APPENDIX M: TRAFFIC IMPACT STUDY

TRAFFIC IMPACT STUDY

Proposed Haverstraw Chair Factory

Village of Haverstraw
Town of Haverstraw,
Rockland County, New York

December 2023

N+P Job No.23115

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INTRODUCTION

PURPOSE OF THE REPORT

Nelson + Pope conducted a Traffic Impact Study to identify traffic impacts that may be associated with the proposed Apartment Complex (The Facility) to be located on the waterfront properties in Haverstraw totaling approximately 11.16 acres which it plans to build into a mixed-use, mixed-income, walkable development of up to 450 residential housing units which will include mixed-income affordable housing, amenity space, 5,000 SF of retail space, and 120 units of hotel space with 496 structured parking spaces and 93 on-street parking spaces.

The proposed project location is on the peninsula, within the Town of Haverstraw, known as the Chair Factory Site (tax map section 27.09, block 1, lot 3) and the adjoining parcels consisting of approximately 1.45 acres, in the Town of Haverstraw (tax map section 27.46, block 1, lots 80 and 81), referred to as the Damiani Site.

In addition, there are a few neighboring properties that may be acquired as part of the redevelopment. Together the above properties are collectively known as the "Facility Site." The Village's redevelopment of the Chair Factory site will consist of pedestrian-friendly, mixed-use development with public and private amenities that would serve as an anchor for the Village's Downtown area.

This report summarizes the results of a detailed investigation of the traffic impacts associated with the proposed Facility by reviewing the area's existing roadway characteristics and traffic conditions, estimating the vehicular volume and pattern that the proposed Facility will generate during peak hours, and analyzing the effect of the additional volume on the surrounding roadway network.



Figure 1: Location Map

STUDY METHODOLOGY

The study assesses the traffic impacts associated with the proposed Facility and identifies appropriate mitigation, if necessary. In executing the scope of work, the following steps were undertaken.

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, location/geometry of existing driveways and intersections along with signing, signal timings, phasing, and cycle lengths.
- The most recent 3-years of accident data for the study intersections and roadways in the vicinity of the site was obtained from NYSDOT. The data was tabulated and summarized.
- Turning movement counts were conducted when school was in session at the 27 study intersections listed below using miovision cameras on Wednesday April 26, 2023, and on Saturday April 29, 20123 for all intersection except Gurnee Avenue at Railroad Underpass was collected Wednesday April 26, 2023, and on Saturday June 10, 2023 and Gurnee Avenue at NYS Route 9W was collected Tuesday May 2, 2023, and on Saturday June 10, 2023 The recording was conducted from 6 am to 9 am during the weekday AM peak period, from 4pm to 7pm during the weekday PM peak period and from 11 am to 2pm during the Saturday peak period.
    - Route 9W at Short Clove Road – (Saturday counts only)
    - Riverside Avenue at Short Clove Road
    - Riverside Avenue at Harbor Pointe Drive – (Saturday counts only)
    - West Street at Girling Drive – (Saturday counts only)
    - Maple Avenue at West Street – (Saturday counts only)
    - Maple Avenue at Tor Avenue
    - Maple Avenue at Fairmount Avenue
    - New Main Street at Route 9W
    - New Main Street at Hudson Avenue
    - New Main Street at Clove Avenue
    - New Main Street at Maple Avenue
    - New Main Street at West Street/Broadway
    - West Broad Street at Hudson Avenue
    - West Broad Street at Conklin Avenue
    - West Broad Street at Maple Avenue
    - W Broad Street/Broad Street at Broadway
    - Westside Avenue at Route 9W
    - Westside Avenue at Conklin Avenue
    - Westside Avenue/Broadway at Samsondale Avenue
    - Gurnee Avenue at Railroad Underpass
    - Gurnee Avenue at Route 9W
    - Broad Street at Wayne Street
    - Broad Street at Rockland Street
    - Broad Street at liberty Street
    - Main Street at Wayne Street/4th Street
    - Main Street at Rockland Street/3rd Street
    - Main Street at liberty Street/2nd Street
- The turning movement counts collected at each intersection were tabulated for each time period. Peak hours were identified, and peak hour factors calculated for each approach. These traffic volumes are referred to as the 2023 Existing volumes.

- A 2.0% annual growth factor was obtained from a review of available resources, growth trends demonstrated through historic traffic data, and information provided in the annual growth factors developed for the New York Metropolitan Transportation Council's Best Practices Model (BMP) and used to increase the Existing 2023 volumes for a period of four (4) years to project volumes to the year 2027 (No Build Volumes).
- The Village of Haverstraw was contacted to obtain information on other planned developments that may impact traffic flow in the study area.
- At the time of the study three (3) other planned projects, 49 West Broad Street (56 units of multifamily residential), Admiral's Cove, and 51 Girling Drive (245 units of multi-family residential and 2,100 sf restaurant space), existed in the study area. Hence the traffic from these planned projects was added to the ambient Traffic Volumes to develop the 2027 No Build Volumes.
- Estimated traffic that would be generated by the proposed Facility utilizing trip generation data published by the Institute of Transportation Engineers (ITE) publication, *Trip Generation, Eleventh Edition*.
- The site-generated traffic volumes were assigned to the adjacent street system based upon the anticipated directional trip distribution forecasted by Nelson + Pope.
- The 2027 Build Condition volumes for the proposed Facility were developed by adding the site generated traffic volumes to the 2027 No Build Condition volumes.
- Performed intersection capacity analyses for the study intersections identified above and the site access driveways. Analyses were performed using Synchro Version 11 to provide level of service results at the intersections and site access locations. The analyses were completed for the Existing, No Build, and Build Conditions for weekday AM, weekday PM, Saturday Midday peak hours.
- The results of the analyses for the 2027 No Build Condition and 2027 Build Condition were compared to identify any significant traffic impact associated with the proposed Facility.

EXISTING CONDITION

LAND USE

As previously discussed, the proposed Facility will be located on the peninsula, approximately 9.71-acre (inclusive of some submerged land) within the Town of Haverstraw, known as the Chair Factory Site (tax map section 27.09, block 1, lot 3) and the adjoining parcels consisting of approximately 1.45 acres, in the Town of Haverstraw (tax map section 27.46, block 1, lots 80 and 81), referred to as the Damiani Site..

ROADWAY CONDITION

The existing roadway conditions is an overview of the existing transportation conditions including but not limited to the roadway inventories, transit facilities, pedestrian amenities, existing traffic volumes, crash data, traffic signal timing plans and intersection geometries for select roadways and all 27 intersections included in the study listed below.

Broad Street from Broadway to Allison Avenue is a one-way westbound urban local roadway (NYSDOT Functional Classification, FC 19) roadway with a 15 ft+/- westbound travel lane and two 8 ft+/- parking lanes adjacent to non-mountable curb and 6 ft+/- sidewalks on the north and south sides of the roadway. There are parking restrictions including alternate side parking. Broad street has stop control with adjacent intersecting local roadways and is primarily fronted by residential properties. The horizontal alignment of the roadway is straight, and the vertical alignment is flat. The pavement and pavement markings on this roadway are in fair condition. Although not posted, Broad Street is under the jurisdiction of the Village of Haverstraw which has a Village speed limit of 25 mph.

West Broad Street from Hudson Avenue to Broadway is a two-way westbound urban local roadway (NYSDOT Functional Classification, FC 19) with a 10 ft+/- travel lanes and two 8 ft +/- parking lanes adjacent to non-mountable curb and 6 ft+/- sidewalks on the north and south sides of the roadway. Parking restrictions include alternate side parking. West Broad Street has stop control with adjacent intersecting local roadway and is primarily fronted by retail properties. The horizontal alignment of the roadway is straight, and the vertical alignment is flat. The pavement and pavement markings on this roadway are in fair condition. Although not posted, Broad Street is under the jurisdiction of the Village of Haverstraw which has a Village speed limit of 25 mph.

New Main Street from State Route 9W to Broadway is a two-way east-west urban major collector roadway (NYSDOT Functional Classification, FC 17) approximately 34 ft+/- wide that accommodates metered parking on both sides with sidewalks. New Main Street is fronted by a mix of residential properties, places of worship and business. The West shore Railroad crosses New Main Street near NYS Route 9W. New Main St has a straight horizontal alignment with a slight bend at Clover Avenue and a slight vertical alignment. The pavement and pavement markings on this roadway are in fair condition. There are All-Way stop signs at Clove Avenue and Maple Avenue and a traffic signal at Broadway/West Street. There are colored stamped crosswalks at Clove Avenue, Maple Avenue, and Broadway/West Street. New Main Street has a Village Speed Limit of 25 mph.

Main Street *(continuation of New Main Street) from* Broadway to Allison Avenue is a two-way east-west local roadway (NYSDOT Functional Classification, FC 19) approximately 34 ft+/- accommodating metered parking on both sides. Main Street is fronted by a mix of residential properties and businesses. New Main Street has a straight horizontal alignment with a flat vertical alignment. The pavement and pavement markings on this roadway are in fair condition. There is a traffic signal at has a Broadway/West Street and colored stamped crosswalks at Broadway/West, Watne Street/4th Street, Rockland Street/3rd Street, Liberty Street/2nd Street, and Allison Avenue. Although not posted, Main Street is under the jurisdiction of the Village of Haverstraw which has a Village speed limit of 25 mph.

Maple Avenue from West Street to Lincoln Street is a north-south two-way local roadway (NYSDOT Functional Classification, FC 19) approximately 30 ft+/- that accommodates parking on both sides with sidewalks. The roadway has non-mountable curb for most of the length. This portion of Maple Ave. is primarily fronted by residential properties with some business. In addition, "Bike Route 9" is on Maple Avenue. The fire Department is located at the intersection of Fairmount Ave. Maple Avenue has stop controls adjacent intersecting local roadways. The roadway has a straight horizontal alignment with a bend at New Main Street and has a flat vertical alignment with the southside increasing in elevation. The pavement and pavement markings on this roadway are in fair with some areas in poor condition. There are colored imprinted crosswalks at West Broad Street, the Haverstraw Village Hall, New Main Street, Maple Avenue has a posted Village Speed Limit of 25 mph. There is a posted School Zone Speed Limit of 25 at the north end of Maple Avenue near Lincoln Street.

West Street from Riverside Ave / Maple Avenue to Main Street / New Main Street is a north-south urban major collector (NYSDOT Functional Classification, FC 17). The pavement and pavement markings on this roadway are in fair condition. West Street has a posted Village Speed Limit of 25 mph.

West Street from Riverside Ave/ Maple Avenue. is a two-way north-south roadway approximately 30 ft+/- in width. The roadway has non-mountable curb and a 4 ft+/- sidewalks mostly along the west side of the roadway. This portion of West Street is primarily fronted by businesses and apartment complexes. West Street has a horizontal curve alignment and a flat vertical alignment.

West Street from Maple Avenue to Fairmount Avenue. is a one-way northbound roadway to Middle Street and a one-way southbound from Middle Street to Fairmount Avenue. West Street is approximately 20 ft to 25 ft+/- in width with an 8-ft +/- parking lane on the west side of the roadway. There is a non-mountable curb and a 4 ft+/- sidewalk along the west and east side with parking restrictions for most of the length of this section of West Street. West Street operates with stop controls at adjacent intersecting local roadways. This portion of West St is primarily fronted by residential properties with a horizontal curve alignment at the south end and at Middle Street and has a flat vertical alignment.

West Street from Middle St to Main St / New Main St., is a two-way north-south roadway with two 11 ft+/- lanes with non-mountable curbs with an 8 ft +/- parking lane. Sidewalks are present on the west and east sides for most of this section of West Street. The intersection with Main St / New Main St is signalized with pedestrian facilities including crosswalks and pedestrian signals and buttons. This

portion of West Street begins the retail properties with a straight horizontal alignment and a flat vertical alignment.

Broadway from Main St / New Main St. to Westside Ave. is a two-way north-south urban major collector roadway (NYSDOT Functional Classification, FC 17) with approximately 13 ft+/- lanes accommodating 8 ft +/- parking lanes on either side and at times both sides with sidewalks in a range of 10 to 4 foot. This portion of West Street has mixed retail and residential properties. The sidewalk along Broadway runs for most of the roadway and where parking is not metered, parking restrictions are posted. The intersection with Main St / New Main St is signalized with pedestrian facilities including crosswalks and pedestrian signals and buttons. Broadway operates with stop controls at adjacent intersecting local roadways. Broadway has a curved and straight horizontal alignment and a flat vertical alignment. The pavement and pavement markings on this roadway are in fair condition. Other items to note are that the Fire Department is located along Broadway. Broadway has a posted Speed Limit of 25 mph.

Tor Avenue from West Street to Hudson Avenue is an east-west, two-way urban local roadway (NYSDOT Functional Classification, FC 19) roadway with an approximately width of 30 ft+/- lanes accommodating 8 ft +/- parking on either side with posted restrictions. A 4 ft+/- sidewalk with non-mountable curb runs mostly along the north side and no curb and sidewalk along the south side. Tor Avenue operates with stop controls at adjacent intersecting local roadways and is primarily fronted by residential properties. Tor Avenue has a straight horizontal alignment and a slight vertical alignment. The pavement and pavement markings on this roadway are in fair condition. Although not posted, Broad Street is under the jurisdiction of the Village of Haverstraw which has a Village speed limit of 25 mph.

Gurnee Avenue *from NYS Route 9W to Conklin Avenue* is an east-west urban major collector roadway (NYSDOT Functional Classification, FC 17) approximately 30 ft+/- wide with no parking from NYS Route 9W to Coyne Drive. From Coyne Drive to Conklin Avenue, parking is permitted on the north side of Gurnee Avenue. Sidewalks are located on both sides of the road the full length of this section of Gurnee Avenue. Traffic signals are located at NYS Route 9W and Conklin Avenue and a stop control is on Gurnee Avenue at both approaches to the narrow bridge over the West Shore Railroad. Gurnee Avenue has a has a posted Speed Limit of 25 mph.

NYS Route 9W *from Short Clove Road to* Gurnee *Avenue* is a north-south two-way urban principal arterial (NYSDOT Functional Classification, FC 14) approximately 40 ft+/- wide with 8 ft+/- shoulders and 12 ft+/- travel lane and no parking and widens out to 36 ft+/- from Westside Avenue to Gurnee Avenue with two 11 ft+/- travel lanes and a 12 ft+/- mutual left turn lane, and a 1 ft+/- shoulders. Sidewalk is present in the vicinity of the intersections of New Main Street, Westside Avenue, and Gurnee Avenue and on the east side from Westside Avenue to Gurnee Avenue. NYS Route 9W is predominately straight with minor curves and relatively flat. Traffic signals are located at Short Clove Road, New Main Street, Westside Avenue, and Gurnee Avenue. The pavement and pavement markings on this roadway are in good condition. NYS Route 9W has a has a posted Speed Limit of 40 mph.

Westside Avenue *from NYS Route 9W to Broadway* is a north-south two-way urban major collector roadway (NYSDOT Functional Classification, FC 17) approximately 30 ft+/- wide with parking permitted

on both sides of the road. Sidewalks with non-mountable curb runs along both sides of Westside Avenue. There are traffic signals at NYS Route 9W and Conklin Avenue. The horizontal alignment is generally straight, and the road is relatively flat. Westside Avenue crosses the West Shore Railroad at grade just north of NYS Route 9W. Although not posted, Broad Street is under the jurisdiction of the Village of Haverstraw which has a Village speed limit of 25 mph.

Following are descriptions of the 27-study intersection, summarizing lane configuration, traffic control, pedestrian accommodations, and other features.

1. Route 9W at Short Clove Road – (Saturday counts only)
2. Riverside Avenue at Short Clove Road
3. Riverside Avenue at Harbor Pointe Drive – (Saturday counts only)
4. West Street at Girling Drive – (Saturday counts only)
5. Maple Avenue at West Street – (Saturday counts only)
6. Maple Avenue at Tor Avenue
7. Maple Avenue at Fairmount Avenue
8. New Main Street at Route 9W
9. New Main Street at Hudson Avenue
10. New Main Street at Clove Avenue
11. New Main Street at Maple Avenue
12. New Main Street at West Street/Broadway
13. West Broad Street at Hudson Avenue
14. West Broad Street at Conklin Avenue
15. West Broad Street at Maple Avenue
16. W Broad Street/Broad Street at Broadway
17. Westside Avenue at Route 9W
18. Westside Avenue at Conklin Avenue
19. Westside Avenue/Broadway at Samsondale Avenue
20. Gurnee Avenue at Railroad Underpass
21. Gurnee Avenue at Route 9W
22. Broad Street at Wayne Street
23. Broad Street at Rockland Street
24. Broad Street at liberty Street
25. Main Street at Wayne Street/4th Street
26. Main Street at Rockland Street/3rd Street
27. Main Street at liberty Street/2nd Street



Intersection	Approach	Lane Designation*	Traffic Control
NYS Route 9w and Short Clove Road	WB	L-L/R	Signalized
	NB	T-R	3-Phase Sequence
	SB	L-T	Traffic Signal

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of NYS Route 9W is a signalized intersection controlled by a 3-phase sequence traffic signal under the jurisdiction of the NYSDOT. The signal operates with a westbound phase for Short Clove Road with a right turn phase for the northbound right turn. Next, a southbound exclusive left turn phase for NYS Route 9W is provided. The final phase is a north/south bound through phase for NYS Route 9W. Curbing is present on both roadways. This location does not provide any crosswalks or sidewalks. New York State Bicycle Route 9 is located on Short Clove Road and Riverside Avenue. On-street parking is not permitted in the vicinity of this intersection. Short Clove Road goes over the West Shore Railroad bridge approximately 100 feet east of NYS Route 9W.



Intersection	Approach	Lane Designation*	Traffic Control
Riverside Avenue and Short Clove Road	WB NB SB	L/R T/R L/T	Unsignalized Stop Control – WB Short Clove Road

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Riverside Avenue and Short Clove Road is an unsignalized intersection with stop control on Short Clove Road with Riverside Avenue having the right-of-way. This location is under the jurisdiction of the Village of Haverstraw. Curbing is present on both roadways. This location does not provide crosswalks or sidewalks. New York State Bicycle Route 9 is located on NYS Route 9 and Short Clove Road. On-street parking is not permitted in the vicinity of this intersection.



Intersection	Approach	Lane Designation*	Traffic Control
Riverside Avenue and Harbor Pointe Drive	WB	L/R	Unsignalized Stop Control – WB Harbor Pointe Drive
	NB	T-R	
	SB	L/T	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

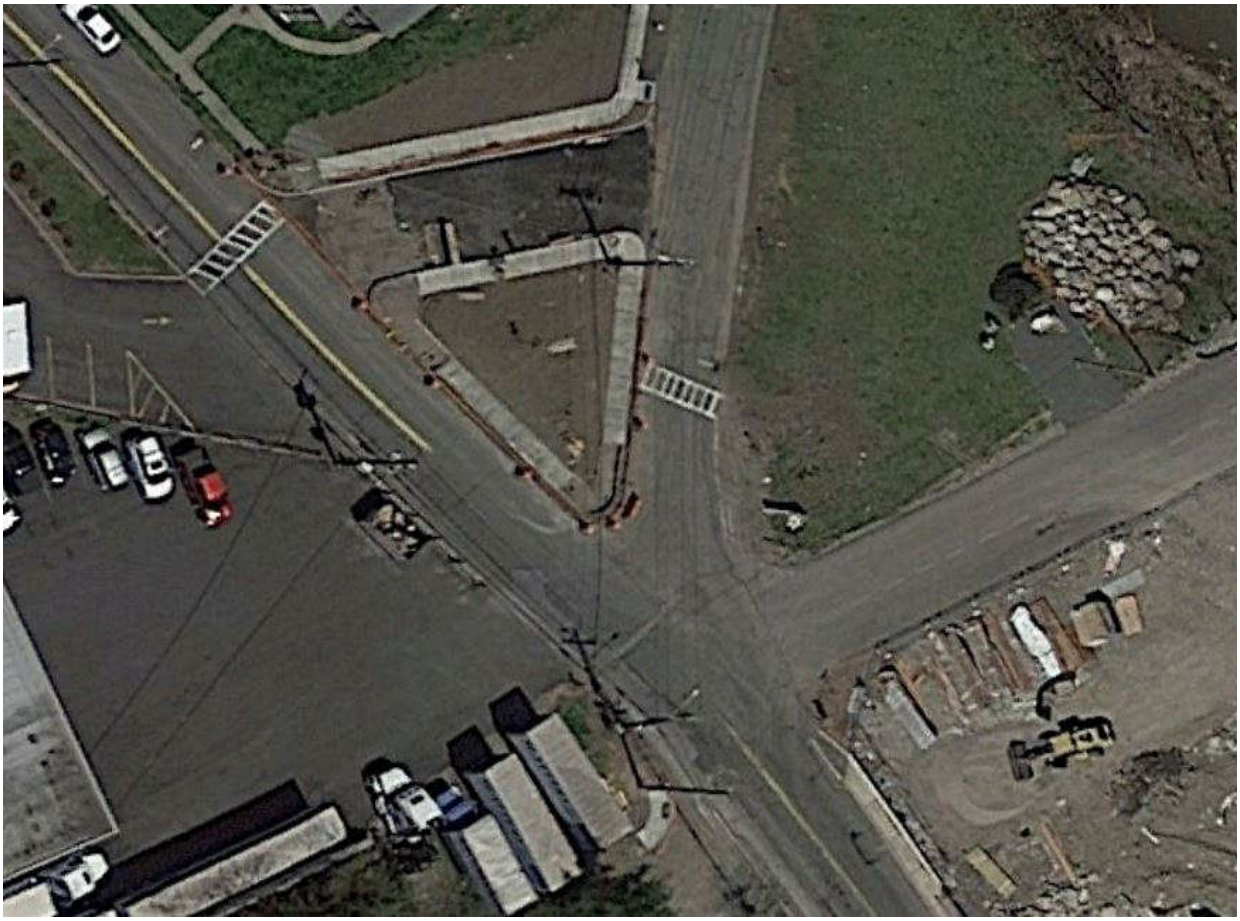
The intersection of Riverside Avenue and Harbor Pointe Drive is an unsignalized intersection with stop control on Harbor Pointe Drive with Riverside Avenue having the right-of-way. This location is under the jurisdiction of the Village of Haverstraw. Harbor Pointe Drive is the entrance to Parkside Apartments at the Harbors, an apartment complex consisting of multi-unit buildings. Non-mountable curbing is present on both roadways. There is a sidewalk on the east side of Riverside Avenue that extends on the north side of Harbor Pointe Drive. There is a crosswalk provided on Harbor Pointe Drive approximately 33 feet from the northbound right turn lane. New York State Bicycle Route 9 is located on Riverside Avenue. On-street parking is not permitted in the vicinity of this intersection. The TOR 97 Bus Line stops at Harbors at Haverstraw.



