
Total Delay	29.6		21.5			19.9
LOS	C		C			B
Approach Delay	29.6		21.5			19.9
Approach LOS	C		C			B
Queue Length 50th (ft)	166		123			114
Queue Length 95th (ft)	#447		231			186
Internal Link Dist (ft)	516		846			459
Turn Bay Length (ft)						
Base Capacity (vph)	702		1402			1470
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.79		0.41			0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 60.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 24.0		Intersection LOS: C	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 1: NYS Route 22 & NYS Route 172



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	88	72	470	67	255	684
Future Volume (vph)	88	72	470	67	255	684
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)	0	0		0	25	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940		0.983			
Flt Protected	0.973					0.987
Satd. Flow (prot)	1629	0	1710	0	0	1890
Flt Permitted	0.973					0.653
Satd. Flow (perm)	1629	0	1710	0	0	1250
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	45		9			
Link Speed (mph)	30		30			30
Link Distance (ft)	727		71			926
Travel Time (s)	16.5		1.6			21.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	10%	9%	11%	15%	7%
Adj. Flow (vph)	95	77	505	72	274	735
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	0	577	0	0	1009
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	1.00	1.00	0.88	0.88
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
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
Detector 2 Position(ft)	43		43			43
Detector 2 Size(ft)	40		40			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		pm+pt	NA

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		5.0	10.0
Minimum Split (s)	20.0		40.0		15.0	40.0
Total Split (s)	30.0		40.0		20.0	60.0
Total Split (%)	33.3%		44.4%		22.2%	66.7%
Maximum Green (s)	25.0		35.0		15.0	55.0
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-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		5.0		2.0	5.0
Recall Mode	None		Max		None	Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	13.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	10.5		55.1			55.1
Actuated g/C Ratio	0.14		0.73			0.73
v/c Ratio	0.65		0.46			1.11
Control Delay	34.3		6.2			79.6
Queue Delay	0.0		0.0			0.0
Total Delay	34.3		6.2			79.6
LOS	C		A			E
Approach Delay	34.3		6.2			79.6
Approach LOS	C		A			E
Queue Length 50th (ft)	56		86			~549
Queue Length 95th (ft)	116		188			#856
Internal Link Dist (ft)	647		1			846
Turn Bay Length (ft)						
Base Capacity (vph)	569		1249			911
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.30		0.46			1.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 75.6			
Natural Cycle: 140			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 51.1		Intersection LOS: D	
Intersection Capacity Utilization 100.7%		ICU Level of Service G	
Analysis Period (min) 15			

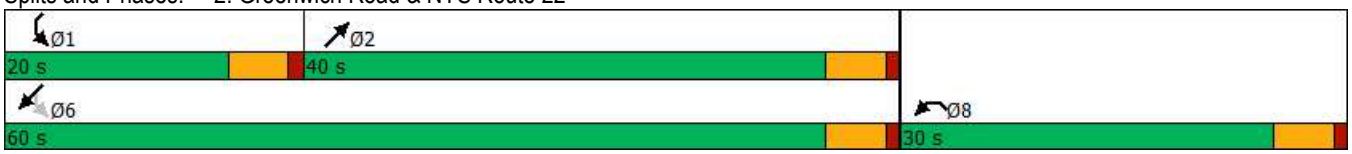
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Greenwich Road & NYS Route 22



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1	1	1	536	764	9
Future Volume (vph)	1	1	1	536	764	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.998	
Flt Protected	0.976					
Satd. Flow (prot)	1728	0	0	1728	1774	0
Flt Permitted	0.976					
Satd. Flow (perm)	1728	0	0	1728	1774	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			356	71	
Travel Time (s)	12.6			8.1	1.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	10%	7%	0%
Adj. Flow (vph)	1	1	1	576	822	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	577	832	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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	536	764	9
Future Vol, veh/h	1	1	1	536	764	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	10	7	0
Mvmt Flow	1	1	1	576	822	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1405	827	832	0	-	0
Stage 1	827	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	155	375	809	-	-	-
Stage 1	433	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	375	809	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	809	-	219	-	-
HCM Lane V/C Ratio	0.001	-	0.01	-	-
HCM Control Delay (s)	9.5	0	21.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	0	0	3	0	2	2	532	4	0	765	0
Future Volume (vph)	3	0	0	3	0	2	2	532	4	0	765	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					0.946			0.999				
Flt Protected		0.950			0.971							
Satd. Flow (prot)	0	1805	0	0	1745	0	0	1682	0	0	1743	0
Flt Permitted		0.950			0.971							
Satd. Flow (perm)	0	1805	0	0	1745	0	0	1682	0	0	1743	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		241			393			287			356	
Travel Time (s)		5.5			8.9			6.5			8.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	13%	0%	0%	9%	0%
Adj. Flow (vph)	3	0	0	3	0	2	2	572	4	0	823	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	5	0	0	578	0	0	823	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			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	0	3	0	2	2	532	4	0	765	0
Future Vol, veh/h	3	0	0	3	0	2	2	532	4	0	765	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	92
Heavy Vehicles, %	0	0	0	0	0	0	0	13	0	0	9	0
Mvmt Flow	3	0	0	3	0	2	2	572	4	0	823	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1402	1403	823	1401	1401	574	823	0	0	576	0	0
Stage 1	823	823	-	578	578	-	-	-	-	-	-	-
Stage 2	579	580	-	823	823	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	119	141	377	119	141	522	816	-	-	1007	-	-
Stage 1	371	391	-	505	504	-	-	-	-	-	-	-
Stage 2	504	503	-	371	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	140	377	119	140	522	816	-	-	1007	-	-
Mov Cap-2 Maneuver	118	140	-	119	140	-	-	-	-	-	-	-
Stage 1	370	391	-	503	502	-	-	-	-	-	-	-
Stage 2	500	501	-	371	391	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	36.4	26.6	0	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	816	-	-	172	118	1007	-	-
HCM Lane V/C Ratio	0.003	-	-	0.031	0.027	-	-	-
HCM Control Delay (s)	9.4	0	-	26.6	36.4	0	-	-
HCM Lane LOS	A	A	-	D	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

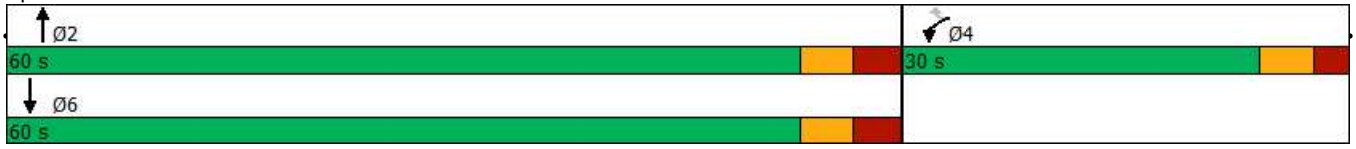
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	328	0	377	529	0	187
Future Volume (vph)	328	0	377	529	0	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	10		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.921			
Flt Protected	0.950					
Satd. Flow (prot)	1719	1900	1716	0	0	1810
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1900	1716	0	0	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)			137			
Link Speed (mph)	30		30			30
Link Distance (ft)	596		926			539
Travel Time (s)	13.5		21.0			12.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	2%	2%	0%	5%
Adj. Flow (vph)	338	0	389	545	0	193
Shared Lane Traffic (%)						
Lane Group Flow (vph)	338	0	934	0	0	193
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	1	2			2
Detector Template		Right	Thru			
Leading Detector (ft)	83	20	100			83
Trailing Detector (ft)	-5	0	0			-5
Detector 1 Position(ft)	-5	0	0			-5
Detector 1 Size(ft)	40	20	6			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
Detector 2 Position(ft)	43		94			43
Detector 2 Size(ft)	40		6			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	4		2			6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4				
Detector Phase	4	4	2			6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	11.1	11.1	11.9			11.9
Total Split (s)	30.0	30.0	60.0			60.0
Total Split (%)	33.3%	33.3%	66.7%			66.7%
Maximum Green (s)	23.9	23.9	53.1			53.1
Yellow Time (s)	3.6	3.6	3.6			3.6
All-Red Time (s)	2.5	2.5	3.3			3.3
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.1	6.1	6.9			6.9
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0			3.0
Recall Mode	None	None	Min			Min
Act Effct Green (s)	19.0		43.6			43.6
Actuated g/C Ratio	0.25		0.57			0.57
v/c Ratio	0.79		0.90			0.19
Control Delay	43.1		25.9			8.7
Queue Delay	0.0		0.0			0.0
Total Delay	43.1		25.9			8.7
LOS	D		C			A
Approach Delay	43.1		25.9			8.7
Approach LOS	D		C			A
Queue Length 50th (ft)	169		338			43
Queue Length 95th (ft)	#296		#675			78
Internal Link Dist (ft)	516		846			459
Turn Bay Length (ft)						
Base Capacity (vph)	567		1271			1300
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.60		0.73			0.15

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.4
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 27.6 Intersection LOS: C
Intersection Capacity Utilization 81.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 172



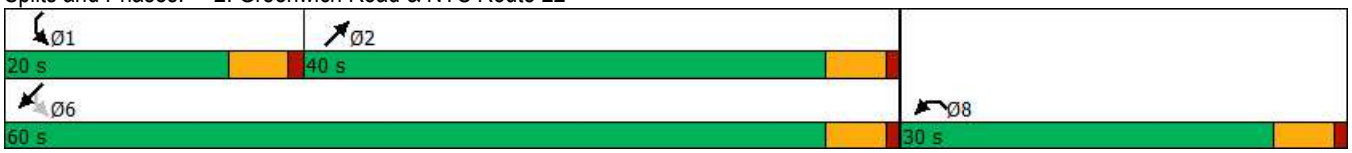
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	74	216	650	76	110	408
Future Volume (vph)	74	216	650	76	110	408
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Storage Length (ft)	0	0		0	25	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					
Frt	0.900		0.986			
Flt Protected	0.987					0.989
Satd. Flow (prot)	1623	0	1839	0	0	1951
Flt Permitted	0.987					0.677
Satd. Flow (perm)	1619	0	1839	0	0	1336
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	161		8			
Link Speed (mph)	30		30			30
Link Distance (ft)	727		71			926
Travel Time (s)	16.5		1.6			21.0
Confl. Peds. (#/hr)	4					
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	3%	2%	1%	2%	7%
Adj. Flow (vph)	79	230	691	81	117	434
Shared Lane Traffic (%)						
Lane Group Flow (vph)	309	0	772	0	0	551
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	1.00	1.00	0.88	0.88
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
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
Detector 2 Position(ft)	43		43			43
Detector 2 Size(ft)	40		40			40
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		5.0	10.0
Minimum Split (s)	20.0		40.0		15.0	40.0
Total Split (s)	30.0		40.0		20.0	60.0
Total Split (%)	33.3%		44.4%		22.2%	66.7%
Maximum Green (s)	25.0		35.0		15.0	55.0
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-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		5.0		2.0	5.0
Recall Mode	None		Max		None	Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	13.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	12.3		55.3			55.3
Actuated g/C Ratio	0.16		0.71			0.71
v/c Ratio	0.79		0.59			0.58
Control Delay	29.6		8.9			9.9
Queue Delay	0.0		0.0			0.0
Total Delay	29.6		8.9			9.9
LOS	C		A			A
Approach Delay	29.6		8.9			9.9
Approach LOS	C		A			A
Queue Length 50th (ft)	67		148			106
Queue Length 95th (ft)	152		349			274
Internal Link Dist (ft)	647		1			846
Turn Bay Length (ft)						
Base Capacity (vph)	634		1311			951
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.49		0.59			0.58