Intersection	Approach	Lane Designation*	Traffic Control
West Street and Girling Drive	WB NB SB	L/R T/R L/T	Unsignalized Stop Control – Girling Drive

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of West Street and Girling Drive is an unsignalized intersection with stop control on Girling Drive with West Street having the right-of-way. This location is under the jurisdiction of the Village of Haverstraw. Girling Drive is the entrance to Admirals Cove, an apartment complex consisting of multi-unit buildings. Non-mountable curbing is present on both roadways. There is a sidewalk on the east side of West Street that extends on the south side of Girling Drive. New York State Bicycle Route 9 is located on West Street. On-street parking is not permitted in the vicinity of this intersection.



Intersection	Approach	Lane Designation*	Traffic Control
Maple Avenue and West Street and unknown street	NEB NB SB	One-Way NB T/R L/T	Unsignalized with no control

** L = Left-turn lane; T = through lane; R = Right-turn lane*

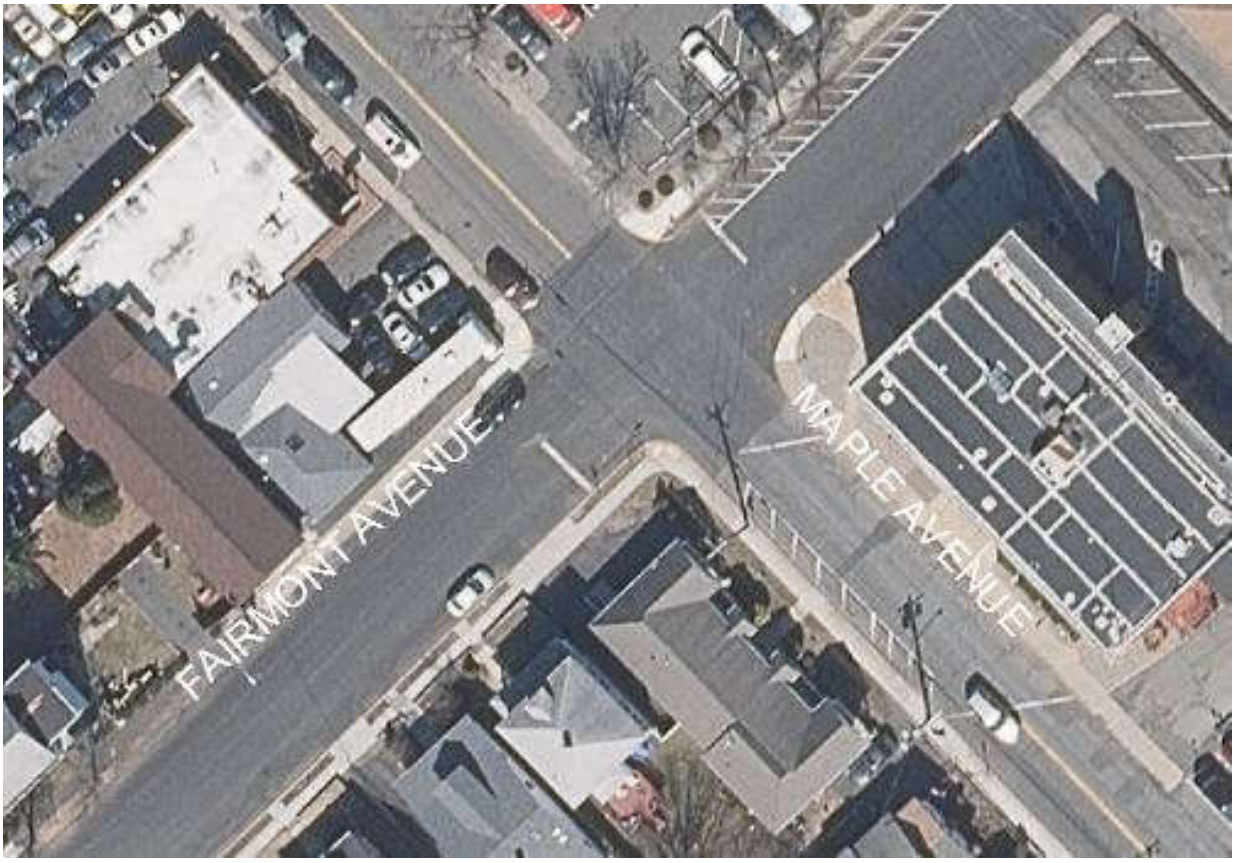
The intersection of Maple Avenue and West Street is an unsignalized intersection with no control as West Street is a two-way north/south roadway south of the intersection and one-way northbound north of the intersection and Maple Street is a two-way north/south roadway north of the intersection. This location is under the jurisdiction of the Village of Haverstraw. There will be a new roadway constructed on the southeast side of this intersection that will provide access to Admirals Cove apartment complex and the parking lot/marina/ferry terminal that will be controlled with a stop sign. Non-mountable curbing is present on West Street and on the east side of Maple Avenue. There is a sidewalk on the east side of West Street south of the intersection, the west side of West Street north of the intersection, and on the east side of Maple Avenue. New York State Bicycle Route 9 is located on West Street south of the intersection and on Maple Avenue north of the intersection. On-street parking is not permitted in the vicinity of this intersection.



Intersection	Approach	Lane Designation*	Traffic Control
Mapel Avenue and Tor Avenue	SW	L/T/R	Unsignalized All-Way Stop Control
	NE	L/T/R	
	NW	L/T/R	
	SE	L/T/R	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

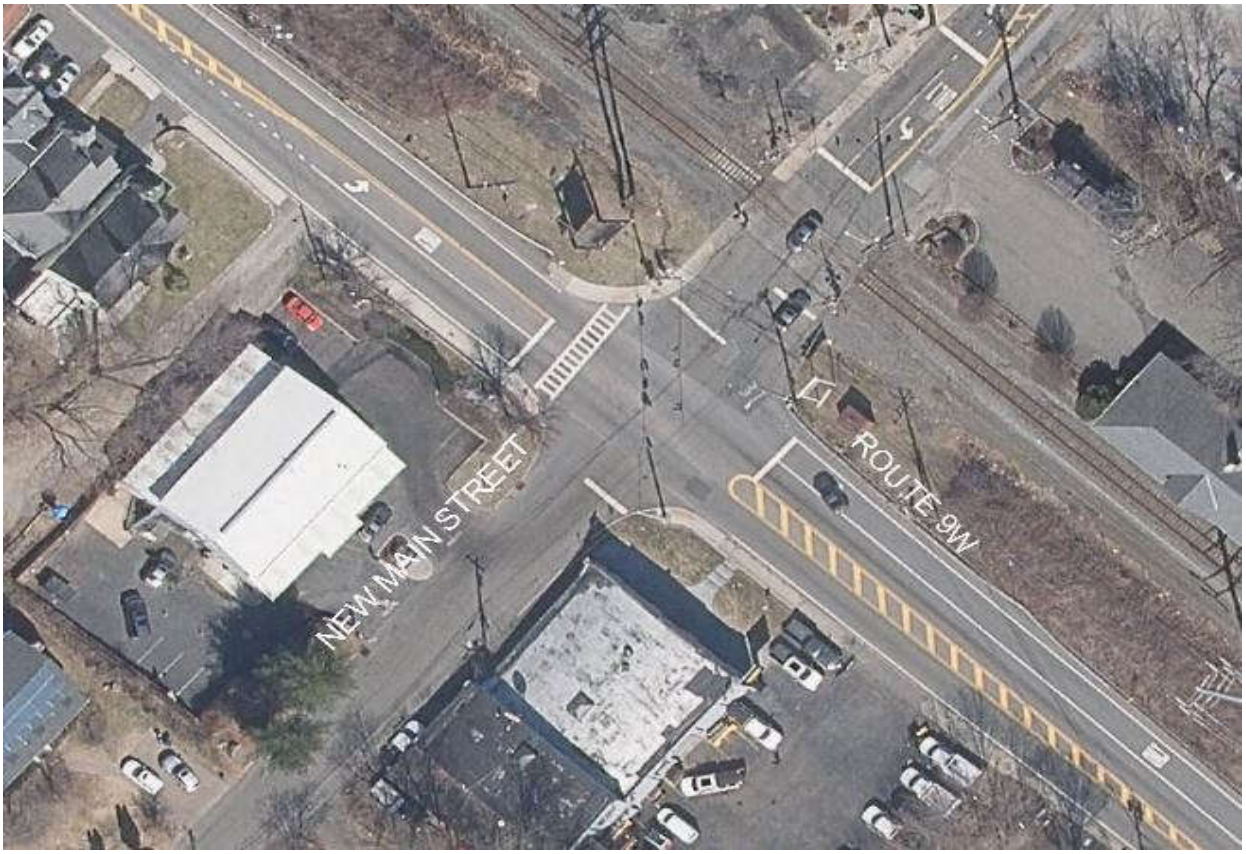
The intersection of Maple Avenue and Tor Avenue is an unsignalized intersection controlled by an All-Way Stop control. Non-mountable curbing and sidewalk are on both sides of Maple Avenue and non-mountable curbing and sidewalk on the north side of Tor Avenue. This location is under the jurisdiction of the Village of Haverstraw. New York State Bicycle Route 9 is located on Maple Avenue. There are ladder crosswalks with crosswalk bars on all approaches. On-street parking is permitted on both sides of Maple Avenue and Tor Avenue.



Intersection	Approach	Lane Designation*	Traffic Control
Maple Avenue and Fairmount Avenue	SW	L/T/R	Unsignalized All-Way Stop Control
	NE	L/T/R	
	NW	L/T/R	
	SE	L/T/R	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Maple Avenue and Fairmount Avenue is an unsignalized intersection with All-Way Stop control. This location is under the jurisdiction of the Village of Haverstraw. There are non-mountable curbs and sidewalks on both sides of all approaches. Crosswalks are not present. New York State Bicycle Route 9 is located on Maple Avenue. There is a fire house located on the southeast corner. On-street parking is prohibited on the west side of Maple Avenue south of the intersection and on Fairmount Avenue west of the intersection. The TOR 97 Bus Line stops approximately 300 feet south of the intersection on Maple Avenue.



Intersection	Approach	Lane Designation*	Traffic Control
NYS Route 9W and New Main Street	NW SE NE SW	T/L-R L-T/R L/T/R L-TR	Signalized 4-Phase Sequence Traffic Signal

** L = Left-turn lane; T = through lane; R = Right-turn lane*

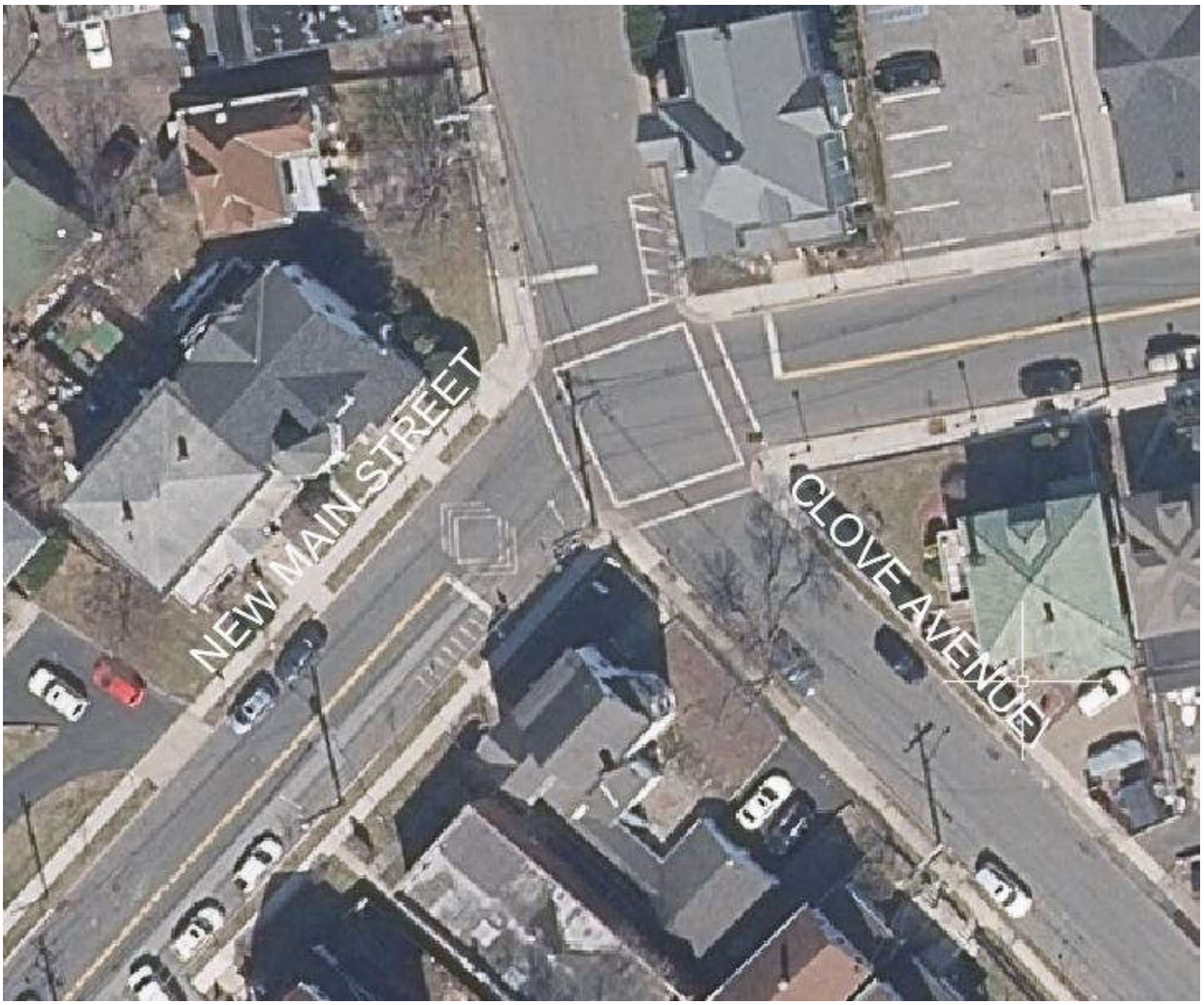
The intersection of NYS Route 9W and New Main Street is a signalized intersection controlled by a 4-phase sequence traffic signal under the jurisdiction of NYSDOT. The signal operates with a leading southeast bound and northwest bound left-turn phase for NYS Route 9W. Next, a southeast bound/northwest bound through phase for NYS Route 9W. The next phase is the northeast bound and southwest bound left-turn phase for New Main Street. The final phase is the northeast bound and southwest bound through phase for New Main Street. This signal also functions as a signal for the railroad crossing on New Main Street northeast of the intersection. Curbing is present on the south side of NYS Route 9W and on the north side of New Main Street. Sidewalks are present on the south side of NYS Route 9W and on the north side of New Main Street east of the intersection. A crosswalk is provided on the southeast bound approach with supporting pedestrian pushbuttons and pedestrian signals with countdown timers. A push button is located on the southwest corner. There are no bike lanes on these roads. On-street parking is prohibited on all approaches. New Main Street goes over the West Shore Railroad at grade crossing approximately 70 feet northeast of NYS Route 9W.



Intersection	Approach	Lane Designation*	Traffic Control
New Main Street and Hudson Avenue	NW	L/T/R	Unsignalized Stop Control – Hudson Avenue
	SE	L/T/R	
	NE	L/T/R	
	SW	L/T/R	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of New Main Street and Hudson Avenue is an unsignalized intersection with stop-control on the Hudson Avenue approaches. This location is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are present all approaches. Colored crosswalks are present across all approaches. On-street parking is prohibited on New Main Street west of the intersection. New Main Street goes over the West Shore Railroad at a grade crossing approximately 250 feet southwest of Hudson Avenue.



Intersection	Approach	Lane Designation*	Traffic Control
New Main Street and Clove Avenue	NW	L/T/R	Unsignalized All-Way Stop Control
	SB	L/T/R	
	NE	L/T/R	
	WB	L/T/R	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of New Main Street and Clove Avenue is an unsignalized intersection with stop control on New Main Street and southbound Clove Avenue. Clove Avenue south of the intersection is a southbound one-way roadway. The intersection is under the jurisdiction of the Village of Haverstraw. Curbs and sidewalks are present on all roadways. Colored crosswalks are provided on all approaches. There is a speed hump located between the stop bar and the crosswalk for the northeast bound traffic on New Main Street.



Intersection	Approach	Lane Designation*	Traffic Control
New Main Street and Maple Avenue	EB	L/T/R	Unsignalized All-Way Stop Control
	WB	L/T/R	
	NW	L/T/R	
	SB	L/T/R	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of New MainStreet and Maple Avenue is an unsignalized intersection with stop control on all approaches. The intersection is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are present on all approaches. Color and imprinted crosswalks are provided on all approaches. The TOR 95 and 91 Bus Lines stop at the bus stop on New Main Street east of Maple Avenue. New York State Bicycle Route 9 is located on Maple Avenue. On-street parking is permitted on all approaches.



Intersection	Approach	Lane Designation*	Traffic Control
New Main Street and Broadway/ West Street	EB	LTR	Signalized 3-Phase Sequence Traffic Signal
	WB	LTR	
	NB	LTR	
	SB	LTR	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

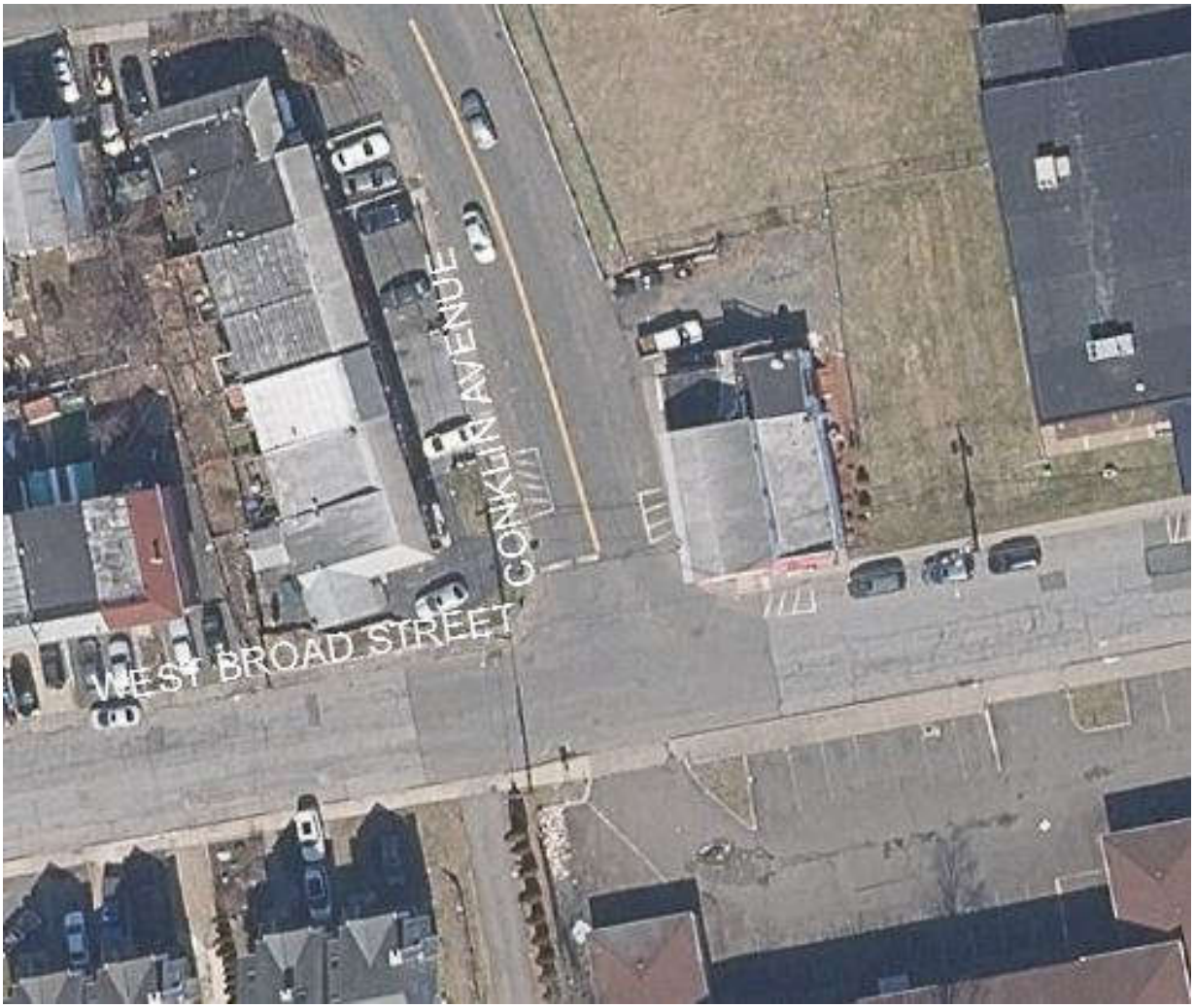
The intersection of New Main Street and Broadway/West Street is a signalized intersection controlled by a 3-phase sequence traffic signal. The signal operates with an eastbound/westbound phase for New Main Street and a northbound/southbound phase for Broadway/West Street. This location is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are present on all approaches to the intersection. Colored and imprinted crosswalks are not present on all approaches. On-street parking is permitted on both sides of all approaches.



Intersection	Approach	Lane Designation*	Traffic Control
West Broad Street and Hudson Avenue	SW NW SE	L/T/R L/T/R L/T/R	Unsignalized All-Way Stop Control

** L = Left-turn lane; T = through lane; R = Right-turn lane*

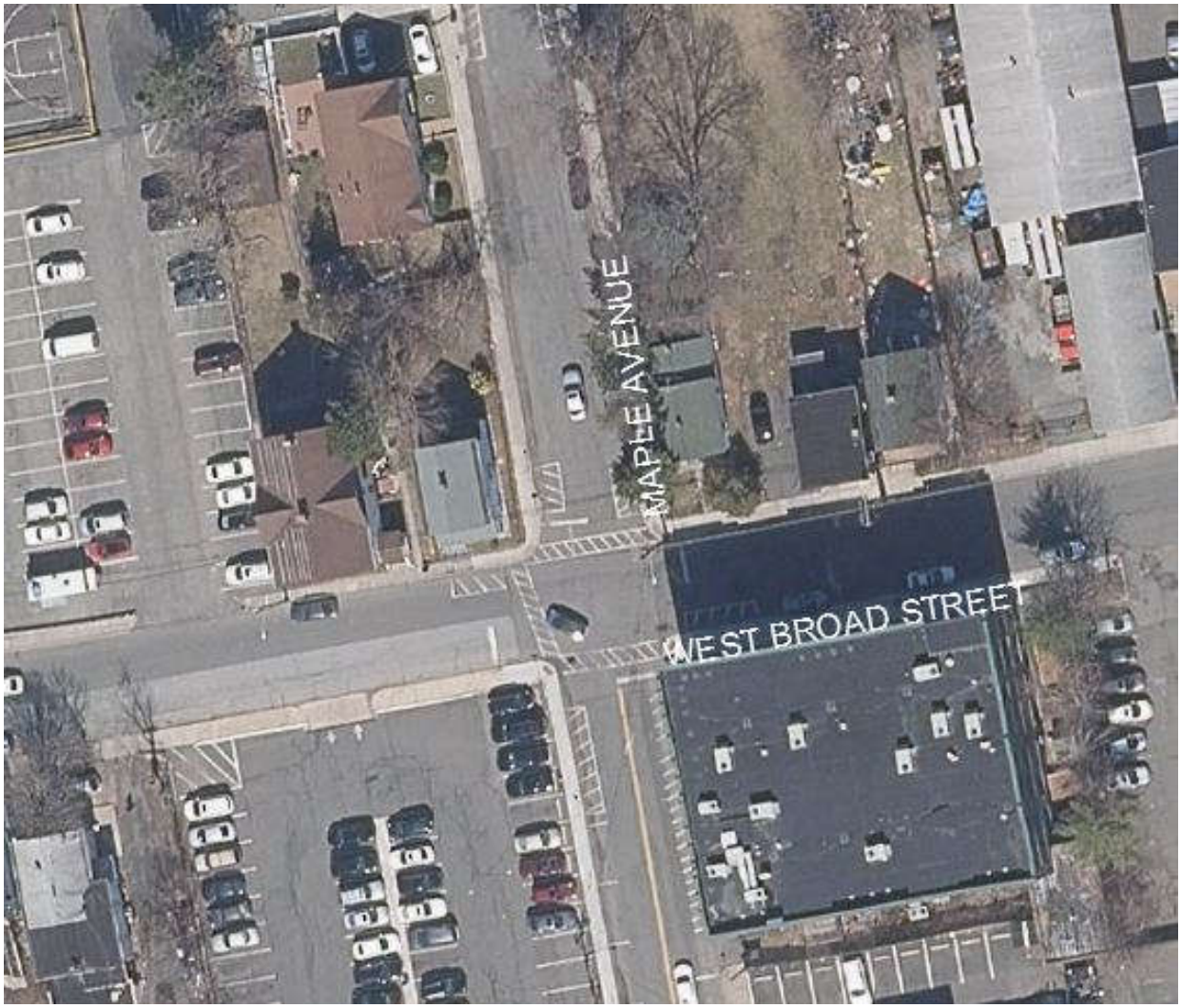
The intersection of West Broad Street and Hudson Avenue is an unsignalized intersection with All-Way Stop control. This location is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are present on both roadways. Crosswalks are not present. On-street parking is permitted on all approaches.



Intersection	Approach	Lane Designation*	Traffic Control
West Broad Street and Conklin Avenue	EB WB SB	L/T/R L/T/R L/T/R	Unsignalized All-Way Stop Control

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of West Broad Street and Conklin Avenue is an unsignalized intersection with All-Way Stop control. This location is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are present on both roadways. A ladder crosswalk with crosswalk bars are present. On-street parking is permitted on all approaches. New York State Bicycle Route 9 is located on Conklin Avenue and turns east onto West Broad Street.



Intersection	Approach	Lane Designation*	Traffic Control
West Broad Street at Maple Avenue	EB	L/T/R	Unsignalized All-Way Stop Control
	WB	L/T/R	
	NB	L/T/R	
	SB	L/T/R	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of West Broad Street and Maple Avenue is an unsignalized intersection with All-Way Stop control. This location is under the jurisdiction of the Village of Haverstraw. Non-Mountable curbs and sidewalks are present on both sides of the roads. Colored crosswalks are present west approach on West Broad Street and the northbound approach on Maple Avenue. On-street parking is permitted on all approaches. New York State Bicycle Route 9 is located on West Broad Street and turns south on Maple Avenue. The Haverstraw Elementary School is located approximately 250 feet north at the intersection of Maple Avenue and Lincoln Street.



Intersection	Approach	Lane Designation*	Traffic Control
West Broad Street/Broad Street and Broadway	EB	L/T/R	Unsignalized Stop Control – West Broad Street and Broad Street
	WB	L/T/R	
	NB	L/T/R	
	SB	L/T/R	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of West Broad Street/Broad Street and Broadway is an unsignalized intersection controlled by stop signs on West Broad Street and Broad Street. Broad Street is a one-way westbound roadway. The intersection is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are present on all approaches. Crosswalks are located on West Broad Street, Broad Street, and southbound Broadway.



Intersection	Approach	Lane Designation*	Traffic Control
Westside Avenue and NYS Route 9W	WB EB WB SB	LT TR LR	Signalized 3-Phase Sequence Traffic Signal

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Westside Avenue and NYS Route 9W is a signalized intersection controlled by a 3-phase sequence traffic signal. The signal is under the jurisdiction of NYSDOT. The signal operates with an eastbound/westbound left turn phase for NYS Route 9W and the northbound right turn phase on Westside Avenue followed by the eastbound/westbound through phase for NYS Route 9W. The next move would be the northbound/southbound left turn, the through move, and right turn on Westside Avenue. This signal also functions as a signal for the railroad crossing on Westside Avenue north of the intersection. Non-mountable curbs are located on all approaches. Sidewalks are present on both sides of westbound NYS Route 9W and southbound Westside Avenue. On the northbound Westside Avenue, sidewalks are located on the west side and on westbound NYS Route 9W sidewalks are on the north side. Crosswalks are present on the southbound and eastbound approaches. Pedestrian pushbuttons and pedestrian signals are only provided for crossing the eastbound NYS Route 9W approach. On-street parking is prohibited on all approaches. Westside Avenue goes over the Metro North Railroad at grade crossing approximately 420 feet north of NYS Route 9W.



Intersection	Approach	Lane Designation*	Traffic Control
Westside Avenue and Conklin Avenue/Gurnee Avenue	EB	L/T/R	Signalized 2-Phase Sequence Traffic Signal
	WB	L/T/R	
	NB	L/T/R	
	SB	L/T/R	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Westside Avenue and Conklin Avenue/Gurnee Avenue is a signalized intersection controlled by a 2-phase sequence traffic signal. The signal is under the jurisdiction of the Village of Haverstraw. The northbound/southbound movements are made first followed by the eastbound/westbound movements. Non-mountable curbs and sidewalks are present on both sides of each roadway. Colored crosswalks are not present across the Westside Avenue approaches and the westbound approach on Conklin Avenue. There is a standard crosswalk with bars across the eastbound approach on Gurnee Avenue. On-street parking is permitted on both sides of the westbound approach from Conklin Avenue, both sides of the northbound approach on Westside Avenue with restrictions, on the north side of Gurnee Avenue, and on the west side of Westside Avenue north of the intersection. New York State Bicycle Route 9 is located on Conklin Avenue and turns north on Westside Avenue. Right turns on red are prohibited on all approaches.



Intersection	Approach	Lane Designation*	Traffic Control
Westside Avenue and Broadway/Samsondale Avenue	EB WB NB	LTR LT-R L-TR	Unsignalized Stop Control – Samsondale Avenue

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Westside Avenue and Broadway/Samsondale Avenue is an unsignalized intersection controlled by stop signs on Samsondale Avenue. The intersection is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are present on all approaches. Crosswalks are not provided. On-street parking is permitted on the east side of the northbound approach from Westside Avenue, on the south side of Broadway, and prohibited on Samsondale Avenue. New York State Bicycle Route 9 is located on Westside Avenue and turns west on Samsondale Avenue.



Intersection	Approach	Lane Designation*	Traffic Control
Gurnee Avenue and Railroad Underpass	EB	T	Unsignalized
	WB	T	Stop Control – Gurnee Avenue

** L = Left-turn lane; T = through lane; R = Right-turn lane*

At Gurnee Avenue and the West Shore Railroad underpass, Gurnee Avenue is unsignalized and controlled by stop signs east and west of the railroad due to the narrow passage under the railroad. This falls under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are present on Gurnee Avenue. There is a red flashing signal on both sides of the underpass with signs stating, “STOP THE GO proceed with caution pedestrians walking.” On-street parking is permitted on Gurnee Avenue.



Intersection	Approach	Lane Designation*	Traffic Control
Gurnee Avenue and NYS Route 9W	EB	L-TR	Signalized 4-Phase Sequence Traffic Signal
	WB	L-TR	
	NB	L-TR	
	SB	L-T-R	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Gurnee Avenue and NYS Route 9W is a signalized intersection controlled by a 4-phase sequence traffic signal. This signal is under the jurisdiction of NYSDOT. There are 4 distinct phased sequences- first, the signal provides a northbound and southbound left-turn NYS Route 9W. Next, the northbound and southbound through phase for NYS Route 9W runs. On the third sequence, the left turn and through phase for Gurnee Avenue runs. Lastly, the eastbound through and the westbound left turn and through phase runs. Right-turns on red are permitted on all approaches. Non-mountable curbs and sidewalks are present on all roadways. Crosswalks, pedestrian pushbuttons, and pedestrian signals with countdown timers are provided for all four approaches. On-street parking is prohibited on all roadways in the vicinity of the intersection.



Intersection	Approach	Lane Designation*	Traffic Control
Broad Street and Wayne Street	WB NB	TR LT	Unsignalized Stop Control – WB Broad St and NB Wayne St

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Broad Street and Wayne Street is an unsignalized intersection controlled by a stop control on westbound Broad Street and northbound Wayne Street as Broad Street is a one-way westbound road and Wayne Street is a one-way northbound road. This location is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are all approaches. There are ladder crosswalks with crosswalk bars across both sides of Wayne Street. On-street parking is permitted on both sides of Broad Street and the east side of Wayne Street.



Intersection	Approach	Lane Designation*	Traffic Control
Broad Street and Rockland Street	WB SB	LT TR	Unsignalized Stop Control – WB Broad St and SB Rockland St

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Broad Street and Rockland Street is an unsignalized intersection controlled by a stop control on westbound Broad Street and southbound Rockland Street as Broad Street is a one-way westbound road and Rockland Street is a one-way southbound road. This location is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are all approaches. On-street parking is permitted on both sides of Broad Street and west side of Rockland Street north of the intersection and the east side of Rockland Street south of the intersection.



Intersection	Approach	Lane Designation*	Traffic Control
Broad Street and Liberty St	WB NB	LTR LTR	Unsignalized Stop Control – WB Broad St and NB Liberty St

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Broad Street and Liberty Street is an unsignalized intersection controlled by a stop control on westbound Broad Street and northbound Liberty Street as Broad Street is a one-way westbound road and Liberty Street is a one-way northbound road. Currently, Liberty Street dead ends at Broad Street; however, it is proposed that Liberty Street will continue north of Broad Street through the existing parking lot and become the entrance to the "Chair Factory" Apartment complex. This location is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are all approaches. On-street parking is permitted on both sides of Broad Street and the west side of Liberty Street.



Intersection	Approach	Lane Designation*	Traffic Control
Main Street and Wayne Street/4th Street	EB	TR	Unsignalized
	WB	LT	No Control

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Main Street and Wayne Street/4th Street is an unsignalized offset intersection with no control as Wayne Street is a one-way northbound road and 4th Street is a one-way southbound road. This location is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are all approaches. Colored imprinted crosswalks are present across Wayne Street, across Broad Street from the northeast corner of Wayne Street to the southwest corner of 4th Street, and across 4th Street. On-street parking is permitted on both sides of Broad Street, the east side of Wayne Street and the west side of 4th Street.



Intersection	Approach	Lane Designation*	Traffic Control
Main Street and Rockland Street/3rd Street	EB	TR	Unsignalized Stop Control – Rockland Street and 3rd Street
	WB	LT	
	NB	L/T/R	
	SB	L/T/R	

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Main Street and Rockland Street/3rd Street is an unsignalized offset intersection with stop control on Rockland Street and 3rd Street. This location is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are all approaches. Colored imprinted crosswalks are present across Rockland Street, across Broad Street from the northeast corner of Rockland Street to the southwest corner of 3rd Street, and across 3rd Street. On-street parking is permitted on both sides of Broad Street, the east side of Rockland Street and the west side of 3rd Street.



Intersection	Approach	Lane Designation*	Traffic Control
Main Street and Liberty Street/2nd Street	EB WB	TR LR	All-Way Stop Control

** L = Left-turn lane; T = through lane; R = Right-turn lane*

The intersection of Main Street and Liberty Street/2nd Street is an unsignalized offset intersection with no control as Liberty Street is a one-way northbound road and 2nd Street is a one-way southbound road. This location is under the jurisdiction of the Village of Haverstraw. Non-mountable curbs and sidewalks are all approaches. Colored imprinted crosswalks are present across Liberty Street, across Broad Street from the northeast corner of Liberty Street to the southwest corner of 2nd Street, and across 2nd Street. On-street parking is permitted on both sides of Broad Street, the east side of Liberty Street and the west side of 2nd Street.

PUBLIC TRANSPORTATION

Within the study area, public transit is provided primarily by Transportation of Rockland (TOR) and the New York Waterway Haverstraw – Ossining Ferry Service. The West Shore Railroad runs through Haverstraw. The West Shore Railroad is a commercial rail line that runs from Weehawken, New Jersey to Buffalo, New York and is part of the CXS Railroad. The following discussions outline the exiting bus lines and ferry service in the study area.

Bus

Transport of Rockland (TOR) has three (3) bus lines (TOR 91, TOR 95 and TOR 97) that service locations in and around the study area.

TOR 91: This route runs between the Nyack and Spring Vally. There are 17 stops on this bus service. Stops along this route within the project area is Stop #11 at New Main Street and Maple Avenue in Haverstraw. The bus operates on weekdays, Saturdays, and limited service on Sundays.

TOR 95: This route runs between Rockland Community College and Haverstraw Village. There are 8 stops on this bus service. Stops along this route within the project area is Stop #8 at New Main Street and Maple Avenue in Haverstraw. The bus operates on weekdays.

TOR 97: This route runs between Stony Point and Tappan. There are 10 stops on this bus service. Stops along this route within the project area are Stops #3 at New Main Street and Maple Avenue and Stop #4 Harbors at Haverstraw in Haverstraw. The bus operates on weekdays.

Haverstraw-Ossining Ferry

The Haverstraw-Ossining Ferry is a ferry line that crosses from the east side of the Hudson River to the west side and back. What is of importance with this ferry line is that someone can get from Haverstraw to NYC. The TOR 97 Bus Line connects downtown Haverstraw to the Haverstraw-Ossining Ferry Terminal. From the ferry terminal, a passenger can get onto the ferry to Ossining then walk to the Metro North Ossining Train Station and board the tr4ain to Grand Central Station in NYC. The trip from the Haverstraw Ferry terminal to Grand Central Station will take approximately 1.5 hours.

TRAFFIC VOLUME DATA

Turning movement counts were conducted when school was in session at the 27 study intersections listed below using miovision cameras on Wednesday April 26, 2023, and on Saturday April 29, 20123 for all intersection except Gurnee Avenue at Railroad Underpass was collected Wednesday April 26, 2023, and on Saturday June 10, 2023 and Gurnee Avenue at NYS Route 9W was collected Tuesday May 2, 2023, and on Saturday June 10, 2023 The recording was conducted from 6 am to 9 am during the weekday AM peak period, from 4pm to 7pm6:45 pm during the weekday PM peak period for weekday and from 11 am to 2pm during the Saturday peak period.

The turning movement counts collected at each intersection were tabulated for each time period. Peak hours were identified, and peak hour factors calculated for each approach. The 2023 existing intersection peak hour volumes are shown on Figures 2, 3, and 4 contained in Appendix A.

CRASH HISTORY

The most recent three years of crash data for the study intersections was obtained from the NYSDOT's Accident Location Information System (ALIS). This data was reviewed and analyzed. The crash data is contained in **Appendix B** of the report. The study locations are as follows:

1. Route 9W at Short Clove Road – (Saturday counts only)
2. Riverside Avenue at Short Clove Road
3. Riverside Avenue at Harbor Pointe Drive – (Saturday counts only)
4. West Street at Girling Drive – (Saturday counts only)
5. Maple Avenue at West Street – (Saturday counts only)
6. Maple Avenue at Tor Avenue
7. Maple Avenue at Fairmount Avenue
8. New Main Street at Route 9W
9. New Main Street at Hudson Avenue
10. New Main Street at Clove Avenue
11. New Main Street at Maple Avenue
12. New Main Street at West Street/Broadway
13. West Broad Street at Hudson Avenue
14. West Broad Street at Conklin Avenue
15. West Broad Street at Maple Avenue
16. W Broad Street/Broad Street at Broadway
17. Westside Avenue at Route 9W
18. Westside Avenue at Conklin Avenue
19. Westside Avenue/Broadway at Samsondale Avenue
20. Gurnee Avenue at Railroad Underpass
21. Gurnee Avenue at Route 9W
22. Broad Street at Wayne Street
23. Broad Street at Rockland Street
24. Broad Street at liberty Street
25. Main Street at Wayne Street/4th Street
26. Main Street at Rockland Street/3rd Street
27. Main Street at liberty Street/2nd Street

The list above crashes for all intersections within the stated limits to be studied. Within the study area, there were a total of 409 crashes from January 1, 2020, through December 31, 2022 (3 years). No fatal crashes were recorded during the study period. The following table summarizes the crashes by severity and in an effort to minimize the size of the table, locations that did not experience any crashes during the study period were omitted.

Table 1: Crash Summary by Severity

Location	Crash Severity				
	Fatality	Injury	Property Damage	Non Re-portable	TOTAL
Route 9W at Short Clove Road	-	13	19	14	46
Riverside Avenue at Short Clove Road	-	-	-	1	1
Riverside Avenue at Harbor Pointe Drive	-	1	1	-	2
West Street at Girling Drive	-	-	-	1	1
Maple Avenue at West Street	-	-	1	2	3
Maple Avenue at Tor Avenue	-	-	1	4	5
Maple Avenue at Fairmount Avenue	-	1	3	5	9
New Main Street at Route 9W	-	2	13	8	23

Location	Crash Severity				
	Fatality	Injury	Property Damage	Non Re-portable	TOTAL
New Main Street at Hudson Avenue	-	2	4	1	7
New Main Street at Clove Avenue	-	-	-	3	3
New Main Street at Maple Avenue	-	5	6	9	20
New Main Street at West Street/Broadway		1	16	13	30
West Broad Street at Hudson Avenue	-	-	-	3	3
West Broad Street at Conklin Avenue	-	-	2	1	3
West Broad Street at Maple Avenue	-	-	2	3	5
W Broad Street/Broad Street at Broadway	-	3	8	10	21
Westside Avenue at Route 9W	-	8	24	25	57
Westside Avenue at Conklin Avenue	-	4	12	5	21
Westside Avenue/Broadway at Samsondale Avenue	-	1	13	7	21
Gurnee Avenue at Underpass	-	1	3	3	4
Gurnee Avenue at Route 9W	-	13	20	17	50
Broad Street at Wayne Street	-	-	3	3	6
Broad Street at Rockland Street	-	-	2	2	4
Broad Street at liberty Street	-	-	1	3	4
Main Street at Wayne Street/4th Street	-	-	8	20	28
Main Street at Rockland Street/3rd Street	-	3	9	10	22
Main Street at liberty Street/2nd Street	-	-	4	3	7
Total	- *0.0%*	*58* *14.2%*	*175* *42.8%*	*176* *43.0%*	*409* *100%*

As can be seen from Table 1, a majority of the crashes, 42.8% (175), involved property damage only, 14.2% (58 crashes) involved injury, 0 crashes resulted in a fatality, and 43% crashes were non-reportable. The locations with the highest number of crashes are, Westside Avenue at Route 9W, Gurnee Avenue at Route 9W and NYS Route 9W at Short Clove Road , which experienced 46, 57, and 50 crashes respectively or an average of 19.0, 16.7 and 15.3 crashes per year. The majority of crashes resulted in property damage only, 5.9% at Westside Avenue at Route 9W and 4.9% at Gurnee Avenue at Route 9W. Again, the majority of crashes (42.8%) resulted in property damage only. Within the study area, only 8 of the 27 locations experienced 3 or more crashes annually.