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 77.6			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 96.3%		ICU Level of Service F	

Analysis Period (min) 15

Splits and Phases: 2: Greenwich Road & NYS Route 22



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1	1	1	725	473	9
Future Volume (vph)	1	1	1	725	473	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976					
Satd. Flow (prot)	1728	0	0	1863	1773	0
Flt Permitted	0.976					
Satd. Flow (perm)	1728	0	0	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			356	71	
Travel Time (s)	12.6			8.1	1.6	
Confl. Peds. (#/hr)	7	11	11			7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	1	1	1	771	503	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	772	513	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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	725	473	9
Future Vol, veh/h	1	1	1	725	473	9
Conflicting Peds, #/hr	7	11	11	0	0	7
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	1	1	1	771	503	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1299	530	524	0	-	0
Stage 1	519	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	180	553	1053	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	176	541	1042	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1042	-	266	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Control Delay (s)	8.5	0	18.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	0	0	0	0	1	2	722	4	1	473	0
Future Volume (vph)	3	0	0	0	0	1	2	722	4	1	473	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					0.865			0.999				
Flt Protected		0.950										
Satd. Flow (prot)	0	1805	0	0	1644	0	0	1843	0	0	1793	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1805	0	0	1644	0	0	1843	0	0	1793	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		220			393			287			356	
Travel Time (s)		5.0			8.9			6.5			8.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	6%	0%
Adj. Flow (vph)	3	0	0	0	0	1	2	768	4	1	503	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	1	0	0	774	0	0	504	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			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	0	0	0	1	2	722	4	1	473	0
Future Vol, veh/h	3	0	0	0	0	1	2	722	4	1	473	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	6	0
Mvmt Flow	3	0	0	0	0	1	2	768	4	1	503	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1280	1281	503	1279	1279	770	503	0	0	772	0	0
Stage 1	505	505	-	774	774	-	-	-	-	-	-	-
Stage 2	775	776	-	505	505	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	144	167	573	144	167	404	1072	-	-	852	-	-
Stage 1	553	544	-	394	411	-	-	-	-	-	-	-
Stage 2	394	410	-	553	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	143	166	573	143	166	404	1072	-	-	852	-	-
Mov Cap-2 Maneuver	143	166	-	143	166	-	-	-	-	-	-	-
Stage 1	551	543	-	393	410	-	-	-	-	-	-	-
Stage 2	392	409	-	552	543	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	30.7	13.9	0	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1072	-	-	404	143	852	-	-
HCM Lane V/C Ratio	0.002	-	-	0.003	0.022	0.001	-	-
HCM Control Delay (s)	8.4	0	-	13.9	30.7	9.2	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

FIRE HEADQUARTERS
BEDFORD VILLAGE FIRE DISTRICT

APPENDIX E

TRAFFIC COUNT DATA

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : NYS_ROUTE_22_AT_NYS_ROUTE_172_519642_05-01-2018
Site Code :
Start Date : 5/1/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS RT 22 From North					NYS RT 172 From East					CHURCH DRIVEWAY From South					NYS RT 22 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	68	0	0	0	68	0	118	0	0	118	0	0	0	0	0	1	33	25	0	59	245
07:15 AM	85	0	0	0	85	0	163	0	0	163	0	0	0	0	0	1	56	28	0	85	333
07:30 AM	98	0	0	0	98	0	165	0	0	165	0	0	0	0	0	0	69	34	0	103	366
07:45 AM	106	0	0	0	106	1	116	0	0	117	0	0	0	0	0	2	96	57	0	155	378
Total	357	0	0	0	357	1	562	0	0	563	0	0	0	0	0	4	254	144	0	402	1322
08:00 AM	101	0	0	0	101	0	103	1	0	104	0	0	0	0	0	0	111	55	0	166	371
08:15 AM	83	0	0	0	83	0	151	0	0	151	0	0	0	0	0	0	74	51	0	125	359
08:30 AM	89	0	0	0	89	0	127	0	0	127	0	0	0	0	0	0	59	50	0	109	325
08:45 AM	95	0	0	0	95	0	146	0	0	146	0	0	0	0	0	3	90	58	0	151	392
Total	368	0	0	0	368	0	527	1	0	528	0	0	0	0	0	3	334	214	0	551	1447
09:00 AM	105	0	0	0	105	0	123	0	0	123	0	0	1	0	1	0	57	55	0	112	341
09:15 AM	76	0	0	0	76	0	92	0	0	92	0	0	0	0	0	1	65	38	0	104	272
09:30 AM	55	0	0	0	55	0	103	0	0	103	0	0	0	0	0	0	74	51	0	125	283
09:45 AM	57	0	0	0	57	0	61	0	0	61	0	0	0	0	0	2	52	48	0	102	220
Total	293	0	0	0	293	0	379	0	0	379	0	0	1	0	1	3	248	192	0	443	1116
Grand Total	1018	0	0	0	1018	1	1468	1	0	1470	0	0	1	0	1	10	836	550	0	1396	3885
Apprch %	100	0	0	0		0.1	99.9	0.1	0		0	0	100	0		0.7	59.9	39.4	0		
Total %	26.2	0	0	0	26.2	0	37.8	0	0	37.8	0	0	0	0	0	0.3	21.5	14.2	0	35.9	
Lights	891	0	0	0	891	1	1388	1	0	1390	0	0	1	0	1	8	764	494	0	1266	3548
% Lights	87.5	0	0	0	87.5	100	94.6	100	0	94.6	0	0	100	0	100	80	91.4	89.8	0	90.7	91.3
Buses	17	0	0	0	17	0	38	0	0	38	0	0	0	0	0	1	22	22	0	45	100
% Buses	1.7	0	0	0	1.7	0	2.6	0	0	2.6	0	0	0	0	0	10	2.6	4	0	3.2	2.6
Trucks	110	0	0	0	110	0	42	0	0	42	0	0	0	0	0	1	50	34	0	85	237
% Trucks	10.8	0	0	0	10.8	0	2.9	0	0	2.9	0	0	0	0	0	10	6	6.2	0	6.1	6.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : NYS_ROUTE_22_AT_NYS_ROUTE_172_519642_05-01-2018
Site Code :
Start Date : 5/1/2018

	NYS RT 22 From North					NYS RT 172 From East					CHURCH DRIVEWAY From South					NYS RT 22 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	98	0	0	0	98	0	**165**	0	0	**165**	0	0	0	0	0	0	69	34	0	103	366
07:45 AM	**106**	0	0	0	**106**	**1**	116	0	0	117	0	0	0	0	0	**2**	96	**57**	0	155	**378**
08:00 AM	101	0	0	0	101	0	103	**1**	0	104	0	0	0	0	0	0	**111**	55	0	**166**	371
08:15 AM	83	0	0	0	83	0	151	0	0	151	0	0	0	0	0	0	74	51	0	125	359
Total Volume	388	0	0	0	388	1	535	1	0	537	0	0	0	0	0	2	350	197	0	549	1474
% App. Total	100	0	0	0		0.2	99.6	0.2	0		0	0	0	0		0.4	63.8	35.9	0		
PHF	.915	.000	.000	.000	.915	.250	.811	.250	.000	.814	.000	.000	.000	.000	.000	.250	.788	.864	.000	.827	.975
Lights	335	0	0	0	335	1	516	1	0	518	0	0	0	0	0	2	320	169	0	491	1344
% Lights	86.3	0	0	0	86.3	100	96.4	100	0	96.5	0	0	0	0	0	100	91.4	85.8	0	89.4	91.2
Buses	11	0	0	0	11	0	5	0	0	5	0	0	0	0	0	0	12	16	0	28	44
% Buses	2.8	0	0	0	2.8	0	0.9	0	0	0.9	0	0	0	0	0	0	3.4	8.1	0	5.1	3.0
Trucks	42	0	0	0	42	0	14	0	0	14	0	0	0	0	0	0	18	12	0	30	86
% Trucks	10.8	0	0	0	10.8	0	2.6	0	0	2.6	0	0	0	0	0	0	5.1	6.1	0	5.5	5.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Customer Loyalty Through Client Satisfaction

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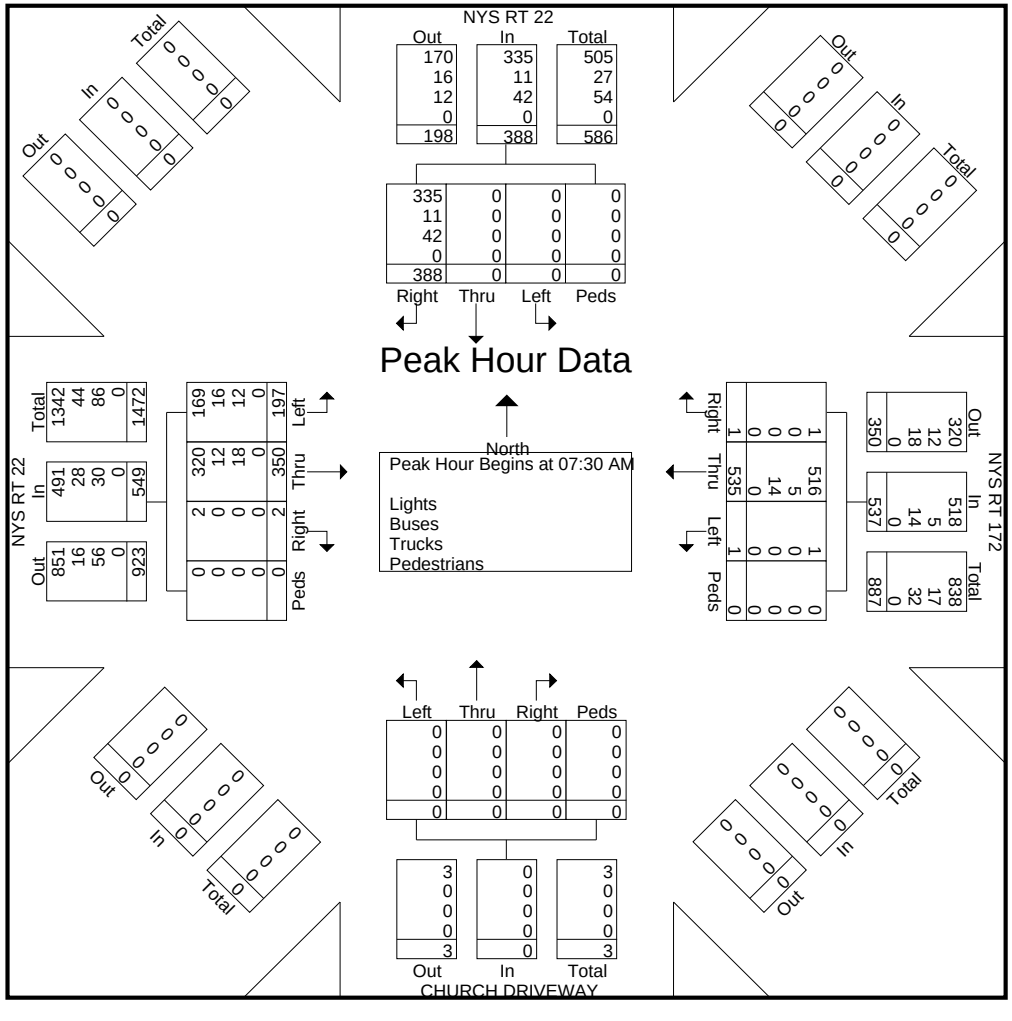