The following table summarizes crashes by type to highlight locations that may experience a frequency of a specific collision type that is susceptible to correction by engineering measures.

Table 2: Crash Summary by Type of Collision

Location	Right Angle	Rear End	Right Turn	Head On	Left Turn	Side wipe	Ped/ Bicycle	Over-taking	Other/ Unknown	Total
NYS Route 9W at Short Clove Road	1	22	1	1	2	1	1	4	13	46
Riverside Avenue at Short Clove Road	-	1	-	-	-	-	-	-	-	1
Riverside Avenue at Harbor Pointe Drive	-	2	-	-	-	-	-	-	-	2
West Street at Girling Drive	-	-	-	-	1	-	-	-	-	1
Maple Avenue at West Street	1	1	-	-	-	1	-	-	-	3
Maple Avenue at Tor Avenue	-	2	-	-	1	1	-	-	1	5
Maple Avenue at Fairmount Avenue	2	-	1	-	2	1	-	1	2	9
New Main Street at NYS Route 9W	3	11	-	-	-	2	-	2	5	23
New Main Street at Hudson Avenue	4	-	-	-	-	-	1	1	1	7
New Main Street at Clove Avenue	-	-	-	-	-	-	-	2	1	3
New Main Street at Maple Avenue	1	1	1	-	-	2	3	8	4	20
New Main Street at West Street/Broadway	1	2	2	-	1	4	1	19	-	30
West Broad Street at Hudson Avenue	-	-	-	-	-	1	-	2	-	3
West Broad Street at Conklin Avenue	-	1	-	-	-	1	-	-	1	3
West Broad Street at Maple Avenue	1	-	-	-	1	-	-	2	1	5
W Broad Street/Broad Street at Broadway	5	1	-	1	-	3	1	3	7	21
Westside Avenue at NYS Route 9W	9	17	-	1	9	4	1	5	11	57
Westside Avenue at Conklin Avenue	8	3	-	-	2	-	1	3	4	21
Westside Avenue/ Broadway at Samsondale Avenue	2	3	-	1	2	2	2	5	4	21

Location	Right Angle	Rear End	Right Turn	Head On	Left Turn	Side wipe	Ped/ Bicycle	Over-taking	Other/ Unknown	Total
Gurnee Avenue at Underpass	-	3	-	-	-	1	-	-	-	4
Gurnee Avenue at NYS Route 9W	8	16	4	-	7	2	1	5	7	50
Broad Street at Wayne Street	1	1	-	-	-	-	-	1	3	6
Broad Street at Rockland Street	1	2	-	-	-	-	-	-	1	4
Broad Street at liberty Street	-	-	-	-	-	-	-	3	1	4
Main Street at Wayne Street/4th Street	2	3	1	-	1	2	-	15	4	28
Main Street at Rockland Street/3rd Street	-	1	-	-	2	-	3	11	5	22
Main Street at liberty Street/2nd Street	-	2	1	-	1	-	-	2	1	7
Total	50 *12.3%*	95 *23.4%*	11 *2.7%*	4 *1.0%*	32 *7.9%*	28 *6.9%*	15 *3.7%*	94 *23.2%*	77 *19.0%*	*406* *100%*

*Ovrtk = Overtaking

A review of Table 2 indicates that the three most prevalent crash types were:

- rear end crashes (23.4%),
- overtaking crashes (23.2%), and
- other/unknown type crashes (19%).

It is noted that 15 pedestrian/bicycle crashes (3.7%) were reported.

In the following sections, each location was analyzed to identify the problems, probable causes, and potential countermeasures.

Route 9W at Short Clove Road – During the three-year period, a total of 46 crashes occurred at this location. Of the 46 crashes, 47.8% (22) were rear end crashes, 28.3% (13) were attributed to other/unknown crashes, and 8.7% (4) involved overtaking crashes. 23.9% (11) of the crashes at this location occurred in night light conditions and approximately 26.1% (12 crashes) were wet or snow/ice road surface conditions. Driver inattention is the predominant apparent contributing factors for the rear end crashes (31.8% or 7), the other/unknown crashes (30.8% or 4), and the overtaking crashes (100% or 4).

Riverside Avenue at Short Clove Road – During the three-year period, a total of 1 crash occurred at this location which was a rear end crash. This crash took place at night on dry pavement conditions. Following too closely is the apparent contributing factor for this crash.

Riverside Avenue at Harbor Pointe Drive – During the three-year period, a total of 2 crashes occurred at this location of which 100% (2) were rear end crashes. These crashes took place during the day on dry pavement conditions. Following too closely and driver inattention are the apparent contributing factors for these crashes.

West Street at Girling Drive – During the three-year period, a total of 1 crash occurred at this location, which was a left turn crash. This crash took place during the day on dry pavement conditions. Driver inattention is the apparent contributing factor for this crash.

Maple Avenue at West Street – During the three-year period, a total of 3 crashes occurred at this location of which 33.3% (1) was a rear end crash, 33.3% (1) was a sideswipe crash, and 33.3% (1) was a right-angle crash. 66.7% (2 crashes) of these crashes took place the night and 33.3% (1 crash) during the day. All crashes took place on dry pavement conditions. Driver inattention (2) and unknown are the apparent contributing factors for these crashes.

Maple Avenue at Tor Avenue – During the three-year period, a total of 5 crashes occurred at this location of which 40% (2) were rear ends, 20% (1) was a sideswipe crash, 20% (1) was another/unknown crash, and 20% (1) was a left turn crash. 20% (1 crash) took place during the night and 80% (4 crashes) occurred during the day. 80% (4 crashes) took place on dry pavement conditions and 20% (1 crash) took place where the pavement condition was unknown. Driver inattention (40% or 2 crashes) and unknown (40% or 2 crashes) are the predominant apparent contributing factors for these crashes.

Maple Avenue at Fairmount Avenue – During the three-year period, a total of 9 crashes occurred at this location of which 33.3% (3) were right angle crashes, 22.2% (2) were left turn, 22.2% (2) were other/unknown crashes, 11.1% (1) was an overtaking crash, and 11.1% (1) was a sideswipe crash. 22.2% (2 crashes) took place during the night and 77.8% (7 crashes) took place during the day. 77.8% (7 crashes) took place on dry pavement conditions, 11.1% (1 crash) was on wet pavement, and 11.1% (1 crash) where the pavement condition was unknown. Driver inattention (33.3% or 3 crashes), following too closely (22,2% or 2 crashes), and unknown (22.2% or 2 crashes) are the predominant apparent contributing factors for these crashes.

New Main Street at Route 9W – During the three-year period, a total of 23 crashes occurred at this location of which 47.8% (11) were rear end crashes, 21.7% (5) were other/unknown crashes, 13.0% (3) were right angle crashes, 8.7% (2) were overtaking crashes, and 8.7% (2) were sideswipe crashes. 30.4% (7 crashes) took place during the night and 69.6% (16 crashes) during the day. 17.9% (17 crashes) took place on dry pavement conditions and 26.2% (6 crashes) on wet or snow/ice pavement. Driver inattention (47.8% or 11 crashes), following too closely (8.6% or 2 crashes), and slippery pavement (8.6% or 2 crashes) are the predominant apparent contributing factors for these crashes.

New Main Street at Hudson Avenue – During the three-year period, a total of 7 crashes occurred at this location of which 57.1% (4) were right angle crashes, 28.6% (2) were other/unknown crashes, and 14.3%

(1) was an overtaking crash. 14.3% (1 crash) took place during the night and 85.7% (6 crashes) during the day. 85.7% (6 crashes) took place on dry pavement conditions and 14.3% (1 crash) on wet pavement. Driver inattention (42.9% or 3 crashes) and following too closely (42.9% or 3 crashes) are the predominant apparent contributing factors for these crashes.

New Main Street at Clove Avenue – During the three-year period, a total of 3 crashes occurred at this location, of which 66.7% (2) were overtaking crashes and 33.3% (1) was another/unknown crash. 33.3% (1 crash) took place during the night and 66.7 % (2 crashes) occurred during the day. 66.7 % (2 crashes) took place on dry pavement conditions and 33.3% (1 crash) on wet pavement. Driver inattention (33.3% or 1 crash), passing too close (33.3% or 1 crash), and fell asleep (33.3% or 1 crash) are the apparent contributing factors for these crashes.

New Main Street at Maple Avenue – During the three-year period, a total of 20 crashes occurred at this location of which 40% (8) were overtaking crashes, 35% (7) were other/unknown crashes, 15% (3) were right angle crashes, 5% (1) was a rear end crash, 5% (1) was a right-angle crash, and 5% (1) was a sideswipe crash. 30% (6 crashes) took place during the night and 70% (14 crashes) occurred during the day. 75% (15 crashes) took place on dry pavement conditions, 20% (4 crashes) on wet pavement, and 5% (1 crash) where the pavement condition was unknown. Driver inattention (60 % 0r 12 crashes) and unknown (10% or 2 crashes) are the predominant apparent contributing factors for these crashes.

New Main Street at West Street/Broadway – During the three-year period, a total of 30 crashes occurred at this location of which 63.3% (19) were overtaking crashes, 13.3% (4) were sideswipe crashes, 6.7% (2) were right tur crashes, and 6.7% (2) were rear end crashes. 26.7% (8 crashes) took place during the night. 70% (21 crashes) occurred during the day, and 3.3% (1 crash) the time of day was unknown. 90% (27 crashes) took place on dry pavement conditions, 6.7% (2 crashes) on wet pavement, and 3.3% (1 crash) where the pavement condition was unknown. Unknown (16.7 % 0r 5 crashes) and driver inattention (13.3% or 4 crashes) are the predominant apparent contributing factors for these crashes.

West Broad Street at Hudson Avenue – During the three-year period, a total of 3 crashes occurred at this location of which 66.7% (2) were overtaking crashes, 33.3% (1) was a sideswipe. 33.3% (1 crash) took place during the night and 66.7% (2 crashes) occurred during the day. 100% (3 crashes) took place on dry pavement conditions. Driver inattention (33.3% 0r 1 crash), passing too closely (33.3% 0r 1 crash), and backing unsafely (33.3% 0r 1 crash) are the predominant apparent contributing factors for these crashes.

West Broad Street at Conklin Avenue – During the three-year period, a total of 3 crashes occurred at this location of which 33.3% (1) was a rear end crash, 33.3% (1) was a sideswipe, and 33.3% (1) was another crash. 33.3% (1 crash) took place during the night and 66.7% (2 crashes) occurred during the day. 100% (3 crashes) took place on dry pavement conditions. Following too closely (33.3% 0r 1 crash), unknown (33.3% 0r 1 crash), and backing unsafely (33.3% 0r 1 crash) are the predominant apparent contributing factors for these crashes.

West Broad Street at Maple Avenue – During the three-year period, a total of 5 crashes occurred at this location of which 40% (2) were overtaking crashes, 20% (1) was a left turn crash, 20% (1) was a right-angle crash, and 20% (1) was another crash. 20% (1 crash) took place during the night and 80% (2 crashes) occurred during the day. 80% (4 crashes) took place on dry pavement conditions and 20% (1 crash) the pavement surface was snow/ice. Pavement slippery (20% 0r 1 crash), unknown (20% 0r 1 crash), driver inattention (20% 0r 1 crash), failure to keep right (20% 0r 1 crash) and backing unsafely (33.3 % 0r 1 crash) are the predominant apparent contributing factors for these crashes.

W Broad Street/Broad Street at Broadway – During the three-year period, a total of 21 crashes occurred at this location of which 33.3% (7) were other/unknown crashes, 23.8% (5) were right angle crashes, 14.3% (3) was a sideswipe crash, and 14.3% (3) were other crash. 23.8% (5 crashes) took place during the night and 76.2% (16 crashes) occurred during the day. 95.2% (4 crashes) took place on dry pavement conditions and 4.8% (1 crash) the pavement surface was wet. Driver inattention (42.9% 0r 9 crashes) and failure to yield eight of way (19% 0r 4 crashes) are the predominant apparent contributing factors for these crashes.

Westside Avenue at Route 9W – During the three-year period, a total of 57 crashes occurred at this location of which 29.8% (17) were rear end crashes, 19.3% (11) other/unknown crashes, 15.8% (9) right angle crashes, 15.8% (9) were left turn crashes. 23.8% (5 crashes) took place during the night and 76.2% (16 crashes) occurred during the day. 80.7% (46 crashes) took place on dry pavement conditions and 19.3% (11 crash) the pavement surface was wet. Driver inattention crashes (36.8% or 21 crashes), failure to yield right of way crashes (19.3% or 11 crashes), and following too closely crashes (7% or 4 crashes) are the predominant apparent contributing factors for these crashes.

Westside Avenue at Conklin Avenue – During the three-year period, a total of 21 crashes occurred at this location of which 38.1% (8) were right angle crashes, 14.3% (4) other/unknown crashes, 14.3% (3) other/unknow crashes, and 14.3% (3) rear end crashes. 38.1% (8 crashes) took place during the night and 61.9% (13 crashes) occurred during the day. 71.4% (15 crashes) took place on dry pavement conditions and 28.6% (6 crash) the pavement surface was wet or snow/ice. Driver inattention crashes (19% or 4 crashes), failure to yield right of way crashes (14.3% or 3 crashes) and following too closely crashes (14.3% or 3 crashes) are the predominant apparent contributing factors for these crashes.

Westside Avenue/Broadway at Samsondale Avenue – During the three-year period, a total of 21 crashes occurred at this location of which 23.8% (5) were overtaking crashes, 19% (4) other/unknown crashes, and 14.3% (3) rear end crashes. 28.6% (6 crashes) took place during the night and 71.4% (15 crashes) occurred during the day. 90.5% (19 crashes) took place on dry pavement conditions and 9.5% (2 crashes) the pavement surface was wet. Driver inattention crashes (47.6% or 10c rashes), failure to yield right of way crashes (14.3% or 3 crashes), and unknown crashes (14.3% or 3 crashes) are the predominant apparent contributing factors for these crashes.

Gurnee Avenue at Railroad Underpass – During the three-year period, a total of 4 crashes occurred at this location of which 75% (3) were rear end crashes and 25% (1) was a sideswipe crash. 50% (2 crashes) took

place during the night and 50% (2 crashes) occurred during the day. 100% (4 crashes) took place on dry pavement conditions. Passing too closely (25% 0r 1 crash), unknown (25% 0r 1 crash), driver inattention (25% 0r 1 crash), and following too closely (25% or 1 crash) are the predominant apparent contributing factors for these crashes.

Gurnee Avenue at Route 9W – During the three-year period, a total of 50 crashes occurred at this location of which 32% (16) were rear end crashes, 16% (8) right angle crashes, 14% (7) other/unknown crashes, 14% (7) were left turn crashes. 22% (11 crashes) took place during the night and 78% (39 crashes) occurred during the day. 78% (39 crashes) took place on dry pavement conditions and 22% (11 crash) the pavement surface was wet. Driver inattention crashes (30% or15 crashes), failure to yield right of way crashes (18% or 9 crashes), following too closely crashes (16% or 8 crashes) are the predominant apparent contributing factors for these crashes.

Broad Street at Wayne Street – During the three-year period, a total of 6 crashes occurred at this location of which 50% (3) were other/unknown crashes, 16.7% (1) was a right-angle crash, 16.7% (1) was a rear end crash, and 16.7% (1) was an overtaking crash. 16.7% (1 crash) took place during the night and 83.3% (5 crashes) occurred during the day. 83.3% (5 crashes) took place on dry pavement conditions and 16.7% (1 crash) took place on snow/ice pavement. Driver inattention (25% or 1 crash), unknown (25% 0r 1 crash), passing too closely (25% 0r 1 crash), and following too closely (25% 0r 1 crash) are the predominant apparent contributing factors for these crashes.

Broad Street at Rockland Street – During the three-year period, a total of 4 crashes occurred at this location of which 50% (2) were rear end crashes, 25% (1) was a right-angle crash, and 25% (1) was another/unknown crash. 25% (1 crash) took place during the night and 75% (3 crashes) occurred during the day. 100% (4 crashes) took place on dry pavement conditions. Driver inattention (25% or 1 crash), unknown (25% 0r 1 crash), passing or lane usage improperly (25% 0r 1 crash), and backing unsafely (25% 0r 1 crash) are the predominant apparent contributing factors for these crashes.

Broad Street at liberty Street – During the three-year period, a total of 4 crashes occurred at this location of which 75% (3) were overtaking crashes and 25% (1) was another/unknown crash. 75% (3 crashes) took place during the night and 25% (1 crash) occurred during the day. 75% (3 crashes) took place on dry pavement conditions and 25% (1 crash) took place on wet pavement surface. Driver inattention (25% or 1 crash), unknown (25% 0r 1 crash), fell asleep (25% or 1 crash), and backing unsafely (25% 0r 1 crash) are the predominant apparent contributing factors for these crashes.

Main Street at Wayne Street/4th Street – During the three-year period, a total of 28 crashes occurred at this location of which 53.6% (15) were overtaking crashes, 14.3% (4) other/unknown crashes, and 10.7% (3) rear end crashes. 21.4% (6 crashes) took place during the night and 78.6% (22 crashes) occurred during the day. 64.3% (18 crashes) took place on dry pavement conditions and 35.7% (10 crash) the pavement surface was wet. Driver inattention crashes (21.4% or 6 crashes), failure to yield right of way crashes

(14.3% or 4 crashes), turning improperly crashes (10.7% or 3 crashes), and backing unsafely (10.7% or 3 crashes) are the predominant apparent contributing factors for these crashes.

Main Street at Rockland Street/3rd Street – During the three-year period, a total of 22 crashes occurred at this location of which 530% (11) were overtaking crashes, and 18.2% (4) other/unknown crashes, and 13.6% (3) pedestrian/bicycle crashes. 27.3% (6 crashes) took place during the night and 72.7% (16 crashes) occurred during the day. 81.8% (18 crashes) took place on dry pavement conditions and 18.2% (4 crash) the pavement surface was wet. Driver inattention crashes (45.5% or10 crashes), and unknown (18.2% or 4 crashes) are the predominant apparent contributing factors for these crashes.

Main Street at liberty Street/2nd Street – During the three-year period, a total of 7 crashes occurred at this location of which 28.6% (2) were overtaking crashes and 28.6% (2) were rear end crashes. 42.9% (3 crashes) took place during the night and 57.1% (4 crashes) occurred during the day. 100% (7 crashes) took place on dry pavement conditions. Driver inattention (57.1% or 4 crash), unknown (14.3% 0r 1 crash), turning improperly (14.3% or 1 crash), and passing or lane usage improperly (14.3% 0r 1 crash) are the predominant apparent contributing factors for these crashes.

LEVEL OF SERVICE DESCRIPTION

While traffic volumes provide an important measure of activity on the adjacent roadway network, evaluating how well that network accommodates those volumes is also important. Therefore, a comparison between peak hour traffic volumes and available roadway capacity was prepared. Capacity, by definition, represents the maximum number of vehicles that can be accommodated given the constraints of roadway geometry, traffic characteristics and controls. Intersections primarily control capacity within roadway networks, since conflicts exist at these points resulting from through, crossing and turning traffic. Because of these conflicts, congestion is most likely to occur at intersections. Therefore, intersections are studied most often when determining the quality of traffic flow.

To identify the operational characteristics of the study intersections, LOS and capacity analyses and arterial network analyses for the study intersections were performed using *SYNCHRO Version 11* Software. *SYNCHRO*, in conjunction with *SimTraffic*, is a software package that allows for an interactive analysis of a single intersection or a network of intersections and can also be used for modeling and optimizing traffic signal timings.. This method compares the current volume to the intersection's ultimate capacity. *SYNCHRO* also implements the methods of the 2010 Highway Capacity Manual (HCM) for urban streets, signalized intersections, and unsignalized intersections for determining intersection capacity analyses. The *HCM* contains procedures and methodologies for estimating capacity and determining LOS for many transportation facilities and modes including signalized and unsignalized intersections.

An intersection's LOS (LOS) describes its quality of traffic flow. It ranges in grade from LOS "A" (relatively congestion-free) to LOS "F" (very congested). The LOS definition, as well as the threshold values for each level, varies according to whether the intersection is controlled by a signal or a stop sign. A brief description is given here, and a more detailed definition is found in Appendix C.

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio). The capacity for each approach represents the maximum rate of flow (for the subject approach) which may pass through the intersection under prevailing traffic, roadway, and signal conditions. The LOS of a signalized intersection is evaluated based on average control-delay measured in seconds per vehicle (sec/veh). The control-delay is calculated using an equation that combines the stopped-delay with the vehicle acceleration/deceleration delay that is caused by the signalized intersection. At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal "green time," turning percentages, truck volumes, etc. However, delay cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the LOS "F" range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle length; a particular traffic movement experience a long red time; or progressive movements for a particular lane is poor.

The flow at a two-way stop-controlled (TWSC) intersection is gauged in terms of LOS and capacity. The capacity of a stop-controlled leg is based on the distribution of gaps in the major street traffic, driver judgment in selecting a gap, and the follow-up time required by each driver in a queue. The LOS for a TWSC intersection is determined by the control-delay and is defined for each movement rather than for

the overall intersection. As with signalized intersections, HCS quantifies only the average control-delay, which is a function of the approach and the degree of saturation for any particular minor movement.

EXISTING CONDITION ANALYSIS

The 2023 existing peak hour traffic volumes depicted in Figures 2, 3, and 4 were used to determine the existing capacity and LOS of the study intersections. Table 4 contains the LOS summary for signalized intersections and Table 5 contains the LOS summary for unsignalized intersections under the Existing Conditions calculated through the Synchro software described previously. The detailed analysis worksheets are in Appendix D.

Table 3: Existing Condition LOS Summary – Signalized Intersections

Intersections	Approach	Movement	EXISTING AM PEAK		EXISTING PM PEAK		EXISTING SAT PEAK	
			Delay	LOS	Delay	LOS	Delay	LOS
NYS ROUTE 9W	WB	LR	38.0	D	30.6	C	32.3	C
AT	NB	T	12.6	B	12.5	B	8.2	A
SHORT CLOVE ROAD		R	0.5	A	0.7	A	0.4	A
	SB	L	5.1	A	3.9	A	2.6	A
		T	12.4	B	5.2	A	4.7	A
		Intersection	16.7	B	9.5	A	9.6	A
NYS ROUTE 9W	EB	LTR	24.0	C	22.8	C	22.2	C
AT	WB	L	48.6	D	43.2	D	43.7	D
NEW MAIN STREET		TR	9.2	A	10.1	B	10.2	B
	NB	LT	13.2	B	15.0	B	11.5	B
		R	2.7	A	2.4	A	2.7	A
	SB	L	5.0	A	5.2	A	4.5	A
		TR	11.1	B	6.9	A	6.0	A
		Intersection	14.5	B	12.4	B	11.1	B
NEW MAIN STREET	EB	LTR	10.5	B	16.1	B	15.9	B
AT	WB	LTR	15.6	B	10.9	B	11.6	B
WEST STREET/BROADWAY	NB	LTR	5.9	A	9.2	A	8.5	A
	SB	LTR	6.2	A	10.9	B	10.7	B
		Intersection	7.7	A	11.7	B	11.8	B
NYS ROUTE 9W	EB	L	9.9	A	11.0	B	11.2	B
AT		TR	41.2	D	39.0	D	36.5	D
WESTSIDE AVENUE	WB	L	16.5	B	20.7	C	16.1	B
		TR	21.1	C	23.1	C	22.5	C
	NB	LT	23.9	C	22.9	C	19.7	B
		R	6.9	A	2.5	A	2.4	A
	SB	LTR	28.1	C	24.6	C	20.8	C
		Intersection	25.1	C	24.1	C	22.5	C

Intersections	Approach	Movement	EXISTING AM PEAK		EXISTING PM PEAK		EXISTING SAT PEAK	
			Delay	LOS	Delay	LOS	Delay	LOS
WESTSIDE AVENUE	EB	LTR	29.5	C	29.1	C	24.7	C
AT	WB	LTR	20.6	C	19.1	B	19.1	B
CONKLIN AVENUE	NB	LTR	9.6	A	9.9	A	6.2	A
	SB	LTR	15.9	B	12.4	B	7.4	A
		Intersection	19.5	B	17.7	B	13.3	B
NYS ROUTE 9W	EB	L	18.4	B	19.9	B	21.4	C
AT		TR	11.9	B	11.8	B	8.6	A
GURNEE AVENUE	WB	L	11.0	B	9.7	A	10.1	B
		TR	11.1	B	7.5	A	7.4	A
	NB	L	8.3	A	9.6	A	8.7	A
		TR	10.3	B	13.6	B	13.0	B
	SB	L	9.3	A	14.0	B	13.9	B
		T	11.9	B	12.3	B	11.6	B
		R	3.0	A	2.8	A	2.7	A
		Intersection	11.3	B	11.9	B	11.3	B

Notes: LOS = Level of Service, Delay = seconds/vehicle,

Signalized Intersections

NYS Route 9W at Short Clove Road

Currently the signalized intersection of Route 9W at Short Clove Road operates at overall LOS B during the weekday AM Peak and LOS A during the weekday PM, Saturday peak hours, with all approach movements operating at LOS D or better during the analyzed peak hours.

NYS Route 9W at New Main Street

Currently the signalized intersection of NYS Route 9W at New Main Street operates at overall LOS B during the weekday AM, weekday PM, Saturday peak hours, with all approach movements operating at LOS D or better during the analyzed peak hours.

New Main Street at West Street Broadway

Currently the signalized intersection of New Main Street at West Street Broadway operates at LOS A during the weekday AM Peak and LOS B during the weekday PM, Saturday peak hours, with all approach movements operating at LOS B or better during the analyzed peak hours.

NYS Route 9W at Westside Avenue

Currently the signalized intersection of NYS Route 9W at Westside Avenue operates at overall LOS C during the weekday AM, weekday PM, Saturday peak hours with all approach movements operating at LOS D or better during the analyzed peak hours.

Westside Avenue and Conklin Avenue

Currently the signalized intersection of Westside Avenue and Conklin Avenue operates at overall LOS B during the weekday AM, weekday PM, Saturday peak hours with all approach movements operating at LOS C or better during the analyzed peak hours.

NYS Route 9W at Gurnee Avenue

Currently the signalized intersection of NYS Route 9W at Gurnee Avenue operates at overall LOS B during the weekday AM, weekday PM, Saturday peak hours with all approach movements operating at LOS C or better during the analyzed peak hours.

Table 4: Existing Condition LOS Summary – Unsignalized Intersections

Intersections	Approach	Movement	EXISTING AM PEAK		EXISTING PM PEAK		EXISTING SAT PEAK	
			Delay	LOS	Delay	LOS	Delay	LOS
RIVERSIDE AVENUE	WB	LR	17.6	C	13.1	B	9.9	A
AT	NB	TR	0.0	A	0.0	A	0.0	A
SHORT CLOVE ROAD	SB	LT	8.3	A	7.4	A	7.5	A
RIVERSIDE AVENUE	WB	LR	13.8	B	13.9	B	10.7	B
AT	NB	T	0.0	A	0.0	A	0.0	A
HARBOR POINTE DRIVE		R	0.0	A	0.0	A	0.0	A
	SB	LT	0.5	A	0.7	A	0.8	A
WEST STREET	WB	LR	0.0	A	0.0	A	0.0	A
AT	NB	TR	0.0	A	0.0	A	0.0	A
GIRLING DRIVE	SB	LT	0.0	A	0.0	A	0.0	A
MAPLE AVENUE	EB	LTR	0.0	A	13.7	B	0.0	A
AT	WB	LTR	12.2	B	12.7	B	9.0	A
WEST STREET	NB	LTR	0.0	A	0.0	A	0.0	A
	SB	LTR	1.2	A	1.7	A	1.9	A
MAPLE AVENUE	EB	LTR	8.6	A	8.2	A	7.4	A
AT	WB	LTR	9.3	A	8.3	A	7.7	A
TOR AVENUE	NB	LTR	9.3	A	9.8	A	7.7	A
	SB	LTR	10.7	B	8.8	A	7.9	A
MAPLE AVENUE	EB	LTR	8.7	A	8.2	A	7.7	A
AT	WB	LTR	9.9	A	8.5	A	7.9	A
FAIRMOUNT AVENUE	NB	LTR	9.5	A	9.4	A	7.8	A
	SB	LTR	9.8	A	8.4	A	7.9	A
NEW MAIN STREET	EB	LTR	1.7	A	2.0	A	1.4	A
AT	WB	LTR	0.3	A	0.2	A	0.1	A
HUDSON AVENUE	NB	LTR	13.8	B	16.0	C	13.3	B
	SB	LTR	11.0	B	13.8	B	11.2	B

Intersections	Approach	Movement	EXISTING AM PEAK		EXISTING PM PEAK		EXISTING SAT PEAK	
			Delay	LOS	Delay	LOS	Delay	LOS
NEW MAIN STREET	EB	LTR	8.6	A	8.7	A	8.2	A
AT	WB	LTR	8.1	A	8.2	A	8.3	A
CLOVE AVENUE	SB	LTR	8.2	A	8.2	A	7.9	A
NEW MAIN STREET	EB	LTR	8.7	A	9.8	A	8.7	A
AT	WB	LTR	8.1	A	9.6	A	9.2	A
MAPLE AVENUE	NB	LTR	9.3	A	10.5	B	8.8	B
	SB	LTR	8.6	A	9.7	A	8.9	A
WEST BROAD STREET	WB	LR	7.7	A	7.4	A	7.2	A
AT	NB	TR	7.7	A	7.7	A	7.4	A
HUDSON AVENUE	SB	LT	8.3	A	8.0	A	7.5	A
WEST BROAD STREET	EB	LTR	2.3	A	2.8	A	1.8	A
AT	WB	LTR	0.0	A	0.0	A	0.0	A
CONKLIN	NB	LTR	-	-	-	-	-	-
AVENUE/DRIVEWAY	SB	LTR	12.5	B	13.4	B	10.4	B
WEST BROAD STREET	EB	LTR	8.8	A	9.0	A	8.0	A
AT	WB	LTR	9.1	A	9.1	A	8.2	A
MAPLE AVENUE	NB	LTR	9.4	A	9.9	A	8.4	A
	SB	LTR	8.3	A	8.1	A	7.5	A
BROAD STREET/W BROAD STREET	EB	LTR	17.0	C	25.8	D	16.4	C
AT	WB	LTR	14.8	B	22.2	C	16.6	C
BROADWAY	NB	LT	1.8	A	1.1	A	1.0	A
		TR	0.0	A	0.0	A	0.0	A
WESTSIDE AVENUE/BROADWAY	EB	LR	44.5	E	172.7	F	18.7	C
AT	WB	LT	0.0	A	0.0	A	0.0	A
SAMSONDALE AVENUE	NB	TR	5.4	A	6.1	A	4.5	A
GURNEE AVENUE	EB	TR	9.3	A	9.4	A	9.5	A
AT	WB	LT	9.4	A	9.5	A	9.0	A
RAILROAD UNDERPASS	NB	LR	-	-	-	-		
BROAD STREET	WB	TR	7.7	A	7.5	A	7.5	A
AT	NB	LT	7.6	A	7.5	A	7.6	A
WAYNE STREET								
BROAD STREET	WB	LT	7.9	A	7.9	A	7.6	A
AT	SB	TR	7.3	A	7.2	A	7.3	A
ROCKLAND STREET								

Intersections	Approach	Movement	EXISTING AM PEAK		EXISTING PM PEAK		EXISTING SAT PEAK	
			Delay	LOS	Delay	LOS	Delay	LOS
BROAD STREET	WB	TR	0.0	A	0.0	A	0.0	A
AT	NB	LT	9.2	A	9.6	A	9.1	A
LIBERTY STREET	SB	R	8.5	A	8.6	A	0.0	A
MAIN STREET	EB	LTR	2.3	A	1.5	A	1.3	A
AT WAYNE STREET/4TH STREET	NB	LTR	0.3	A	0.5	A	1.1	A
MAIN STREET	EB	T	0.0	A	0.3	A	0.9	A
AT	WB	T	0.0	A	0.0	A	0.0	A
ROCKLAND STREET/3RD STREET	NB	LTR	10.7	B	12.0	B	13.1	B
	SB	LTR	9.4	A	10.5	B	9.6	A
MAIN STREET	EB	LTR	3.5	A	4.0	A	3.4	A
AT	WB	LTR	1.2	A	0.0	A	0.0	A
LIBERTY STREET/2ND STREET								

Notes: LOS = Level of Service, Delay = seconds/vehicle

Unsignalized Intersections

The LOS results for all the unsignalized intersections show that all the intersections operate at acceptable LOS D or better during both Existing Conditions except for the northbound approach at intersections of Westside Avenue/Broadway at Samsondale Avenue that operate at LOS E in the AM Peak and LOS F in the PM Peak during the Existing Conditions.

NO BUILD CONDITION

The No Build Condition represents traffic conditions expected at the study intersections in the future year 2026 without the construction of the proposed Facility. The No Build Condition traffic volumes are estimated based on two factors as follows:

1. Increases in traffic due to general population growth and developments outside of the immediate project area. This traffic increase is referred to as ambient growth.
2. Other planned projects located near the project site, which may affect traffic levels and patterns at the study intersections in this report.

TRAFFIC GROWTH

A 2.0% annual growth factor was obtained from a review of available resources, growth trends demonstrated through historic traffic data, and information provided in the annual growth factors developed for the New York Metropolitan Transportation Council's Best Practices Model (BMP) and used to increase the Existing 2023 volumes for a period of four (4) years to project volumes to the year 2027 (No Build Volumes).

OTHER PLANNED PROJECTS

"Other Planned Projects" is a term that refers to developments located near the project site that are currently under construction or in the planning stages. Traffic generated by these projects may significantly influence the operations of the study intersections and would not be represented in the field data collected.

At the time of the study three (3) other planned projects, 49 West Broad Street (56 units of multifamily residential), Admiral's Cove, and 51 Girling Drive (245 units of multi-family residential and 2,100 sf restaurant space), were currently under construction or in the planning stages within the study area. Hence the traffic from these planned projects was added to the ambient Traffic Volumes to develop the 2027 No Build Volumes. See figures 5, 6, and 7 in Appendix A.

PROPOSED DEVELOPMENT

USE OF THE PROPOSED APARTMENT COMPLEX

The proposed project location is on the peninsula within the Town of Haverstraw totaling approximately 11.16 acres with plans to build a mixed-use, mixed-income, walkable development of up to 450 residential housing units which will include mixed-income affordable housing, amenity space, 5,000 SF of retail space, and 120 units of hotel space with 496 structured parking spaces and 93 on-street parking spaces. Access to the site will be provided via a full access driveway on Liberty Street.

TRIP GENERATION

To identify the impacts, the proposed facility may have on the adjacent street system, it is necessary to estimate the magnitude of traffic volume generated during the peak hours and to estimate the directional distribution of the site traffic when entering and exiting the subject property. The trip generation estimates for the proposed development were prepared utilizing data found under Land Use Code "310 – Hotel", Land Use Code "221 – Multi Family Housing (Midrise)", and Land Use Code "822 – Strip Retail Plaza" within the Institute of Transportation Engineers' publication, *Trip Generation, 11th Edition*. This publication sets forth trip generation data obtained by traffic counts conducted at sites throughout the country. The following Table summarizes the trip generation estimates for the proposed retail development. Appendix B contains the trip generation worksheets.

Table 5: Trip Generation (Proposed Project)

Time Period	Distribution	Proposed Project
Weekday AM Peak Hour	Enter	85
	Exit	174
	Total	**259**
Weekday PM Peak Hour	Enter	167
	Exit	128
	Total	**295**
Saturday Midday Peak Hour	Enter	169
	Exit	144
	Total	**303**

Source: Trip Generation, 11th Edition, published by ITE

As can be seen from the table above, the proposed project is projected to generate 259 trips (85 entering and 174 exiting) during the weekday AM peak hour, 295 trips (167 entering and 128 exiting) during the

weekday PM peak hour and 303 trips (169 entering and 144 exiting) during the Saturday midday peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The volume of site traffic that would travel through the study intersections during peak hours was distributed and assigned to each movement based on the existing roadway and travel patterns. The nature of the proposed land use and its associated travel patterns were considered as well. Figure 8 presents the trip distribution for site-generated traffic and Figures 9, 10 and 11 depict the site generated volumes for the weekday AM, weekday PM and Saturday midday peak hours respectively. The site generated volumes were then added to the corresponding No Build Condition volumes resulting in the Build Condition volumes shown in Figures 12, 13 and 14. The figures are contained in Appendix A.

TRAFFIC IMPACT ANALYSIS

In order to identify the impacts created by the proposed Facility, capacity analyses were conducted at the study intersections for the No Build and Build Conditions during the weekday AM, weekday PM, Saturday AM, Saturday PM, Sunday AM, and Sunday PM peak hours. The results of the capacity analyses for the No Build and Build Conditions were compared to determine the impact that will be created on the study intersections by the proposed Facility.

Tables 6 through 11 summarize the results of the capacity analyses for the No Build and Build Conditions for the weekday AM, weekday PM, and Saturday Midday peak hours. These tables are followed by a detailed description of each intersection, the LOS comparison, and improvements employed to maintain an acceptable LOS or achieve No Build LOS.

Table 6: LOS Summary –AM Peak Signalized Intersections

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
ROUTE 9W AT SHORT CLOVE ROAD	WB	LR	38.6	D	38.7	D		
	NB	T	17.0	B	18.9	B		
		R	0.5	A	0.5	A		
	SB	L	6.9	A	7.6	A		
		T	18.4	B	22.3	C		
		Intersection	21.0	C	23.2	C		
ROUTE 9W AT NEW MAIN STREET	EB	LTR	24.1	C	23.6	C	16.7	B
	WB	L	52.7	D	68.8	E	44.8	D
		TR	8.6	A	7.6	A	6.1	A
	NB	LT	15.4	B	17.4	B	19.7	B
		R	2.7	A	2.7	A	3.2	A
	SB	L	5.6	A	6.4	A	7.6	A
		TR	14.1	B	16.3	B	22.1	C
		Intersection	17.0	B	20.9	C	20.9	C
NEW MAIN STREET AT WEST STREET/BROADWAY	EB	LTR	10.3	B	12.6	B		
	WB	LTR	15.2	B	14.8	B		
	NB	LTR	6.3	A	8.0	A		
	SB	LTR	6.7	A	10.6	B		
		Intersection	8.0	A	10.8	B		
ROUTE 9W AT WESTSIDE AVENUE	EB	L	9.9	A	9.9	A		
		TR	45.0	D	46.9	D		
	WB	L	19.1	B	20.9	C		
		TR	22.5	C	23.6	C		
	NB	LT	25.6	C	25.9	C		
		R	9.9	A	10.9	B		
	SB	LTR	31.9	C	32.6	C		
		Intersection	28.0	C	29.3	C		

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
WESTSIDE AVENUE AT CONKLIN AVENUE	EB	LTR	31.7	C	35.7	D		
	WB	LTR	20.5	C	22.7	C		
	NB	LTR	10.6	B	11.1	B		
	SB	LTR	19.7	B	20.6	C		
Intersection			21.9	C	23.8	C		
ROUTE 9W AT GURNEE AVENUE	EB	L	19.8	B	23.1	C		
		TR	12.3	B	12.0	B		
	WB	L	11.1	B	10.9	B		
		TR	11.7	B	11.9	B		
	NB	L	9.7	A	10.4	B		
		TR	16.0	B	18.5	B		
	SB	L	12.1	B	14.8	B		
		T	16.9	B	18.8	B		
		R	3.6	A	3.9	A		
			14.5	B	13.0	B		

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 7: LOS Summary – Weekday PM Peak Signalized Intersections

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
ROUTE 9W AT SHORT CLOVE ROAD	WB	LR	31.0	C	32.2	C		
	NB	T	18.9	B	23.4	C		
		R	0.9	A	1.1	A		
	SB	L	7.4	A	9.9	A		
		T	6.8	A	7.6	A		
Intersection			12.7	B	15.0	B		
ROUTE 9W AT NEW MAIN STREET	EB	LTR	22.8	C	22.0	C		
	WB	L	44.0	D	48.9	D		
		TR	9.4	A	8.5	A		
	NB	LT	20.4	C	23.5	C		
		R	2.6	A	2.6	A		
	SB	L	7.1	A	10.9	B		
		TR	8.6	A	9.6	A		
Intersection			15.1	B	16.9	B		

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
NEW MAIN STREET	EB	LTR	16.6	B	17.2	B		
AT	WB	LTR	10.9	B	9.2	A		
WEST STREET/BROADWAY	NB	LTR	9.9	A	16.0	B		
	SB	LTR	13.4	B	30.0	C		
Intersection			12.8	B	19.8	B		
ROUTE 9W	EB	L	10.9	B	10.9	B		
AT		TR	42.6	D	45.3	D		
WESTSIDE AVENUE	WB	L	30.9	C	40.5	D		
		TR	23.9	C	26.1	C		
	NB	LT	25.2	C	26.5	C		
		R	3.6	A	5.2	A		
	SB	LTR	28.2	C	29.9	C		
Intersection			27.6	C	31.0	C		
WESTSIDE AVENUE	EB	LTR	30.6	C	33.3	C		
AT	WB	LTR	18.7	B	19.1	B		
CONKLIN AVENUE	NB	LTR	11.2	B	11.7	B		
	SB	LTR	14.6	B	15.2	B		
Intersection			19	B	20.3	C		
ROUTE 9W	EB	L	22.3	C	25.6	C		
AT		TR	12.0	B	11.9	B		
GURNEE AVENUE	WB	L	9.7	A	9.6	A		
		TR	7.5	A	7.5	A		
	NB	L	11.6	B	13.2	B		
		TR	17.7	B	19.5	B		
	SB	L	24.6	C	38.5	D		
		T	16.6	B	19.6	B		
		R	3.2	A	3.7	A		
Intersection			14.9	B	17.3	B		

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 8: LOS Summary – SAT Peak Signalized Intersections

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
ROUTE 9W	WB	LR	33.4	C	34.2	C		
AT	NB	T	11.4	B	13.2	B		
SHORT CLOVE ROAD		R	0.5	A	0.5	A		
	SB	L	3.8	A	4.3	A		
		T	6.2	A	7.1	A		
		Intersection	12.1	B	13.2	B		
ROUTE 9W	EB	LTR	21.3	C	20.5	C		
AT	WB	L	45.1	D	53.0	D		
NEW MAIN STREET		TR	9.4	A	8.4	A		
	NB	LT	13.5	B	16.4	B		
		R	2.8	A	2.6	A		
	SB	L	5.3	A	6.9	A		
		TR	7.1	A	8.2	A		
		Intersection	12.3	B	14.7	B		
NEW MAIN STREET	EB	LTR	15.9	B	17.1	B		
AT	WB	LTR	11.6	B	9.7	A		
WEST STREET/BROADWAY	NB	LTR	9.0	A	13.3	B		
	SB	LTR	13.0	B	29.3	C		
		Intersection	12.7	B	19.3	B		
ROUTE 9W	EB	L	10.8	B	10.6	B		
AT		TR	37.9	D	40.4	D		
WESTSIDE AVENUE	WB	L	17.4	B	19.1	B		
		TR	22.9	C	23.0	C		
	NB	LT	22.7	C	23.7	C		
		R	2.7	A	3.1	A		
	SB	LTR	24.5	C	25.7	C		
		Intersection	24.2	C	25.7	C		
WESTSIDE AVENUE	EB	LTR	24.8	C	25.3	C		
AT	WB	LTR	19.0	B	19.5	B		
CONKLIN AVENUE	NB	LTR	6.6	A	7.0	A		
	SB	LTR	8.1	A	8.6	A		
		Intersection	13.7	B	14.6	B		

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
ROUTE 9W	EB	L	23.7	C	27.3	C		
AT		TR	8.4	A	8.3	A		
GURNEE AVENUE	WB	L	10.0	A	9.8	A		
		TR	7.8	A	9.4	A		
	NB	L	10.0	A	11.2	B		
		TR	17.8	B	20.6	C		
	SB	L	28.5	C	53.3	D		
		T	15.8	B	19.0	B		
		R	3.3	A	3.8	A		
Intersection			14.8	B	18.6	B		

Notes: LOS = Level of Service, Delay = seconds/vehicle

Signalized Intersections

NYS Route 9W at Short Clove Road

In the No Build Condition, the signalized intersection of Route 9W at Short Clove Road operates at an overall LOS C, B, and B during the weekday AM Peak, PM Peak, Sat Peak respectively, with all approach movements operating at LOS D or better during the analyzed peak hours. After the completion of the proposed project, the intersection will continue to operate at No Build LOS Conditions during the analyzed peak hours. Therefore, no mitigation measures are required at this location.