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS RT 22 From North					NYS RT 172 From East					CHURCH DRIVEWAY From South					NYS RT 22 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	46	0	0	0	46	0	68	0	0	68	0	0	0	1	1	2	59	50	0	111	226
02:15 PM	57	0	0	0	57	0	76	0	0	76	0	0	0	0	0	0	83	56	0	139	272
02:30 PM	34	0	0	0	34	0	79	0	0	79	0	0	0	0	0	1	119	75	0	195	308
02:45 PM	52	0	0	0	52	0	73	0	0	73	0	0	0	0	0	0	99	64	0	163	288
Total	189	0	0	0	189	0	296	0	0	296	0	0	0	1	1	3	360	245	0	608	1094
03:00 PM	61	0	0	0	61	0	90	1	0	91	0	0	0	0	0	0	86	75	0	161	313
03:15 PM	70	0	0	0	70	0	111	0	0	111	0	0	0	0	0	0	104	54	0	158	339
03:30 PM	56	0	0	0	56	0	92	0	0	92	0	0	1	0	1	3	111	91	0	205	354
03:45 PM	58	0	0	0	58	0	92	1	0	93	0	0	0	0	0	9	101	79	0	189	340
Total	245	0	0	0	245	0	385	2	0	387	0	0	1	0	1	12	402	299	0	713	1346
04:00 PM	72	0	0	0	72	0	91	0	0	91	0	0	0	0	0	0	86	70	0	156	319
04:15 PM	67	0	0	0	67	0	90	0	0	90	0	0	0	0	0	1	89	96	0	186	343
04:30 PM	58	0	0	0	58	0	101	0	0	101	0	0	0	0	0	1	123	67	0	191	350
04:45 PM	66	0	0	0	66	0	86	0	0	86	0	0	2	0	2	1	114	66	0	181	335
Total	263	0	0	0	263	0	368	0	0	368	0	0	2	0	2	3	412	299	0	714	1347
05:00 PM	55	0	0	0	55	0	84	2	0	86	0	0	3	0	3	6	119	83	0	208	352
05:15 PM	46	0	0	0	46	0	77	0	0	77	0	0	0	0	0	3	133	90	0	226	349
05:30 PM	50	0	0	0	50	0	84	0	0	84	0	0	0	0	0	1	138	86	0	225	359
05:45 PM	32	0	0	0	32	0	71	0	0	71	0	0	0	0	0	0	124	111	0	235	338
Total	183	0	0	0	183	0	316	2	0	318	0	0	3	0	3	10	514	370	0	894	1398
06:00 PM	41	0	1	0	42	0	64	0	0	64	0	0	0	1	1	0	105	80	0	185	292
06:15 PM	51	0	0	0	51	0	70	0	0	70	0	0	0	0	0	1	113	92	0	206	327
06:30 PM	40	0	0	0	40	0	60	0	0	60	0	0	0	0	0	0	93	63	0	156	256
06:45 PM	37	0	0	0	37	0	59	0	0	59	0	0	0	0	0	0	106	63	0	169	265
Total	169	0	1	0	170	0	253	0	0	253	0	0	0	1	1	1	417	298	0	716	1140
Grand Total	1049	0	1	0	1050	0	1618	4	0	1622	0	0	6	2	8	29	2105	1511	0	3645	6325
Apprch %	99.9	0	0.1	0		0	99.8	0.2	0		0	0	75	25		0.8	57.8	41.5	0		
Total %	16.6	0	0	0	16.6	0	25.6	0.1	0	25.6	0	0	0.1	0	0.1	0.5	33.3	23.9	0	57.6	
Lights	972	0	1	0	973	0	1518	4	0	1522	0	0	6	0	6	28	2013	1423	0	3464	5965
% Lights	92.7	0	100	0	92.7	0	93.8	100	0	93.8	0	0	100	0	75	96.6	95.6	94.2	0	95	94.3
Buses	17	0	0	0	17	0	40	0	0	40	0	0	0	0	0	0	31	31	0	62	119
% Buses	1.6	0	0	0	1.6	0	2.5	0	0	2.5	0	0	0	0	0	0	1.5	2.1	0	1.7	1.9
Trucks	60	0	0	0	60	0	60	0	0	60	0	0	0	0	0	1	61	57	0	119	239
% Trucks	5.7	0	0	0	5.7	0	3.7	0	0	3.7	0	0	0	0	0	3.4	2.9	3.8	0	3.3	3.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	25	0	0	0	0	0	0

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Customer Loyalty Through Client Satisfaction

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	NYS RT 22 From North					NYS RT 172 From East					CHURCH DRIVEWAY From South					NYS RT 22 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**55**	0	0	0	**55**	0	**84**	**2**	0	**86**	0	0	**3**	0	**3**	**6**	119	83	0	208	352
05:15 PM	46	0	0	0	46	0	77	0	0	77	0	0	0	0	0	3	133	90	0	226	349
05:30 PM	50	0	0	0	50	0	84	0	0	84	0	0	0	0	0	1	**138**	86	0	225	**359**
05:45 PM	32	0	0	0	32	0	71	0	0	71	0	0	0	0	0	0	124	**111**	0	**235**	338
Total Volume	183	0	0	0	183	0	316	2	0	318	0	0	3	0	3	10	514	370	0	894	1398
% App. Total	100	0	0	0		0	99.4	0.6	0		0	0	100	0		1.1	57.5	41.4	0		
PHF	.832	.000	.000	.000	.832	.000	.940	.250	.000	.924	.000	.000	.250	.000	.250	.417	.931	.833	.000	.951	.974
Lights	175	0	0	0	175	0	302	2	0	304	0	0	3	0	3	10	503	363	0	876	1358
% Lights	95.6	0	0	0	95.6	0	95.6	100	0	95.6	0	0	100	0	100	100	97.9	98.1	0	98.0	97.1
Buses	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	10
% Buses	1.1	0	0	0	1.1	0	1.6	0	0	1.6	0	0	0	0	0	0	0.6	0	0	0.3	0.7
Trucks	6	0	0	0	6	0	9	0	0	9	0	0	0	0	0	0	8	7	0	15	30
% Trucks	3.3	0	0	0	3.3	0	2.8	0	0	2.8	0	0	0	0	0	0	1.6	1.9	0	1.7	2.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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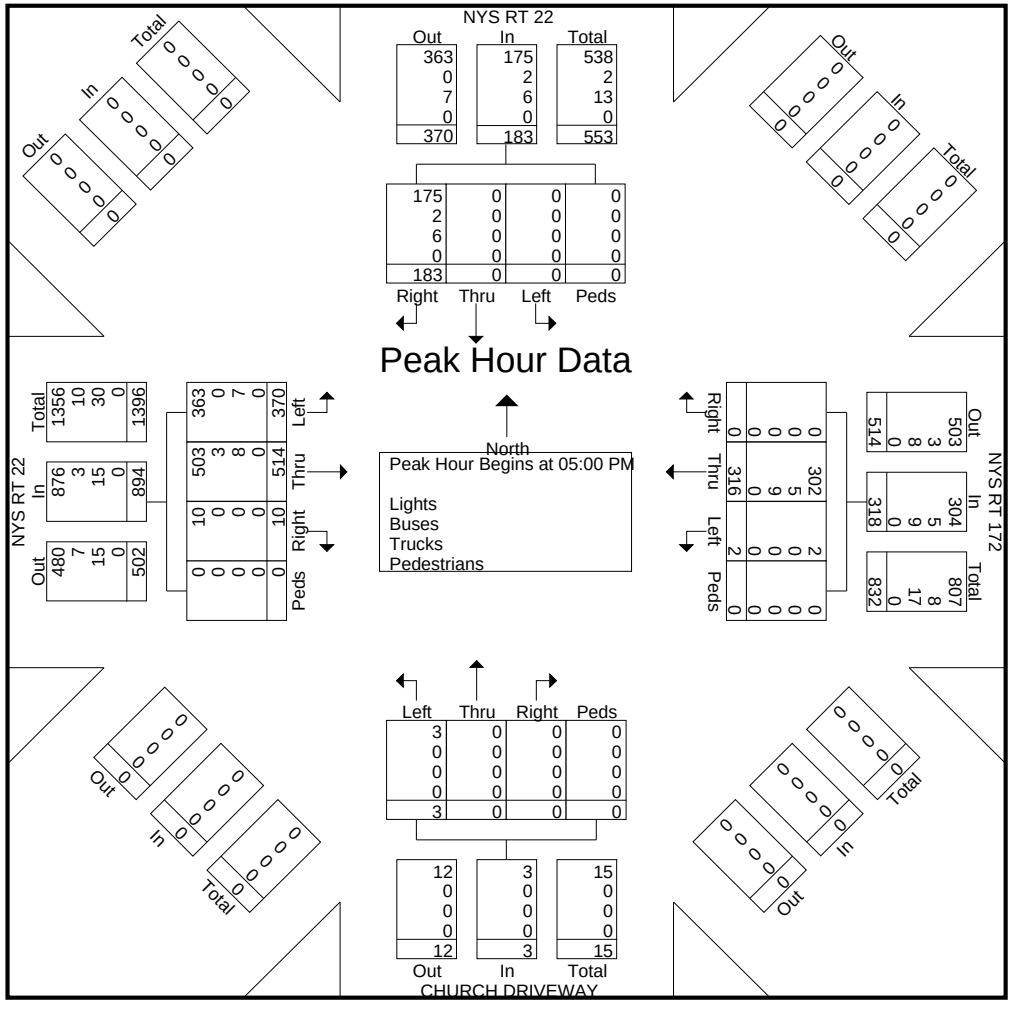

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Customer Loyalty Through Client Satisfaction

File Name : NYS_ROUTE_22_AT_SOUTH_BROOK_RD_GREENWICH_RD_519641_05-01-2018
Site Code :
Start Date : 5/1/2018
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	SOUTH BROOK RD From North					NYS ROUTE 22 From East					GREENWICH RD From South					NYS ROUTE 22 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	155	34	0	189	4	0	12	0	16	2	53	1	0	56	261
07:15 AM	0	0	0	0	0	0	201	43	0	244	9	0	9	0	18	12	77	0	0	89	351
07:30 AM	0	0	0	0	0	0	201	62	0	263	8	0	25	0	33	9	106	0	0	115	411
07:45 AM	0	0	0	1	1	0	158	62	0	220	24	0	25	0	49	27	136	0	0	163	433
Total	0	0	0	1	1	0	715	201	0	916	45	0	71	0	116	50	372	1	0	423	1456
08:00 AM	0	0	0	0	0	0	132	74	0	206	22	0	22	0	44	15	129	0	0	144	394
08:15 AM	0	0	0	0	0	0	181	54	0	235	17	0	13	0	30	15	92	0	0	107	372
08:30 AM	0	0	0	0	0	0	171	38	0	209	24	0	20	0	44	13	87	0	0	100	353
08:45 AM	1	0	0	0	1	0	164	65	0	229	30	0	13	0	43	17	122	0	0	139	412
Total	1	0	0	0	1	0	648	231	0	879	93	0	68	0	161	60	430	0	0	490	1531
09:00 AM	1	0	0	0	1	0	175	55	0	230	19	0	24	0	43	12	87	0	0	99	373
09:15 AM	0	0	0	1	1	0	131	38	0	169	12	0	9	0	21	17	87	0	0	104	295
09:30 AM	1	0	0	1	2	0	131	26	0	157	22	0	11	0	33	16	100	1	0	117	309
09:45 AM	0	0	0	0	0	0	95	26	0	121	8	0	18	0	26	8	97	0	1	106	253
Total	2	0	0	2	4	0	532	145	0	677	61	0	62	0	123	53	371	1	1	426	1230
Grand Total	3	0	0	3	6	0	1895	577	0	2472	199	0	201	0	400	163	1173	2	1	1339	4217
Apprch %	50	0	0	50		0	76.7	23.3	0		49.8	0	50.2	0		12.2	87.6	0.1	0.1		
Total %	0.1	0	0	0.1	0.1	0	44.9	13.7	0	58.6	4.7	0	4.8	0	9.5	3.9	27.8	0	0	31.8	
Lights	3	0	0	0	3	0	1742	498	0	2240	177	0	188	0	365	145	1064	2	0	1211	3819
% Lights	100	0	0	0	50	0	91.9	86.3	0	90.6	88.9	0	93.5	0	91.2	89	90.7	100	0	90.4	90.6
Buses	0	0	0	0	0	0	48	13	0	61	8	0	6	0	14	13	29	0	0	42	117
% Buses	0	0	0	0	0	0	2.5	2.3	0	2.5	4	0	3	0	3.5	8	2.5	0	0	3.1	2.8
Trucks	0	0	0	0	0	0	105	66	0	171	14	0	7	0	21	5	80	0	0	85	277
% Trucks	0	0	0	0	0	0	5.5	11.4	0	6.9	7	0	3.5	0	5.2	3.1	6.8	0	0	6.3	6.6
Pedestrians	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
% Pedestrians	0	0	0	100	50	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0.1