NYS Route 9W at New Main Street

In the No Build Condition, the signalized intersection of Route 9W at New Main Street operates at an overall LOS B, B, and B during the weekday AM Peak, PM Peak, and Sat Peak respectively, with all approach movements operating at LOS D or better during the analyzed peak hours. After the completion of the proposed project, the intersection will operate at an overall LOS C, B, and B during the weekday AM Peak, PM Peak, Sat Peak respectively, with all approach movements operating at LOS D or better except for a LOS E for the WB Left Turn approach movement during the AM peak hour. Therefore, a signal adjustment was made for the AM peak hour to improve all approach movements to operate at LOS D or better.

New Main Street at West Street Broadway

In the No Build Condition, the signalized intersection of New Main Street at West Street/Broadway operates at an overall LOS A, B, and B during the weekday AM Peak, PM Peak, and Sat Peak respectively, with all approach movements operating at LOS C or better during the analyzed peak hours. After the completion of the proposed project, the intersection will operate at an overall LOS B, B, and B respectively during the weekday AM Peak, PM Peak, and Sat Peak respectively, with all approach movements operating at LOS C or better. Therefore, no mitigation measures are required at this location.

NYS Route 9W at Westside Avenue

In the No Build Condition, the signalized intersection of New Main Street at West Street/Broadway operates at an overall LOS C, C, and C during the weekday AM Peak, PM Peak, and Sat Peak respectively, with all approach movements operating at LOS D or better during the analyzed peak hours. After the completion of the proposed project, the intersection will continue to operate at the No Build LOS Conditions during the analyzed peak hours. Therefore, no mitigation measures are required at this location.

Westside Avenue and Conklin Avenue

In the No Build Condition, the signalized intersection of New Main Street at West Street/Broadway operates at an overall LOS C, B, and B during the weekday AM Peak, PM Peak, and Sat Peak respectively, with all approach movements operating at LOS C or better during the analyzed peak hours. After the completion of the proposed project, the intersection will operate at an overall LOS C, C, and B respectively during the weekday AM Peak, PM Peak, and Sat Peak respectively, with all approach movements operating at LOS C or better. Therefore, no mitigation measures are required at this location.

NYS Route 9W at Gurnee Avenue

In the No Build Condition, the signalized intersection of New Main Street at West Street/Broadway operates at an overall LOS B, B, and B during weekday AM Peak, PM Peak, and Sat Peak respectively, with all approach movements operating at LOS D or better during the analyzed peak hours. After the completion of the proposed project, the intersection will continue to operate at the No Build LOS Conditions during the analyzed peak hours. Therefore, no mitigation measures are required at this location.

Table 9: LOS Summary – Weekday AM Peak Unsignalized Intersections

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
RIVERSIDE AVENUE	WB	LR	31.0	D	38.0	E		
AT	NB	TR	0.0	A	0.0	A		
SHORT CLOVE ROAD	SB	LT	8.7	A	8.8	A		
RIVERSIDE AVENUE	WB	LR	16.9	C	17.7	C		
AT	NB	T	0.0	A	0.0	A		
HARBOR POINTE DRIVE		R	0.0	A	0.0	A		
	SB	LT	0.4	A	0.4	A		
WEST STREET	WB	LR	23.5	C	25.7	D		
AT	NB	TR	0.0	A	0.0	A		
GIRLING DRIVE	SB	LT	0.2	A	0.2	A		
MAPLE AVENUE	EB	LTR	0.0	A	0.0	A		
AT	WB	LTR	12.6	B	13.5	B		
WEST STREET	NB	LTR	0.0	A	0.0	A		

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
	SB	LTR	1.3	A	1.2	A		
MAPLE AVENUE	EB	LTR	9.0	A	9.1	A		
AT	WB	LTR	9.7	A	9.8	A		
TOR AVENUE	NB	LTR	9.9	A	9.9	A		
	SB	LTR	11.6	B	12.2	B		
MAPLE AVENUE	EB	LTR	9.0	A	9.3	A		
AT	WB	LTR	10.5	B	10.9	B		
FAIRMOUNT AVENUE	NB	LTR	10.1	B	10.4	B		
	SB	LTR	10.4	B	11.0	B		
NEW MAIN STREET	EB	LTR	1.8	A	1.6	A		
AT	WB	LTR	0.3	A	0.2	A		
HUDSON AVENUE	NB	LTR	15.7	C	20.7	C		
	SB	LTR	11.9	B	14.3	B		
NEW MAIN STREET	EB	LTR	9.0	A	10.4	B		
AT	WB	LTR	8.5	A	9.8	A		
CLOVE AVENUE	SB	LTR	8.5	A	9.4	A		
NEW MAIN STREET	EB	LTR	9.1	A	11.9	B		
AT	WB	LTR	8.3	A	9.8	A		
MAPLE AVENUE	NB	LTR	9.8	A	11.4	B		
	SB	LTR	8.9	A	10.8	B		
WEST BROAD STREET	WB	LR	7.9	A	7.9	A		
AT	NB	TR	7.8	A	7.8	A		
HUDSON AVENUE	SB	LT	8.5	A	8.5	A		
WEST BROAD STREET	EB	LTR	2.3	A	2.3	A		
AT	WB	LTR	0.0	A	0.0	A		
CONKLIN AVENUE/DRIVEWAY	NB	LTR	9.6	A	9.6	A		
	SB	LTR	14.5	B	15.4	C		
WEST BROAD STREET	EB	LTR	9.1	A	9.6	A		
AT	WB	LTR	9.4	A	11.6	B		
MAPLE AVENUE	NB	LTR	9.8	A	10.5	B		
	SB	LTR	8.6	A	9.2	A		
BROAD STREET/W BROAD STREET	EB	LTR	18.8	C	29.3	D	10.0	A
AT	WB	LTR	15.8	C	41.5	E	13.3	B
BROADWAY	NB	LT	1.9	A	1.9	A	11.4	B
		TR	0.0	A	0.0	A	11.8	B
WESTSIDE AVENUE/BROADWAY	EB	LR	76.7	F	76.7	F	24.2	C

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
AT	WB	LT	0.0	A	0.0	A	16.6	C
SAMSONDALE AVENUE	NB	TR	5.6	A	5.6	A	15.8	C
GURNEE AVENUE	EB	TR	9.6	A	9.9	A		
AT	WB	LT	9.8	A	10.4	A		
RAILROAD UNDERPASS	NB	LR	-	-	-	-		
BROAD STREET	WB	TR	7.7	A	9.6	A		
AT	NB	LT	7.6	A	8.1	A		
WAYNE STREET								
BROAD STREET	WB	LT	7.9	A	9.8	A		
AT	SB	TR	7.3	A	7.9	A		
ROCKLAND STREET								
BROAD STREET	WB	TR	0.0	A	0.0	A	9.2	A
AT	NB	LT	9.3	A	74.0	F	9.3	A
LIBERTY STREET	SB	R	8.5	A	15.6	C	14.6	B
MAIN STREET	EB	LTR	2.4	A	1.7	A		
AT	NB	LTR	0.5	A	0.4	A		
WAYNE STREET/4TH STREET								
MAIN STREET	EB	T	0.0	A	0.5	A		
AT	WB	T	0.0	A	0.0	A		
ROCKLAND STREET/3RD STREET	NB	LTR	10.9	B	12.5	B		
	SB	LTR	9.6	A	9.9	A		
MAIN STREET	EB	LTR	3.6	A	5.4	A		
AT	WB	LTR	1.6	A	1.6	A		
LIBERTY STREET/2ND STREET								

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 10: LOS Summary – Weekday PM Peak Unsignalized Intersections

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
RIVERSIDE AVENUE	WB	LR	17.0	C	17.7	C		
AT	NB	TR	0.0	A	0.0	A		
SHORT CLOVE ROAD	SB	LT	7.6	A	7.7	A		

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
RIVERSIDE AVENUE AT HARBOR POINTE DRIVE	WB	LR	16.9	C	17.5	C		
	NB	T	0.0	A	0.0	A		
		R	0.0	A	0.0	A		
	SB	LT	0.7	A	0.7	A		
WEST STREET AT GIRLING DRIVE	WB	LR	28.3	D	30.5	D		
	NB	TR	0.0	A	0.0	A		
	SB	LT	0.7	A	0.6	A		
MAPLE AVENUE AT WEST STREET	EB	LTR	14.7	B	15.1	C		
	WB	LTR	13.8	B	14.1	B		
	NB	LTR	0.0	A	0.0	A		
	SB	LTR	1.8	A	1.6	A		
MAPLE AVENUE AT TOR AVENUE	EB	LTR	8.4	A	8.5	A		
	WB	LTR	8.5	A	8.6	A		
	NB	LTR	10.5	B	10.6	B		
	SB	LTR	9.2	A	9.5	A		
MAPLE AVENUE AT FAIRMOUNT AVENUE	EB	LTR	8.5	A	8.6	A		
	WB	LTR	8.8	A	9.0	A		
	NB	LTR	10.0	A	10.2	B		
	SB	LTR	8.8	A	9.1	A		
NEW MAIN STREET AT HUDSON AVENUE	EB	LTR	2.3	A	1.9	A		
	WB	LTR	0.2	A	0.2	A		
	NB	LTR	19.2	C	26.9	D		
	SB	LTR	15.9	C	21.2	C		
NEW MAIN STREET AT CLOVE AVENUE	EB	LTR	9.2	A	11.7	B		
	WB	LTR	8.6	A	9.7	A		
	SB	LTR	8.4	A	9.5	A		
NEW MAIN STREET AT MAPLE AVENUE	EB	LTR	10.6	B	16.4	C		
	WB	LTR	10.2	B	12.5	B		
	NB	LTR	11.7	B	14.5	B		
	SB	LTR	10.4	B	12.9	B		
WEST BROAD STREET AT HUDSON AVENUE	WB	LR	7.6	A	7.6	A		
	NB	TR	7.9	A	7.9	A		
	SB	LT	8.3	A	8.3	A		
WEST BROAD STREET AT CONKLIN AVENUE/DRIVEWAY	EB	LTR	2.5	A	2.5	A		
	WB	LTR	0.2	A	0.2	A		
	NB	LTR	9.6	A	9.7	A		
	SB	LTR	16.8	C	18.2	C		

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
WEST BROAD STREET	EB	LTR	9.5	A	9.8	A		
AT	WB	LTR	9.5	A	10.9	B		
MAPLE AVENUE	NB	LTR	10.4	B	11.1	B		
	SB	LTR	8.3	A	8.7	A		
BROAD STREET/W BROAD STREET	EB	LTR	32.0	D	61.0	F	10.6	B
AT	WB	LTR	25.8	D	115.8	F	14.3	B
BROADWAY	NB	LT	1.2	A	1.2	A	17.1	C
		TR	0.0	A	0.0	A	14.0	B
WESTSIDE AVENUE/BROADWAY	EB	LR	300.2	F	300.2	F	25.4	D
AT	WB	LT	0.0	A	0.0	A	29.7	D
SAMSONDALE AVENUE	NB	TR	6.5	A	6.5	A	30.3	D
GURNEE AVENUE	EB	TR	9.8	A	10.1	B		
AT	WB	LT	9.9	A	10.3	B		
RAILROAD UNDERPASS	NB	LR	-	-				
BROAD STREET	WB	TR	7.6	A	8.7	A		
AT	NB	LT	7.6	A	7.9	A		
WAYNE STREET								
BROAD STREET	WB	LT	8.0	A	9.2	A		
AT	SB	TR	7.3	A	7.7	A		
ROCKLAND STREET								
BROAD STREET	WB	TR	0.0	A	0.0	A	8.6	A
AT	NB	LT	9.8	A	16.4	C	10.1	B
LIBERTY STREET	SB	R	8.7	A	10.0	A	8.2	A
MAIN STREET	EB	LTR	1.5	A	1.1	A		
AT	NB	LTR	0.6	A	0.6	A		
WAYNE STREET/4TH STREET								
MAIN STREET	EB	T	0.3	A	0.2	A		
AT	WB	T	0.0	A	0.0	A		
ROCKLAND STREET/3RD STREET	NB	LTR	12.5	B	16.0	C		
	SB	LTR	10.8	B	11.8	B		
MAIN STREET	EB	LTR	4.1	A	6.1	A		
AT	WB	LTR	0.0	A	0.0	A		
LIBERTY STREET/2ND STREET								

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 11: LOS Summary – Weekday SAT Peak Signalized Intersections

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
RIVERSIDE AVENUE	WB	LR	11.1	B	11.4	B		
AT	NB	TR	0.0	A	0.0	A		
SHORT CLOVE ROAD	SB	LT	7.7	A	7.8	A		
RIVERSIDE AVENUE	WB	LR	12.8	B	13.2	B		
AT	NB	T	0.0	A	0.0	A		
HARBOR POINTE DRIVE		R	0.0	A	0.1	A		
	SB	LT	0.6	A	0.5	A		
WEST STREET	WB	LR	15.9	C	17.0	C		
AT	NB	TR	0.0	A	0.0	A		
GIRLING DRIVE	SB	LT	1.0	A	0.9	A		
MAPLE AVENUE	EB	LTR	0.0	A	0.0	A		
AT	WB	LTR	9.4	A	9.5	A		
WEST STREET	NB	LTR	0.0	A	0.0	A		
	SB	LTR	1.8	A	1.6	A		
MAPLE AVENUE	EB	LTR	7.6	A	7.7	A		
AT	WB	LTR	7.9	A	8.0	A		
TOR AVENUE	NB	LTR	7.9	A	8.0	A		
	SB	LTR	8.2	A	8.4	A		
MAPLE AVENUE	EB	LTR	7.9	A	8.1	A		
AT	WB	LTR	8.1	A	8.3	A		
FAIRMOUNT AVENUE	NB	LTR	8.1	A	8.3	A		
	SB	LTR	8.2	A	8.5	A		
NEW MAIN STREET	EB	LTR	1.6	A	1.3	A		
AT	WB	LTR	0.1	A	0.1	A		
HUDSON AVENUE	NB	LTR	15.2	C	20.6	C		
	SB	LTR	12.1	B	14.7	B		
NEW MAIN STREET	EB	LTR	8.6	A	10.7	B		
AT	WB	LTR	8.7	A	10.3	B		
CLOVE AVENUE	SB	LTR	8.1	A	9.2	A		
NEW MAIN STREET	EB	LTR	9.2	A	12.4	B		
AT	WB	LTR	9.7	A	11.7	B		
MAPLE AVENUE	NB	LTR	9.3	A	10.5	B		
	SB	LTR	9.2	A	10.7	B		
WEST BROAD STREET	WB	LR	7.3	A	7.3	A		
AT	NB	TR	7.5	A	7.5	A		
HUDSON AVENUE	SB	LT	7.6	A	7.6	A		

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
WEST BROAD STREET	EB	LTR	1.6	A	1.6	A		
AT	WB	LTR	0.2	A	0.2	A		
CONKLIN AVENUE/DRIVEWAY	NB	LTR	9.1	A	9.2	A		
	SB	LTR	11.3	B	11.7	B		
WEST BROAD STREET	EB	LTR	8.2	A	8.4	A		
AT	WB	LTR	8.4	A	9.5	A		
MAPLE AVENUE	NB	LTR	8.6	A	9.0	A		
	SB	LTR	7.7	A	8.0	A		
BROAD STREET/W BROAD STREET	EB	LTR	17.8	C	23.8	C	9.4	A
AT	WB	LTR	18.3	C	42.9	E	12.6	B
BROADWAY	NB	LT	1.1	A	1.2	A	11.4	B
		TR	0.0	A	0.1	A	11.5	B
WESTSIDE AVENUE/BROADWAY	EB	LR	22.7	C	22.4	C	12.4	B
AT	WB	LT	0.0	A	0.0	A	11.2	B
SAMSONDALE AVENUE	NB	TR	4.7	A	4.6	A	11.6	B
GURNEE AVENUE	EB	TR	9.8	A	10.2	B		
AT	WB	LT	9.2	A	9.6	A		
RAILROAD UNDERPASS								
BROAD STREET	WB	TR	7.6	A	9.0	A		
AT	NB	LT	7.6	A	8.1	A		
WAYNE STREET								
BROAD STREET	WB	LT	7.7	A	9.0	A		
AT	SB	TR	7.3	A	7.8	A		
ROCKLAND STREET								
BROAD STREET	WB	TR	0.0	A	0.0	A	9.1	A
AT	NB	LT	9.1	A	34.8	D	10.6	A
LIBERTY STREET	SB	R	0.0	A	12.9	B	12.3	A
MAIN STREET	EB	LTR	1.4	A	1.0	A		
AT	NB	LTR	1.1	A	1.1	A		
WAYNE STREET/4TH STREET								
MAIN STREET	EB	T	0.0	A	0.6	A		
AT	WB	T	0.0	A	0.0	A		

Intersections	Approach	Movement	NO-BUILD		BUILD		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS
ROCKLAND STREET/3RD STREET	NB	LTR	13.3	B	18.4	C		
	SB	LTR	9.7	A	10.2	B		
MAIN STREET AT LIBERTY STREET/2ND STREET	EB	LTR	3.4	A	5.9	A		
	WB	LTR	0.0	A	0.0	A		

Notes: LOS = Level of Service, Delay = seconds/vehicle

After the completion of the project, all unsignalized intersections continue to operate at No Build LOS with minor increases in delay except for a few that needed mitigations. The following is a detailed description of the levels of service.

Riverside Avenue at Short Clove Road

In the No Build Condition, the northbound and southbound approach movements at the unsignalized intersection of Riverside Avenue at Short Clove Road are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours and the westbound approach movements are project to operate a LOS D, C, and B during the weekday AM, PM, and SAT Midday peak hours respectively. After the completion of the proposed project, all the approach movements at the intersection will continue to operate at No Build LOS conditions during the analyzed peak hours with minor increases in delay except for the stop-controlled westbound Short Clove Road approach movement that will operate at LOS E with an increase in delay of 7 seconds during the AM peak hours. The delay time for the westbound Short Clove Road approach movement is minor, therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Riverside Avenue at Harbor Pointe Drive

In the No Build Condition, the northbound and southbound approach movements at the unsignalized intersection of Riverside Avenue at Harbor Pointe Drive are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours and the westbound approach movements are project to operate a LOS C during weekday AM, PM, and a LOS B during the Saturday midday peak hours. After the completion of the proposed project, all the approach movements at the intersection will continue to operate at No Build LOS conditions during the analyzed peak hours with minor increases in delay. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

West Street at Girling Drive

During the No Build Condition, the northbound and southbound approach movements at the intersection of West Street at Girling Drive will operate at LOS A during the weekday AM, PM and SAT Midday peak hours and the westbound movement will operate at LOS C during the AM and Saturday Midday and a LOS

D during the PM peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service with minor increases in delay except for the westbound movement that changes from LOS C to LOS D with a minor increase in delay of 2.2 seconds during the AM peak hour. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Maple Avenue at West Street

During the No Build Condition, the northbound and southbound approach movements at the intersection of Maple Avenue at West Street will operate at LOS A during the weekday AM, PM, and Sat Midday peak hours, the eastbound movement will operate at LOS A during the AM and Saturday Midday and a LOS B during the PM peak hours, and the westbound movement will operate at LOS B during the AM and PM peak hours and a LOS A during the SAT Midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service with minor increases in delay except for the eastbound movement that changes from LOS B to LOS C with a minor increase in delay of 0.4 seconds during the PM peak hour. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Maple Avenue and Tor Avenue

During the No Build Condition, the eastbound and westbound approach movements at the intersection of Maple Avenue at Tor Avenue will operate at LOS A during the weekday AM, PM and Sat Midday peak hours peak hours, the northbound and southbound movements will operate at LOS B or better during the AM, PM, and Saturday Midday Peak Hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service with minor increases in delay. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Maple Avenue and Fairmount Avenue

During the No Build Condition, the eastbound approach movements at the intersection of Maple Avenue and Fairmount Avenue will operate at LOS A during the weekday AM, PM, and Sat Midday peak hours and westbound, northbound, and southbound movements at LOS B during the weekday AM peak hours and LOS A during the PM, and Saturday Midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service with minor increases in delay except for the northbound movements that changes from LOS A to LOS B with a minor increase in delay of 0.2 seconds during the PM peak hour. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

New Main Street at Hudson Avenue

During the No Build Condition, the eastbound and westbound approach movements at the intersection of New Main Street at Hudson Avenue will operate at LOS A during the weekday AM, PM, and Sat Midday peak hours and northbound movements at LOS C during the weekday AM, PM, and Sat Midday, and southbound movements at LOS B during the weekday AM and SAT Midday peak hours and LOS C during

the PM peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service with minor increases in delay except for the northbound approach movements that changes from LOS C to LOS D with a minor increase in delay of 7.7 seconds during the PM peak hour. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

New Main Street at Clove Avenue

During the No Build Condition, all approach movements at the intersection of New Main Street at Clove Avenue will operate at overall LOS A during the weekday AM, PM, Saturday Midday peak hours. After the completion of the project, the intersection will continue to operate at No Build LOS with minor increases in delay except for the eastbound movements that changes from LOS A to LOS B during the AM, PM, and SAT Midday peak hours with minor increases in delay of 1.4, 2.5, and 2.1 seconds respectively and the westbound movement that changes from LOS A to LOS B during the SAT Midday peak hours with a minor increase in delay of 1.6 seconds during. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

New Main Street and Maple Avenue

During the No Build Condition, all approach movements at the intersection of New Main Street at Maple Avenue will operate at overall LOS A during the weekday AM and Saturday Midday peak hours and all approach movements will operate at overall LOS B during the weekday PM peak hour. After the completion of the project, the intersection will continue to operate at No Build LOS with minor increases in delay except for the eastbound movements that changes from LOS A to LOS B during the AM and SAT Midday peak hours with increases of 2.8 and 3.2 seconds of delay respectively and a LOS B to LOS C during the PM peak hours with an increase in delay of 5.8 seconds. The westbound movement changes from a LOS A to B with an increase in delay of 2.0 seconds in the SAT Miday peak hour. The northbound movement changes from LOS A to LOS B during the AM and SAT Midday peak hours with increases of 1.6 and 1.2 seconds of delay respectively. The southbound movement changes from LOS A to LOS B during the AM and SAT Midday peak hours with increases of 1.9 and 1.5 seconds of delay respectively. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

West Broad Street and Hudson Avenue

In the No Build Condition, the westbound, northbound, and southbound approach movements at the unsignalized intersection of West Broad Street and Hudson Avenue are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours. After the completion of the proposed project, all the approach movements at the intersection will continue to operate at No Build LOS conditions during the analyzed peak hours with minor increases in delay. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

West Broad Street at Conklin Avenue/Driveway

In the No Build Condition, the eastbound, westbound, and northbound approach movements at the unsignalized intersection of West Broad Street at Conklin Avenue/Driveway are projected to operate at

LOS A during the weekday AM, PM, and SAT Midday peak hours and the southbound approach movements are project to operate a LOS B during the weekday AM and SAT Midday peak hours and LOS C PM, peak hours respectively. After the completion of the proposed project, all the approach movements at the intersection will continue to operate at No Build LOS conditions during the analyzed peak hours with minor increases in delay except for the southbound AM peak hours which will operate at LOS C with an increase in delay of 0.9 seconds. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

West Broad Street at Conklin Avenue/Driveway

In the No Build Condition, the eastbound, westbound, and northbound approach movements at the unsignalized intersection of West Broad Street at Conklin Avenue/Driveway are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours and the southbound approach movements are project to operate a LOS B during the weekday AM and SAT Midday peak hours and LOS C during the PM peak hour. After the completion of the proposed project, all the approach movements at the intersection will continue to operate at No Build LOS conditions during the analyzed peak hours with minor increases in delay except for the southbound AM peak hours which will operate at LOS C with an increase in delay of 0.9 seconds. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

West Broad Street at Maple Avenue

In the No Build Condition, the eastbound, westbound, and southbound approach movements at the unsignalized intersection of West Broad Street at Maple Avenue are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours and the northbound approach movements are project to operate a LOS B during the weekday PM peak hours. After the completion of the proposed project, all the approach movements at the intersection will continue to operate at No Build LOS conditions during the analyzed peak hours with minor increases in delay except for the westbound AM and PM peak hours which will operate at LOS B with increases in delay of 2.2 and 1.4 seconds respectively and the northbound AM peak hours which will change from a LOS A to and LOS B with an increase in delay of 0.7 seconds. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Broad Street/West Broad Street at Broadway

In the No Build Condition, the eastbound and westbound approach movements at the unsignalized intersection of Broad Street/West Broad Street at Broadway are projected to operate at LOS C during the weekday AM and SAT Midday peak hours and LOS D during the PM peak hours. The northbound approach movements are projected to operate a LOS A during the weekday AM, PM, and SAT Midday peak hours. After the completion of the proposed project the eastbound AM peak hour LOS changed from LOS C to LOS D with an increase of 10.5 seconds and the eastbound PM peak hour LOS changed from LOS D to LOS F with an increase of 29.0 seconds of delay. The westbound AM peak hour LOS changed from LOS C to LOS E with an increase of 25.7 seconds of delay and westbound the PM peak hour LOS changed from LOS D to LOS F with an increase of 90.0 seconds of delay. In addition, the westbound SAT Midday peak hour changed

from a LOS C to LOS E with an increase of 24.6 seconds of delay. Currently, this intersection has stop control on Broad Street and West Broad Street with Broadway free flowing. To mitigate these impacts, the intersection is proposed to be controlled with an All-Way stop condition which change the eastbound No Build AM peak hour LOS C to the Mitigated Build LOS A with a decrease of 8.8 seconds of delay and the eastbound No Build PM peak hour LOS D to the Mitigated Build LOS B with a decrease of 21.4 seconds. The westbound No Build AM peak hour LOS B to the Mitigated Build LOS B with a decrease of 2.5 seconds of delay and westbound the PM peak hour LOS changed from LOS D to LOS B with a decrease of 11.5 seconds of delay.

Westside Avenue/Broadway at Samsondale Avenue

In the No Build Condition, the westbound and northbound approach movements at the unsignalized intersection of Westside Avenue/Broadway at Samsondale Avenue are projected to operate at LOS A for the AM, PM, and SAT peak hours and the eastbound operates at LOS F for the AM and PM and a LOS C during the SAT peak hours. After the completion of the proposed project with the current configuration of Samsondale Avenue with stop control, the LOS and delays remained the same so to mitigate the impact of the LOS F, the intersection is proposed as an All-Way stop control. This reconfiguration changed the LOS for all movements in the AM peak hours to LOS C, all movements in the PM peak hours to a LOS D, and all movements in the SAT Midday peak hours to a LOS B.

Gurnee Avenue at Railroad Overpass

Currently, there is stop control of the eastbound and westbound sides of the Railroad Overpass due to the narrowness of the bridge. In the No Build Condition, the eastbound and westbound approach movements at the Gurnee Avenue at Railroad Overpass are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours. After the completion of the proposed project, all the approach movements at the intersection will continue to operate at No Build LOS conditions during the analyzed peak hours with minor increases in delay except for the PM peak hours which where all movements will operate at LOS B with minor increases in delay and the eastbound SAT Midday peak hours which will change from a LOS A to and LOS B with an increase in delay of 0.5 seconds. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Broad Street at Wayne Street

Currently, Broad Street is a one-way westbound roadway and Wayne Street is a one-way northbound roadway, both with a stop control. In the No Build Condition, the westbound and southbound approach movements at Broad Street and Wayne Street are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours. After the completion of the proposed project, all the approach movements at the intersection will continue to operate at No Build LOS conditions during the analyzed peak hours with minor increases in delay. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Broad Street at Rockland Street

Currently, Broad Street is a one-way westbound roadway and Rockland Street is a one-way southbound roadway, both with stop control. In the No Build Condition, the westbound and southbound approach movements at Broad Street and Rockland Street are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours. After the completion of the proposed project, all the approach movements at the intersection will continue to operate at No Build LOS conditions during the analyzed peak hours with minor increases in delay. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Broad Street at Liberty Street

Currently, Broad Street is a one-way westbound roadway and Liberty Street is a one-way northbound roadway, both with stop control. Liberty north of the intersection is currently a driveway to a municipal parking lot and will become the two-way entrance into the Apartment Complex. In the No Build Condition, the westbound, northbound, and southbound approach movements at Broad Street and Liberty Street are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours. After the completion of the proposed project there will be changes in levels of service. The northbound Build LOS F, C, and D for the AM, PM, and SAT Midday peak hours respectively. To mitigate and improve the LOS, an All-Way stop control is proposed which will improve the northbound Build LOS F, C, and D to the Mitigated LOS A, B, and A respectively.

Main Street at Wayne Street /4th Street

Currently, Main Street is a two-way roadway and Wayne Street is a one-way northbound roadway and 4th Street is a one-way southbound roadway and there is no control. In the No Build Condition, the westbound and southbound approach movements at Broad Street and Rockland Street are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours. After the completion of the proposed project, all the approach movements at the intersection will continue to operate at No Build LOS conditions during the analyzed peak hours with minor increases in delay. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Main Street at Rockland Street /3rd Street

Currently, Main Street is a two-way roadway and Rockland Street is a one-way southbound roadway, controlled by a stop sign and 3rd Street is a one-way northbound roadway controlled by a stop sign. In the In the No Build Condition, the eastbound and westbound approach movements at Main Street at Rockland Street/3rd Street are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours. The northbound approach is projected to operate at LOS B during the weekday AM, PM, and SAT Midday peak hours. The southbound approach is projected to operate at LOS A during the weekday AM and the SAT Midday peak hours and LOS B during the PM peak hours. After the completion of the proposed project the northbound LOS changes from a LOS B to LOS C with an increase of 3.5 seconds during the PM peak hours and an increase of 5.1 seconds during the SAT Midday peak hours. The southbound LOS changes from LOS A to LOS B with an increase of 0.5 seconds in the SAT Midday peak hours. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Main Street at Liberty Street /2nd Street

Currently, Main Street is a two-way roadway and Liberty Street is a one-way northbound roadway ,controlled by a stop sign and 2nd Street is a one-way southbound roadway controlled by a stop sign In the No Build Condition, the westbound and southbound approach movements at Broad Street and Rockland Street are projected to operate at LOS A during the weekday AM, PM, and SAT Midday peak hours. After the completion of the proposed project, all the approach movements at the intersection will continue to operate at No Build LOS conditions during the analyzed peak hours with minor increases in delay. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

CONCLUSIONS

The Traffic Impact Study was conducted to identify traffic impacts that may be associated with the proposed Apartment Complex (the "Facility") to be located on the peninsula in the Town of Haverstraw, formally known as the Chair Factory Site. The proposed plans to build a mixed-use, mixed-income, walkable development of up to 450 residential housing units which will include mixed-income affordable housing, amenity space, 5,000 SF of retail space, and 120 units of hotel space with 496 structured parking spaces and 93 on-street parking spaces. The following is a summary of this investigation and the findings thereof:

- The following intersections were studied:
- Route 9W at Short Clove Road – (Saturday counts only)
- Riverside Avenue at Short Clove Road
- Riverside Avenue at Harbor Pointe Drive – (Saturday counts only)
- West Street at Girling Drive – (Saturday counts only)
- Maple Avenue at West Street – (Saturday counts only)
- Maple Avenue at Tor Avenue
- Maple Avenue at Fairmount Avenue
- New Main Street at Route 9W
- New Main Street at Hudson Avenue
- New Main Street at Clove Avenue
- New Main Street at Maple Avenue
- New Main Street at West Street/Broadway
- West Broad Street at Hudson Avenue
- West Broad Street at Conklin Avenue
- West Broad Street at Maple Avenue
- W Broad Street/Broad Street at Broadway
- Westside Avenue at Route 9W
- Westside Avenue at Conklin Avenue
- Westside Avenue/Broadway at Samsondale Avenue
- Gurnee Avenue at Railroad Underpass
- Gurnee Avenue at Route 9W
- Broad Street at Wayne Street
- Broad Street at Rockland Street
- Broad Street at liberty Street
- Main Street at Wayne Street/4th Street
- Main Street at Rockland Street/3rd Street
- Main Street at liberty Street/2nd Street

1. Based on the ITE trip generation manual, the proposed 450 residential housing units with 5,000 SF of retail space and 120 units of hotel space would have generated 259 trips (85 entering and 174 exiting) during the weekday AM peak hour, 295 trips (167 entering and 128 exiting) during the weekday PM peak hour and 303 trips (169 entering and 144 exiting) during the Saturday midday peak hour.
2. Capacity analyses were conducted at all the study intersections for the 2023 Existing, 2027 No Build and 2027 Build conditions during the weekday AM, weekday PM, Saturday Midday peak hours. The results of the analyses are described below:
    - During the No Build Condition, all the signalized intersections studied operate at overall LOS D during the weekday AM, weekday PM, Saturday peak hours with all approach movements operating at LOS D or better during the analyzed peak hours. Only NYS Route 9W at New Main Street would need a signal adjustment to improve all approach movements operating at LOS D or better.

- During the Build Condition, all the unsignalized intersections studied operates at LOS D or better during the analyzed peak hours except for the follow:

  Broad Street/West Broad Street at Broadway which had some impacts with an LOS F in the eastbound and westbound PM peak hours. By installing all-way stop control, the LOS was improved to LOS B or better.

  Westside Avenue/Broadway at Samsondale Avenue which had some impacts with an LOS F in the eastbound AM and PM peak hours. By installing all-way stop control, the LOS was improved to LOS D or better.

  Broad Street at Liberty Street which is proposed as the entrance/exit to the proposed Apartment Complex had some impacts with an LOS F in the northbound AM peak hours. By installing all-way stop control, the LOS was improved to LOS B or better.

Based on the results of the Traffic Study as detailed in the body of this report, it is the professional opinion of Nelson + Pope with the installation of All-Way stop control at the above intersections, the construction of the proposed facility will not result in an adverse traffic impact at the study intersections and the surrounding roadways.

APPENDIX A

Distribution Sheets

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	0	0	0
AT		THROUGH	482	482	523
SHORT CLOVE ROAD		RIGHT	136	136	148
	SB	U-Turn	0	0	0
		LEFT	47	47	51
1		THROUGH	851	851	922
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	337	337	365
		THROUGH	0	0	0
		RIGHT	45	45	49
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	5	5	6
SHORT CLOVE ROAD		RIGHT	35	35	38
	SB	U-Turn	1	1	2
2		LEFT	376	376	408
		THROUGH	6	6	7
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	1	1	2
		LEFT	35	35	38
		THROUGH	0	0	0
		RIGHT	148	148	161
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	132	132	143
HARBOR POINTE DRIVE		RIGHT	25	25	28
	SB	U-Turn	0	0	0
3		LEFT	13	13	15
		THROUGH	287	287	311
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	98	98	107
		THROUGH	0	0	0
		RIGHT	13	13	15
	NB	U-Turn	0	0	0
WEST STREET		LEFT	0	0	0
AT		THROUGH	146	146	159
GIRLING DRIVE		RIGHT	0	0	0
	SB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
4		LEFT	0	0	0
		THROUGH	286	286	310
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0	0
MAPLE AVENUE		BEAR LEFT	0	0	0
AT		THROUGH	60	60	65
WEST STREET		BEAR RIGHT	64	64	70
		RIGHT	20	20	22
5	SB	HARD LEFT	23	23	25
		LEFT	14	14	16
		THROUGH	278	278	302
		RIGHT	1	1	2
		HARD RIGHT	0	0	0
	EB	HARD LEFT	0	0	0
		LEFT	0	0	0
		BEAR LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	6	6	7
		THROUGH	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	3	3	4
		HARD RIGHT	1	1	2
	SWB	LEFT	0	0	0
		BEAR LEFT	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	0	0	0
		HARD RIGHT	2	2	3
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	9	9	10
AT		THROUGH	73	73	80
TOR AVENUE		RIGHT	8	8	9
	SB	U-Turn	0	0	0
6		LEFT	4	4	5
		THROUGH	260	260	282
		RIGHT	6	6	7
	EB	U-Turn	0	0	0
		LEFT	15	15	17
		THROUGH	4	4	5
		RIGHT	44	44	48
	WB	U-Turn	0	0	0
		LEFT	56	56	61
		THROUGH	5	5	6
		RIGHT	13	13	15
					0
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	3	3	4
AT		THROUGH	100	100	109
FAIRMONT AVENUE		RIGHT	18	18	20
	SB	U-Turn	0	0	0
7		LEFT	55	55	60
		THROUGH	106	106	115
		RIGHT	1	1	2
	EB	U-Turn	0	0	0
		LEFT	12	12	13
		THROUGH	16	16	18
		RIGHT	26	26	29
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
		LEFT	123	123	134
		THROUGH	12	12	13
		RIGHT	34	34	37
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	1	1	2
AT		THROUGH	403	403	437
NEW MAIN STREET		RIGHT	92	92	100
	SB	U-Turn	0	0	0
8		LEFT	58	58	63
		THROUGH	793	793	859
		RIGHT	1	1	2
	EB	U-Turn	0	0	0
		LEFT	14	14	16
		THROUGH	2	2	3
		RIGHT	6	6	7
	WB	U-Turn	0	0	0
		LEFT	110	110	120
		THROUGH	2	2	3
		RIGHT	65	65	71

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	32	32	35
AT		THROUGH	22	22	24
HUDSON AVENUE		RIGHT	3	3	4
	SB	U-Turn	0	0	0
9		LEFT	13	13	15
		THROUGH	20	20	22
		RIGHT	68	68	74
	EB	U-Turn	0	0	0
		LEFT	34	34	37
		THROUGH	125	125	136
		RIGHT	13	13	15
	WB	U-Turn	0	0	0
		LEFT	3	3	4
		THROUGH	77	77	84
		RIGHT	7	7	8
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CLOVE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
10		LEFT	14	14	16
		THROUGH	24	24	26
		RIGHT	17	17	19
	EB	U-Turn	0	0	0
		LEFT	34	34	37
		THROUGH	102	102	111
		RIGHT	9	9	10
	WB	U-Turn	0	0	0
		LEFT	4	4	5
		THROUGH	69	69	75
		RIGHT	13	13	15
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	54	54	59
AT		THROUGH	89	89	97
MAPLE AVENUE		RIGHT	2	2	3
	SB	U-Turn	1	1	2
11		LEFT	3	3	4
		THROUGH	111	111	121
		RIGHT	29	29	32
	EB	U-Turn	0	0	0
		LEFT	49	49	54
		THROUGH	2	2	3
		RIGHT	57	57	62
	WB	U-Turn	0	0	0
		LEFT	2	2	3
		THROUGH	2	2	3
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	109	109	119
WEST STREET/BROADWAY		RIGHT	67	67	73
	SB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
12		LEFT	75	75	82
		THROUGH	131	131	142
		RIGHT	2	2	3
	EB	U-Turn	0	0	0
		LEFT	2	2	3
		THROUGH	0	0	0
		RIGHT	2	2	3
	WB	U-Turn	0	0	0
		LEFT	32	32	35
		THROUGH	0	0	0
		RIGHT	42	42	46

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

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NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	2	2	3
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	49	49	54
HUDSON AVENUE		RIGHT	14	14	16
	SB	U-Turn	0	0	0
13		LEFT	50	50	55
		THROUGH	70	70	76
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	30	30	33
		THROUGH	0	0	0
		RIGHT	37	37	41
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CONKLIN AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
14		LEFT	182	182	198
		THROUGH	0	0	0
		RIGHT	12	12	13
	EB	U-Turn	1	1	2
		LEFT	17	17	19
		THROUGH	47	47	51
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	54	54	59
		RIGHT	126	126	137
	NB	U-Turn	1	1	2
WEST BROAD STREET		LEFT	72	72	78
AT		THROUGH	21	21	23
MAPLE AVENUE		RIGHT	40	40	44
	SB	U-Turn	0	0	0
15		LEFT	2	2	3
		THROUGH	24	24	26
		RIGHT	33	33	36
	EB	U-Turn	0	0	0
		LEFT	15	15	17
		THROUGH	38	38	42
		RIGHT	90	90	98
	WB	U-Turn	0	0	0
		LEFT	29	29	32
		THROUGH	67	67	73
		RIGHT	6	6	7
	NB	U-Turn	0	0	0
WEST BROAD STREET/BROAD STREET		LEFT	31	31	34
AT		THROUGH	121	121	132
BROADWAY		RIGHT	0	0	0
	SB	U-Turn	0	0	0