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Customer Loyalty Through Client Satisfaction

File Name : NYS_ROUTE_22_AT_SOUTH_BROOK_RD_GREENWICH_RD_519641_05-01-2018
Site Code :
Start Date : 5/1/2018

	SOUTH BROOK RD From North					NYS ROUTE 22 From East					GREENWICH RD From South					NYS ROUTE 22 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	**201**	62	0	**263**	8	0	**25**	0	33	9	106	0	0	115	411
07:45 AM	0	0	0	**1**	**1**	0	158	62	0	220	**24**	0	25	0	**49**	**27**	**136**	0	0	**163**	**433**
08:00 AM	0	0	0	0	0	0	132	**74**	0	206	22	0	22	0	44	15	129	0	0	144	394
08:15 AM	0	0	0	0	0	0	181	54	0	235	17	0	13	0	30	15	92	0	0	107	372
Total Volume	0	0	0	1	1	0	672	252	0	924	71	0	85	0	156	66	463	0	0	529	1610
% App. Total	0	0	0	100		0	72.7	27.3	0		45.5	0	54.5	0		12.5	87.5	0	0		
PHF	.000	.000	.000	.250	.250	.000	.836	.851	.000	.878	.740	.000	.850	.000	.796	.611	.851	.000	.000	.811	.930
Lights	0	0	0	0	0	0	623	215	0	838	64	0	82	0	146	59	420	0	0	479	1463
% Lights	0	0	0	0	0	0	92.7	85.3	0	90.7	90.1	0	96.5	0	93.6	89.4	90.7	0	0	90.5	90.9
Buses	0	0	0	0	0	0	11	9	0	20	6	0	3	0	9	7	12	0	0	19	48
% Buses	0	0	0	0	0	0	1.6	3.6	0	2.2	8.5	0	3.5	0	5.8	10.6	2.6	0	0	3.6	3.0
Trucks	0	0	0	0	0	0	38	28	0	66	1	0	0	0	1	0	31	0	0	31	98
% Trucks	0	0	0	0	0	0	5.7	11.1	0	7.1	1.4	0	0	0	0.6	0	6.7	0	0	5.9	6.1
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

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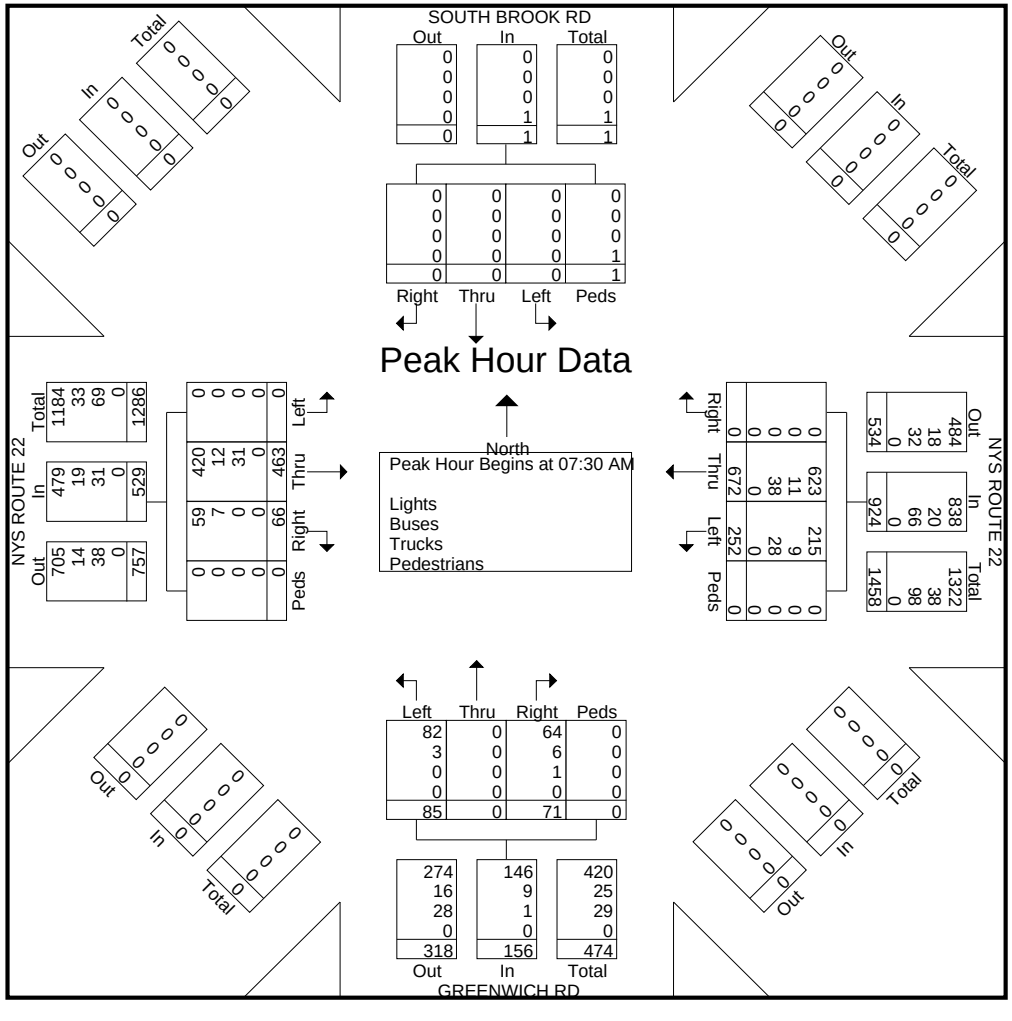
Customer Loyalty Through Client Satisfaction

File Name : NYS_ROUTE_22_AT_SOUTH_BROOK_RD_GREENWICH_RD_519641_05-01-2018
Site Code :
Start Date : 5/1/2018
Page No : 3



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Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

File Name : NYS_ROUTE_22_AT_SOUTH_BROOK_RD_GREENWICH_RD_519641_05-01-2018
Site Code :
Start Date : 5/1/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	SOUTH BROOK RD From North					NYS ROUTE 22 From East					GREENWICH RD From South					NYS ROUTE 22 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	91	18	0	109	19	0	9	0	28	12	90	0	1	103	240
02:15 PM	0	0	0	0	0	0	112	17	0	129	31	0	18	0	49	28	107	0	1	136	314
02:30 PM	1	0	0	0	1	0	102	19	0	121	35	0	16	0	51	26	159	0	0	185	358
02:45 PM	0	0	0	0	0	0	101	18	0	119	32	0	19	0	51	15	118	0	0	133	303
Total	1	0	0	0	1	0	406	72	0	478	117	0	62	0	179	81	474	0	2	557	1215
03:00 PM	1	0	0	0	1	1	122	25	0	148	28	1	12	0	41	21	129	1	0	151	341
03:15 PM	0	1	0	1	2	1	138	38	0	177	31	0	17	0	48	9	123	0	1	133	360
03:30 PM	0	0	0	0	0	0	120	27	0	147	36	0	16	0	52	30	156	0	0	186	385
03:45 PM	0	0	0	1	1	0	118	28	0	146	38	0	18	0	56	12	144	0	0	156	359
Total	1	1	0	2	4	2	498	118	0	618	133	1	63	0	197	72	552	1	1	626	1445
04:00 PM	0	0	0	0	0	0	123	30	0	153	29	0	21	0	50	12	118	0	0	130	333
04:15 PM	0	0	0	0	0	0	122	32	0	154	53	0	11	0	64	17	130	0	0	147	365
04:30 PM	0	0	0	2	2	0	128	30	0	158	46	0	18	0	64	13	160	0	0	173	397
04:45 PM	0	0	1	0	1	1	111	35	0	147	44	0	21	0	65	31	118	0	0	149	362
Total	0	0	1	2	3	1	484	127	0	612	172	0	71	0	243	73	526	0	0	599	1457
05:00 PM	1	0	0	1	2	0	117	33	0	150	50	0	25	0	75	18	133	1	2	154	381
05:15 PM	0	0	0	3	3	0	86	27	0	113	61	0	16	0	77	21	167	0	0	188	381
05:30 PM	0	0	0	2	2	0	116	29	0	145	44	0	13	0	57	23	176	1	1	201	405
05:45 PM	2	0	0	1	3	0	79	20	0	99	59	0	17	0	76	13	165	0	1	179	357
Total	3	0	0	7	10	0	398	109	0	507	214	0	71	0	285	75	641	2	4	722	1524
06:00 PM	0	2	0	0	2	0	86	21	0	107	37	0	22	0	59	19	148	2	0	169	337
06:15 PM	0	0	0	1	1	0	96	25	0	121	41	0	18	0	59	13	170	0	0	183	364
06:30 PM	0	0	0	0	0	0	74	25	0	99	42	0	13	0	55	13	106	0	0	119	273
06:45 PM	0	0	0	0	0	0	65	33	0	98	31	0	15	0	46	32	122	1	1	156	300
Total	0	2	0	1	3	0	321	104	0	425	151	0	68	0	219	77	546	3	1	627	1274
Grand Total	5	3	1	12	21	3	2107	530	0	2640	787	1	335	0	1123	378	2739	6	8	3131	6915
Apprch %	23.8	14.3	4.8	57.1		0.1	79.8	20.1	0		70.1	0.1	29.8	0		12.1	87.5	0.2	0.3		
Total %	0.1	0	0	0.2	0.3	0	30.5	7.7	0	38.2	11.4	0	4.8	0	16.2	5.5	39.6	0.1	0.1	45.3	
Lights	4	3	1	0	8	2	1948	498	0	2448	736	0	314	0	1050	360	2609	6	0	2975	6481
% Lights	80	100	100	0	38.1	66.7	92.5	94	0	92.7	93.5	0	93.7	0	93.5	95.2	95.3	100	0	95	93.7
Buses	0	0	0	0	0	0	57	10	0	67	5	0	7	0	12	11	54	0	0	65	144
% Buses	0	0	0	0	0	0	2.7	1.9	0	2.5	0.6	0	2.1	0	1.1	2.9	2	0	0	2.1	2.1
Trucks	1	0	0	0	1	1	102	22	0	125	46	1	14	0	61	7	76	0	0	83	270
% Trucks	20	0	0	0	4.8	33.3	4.8	4.2	0	4.7	5.8	100	4.2	0	5.4	1.9	2.8	0	0	2.7	3.9
Pedestrians	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	20
% Pedestrians	0	0	0	100	57.1	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0.3

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Customer Loyalty through Client Satisfaction

File Name : NYS_ROUTE_22_AT_SOUTH_BROOK_RD_GREENWICH_RD_519641_05-01-2018
Site Code :
Start Date : 5/1/2018

	SOUTH BROOK RD From North					NYS ROUTE 22 From East					GREENWICH RD From South					NYS ROUTE 22 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	0	0	1	2	0	117	33	0	150	50	0	25	0	75	18	133	1	2	154	381
05:15 PM	0	0	0	3	3	0	86	27	0	113	61	0	16	0	77	21	167	0	0	188	381
05:30 PM	0	0	0	2	2	0	116	29	0	145	44	0	13	0	57	23	176	1	1	201	405
05:45 PM	2	0	0	1	3	0	79	20	0	99	59	0	17	0	76	13	165	0	1	179	357
Total Volume	3	0	0	7	10	0	398	109	0	507	214	0	71	0	285	75	641	2	4	722	1524
% App. Total	30	0	0	70		0	78.5	21.5	0		75.1	0	24.9	0		10.4	88.8	0.3	0.6		
PHF	.375	.000	.000	.583	.833	.000	.850	.826	.000	.845	.877	.000	.710	.000	.925	.815	.911	.500	.500	.898	.941
Lights	3	0	0	0	3	0	372	107	0	479	209	0	67	0	276	74	631	2	0	707	1465
% Lights	100	0	0	0	30.0	0	93.5	98.2	0	94.5	97.7	0	94.4	0	96.8	98.7	98.4	100	0	97.9	96.1
Buses	0	0	0	0	0	0	8	1	0	9	1	0	2	0	3	1	4	0	0	5	17
% Buses	0	0	0	0	0	0	2.0	0.9	0	1.8	0.5	0	2.8	0	1.1	1.3	0.6	0	0	0.7	1.1
Trucks	0	0	0	0	0	0	18	1	0	19	4	0	2	0	6	0	6	0	0	6	31
% Trucks	0	0	0	0	0	0	4.5	0.9	0	3.7	1.9	0	2.8	0	2.1	0	0.9	0	0	0.8	2.0
Pedestrians	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	11
% Pedestrians	0	0	0	100	70.0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.6	0.7

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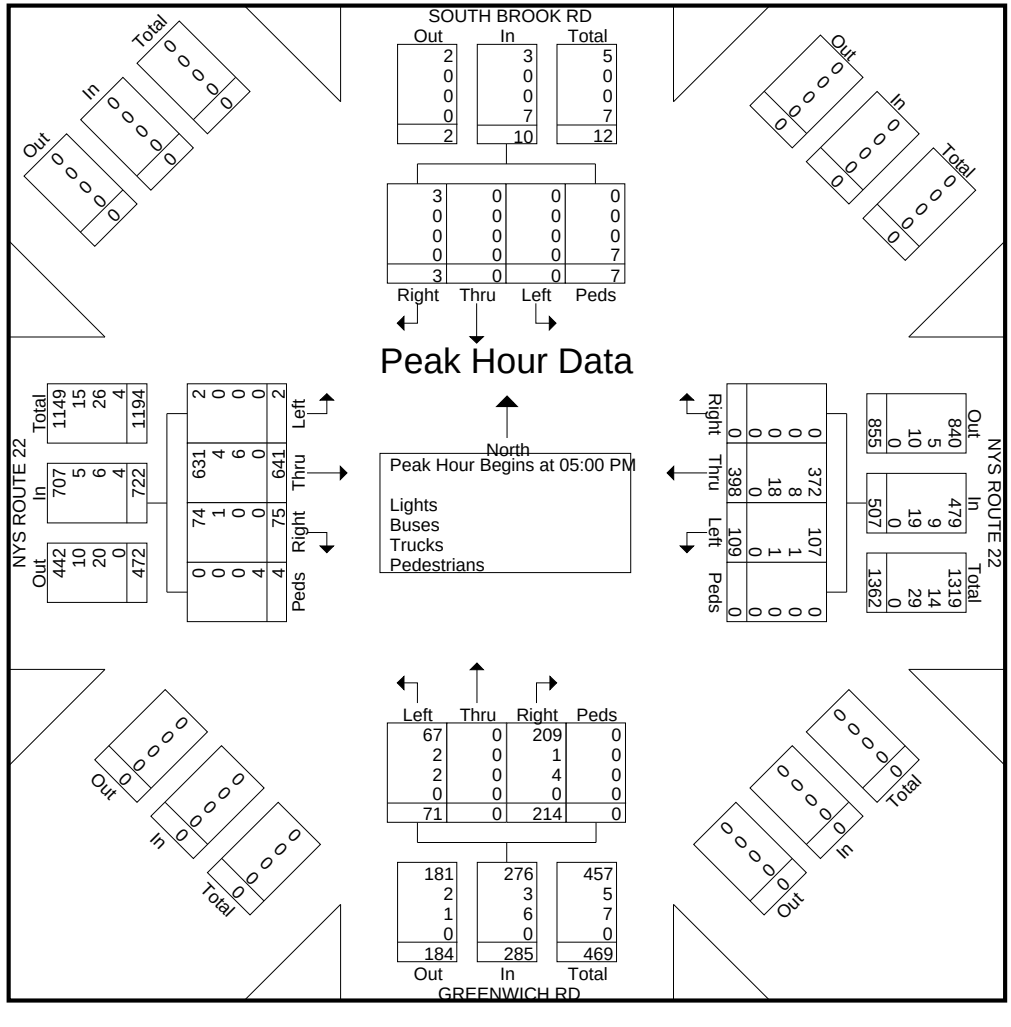
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

File Name : NYS_ROUTE_22_AT_SOUTH_BROOK_RD_GREENWICH_RD_519641_05-01-2018
Site Code :
Start Date : 5/1/2018
Page No : 3



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11 Bradhurst Avenue

Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 9-ROUTE_22_AT_LINCOLN_AVE-AM_234213_05-21-2015
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	111	0	0	111	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	175
07:15 AM	0	194	0	0	194	0	0	1	0	1	1	98	0	0	99	0	0	0	0	0	294
07:30 AM	0	214	0	0	214	1	0	2	0	3	1	113	0	0	114	0	0	0	0	0	331
07:45 AM	0	190	0	0	190	1	0	0	0	1	1	133	0	0	134	0	0	0	0	0	325
Total	0	709	0	0	709	2	0	3	0	5	3	408	0	0	411	0	0	0	0	0	1125
08:00 AM	0	155	0	0	155	0	0	0	0	0	1	149	0	0	150	0	0	0	0	0	305
08:15 AM	0	148	3	0	151	1	0	1	0	2	0	140	0	0	140	0	0	0	0	0	293
08:30 AM	0	155	0	0	155	1	0	1	0	2	1	123	0	0	124	0	0	0	0	0	281
08:45 AM	0	201	0	0	201	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	338
Total	0	659	3	0	662	2	0	2	0	4	2	549	0	0	551	0	0	0	0	0	1217
Grand Total	0	1368	3	0	1371	4	0	5	0	9	5	957	0	0	962	0	0	0	0	0	2342
Apprch %	0	99.8	0.2	0		44.4	0	55.6	0		0.5	99.5	0	0		0	0	0	0		
Total %	0	58.4	0.1	0	58.5	0.2	0	0.2	0	0.4	0.2	40.9	0	0	41.1	0	0	0	0	0	
Lights	0	1251	2	0	1253	3	0	4	0	7	4	836	0	0	840	0	0	0	0	0	2100
% Lights	0	91.4	66.7	0	91.4	75	0	80	0	77.8	80	87.4	0	0	87.3	0	0	0	0	0	89.7
Buses	0	61	1	0	62	0	0	1	0	1	0	50	0	0	50	0	0	0	0	0	113
% Buses	0	4.5	33.3	0	4.5	0	0	20	0	11.1	0	5.2	0	0	5.2	0	0	0	0	0	4.8
Trucks	0	56	0	0	56	1	0	0	0	1	1	71	0	0	72	0	0	0	0	0	129
% Trucks	0	4.1	0	0	4.1	25	0	0	0	11.1	20	7.4	0	0	7.5	0	0	0	0	0	5.5

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	194	0	0	194	0	0	1	0	1	1	98	0	0	99	0	0	0	0	0	294
07:30 AM	0	214	0	0	214	1	0	2	0	3	1	113	0	0	114	0	0	0	0	0	331
07:45 AM	0	190	0	0	190	1	0	0	0	1	1	133	0	0	134	0	0	0	0	0	325
08:00 AM	0	155	0	0	155	0	0	0	0	0	1	149	0	0	150	0	0	0	0	0	305
Total Volume	0	753	0	0	753	2	0	3	0	5	4	493	0	0	497	0	0	0	0	0	1255
% App. Total	0	100	0	0		40	0	60	0		0.8	99.2	0	0		0	0	0	0		
PHF	.000	.880	.000	.000	.880	.500	.000	.375	.000	.417	1.00	.827	.000	.000	.828	.000	.000	.000	.000	.000	.948

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11 Bradhurst Avenue
Hawthorne, NY 1052
Customer Loyalty through Client Satisfaction

File Name : 9-ROUTE_22_AT_LINCOLN_AVE-PM_234214_05-20-2015
Site Code :
Start Date : 5/20/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	157	0	0	157	0	0	0	0	0	1	147	0	0	148	0	0	0	0	0	305
04:15 PM	0	145	1	0	146	0	0	0	0	0	1	164	0	0	165	0	0	0	0	0	311
04:30 PM	0	154	0	0	154	0	0	0	0	0	0	157	0	0	157	0	0	0	0	0	311
04:45 PM	0	135	0	0	135	1	0	0	0	1	2	166	0	0	168	0	0	0	0	0	304
Total	0	591	1	0	592	1	0	0	0	1	4	634	0	0	638	0	0	0	0	0	1231
05:00 PM	0	136	0	0	136	1	0	0	0	1	1	158	0	0	159	0	0	0	0	0	296
05:15 PM	0	146	0	0	146	1	0	0	0	1	0	152	0	0	152	0	0	0	0	0	299
05:30 PM	0	162	1	0	163	0	0	0	0	0	0	151	0	0	151	0	0	0	0	0	314
05:45 PM	0	167	0	0	167	0	0	1	0	1	0	154	0	0	154	0	0	0	0	0	322
Total	0	611	1	0	612	2	0	1	0	3	1	615	0	0	616	0	0	0	0	0	1231
Grand Total	0	1202	2	0	1204	3	0	1	0	4	5	1249	0	0	1254	0	0	0	0	0	2462
Apprch %	0	99.8	0.2	0		75	0	25	0		0.4	99.6	0	0		0	0	0	0		
Total %	0	48.8	0.1	0	48.9	0.1	0	0	0	0.2	0.2	50.7	0	0	50.9	0	0	0	0	0	
Lights	0	1137	2	0	1139	3	0	1	0	4	5	1211	0	0	1216	0	0	0	0	0	2359
% Lights	0	94.6	100	0	94.6	100	0	100	0	100	100	97	0	0	97	0	0	0	0	0	95.8
Buses	0	30	0	0	30	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	45
% Buses	0	2.5	0	0	2.5	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	1.8
Trucks	0	35	0	0	35	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	58
% Trucks	0	2.9	0	0	2.9	0	0	0	0	0	0	1.8	0	0	1.8	0	0	0	0	0	2.4

	Southbound St. From North					Westbound St. From East					Northbound St. From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	157	0	0	157	0	0	0	0	0	1	147	0	0	148	0	0	0	0	0	305
04:15 PM	0	145	1	0	146	0	0	0	0	0	1	164	0	0	165	0	0	0	0	0	311
04:30 PM	0	154	0	0	154	0	0	0	0	0	0	157	0	0	157	0	0	0	0	0	311
04:45 PM	0	135	0	0	135	1	0	0	0	1	2	166	0	0	168	0	0	0	0	0	304
Total Volume	0	591	1	0	592	1	0	0	0	1	4	634	0	0	638	0	0	0	0	0	1231
% App. Total	0	99.8	0.2	0		100	0	0	0		0.6	99.4	0	0		0	0	0	0		
PHF	.000	.941	.250	.000	.943	.250	.000	.000	.000	.250	.500	.955	.000	.000	.949	.000	.000	.000	.000	.000	.990

FIRE HEADQUARTERS
BEDFORD VILLAGE FIRE DISTRICT

APPENDIX F

EMERGENCY PRE-EMPTION TRAFFIC SIGNAL WARRANT ANALYSIS

TABLE NO. 2

EMERGENCY- VEHICLE TRAFFIC CONTROL SIGNAL

Time	Average Weekday Volume [1]	Emergency Calls [2]
12:00 AM	55	29
01:00 AM	27	18
02:00 AM	16	23
03:00 AM	13	17
04:00 AM	37	12
05:00 AM	113	17
06:00 AM	358	28
07:00 AM	**789**	**49**
08:00 AM	**1061**	**69**
09:00 AM	**911**	**75**
10:00 AM	**805**	**80**
11:00 AM	**830**	**75**
12:00 PM	**813**	**89**
01:00 PM	**778**	**59**
02:00 PM	**852**	**92**
03:00 PM	**909**	**60**
04:00 PM	**989**	**70**
05:00 PM	**1081**	**83**
06:00 PM	**895**	**73**
07:00 PM	596	63
08:00 PM	443	65
09:00 PM	328	45
10:00 PM	205	37
11:00 PM	113	29
TOTAL NUMBER OF EMERGENCY CALLS WHEN VOLUME IS >750 IN A GIVEN HOUR	**874**	

NUMBER OF CALLS > 200: WARRANT SATISFIED [3]

(1) - BASED ON NYSDOT HISTORICAL AADT VOLUMES

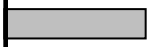
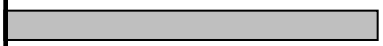
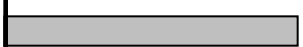
(2) - BASED ON EMERGENCY RESPONSE RECORDS FROM THE BEDFORD FIRE DEPARTMENT

(3) - BASED ON NEW YORK STATE SUPPLEMENT TO MUTCD - 2009 EDITION - SECTION 4G.01.00F

Alarms by Time of Day

Bedford Village Fire District

Date Range: From 01/01/2016 to 12/31/2017
Fixed Property:

Time of Day		Call Count
00:00 - 00:59		29
01:00 - 01:59		18
02:00 - 02:59		23
03:00 - 03:59		17
04:00 - 04:59		12
05:00 - 05:59		17
06:00 - 06:59		28
07:00 - 07:59		49
08:00 - 08:59		69
09:00 - 09:59		75
10:00 - 10:59		80
11:00 - 11:59		75
12:00 - 12:59		89
13:00 - 13:59		59
14:00 - 14:59		92
15:00 - 15:59		60
16:00 - 16:59		70
17:00 - 17:59		83
18:00 - 18:59		73
19:00 - 19:59		63
20:00 - 20:59		65
21:00 - 21:59		45
22:00 - 22:59		37
23:00 - 23:59		29
	Total Alarms	**1,257**

Alarms by Time of Day

Bedford Village Fire District

Date Range: From 01/01/2016 to 12/31/2016
Fixed Property:

Time of Day		Call Count
00:00 - 00:59		14
01:00 - 01:59		8
02:00 - 02:59		13
03:00 - 03:59		10
04:00 - 04:59		8
05:00 - 05:59		9
06:00 - 06:59		16
07:00 - 07:59		23
08:00 - 08:59		32
09:00 - 09:59		39
10:00 - 10:59		37
11:00 - 11:59		38
12:00 - 12:59		39
13:00 - 13:59		34
14:00 - 14:59		50
15:00 - 15:59		27
16:00 - 16:59		39
17:00 - 17:59		53
18:00 - 18:59		34
19:00 - 19:59		35
20:00 - 20:59		29
21:00 - 21:59		18
22:00 - 22:59		20
23:00 - 23:59		11
	Total Alarms	**636**

Alarms by Time of Day

Bedford Village Fire District

Date Range: From 01/01/2017 to 12/31/2017
Fixed Property:

Time of Day		Call Count
00:00 - 00:59		15
01:00 - 01:59		10
02:00 - 02:59		10
03:00 - 03:59		7
04:00 - 04:59		4
05:00 - 05:59		8
06:00 - 06:59		12
07:00 - 07:59		26
08:00 - 08:59		37
09:00 - 09:59		36
10:00 - 10:59		43
11:00 - 11:59		37
12:00 - 12:59		50
13:00 - 13:59		25
14:00 - 14:59		42
15:00 - 15:59		33
16:00 - 16:59		31
17:00 - 17:59		30
18:00 - 18:59		39
19:00 - 19:59		28
20:00 - 20:59		36
21:00 - 21:59		27
22:00 - 22:59		17
23:00 - 23:59		18
	Total Alarms	**621**

STATION: 870148

New York State Department of Transportation
Roadway Traffic Count Hourly Report

ROUTE/ROAD:	NY22	FROM: START 22/172 OLAP		TO: END 22/172 OLAP		REGION-COUNTY:	8-WESTCHESTER
FED DIR CODE:	1, 5	REF. MARKER:	22 87024132	FUNC. CLASS:	14 - U Principal Arterial - Other	MUNI:	Bedford-Town-0057
ST DIR CODE:	7	END MILEPOST:	26.45	FACTOR GROUP:	30	BIN:	
DOT ID:	100171	LANES BY DIR:	1 North 1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	8/6/2014	WEEK OF YEAR:	32	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	573 FT S OF JEFFERSON LN	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-AJW	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8WW32d C	SPEED LIMIT:	40

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
8/06, Wed																					**473**	**357**	**228**	**118**	1176		
8/07, Thu	**72**	**24**	**18**	**14**	**46**	**105**	**396**	**820**	**1103**	**989**	**879**	**866**	**920**	**866**	**932**	**1008**	**1152**	**1238**	**1021**	**702**	**504**	**384**	**229**	**144**	14432	1238	17-18
8/08, Fri	**60**	**35**	**19**	**9**	**31**	**100**	**351**	**766**	**1067**	**956**	**800**	**872**	**907**	**835**	**987**	**1031**	**1149**	**1138**	**906**	**645**	**452**	**365**	**222**	**172**	13875	1149	16-17
8/09, Sat	**90**	**49**	**22**	**17**	**30**	**57**	**134**	**354**	**527**	**674**	**803**	**894**	**886**	**873**	**767**	**759**	**811**	**667**	**638**	**486**	**471**	**325**	**283**	**193**	10810	894	11-12
8/10, Sun	**105**	**55**	**22**	**18**	**21**	**38**	**108**	**223**	**359**	**498**	**641**	**747**	**815**	**659**	**682**	**616**	**629**	**642**	**608**	**526**	**423**	**276**	**179**	**104**	8994	815	12-13
8/11, Mon	**40**	**19**	**16**	**13**	**26**	**119**	**354**	**823**	**1089**	**937**	**821**	**831**	**802**	**785**	**809**	**879**	**1009**	**1065**	**871**	**546**	**412**	**281**	**157**	**81**	12785	1089	08-09
8/12, Tue	**34**	**21**	**17**	**11**	**40**	**133**	**369**	**846**	**1054**	**876**	**821**	**808**	**819**	**786**	**879**	**912**	**862**	**1016**	**859**	**557**	**383**	**290**	**206**	**108**	12707	1054	08-09
8/13, Wed	**52**	**26**	**11**	**16**	**29**	**112**	**321**	**689**	**991**	**796**	**706**	**772**	**709**	**674**	**788**	**838**	**931**	**1003**	**830**	**579**					10873		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	55	**27**	**16**	**13**	**37**	**113**	**358**	**789**	**1061**	**911**	**805**	**830**	**813**	**778**	**852**	**909**	**989**	**1081**	**895**	**596**	**443**	**328**	**205**	**113**	13013		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	North	South
7	168	4	102	1081	8.3	627	9.7	649	9.9	11938	5941	5997

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
8	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

STATION: 870148

New York State Department of Transportation
NB Traffic Count Hourly Report

ROUTE/ROAD:	NY22	FROM: START 22/172 OLAP		TO: END 22/172 OLAP		REGION-COUNTY:	8-WESTCHESTER
FED DIR CODE:	1	REF. MARKER:	22 87024132	FUNC. CLASS:	14 - U Principal Arterial - Other	MUNI:	Bedford-Town-0057
ST DIR CODE:	7	END MILEPOST:	26.45	FACTOR GROUP:	30	BIN:	
DOT ID:	100171	LANES BY DIR:	1 North	CC STN:		RR CROSSING:	
BEGIN DATE:	8/6/2014	WEEK OF YEAR:	32	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	573 FT S OF JEFFERSON LN	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-AJW	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8WW32d C	SPEED LIMIT:	40

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
8/06, Wed																					**298**	**242**	**140**	**78**	758		
8/07, Thu	**56**	**14**	**10**	**7**	**12**	**33**	**141**	**341**	**437**	**435**	**385**	**425**	**434**	**415**	**419**	**472**	**591**	**702**	**555**	**418**	**324**	**252**	**163**	**88**	7129	702	17-18
8/08, Fri	**41**	**22**	**11**	**6**	**12**	**36**	**121**	**327**	**407**	**425**	**393**	**394**	**437**	**430**	**517**	**532**	**635**	**653**	**503**	**373**	**270**	**217**	**132**	**112**	7006	653	17-18
8/09, Sat	**53**	**29**	**11**	**9**	**10**	**19**	**54**	**158**	**227**	**277**	**359**	**447**	**450**	**463**	**407**	**361**	**418**	**337**	**320**	**252**	**246**	**188**	**157**	**108**	5360	463	13-14
8/10, Sun	**54**	**25**	**15**	**9**	**8**	**17**	**40**	**95**	**153**	**207**	**287**	**367**	**402**	**323**	**367**	**316**	**306**	**320**	**301**	**291**	**229**	**153**	**106**	**69**	4460	402	12-13
8/11, Mon	**25**	**13**	**12**	**8**	**13**	**34**	**124**	**330**	**422**	**410**	**359**	**411**	**412**	**363**	**408**	**469**	**524**	**610**	**524**	**328**	**250**	**191**	**100**	**45**	6385	610	17-18
8/12, Tue	**21**	**13**	**13**	**6**	**13**	**36**	**126**	**351**	**439**	**371**	**365**	**371**	**367**	**382**	**420**	**460**	**452**	**609**	**511**	**357**	**243**	**190**	**138**	**66**	6320	609	17-18
8/13, Wed	**31**	**21**	**7**	**7**	**12**	**30**	**106**	**245**	**356**	**338**	**308**	**354**	**316**	**325**	**391**	**439**	**499**	**585**	**499**	**356**					5225		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	37	**18**	**10**	**7**	**12**	**34**	**124**	**319**	**412**	**396**	**362**	**391**	**382**	**371**	**410**	**460**	**517**	**627**	**522**	**365**	**279**	**219**	**135**	**69**	6476		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	North	South
7	168	4	102	1081	8.3	627	9.7	649	9.9	11938	5941	5997

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
8	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

New York State Department of Transportation

STATION: 870148

SB Traffic Count Hourly Report

ROUTE/ROAD:	NY22	FROM:	START 22/172 OLAP	TO:	END 22/172 OLAP	REGION-COUNTY:	8-WESTCHESTER
FED DIR CODE:	5	REF. MARKER:	22 87024132	FUNC. CLASS:	14 - U Principal Arterial - Other	MUNI:	Bedford-Town-0057
ST DIR CODE:	7	END MILEPOST:	26.45	FACTOR GROUP:	30	BIN:	
DOT ID:	100171	LANES BY DIR:	1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	8/6/2014	WEEK OF YEAR:	32	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	573 FT S OF JEFFERSON LN	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-AJW	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8WW32d C	SPEED LIMIT:	40

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
8/06, Wed																					**175**	**115**	**88**	**40**	418		
8/07, Thu	**16**	**10**	**8**	**7**	**34**	**72**	**255**	**479**	**666**	**554**	**494**	**441**	**486**	**451**	**513**	**536**	**561**	**536**	**466**	**284**	**180**	**132**	**66**	**56**	7303	666	08-09
8/08, Fri	**19**	**13**	**8**	**3**	**19**	**64**	**230**	**439**	**660**	**531**	**407**	**478**	**470**	**405**	**470**	**499**	**514**	**485**	**403**	**272**	**182**	**148**	**90**	**60**	6869	660	08-09
8/09, Sat	**37**	**20**	**11**	**8**	**20**	**38**	**80**	**196**	**300**	**397**	**444**	**447**	**436**	**410**	**360**	**398**	**393**	**330**	**318**	**234**	**225**	**137**	**126**	**85**	5450	447	11-12
8/10, Sun	**51**	**30**	**7**	**9**	**13**	**21**	**68**	**128**	**206**	**291**	**354**	**380**	**413**	**336**	**315**	**300**	**323**	**322**	**307**	**235**	**194**	**123**	**73**	**35**	4534	413	12-13
8/11, Mon	**15**	**6**	**4**	**5**	**13**	**85**	**230**	**493**	**667**	**527**	**462**	**420**	**390**	**422**	**401**	**410**	**485**	**455**	**347**	**218**	**162**	**90**	**57**	**36**	6400	667	08-09
8/12, Tue	**13**	**8**	**4**	**5**	**27**	**97**	**243**	**495**	**615**	**505**	**456**	**437**	**452**	**404**	**459**	**452**	**410**	**407**	**348**	**200**	**140**	**100**	**68**	**42**	6387	615	08-09
8/13, Wed	**21**	**5**	**4**	**9**	**17**	**82**	**215**	**444**	**635**	**458**	**398**	**418**	**393**	**349**	**397**	**399**	**432**	**418**	**331**	**223**					5648		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	17	**9**	**6**	**6**	**24**	**79**	**235**	**470**	**649**	**515**	**443**	**439**	**430**	**407**	**443**	**449**	**472**	**454**	**373**	**231**	**164**	**109**	**70**	**44**	6537		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	North	South
7	168	4	102	1081	8.3	627	9.7	649	9.9	11938	5941	5997

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
8	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

New York State Department of Transportation

STATION: 870148

Roadway Speed Count Average Weekday Report

ROUTE/ROAD: NY22
FED DIR CODE: 1, 5
ST DIR CODE: 7
DOT ID: 100171
BEGIN DATE: 08/06/2014
TAKEN BY: TST-AJW

FROM: START 22/172 OLAP
REF. MARKER:
END MILEPOST: 26.45
LANES BY DIR: 1 North 1 South
PLACEMENT: 573 FT S OF JEFFERSON LN
PROCESSED BY: DOT-CEL

TO: END 22/172 OLAP
FUNC. CLASS: 14 - U Principal Arterial - Other
FACTOR GROUP: 30
JURISDICTION: 01-NYSDOT
1 WAY CODE:
BATCH ID: DOT-R8WW32d C

REGION-COUNTY: 8-WESTCHESTER
MUNI: Bedford-Town-0057
BIN:
RR CROSSING:
HPMS SAMPLE:
SPEED LIMIT: 40

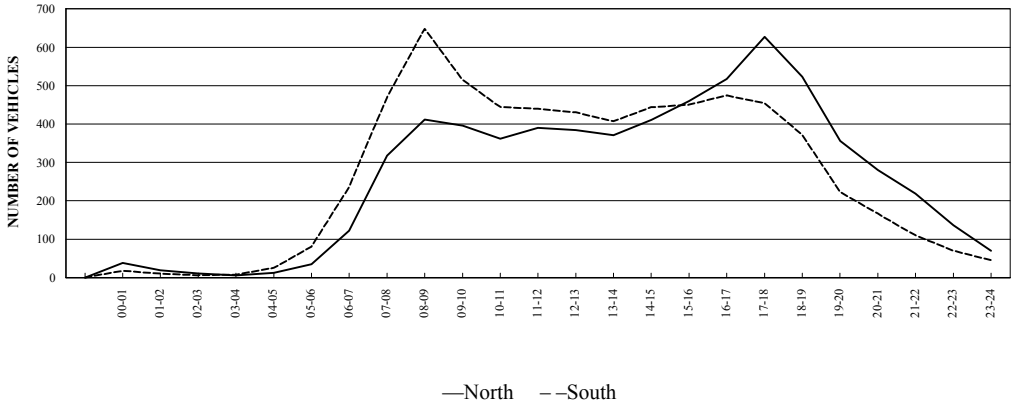
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	**0**	**0**	**1**	**6**	**15**	**20**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	1.80	0.00	0.00	0.00	0.00	41.4	41.4	47.6
01-02	**0**	**0**	**2**	**4**	**11**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	0.00	0.00	0.00	0.00	0.00	38.9	38.6	44.9
02-03	**0**	**0**	**0**	**3**	**6**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	0.00	0.00	0.00	0.00	0.00	39.7	39.2	44.6
03-04	**0**	**0**	**0**	**2**	**5**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	0.00	0.00	0.00	0.00	0.00	40.0	39.0	46.0
04-05	**0**	**1**	**1**	**6**	**12**	**11**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	0.00	0.00	0.00	0.00	0.00	39.6	39.6	46.3
05-06	**0**	**1**	**3**	**9**	**31**	**39**	**24**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**113**	0.90	0.00	0.00	0.00	0.00	41.4	41.6	47.7
06-07	**3**	**2**	**9**	**24**	**104**	**137**	**64**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**357**	0.30	0.00	0.00	0.00	0.00	40.9	41.3	46.9
07-08	**4**	**8**	**42**	**152**	**299**	**227**	**50**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**788**	0.00	0.00	0.00	0.00	0.00	37.9	38.1	43.6
08-09	**13**	**19**	**94**	**283**	**428**	**192**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1061**	0.00	0.00	0.00	0.00	0.00	35.9	36.4	41.7
09-10	**12**	**21**	**80**	**254**	**351**	**162**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**910**	0.00	0.00	0.00	0.00	0.00	35.7	36.3	41.7
10-11	**4**	**14**	**68**	**215**	**326**	**155**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**805**	0.00	0.00	0.00	0.00	0.00	36.2	36.6	41.8
11-12	**6**	**19**	**74**	**239**	**334**	**133**	**21**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**829**	0.10	0.00	0.00	0.00	0.00	35.7	36.1	41.2
12-13	**20**	**23**	**69**	**205**	**319**	**145**	**28**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**813**	0.10	0.00	0.00	0.00	0.00	35.6	36.4	41.9
13-14	**3**	**17**	**60**	**215**	**310**	**144**	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**778**	0.00	0.00	0.00	0.00	0.00	36.2	36.5	42.0
14-15	**5**	**17**	**69**	**228**	**340**	**165**	**27**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**853**	0.10	0.00	0.00	0.00	0.00	36.2	36.6	42.0
15-16	**5**	**15**	**67**	**219**	**377**	**189**	**35**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**909**	0.00	0.00	0.00	0.00	0.00	36.6	37.0	42.4
16-17	**4**	**16**	**70**	**253**	**419**	**200**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**989**	0.00	0.00	0.00	0.00	0.00	36.5	36.8	42.0
17-18	**7**	**19**	**96**	**276**	**431**	**218**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1081**	0.00	0.00	0.00	0.00	0.00	36.2	36.7	42.1
18-19	**7**	**24**	**80**	**218**	**353**	**181**	**30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**895**	0.00	0.00	0.00	0.00	0.00	36.2	36.7	42.2
19-20	**13**	**14**	**54**	**132**	**216**	**125**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**579**	0.00	0.00	0.00	0.00	0.00	36.0	36.8	42.5
20-21	**3**	**10**	**40**	**113**	**173**	**87**	**16**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**444**	0.20	0.20	0.00	0.00	0.00	36.2	36.6	42.2
21-22	**3**	**6**	**17**	**73**	**136**	**78**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**328**	0.00	0.00	0.00	0.00	0.00	37.0	37.4	42.8
22-23	**1**	**2**	**6**	**29**	**91**	**55**	**17**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**205**	0.50	0.00	0.00	0.00	0.00	38.7	38.5	44.1
23-24	**1**	**1**	**3**	**10**	**39**	**42**	**14**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**115**	1.70	0.90	0.00	0.00	0.00	40.3	40.4	45.6
Avg Daily Total	**114**	**249**	**1005**	**3168**	**5126**	**2720**	**540**	**69**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**13001**	0.10	0.00	0.00	0.00	0.00	36.5	36.9	42.6
Percent	0.9	1.9	7.7	24.4	39.4	20.9	4.2	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0									
Cum Percent	0.9	2.8	10.5	34.9	74.3	95.2	99.4	99.9	100.0	100.0	100.0	100.0	100.0	100.0	100.0									
Average Hour	**5**	**10**	**42**	**132**	**214**	**113**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**542**								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	36.3	36.7	42.3
South	36.7	37.1	42.8

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	627	**A.M.**	08-09	1061
South	08-09	648	**P.M.**	17-18	1081

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 870148

Northbound Speed Count Average Weekday Report

ROUTE/ROAD:	NY22	FROM:	START 22/172 OLAP	TO:	END 22/172 OLAP	REGION-COUNTY:	8-WESTCHESTER
FED DIR CODE:	1	REF. MARKER:		FUNC. CLASS:	14 - U Principal Arterial - Other	MUNI:	Bedford-Town-0057
ST DIR CODE:	7	END MILEPOST:	26.45	FACTOR GROUP:	30	BIN:	
DOT ID:	100171	LANES BY DIR:	1 North	JURISDICTION:	01-NYSDOT	RR CROSSING:	
BEGIN DATE:	08/06/2014	PLACEMENT:	573 FT S OF JEFFERSON LN	1 WAY CODE:		HPMS SAMPLE:	
TAKEN BY:	TST-AJW	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8WW32d C	SPEED LIMIT:	40

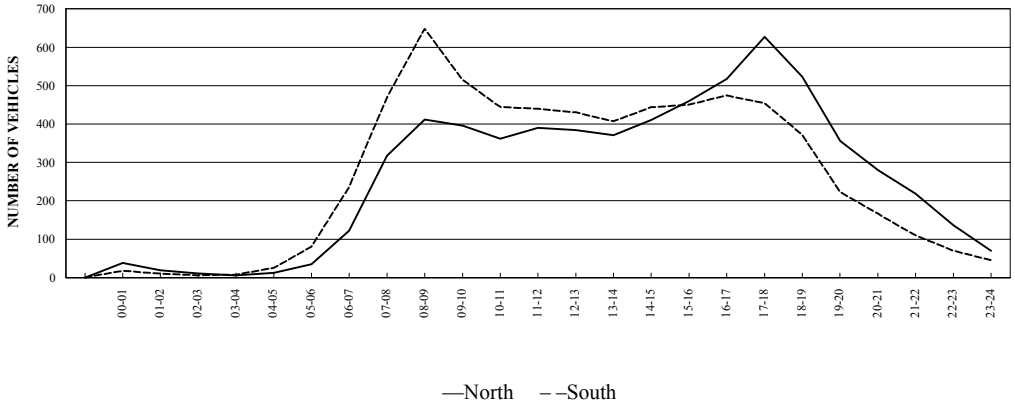
Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	**0**	**0**	**1**	**4**	**11**	**14**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	0.00	0.00	0.00	0.00	0.00	40.9	41.1	46.9
01-02	**0**	**0**	**1**	**2**	**8**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	0.00	0.00	0.00	0.00	0.00	39.6	39.1	45.4
02-03	**0**	**0**	**0**	**2**	**4**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	0.00	0.00	0.00	0.00	0.00	40.2	39.4	46.8
03-04	**0**	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	0.00	0.00	0.00	0.00	0.00	36.7	36.7	40.5
04-05	**0**	**0**	**0**	**4**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	0.00	0.00	0.00	0.00	0.00	37.5	37.0	43.0
05-06	**0**	**0**	**2**	**4**	**10**	**10**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	2.90	0.00	0.00	0.00	0.00	41.1	40.8	48.8
06-07	**1**	**0**	**2**	**14**	**41**	**42**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**122**	0.00	0.00	0.00	0.00	0.00	40.2	40.4	46.0
07-08	**2**	**3**	**20**	**72**	**118**	**81**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**318**	0.00	0.00	0.00	0.00	0.00	37.4	37.6	43.4
08-09	**4**	**9**	**38**	**111**	**160**	**74**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**412**	0.00	0.00	0.00	0.00	0.00	35.9	36.4	41.9
09-10	**4**	**13**	**37**	**110**	**146**	**72**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**396**	0.00	0.00	0.00	0.00	0.00	35.7	36.2	41.8
10-11	**2**	**9**	**36**	**95**	**145**	**66**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**362**	0.00	0.00	0.00	0.00	0.00	35.8	36.3	41.6
11-12	**2**	**11**	**41**	**111**	**157**	**58**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**390**	0.00	0.00	0.00	0.00	0.00	35.5	36.0	40.8
12-13	**1**	**10**	**39**	**97**	**153**	**68**	**13**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**384**	0.30	0.00	0.00	0.00	0.00	36.1	36.5	41.9
13-14	**2**	**10**	**31**	**103**	**150**	**62**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**371**	0.00	0.00	0.00	0.00	0.00	35.9	36.3	41.6
14-15	**1**	**8**	**40**	**109**	**154**	**84**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**411**	0.00	0.00	0.00	0.00	0.00	36.2	36.5	42.2
15-16	**1**	**6**	**32**	**109**	**193**	**97**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**460**	0.00	0.00	0.00	0.00	0.00	36.9	37.1	42.6
16-17	**2**	**7**	**36**	**133**	**218**	**107**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**517**	0.00	0.00	0.00	0.00	0.00	36.5	36.8	42.0
17-18	**1**	**10**	**58**	**179**	**250**	**113**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**627**	0.00	0.00	0.00	0.00	0.00	36.0	36.3	41.5
18-19	**2**	**15**	**50**	**132**	**209**	**99**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**523**	0.00	0.00	0.00	0.00	0.00	36.0	36.5	41.8
19-20	**10**	**10**	**38**	**85**	**130**	**70**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**356**	0.00	0.00	0.00	0.00	0.00	35.4	36.3	42.1
20-21	**2**	**9**	**25**	**75**	**113**	**49**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**280**	0.40	0.40	0.00	0.00	0.00	35.8	36.3	41.4
21-22	**2**	**5**	**14**	**56**	**86**	**49**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**219**	0.00	0.00	0.00	0.00	0.00	36.4	36.9	42.4
22-23	**0**	**2**	**5**	**21**	**64**	**34**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**136**	0.00	0.00	0.00	0.00	0.00	38.2	38.1	43.5
23-24	**1**	**1**	**2**	**6**	**27**	**23**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	0.00	0.00	0.00	0.00	0.00	39.3	39.6	44.9
Avg Daily Total	**40**	**138**	**548**	**1636**	**2555**	**1283**	**242**	**30**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**6475**	0.00	0.00	0.00	0.00	0.00	36.3	36.7	42.3
Percent	0.6	2.1	8.5	25.3	39.5	19.8	3.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
Cum Percent	0.6	2.8	11.2	36.5	75.9	95.8	99.5	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0									
Average Hour	**2**	**6**	**23**	**68**	**106**	**53**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**270**								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	36.3	36.7	42.3
South	36.7	37.1	42.8

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	627	**A.M.**	08-09	1061
South	08-09	648	**P.M.**	17-18	1081

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

STATION: 870148

Southbound Speed Count Average Weekday Report

ROUTE/ROAD: NY22
FED DIR CODE: 5
ST DIR CODE: 7
DOT ID: 100171
BEGIN DATE: 08/06/2014
TAKEN BY: TST-AJW

FROM: START 22/172 OLAP
REF. MARKER:
END MILEPOST: 26.45
LANES BY DIR: 1 South
PLACEMENT: 573 FT S OF JEFFERSON LN
PROCESSED BY: DOT-CEL

TO: END 22/172 OLAP
FUNC. CLASS: 14 - U Principal Arterial - Other
FACTOR GROUP: 30
JURISDICTION: 01-NYSDOT
1 WAY CODE:
BATCH ID: DOT-R8WW32d C

REGION-COUNTY: 8-WESTCHESTER
MUNI: Bedford-Town-0057
BIN:
RR CROSSING:
HPMS SAMPLE:
SPEED LIMIT: 40

Hour	00-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-149	Total	% > 55	% > 60	% > 65	% > 70	% > 75	Avg	50th%	85th%
00-01	**0**	**0**	**0**	**2**	**4**	**7**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	5.90	0.00	0.00	0.00	0.00	41.9	41.8	47.4
01-02	**0**	**0**	**1**	**2**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	0.00	0.00	0.00	0.00	0.00	38.0	38.3	44.2
02-03	**0**	**0**	**0**	**1**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	0.00	0.00	0.00	0.00	0.00	40.8	40.0	50.5
03-04	**0**	**0**	**0**	**1**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	0.00	0.00	0.00	0.00	0.00	41.8	41.3	49.8
04-05	**0**	**0**	**1**	**2**	**7**	**9**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	0.00	0.00	0.00	0.00	0.00	41.3	41.4	47.8
05-06	**0**	**1**	**1**	**5**	**21**	**30**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**80**	0.00	0.00	0.00	0.00	0.00	41.7	42.0	47.6
06-07	**2**	**2**	**7**	**10**	**63**	**95**	**46**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**235**	0.40	0.00	0.00	0.00	0.00	41.3	41.8	47.3
07-08	**2**	**5**	**22**	**79**	**181**	**146**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**469**	0.00	0.00	0.00	0.00	0.00	38.2	38.5	43.8
08-09	**9**	**10**	**55**	**172**	**268**	**118**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**648**	0.00	0.00	0.00	0.00	0.00	35.9	36.5	41.6
09-10	**8**	**9**	**43**	**144**	**206**	**89**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**515**	0.00	0.00	0.00	0.00	0.00	35.8	36.3	41.6
10-11	**2**	**5**	**32**	**119**	**182**	**89**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**444**	0.00	0.00	0.00	0.00	0.00	36.5	36.8	42.1
11-12	**3**	**8**	**33**	**128**	**177**	**76**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**439**	0.20	0.00	0.00	0.00	0.00	36.0	36.3	41.6
12-13	**19**	**13**	**30**	**108**	**167**	**77**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**430**	0.00	0.00	0.00	0.00	0.00	35.2	36.3	41.9
13-14	**2**	**7**	**29**	**112**	**160**	**82**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**407**	0.00	0.00	0.00	0.00	0.00	36.4	36.7	42.2
14-15	**5**	**10**	**29**	**119**	**186**	**81**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**443**	0.00	0.00	0.00	0.00	0.00	36.1	36.6	41.7
15-16	**5**	**9**	**35**	**110**	**184**	**92**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**450**	0.00	0.00	0.00	0.00	0.00	36.3	36.8	42.1
16-17	**2**	**9**	**34**	**120**	**201**	**94**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**474**	0.00	0.00	0.00	0.00	0.00	36.4	36.8	42.0
17-18	**5**	**9**	**38**	**97**	**181**	**105**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**454**	0.00	0.00	0.00	0.00	0.00	36.6	37.2	42.7
18-19	**5**	**9**	**30**	**86**	**144**	**82**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**372**	0.00	0.00	0.00	0.00	0.00	36.4	36.9	42.6
19-20	**3**	**4**	**17**	**47**	**86**	**54**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**223**	0.00	0.00	0.00	0.00	0.00	36.8	37.4	43.0
20-21	**1**	**1**	**15**	**38**	**61**	**38**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**166**	0.00	0.00	0.00	0.00	0.00	37.1	37.3	43.3
21-22	**1**	**1**	**3**	**17**	**50**	**29**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	0.00	0.00	0.00	0.00	0.00	38.3	38.3	43.7
22-23	**0**	**0**	**1**	**8**	**27**	**22**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	1.40	0.00	0.00	0.00	0.00	40.4	39.8	45.8
23-24	**0**	**0**	**1**	**4**	**12**	**19**	**5**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**45**	4.40	2.20	0.00	0.00	0.00	41.7	41.4	47.3
Avg Daily Total	**74**	**112**	**457**	**1531**	**2575**	**1441**	**302**	**41**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6539**	0.10	0.00	0.00	0.00	0.00	36.7	37.1	42.8
Percent	1.1	1.7	7.0	23.4	39.4	22.0	4.6	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0									
Cum Percent	1.1	2.8	9.8	33.3	72.6	94.7	99.3	99.9	100.0	100.0	100.0	100.0	100.0	100.0	100.0									
Average Hour	**3**	**5**	**19**	**64**	**107**	**60**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**272**								

Direction	Avg.Speed	50th % Speed	85th % Speed
North	36.3	36.7	42.3
South	36.7	37.1	42.8

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17-18	627	**A.M.**	08-09	1061
South	08-09	648	**P.M.**	17-18	1081

TRAFFIC FLOW BY DIRECTION