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SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
16		LEFT	0	0	0
		THROUGH	162	162	176
		RIGHT	34	34	37
	EB	U-Turn	0	0	0
		LEFT	37	37	41
		THROUGH	0	0	0
		RIGHT	38	38	42
	WB	U-Turn	0	0	0
		LEFT	19	19	21
		THROUGH	30	30	33
		RIGHT	55	55	60

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

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NO. OF YEARS: 4
GROWTH RATE: 1.083
SEASONAL ADJUSTMENT FACTOR 1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	10	10	11
AT		THROUGH	63	63	69
WESTSIDE AVENUE		RIGHT	298	298	323
	SB	U-Turn	0	0	0
17		LEFT	109	109	119
		THROUGH	93	93	101
		RIGHT	24	24	26
	EB	U-Turn	0	0	0
		LEFT	27	27	30
		THROUGH	458	458	497
		RIGHT	6	6	7
	WB	U-Turn	0	0	0
		LEFT	127	127	138
		THROUGH	313	313	339
		RIGHT	47	47	51
	NB	U-Turn	0	0	0
WESTSIDE AVENUE		LEFT	26	26	29
AT		THROUGH	68	68	74
CONKLIN AVENUE		RIGHT	28	28	31
	SB	U-Turn	0	0	0
18		LEFT	86	86	94
		THROUGH	186	186	202
		RIGHT	129	129	140
	EB	U-Turn	0	0	0
		LEFT	89	89	97
		THROUGH	130	130	141
		RIGHT	16	16	18
	WB	U-Turn	0	0	0
		LEFT	9	9	10
		THROUGH	87	87	95
		RIGHT	40	40	44
	NB	U-Turn	0	0	0
WESTSIDE AVENUE/BROADWAY		LEFT	0	0	0
AT		THROUGH	118	118	128
SAMSONDALE AVENUE		RIGHT	92	92	100
	SB	U-Turn	0	0	0
19		LEFT	0	0	0
		THROUGH	119	119	129
		RIGHT	175	175	190
	EB	U-Turn	0	0	0
		LEFT	181	181	197
		THROUGH	0	0	0
		RIGHT	176	176	191
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
GUNREE AVENUE		LEFT	0	0	0
AT		THROUGH	0	0	0
RAILROAD UNDERPASS		RIGHT	0	0	0
	SB	U-Turn	0	0	0

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NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
20		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	238	238	258
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	249	249	270
		RIGHT	0	0	0

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SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	31	31	34
AT		THROUGH	347	347	376
GUNREE AVENUE		RIGHT	26	26	29
	SB	U-Turn	0	0	0
21		LEFT	69	69	75
		THROUGH	470	470	510
		RIGHT	89	89	97
	EB	U-Turn	0	0	0
		LEFT	126	126	137
		THROUGH	140	140	152
		RIGHT	42	42	46
	WB	U-Turn	0	0	0
		LEFT	48	48	52
		THROUGH	137	137	149
		RIGHT	88	88	96
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	23	23	25
AT		THROUGH	20	20	22
WAYNE STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
22		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	63	63	69
		RIGHT	16	16	18
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
ROCKLAND STREET		RIGHT	0	0	0
	SB	U-Turn	1	1	2
23		LEFT	0	0	0
		THROUGH	24	24	26
		RIGHT	17	17	19
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	20	20	22
		THROUGH	56	56	61
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	50	50	55
AT		THROUGH	0	0	0
LIBERTY STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0

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N&P Project No. 23115

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SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
24		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	1	1	2
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	18	18	20
		RIGHT	1	1	2

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N&P Project No. 23115

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SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
WAYNE STREET/4TH STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
25		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	2	2	3
		LEFT	37	37	41
		THROUGH	93	93	101
		RIGHT	9	9	10
	WB	U-Turn	2	2	3
		LEFT	2	2	3
		THROUGH	74	74	81
		RIGHT	11	11	12
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	38	38	42
AT		THROUGH	0	0	0
ROCKLAND STREET/3RD STREET		RIGHT	21	21	23
	SB	U-Turn	0	0	0
26		LEFT	14	14	16
		THROUGH	0	0	0
		RIGHT	29	29	32
	EB	U-Turn	9	9	10
		LEFT	0	0	0
		THROUGH	83	83	90
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	12	12	13
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
LIBERTY STREET/2ND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
27		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	1	1	2
		LEFT	52	52	57
		THROUGH	42	42	46
		RIGHT	24	24	26
	WB	U-Turn	0	0	0
		LEFT	2	2	3
		THROUGH	11	11	12
		RIGHT	0	0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

OTHER
PLANNED
PROJECTS

			49 W Broad Street 56-units Multifamily Residential			51 Girling Drive 245-units Multifamily Residential 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
					VOL			VOL	
				ENTER	6		ENTER	30	
				EXIT	18		EXIT	78	
				TOTAL	24		TOTAL	108	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
	NB	U-Turn			0			0	0
ROUTE 9W		LEFT			0			0	0
AT		THROUGH	55		3			0	3
SHORT CLOVE ROAD		RIGHT			0	55		17	17
	SB	U-Turn			0			0	0
		LEFT			0	30		9	9
1		THROUGH		55	10			0	10
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0		55	43	43
		THROUGH			0			0	0
		RIGHT			0		30	23	23
	NB	U-Turn			0			0	0
RIVERSIDE AVENUE		LEFT			0			0	0
AT		THROUGH			0			0	0
SHORT CLOVE ROAD		RIGHT			0			0	0
	SB	U-Turn			0			0	0
2		LEFT			0		85	66	66
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0	85		26	26
	NB	U-Turn			0			0	0
RIVERSIDE AVENUE		LEFT			0			0	0
AT		THROUGH			0	85		26	26
HARBOR POINTE DRIVE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
3		LEFT			0			0	0
		THROUGH			0		85	66	66
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	NB	U-Turn			0			0	0
WEST STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
GIRLING DRIVE		RIGHT			0	85		26	26
	SB	U-Turn			0			0	0
4		LEFT			0	15		5	5
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0		85	66	66
		THROUGH			0			0	0
		RIGHT			0		15	12	12

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

OTHER
PLANNED
PROJECTS

			49 W Broad Street 56-units Multifamily Residential			51 Girling Drive 245-units Multifamily Residential 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
					VOL			VOL	
				ENTER	6		ENTER	30	
				EXIT	18		EXIT	78	
				TOTAL	24		TOTAL	108	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
	NB	LEFT			0			0	0
MAPLE AVENUE		BEAR LEFT			0			0	0
AT		THROUGH			0		15	12	12
WEST STREET		BEAR RIGHT			0			0	0
		RIGHT			0			0	0
5	SB	HARD LEFT			0			0	0
		LEFT			0			0	0
		THROUGH			0	15		5	5
		RIGHT			0			0	0
		HARD RIGHT			0			0	0
	EB	HARD LEFT			0			0	0
		LEFT			0			0	0
		BEAR LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		BEAR RIGHT			0			0	0
		RIGHT			0			0	0
		HARD RIGHT			0			0	0
	SWB	LEFT			0			0	0
		BEAR LEFT			0			0	0
		BEAR RIGHT			0			0	0
		RIGHT			0			0	0
		HARD RIGHT			0			0	0
	NB	U-Turn			0			0	0
MAPLE AVENUE		LEFT			0			0	0
AT		THROUGH			0		15	12	12
TOR AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
6		LEFT			0			0	0
		THROUGH			0	15		5	5
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	NB	U-Turn			0			0	0
MAPLE AVENUE		LEFT			0			0	0
AT		THROUGH			0		15	12	12
FAIRMONT AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
7		LEFT			0			0	0
		THROUGH			0	15		5	5
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	NB	U-Turn			0			0	0
ROUTE 9W		LEFT			0			0	0
AT		THROUGH			0		30	23	23
NEW MAIN STREET		RIGHT	55		3			0	3
	SB	U-Turn			0			0	0
8		LEFT	15		1	15		5	6
		THROUGH			0	30		9	9
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT		55	10			0	10
		THROUGH			0			0	0
		RIGHT		30	5		15	12	17

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OTHER
PLANNED
PROJECTS

			49 W Broad Street 56-units Multifamily Residential			51 Girling Drive 245-units Multifamily Residential 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
					VOL			VOL	
				ENTER	6		ENTER	30	
				EXIT	18		EXIT	78	
				TOTAL	24		TOTAL	108	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
NEW MAIN STREET AT HUDSON AVENUE 9	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT		25	5			0	5
	EB	U-Turn			0			0	0
		LEFT	50		3			0	3
		THROUGH	20		1	15		5	6
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH		60	11		15	12	23
		RIGHT			0			0	0
NEW MAIN STREET AT CLOVE AVENUE 10	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT		60	11			0	11
	EB	U-Turn			0			0	0
		LEFT	20		1			0	1
		THROUGH			0	15		5	5
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0		15	12	12
		RIGHT			0			0	0
NEW MAIN STREET AT MAPLE AVENUE 11	NB	U-Turn			0			0	0
		LEFT			0		15	12	12
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0	15		5	5
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
NEW MAIN STREET AT WEST STREET/BROADWAY 12	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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PROJECTS

			49 W Broad Street 56-units Multifamily Residential			51 Girling Drive 245-units Multifamily Residential 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
					VOL			VOL	
				ENTER	6		ENTER	30	
				EXIT	18		EXIT	78	
				TOTAL	24		TOTAL	108	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
WEST BROAD STREET AT HUDSON AVENUE 13	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	50		3			0	3
	SB	U-Turn			0			0	0
		LEFT	30		2			0	2
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT		25	5			0	5
		THROUGH			0			0	0
		RIGHT		15	3			0	3
WEST BROAD STREET AT CONKLIN AVENUE 14	NB	U-Turn			0			0	0
		LEFT		40	7			0	7
		THROUGH			0			0	0
		RIGHT		60	11			0	11
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	80		5			0	5
	WB	U-Turn			0			0	0
		LEFT	20		1			0	1
		THROUGH			0			0	0
		RIGHT			0			0	0
WEST BROAD STREET AT MAPLE AVENUE 15	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
WEST BROAD STREET/BROAD STREET AT BROADWAY 16	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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PROJECTS

			49 W Broad Street 56-units Multifamily Residential			51 Girling Drive 245-units Multifamily Residential 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
					VOL			VOL	
				ENTER	6		ENTER	30	
				EXIT	18		EXIT	78	
				TOTAL	24		TOTAL	108	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
ROUTE 9W AT WESTSIDE AVENUE 17	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT		15	3			0	3
	EB	U-Turn			0			0	0
		LEFT	30		2			0	2
		THROUGH	15		1	45		14	15
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH		30	5		45	35	40
		RIGHT			0			0	0
WESTSIDE AVENUE AT CONKLIN AVENUE 18	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
WESTSIDE AVENUE/BROADWAY AT SAMSONDALE AVENUE 19	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
GUNREE AVENUE AT RAILROAD UNDERPASS 20	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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					VOL			VOL	
				ENTER	6		ENTER	30	
				EXIT	18		EXIT	78	
				TOTAL	24		TOTAL	108	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
ROUTE 9W AT GUNREE AVENUE 21	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH		45	8		45	35	43
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH	45		3	45		14	17
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
BROAD STREET AT WAYNE STREET 22	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
BROAD STREET AT ROCKLAND STREET 23	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
BROAD STREET AT LIBERTY STREET 24	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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	49 W Broad Street 56-units Multifamily Residential			51 Girling Drive 245-units Multifamily Residential 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
			VOL			VOL	
	ENTER		6	ENTER		30	
	EXIT		18	EXIT		78	
	TOTAL		24	TOTAL		108	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
	NB	U-Turn			0			0	0
MAIN STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
WAYNE STREET/4TH STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
25		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	NB	U-Turn			0			0	0
MAIN STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
ROCKLAND STREET/3RD STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
26		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	NB	U-Turn			0			0	0
MAIN STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
LIBERTY STREET/2ND STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
27		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	0	0	0
AT		THROUGH	523	3	526
SHORT CLOVE ROAD		RIGHT	148	17	165
	SB	U-Turn	0	0	0
		LEFT	51	9	60
1		THROUGH	922	10	932
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	365	43	408
		THROUGH	0	0	0
		RIGHT	49	23	72
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	6	0	6
SHORT CLOVE ROAD		RIGHT	38	0	38
	SB	U-Turn	2	0	2
2		LEFT	408	66	474
		THROUGH	7	0	7
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	2	0	2
		LEFT	38	0	38
		THROUGH	0	0	0
		RIGHT	161	26	187
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	143	26	169
HARBOR POINTE DRIVE		RIGHT	28	0	28
	SB	U-Turn	0	0	0
3		LEFT	15	0	15
		THROUGH	311	66	377
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	107	0	107
		THROUGH	0	0	0
		RIGHT	15	0	15
	NB	U-Turn	0	0	0
WEST STREET		LEFT	0	0	0
AT		THROUGH	159	0	159
GIRLING DRIVE		RIGHT	0	26	26
	SB	U-Turn	0	0	0
4		LEFT	0	5	5
		THROUGH	310	0	310
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	66	66
		THROUGH	0	0	0
		RIGHT	0	12	12

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	0	0	0
MAPLE AVENUE		BEAR LEFT	0	0	0
AT		THROUGH	65	12	77
WEST STREET		BEAR RIGHT	70	0	70
		RIGHT	22	0	22
5	SB	HARD LEFT	25	0	25
		LEFT	16	0	16
		THROUGH	302	5	307
		RIGHT	2	0	2
		HARD RIGHT	0	0	0
	EB	HARD LEFT	0	0	0
		LEFT	0	0	0
		BEAR LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	7	0	7
		THROUGH	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	4	0	4
		HARD RIGHT	2	0	2
	SWB	LEFT	0	0	0
		BEAR LEFT	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	0	0	0
		HARD RIGHT	3	0	3
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	10	0	10
AT		THROUGH	80	12	92
TOR AVENUE		RIGHT	9	0	9
	SB	U-Turn	0	0	0
6		LEFT	5	0	5
		THROUGH	282	5	287
		RIGHT	7	0	7
	EB	U-Turn	0	0	0
		LEFT	17	0	17
		THROUGH	5	0	5
		RIGHT	48	0	48
	WB	U-Turn	0	0	0
		LEFT	61	0	61
		THROUGH	6	0	6
		RIGHT	15	0	15
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	4	0	4
AT		THROUGH	109	12	121
FAIRMONT AVENUE		RIGHT	20	0	20

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
7	SB	U-Turn	0	0	0
		LEFT	60	0	60
		THROUGH	115	5	120
		RIGHT	2	0	2
	EB	U-Turn	0	0	0
		LEFT	13	0	13
		THROUGH	18	0	18
		RIGHT	29	0	29
	WB	U-Turn	0	0	0
		LEFT	134	0	134
		THROUGH	13	0	13
		RIGHT	37	0	37
ROUTE 9W AT NEW MAIN STREET 8					
	NB	U-Turn	0	0	0
		LEFT	2	0	2
		THROUGH	437	23	460
		RIGHT	100	3	103
	SB	U-Turn	0	0	0
		LEFT	63	6	69
		THROUGH	859	9	868
		RIGHT	2	0	2
	EB	U-Turn	0	0	0
		LEFT	16	0	16
		THROUGH	3	0	3
		RIGHT	7	0	7
	WB	U-Turn	0	0	0
		LEFT	120	10	130
		THROUGH	3	0	3
		RIGHT	71	17	88

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	35	0	35
AT		THROUGH	24	0	24
HUDSON AVENUE		RIGHT	4	0	4
	SB	U-Turn	0	0	0
9		LEFT	15	0	15
		THROUGH	22	0	22
		RIGHT	74	5	79
	EB	U-Turn	0	0	0
		LEFT	37	3	40
		THROUGH	136	6	142
		RIGHT	15	0	15
	WB	U-Turn	0	0	0
		LEFT	4	0	4
		THROUGH	84	23	107
		RIGHT	8	0	8
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CLOVE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
10		LEFT	16	0	16
		THROUGH	26	0	26
		RIGHT	19	11	30
	EB	U-Turn	0	0	0
		LEFT	37	1	38
		THROUGH	111	5	116
		RIGHT	10	0	10
	WB	U-Turn	0	0	0
		LEFT	5	0	5
		THROUGH	75	12	87
		RIGHT	15	0	15
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	59	12	71
AT		THROUGH	97	0	97
MAPLE AVENUE		RIGHT	3	0	3
	SB	U-Turn	2	0	2
11		LEFT	4	0	4
		THROUGH	121	0	121
		RIGHT	32	0	32
	EB	U-Turn	0	0	0
		LEFT	54	0	54
		THROUGH	3	0	3
		RIGHT	62	5	67
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	3	0	3
		THROUGH	3	0	3
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	119	0	119
WEST STREET/BROADWAY		RIGHT	73	0	73
	SB	U-Turn	0	0	0
12		LEFT	82	0	82
		THROUGH	142	0	142
		RIGHT	3	0	3
	EB	U-Turn	0	0	0
		LEFT	3	0	3
		THROUGH	0	0	0
		RIGHT	3	0	3
	WB	U-Turn	0	0	0
		LEFT	35	0	35
		THROUGH	0	0	0
		RIGHT	46	0	46

NELSON & POPE

WEEKDAY AM PEAK HOUR
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N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	3	0	3
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	54	0	54
HUDSON AVENUE		RIGHT	16	3	19
	SB	U-Turn	0	0	0
13		LEFT	55	2	57
		THROUGH	76	0	76
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	33	5	38
		THROUGH	0	0	0
		RIGHT	41	3	44
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	7	7
AT		THROUGH	0	0	0
CONKLIN AVENUE		RIGHT	0	11	11
	SB	U-Turn	0	0	0
14		LEFT	198	0	198
		THROUGH	0	0	0
		RIGHT	13	0	13
	EB	U-Turn	2	0	2
		LEFT	19	0	19
		THROUGH	51	0	51
		RIGHT	0	5	5
	WB	U-Turn	0	0	0
		LEFT	0	1	1
		THROUGH	59	0	59
		RIGHT	137	0	137
	NB	U-Turn	2	0	2
WEST BROAD STREET		LEFT	78	0	78
AT		THROUGH	23	0	23
MAPLE AVENUE		RIGHT	44	0	44
	SB	U-Turn	0	0	0
15		LEFT	3	0	3
		THROUGH	26	0	26
		RIGHT	36	0	36
	EB	U-Turn	0	0	0
		LEFT	17	0	17
		THROUGH	42	0	42
		RIGHT	98	0	98
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	32	0	32
		THROUGH	73	0	73
		RIGHT	7	0	7
	NB	U-Turn	0	0	0
WEST BROAD STREET/BROAD STREET		LEFT	34	0	34
AT		THROUGH	132	0	132
BROADWAY		RIGHT	0	0	0
	SB	U-Turn	0	0	0
16		LEFT	0	0	0
		THROUGH	176	0	176
		RIGHT	37	0	37
	EB	U-Turn	0	0	0
		LEFT	41	0	41
		THROUGH	0	0	0
		RIGHT	42	0	42
	WB	U-Turn	0	0	0
		LEFT	21	0	21
		THROUGH	33	0	33
		RIGHT	60	0	60

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WEEKDAY AM PEAK HOUR
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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	11	0	11
AT		THROUGH	69	0	69
WESTSIDE AVENUE		RIGHT	323	0	323
	SB	U-Turn	0	0	0
17		LEFT	119	0	119
		THROUGH	101	0	101
		RIGHT	26	3	29
	EB	U-Turn	0	0	0
		LEFT	30	2	32
		THROUGH	497	15	512
		RIGHT	7	0	7
	WB	U-Turn	0	0	0
		LEFT	138	0	138
		THROUGH	339	40	379
		RIGHT	51	0	51
	NB	U-Turn	0	0	0
WESTSIDE AVENUE		LEFT	29	0	29
AT		THROUGH	74	0	74
CONKLIN AVENUE		RIGHT	31	0	31
	SB	U-Turn	0	0	0
18		LEFT	94	0	94
		THROUGH	202	0	202
		RIGHT	140	0	140
	EB	U-Turn	0	0	0
		LEFT	97	0	97
		THROUGH	141	0	141
		RIGHT	18	0	18
	WB	U-Turn	0	0	0
		LEFT	10	0	10
		THROUGH	95	0	95
		RIGHT	44	0	44
	NB	U-Turn	0	0	0
WESTSIDE AVENUE/BROADWAY		LEFT	0	0	0
AT		THROUGH	128	0	128
SAMSONDALE AVENUE		RIGHT	100	0	100
	SB	U-Turn	0	0	0
19		LEFT	0	0	0
		THROUGH	129	0	129
		RIGHT	190	0	190
	EB	U-Turn	0	0	0
		LEFT	197	0	197
		THROUGH	0	0	0
		RIGHT	191	0	191
	WB	U-Turn	0	0	0

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N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
GUNREE AVENUE		LEFT	0	0	0
AT		THROUGH	0	0	0
RAILROAD UNDERPASS		RIGHT	0	0	0
	SB	U-Turn	0	0	0
20		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	258	0	258
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	270	0	270
		RIGHT	0	0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	34	0	34
AT		THROUGH	376	43	419
GUNREE AVENUE		RIGHT	29	0	29
	SB	U-Turn	0	0	0
21		LEFT	75	0	75
		THROUGH	510	17	527
		RIGHT	97	0	97
	EB	U-Turn	0	0	0
		LEFT	137	0	137
		THROUGH	152	0	152
		RIGHT	46	0	46
	WB	U-Turn	0	0	0
		LEFT	52	0	52
		THROUGH	149	0	149
		RIGHT	96	0	96
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	25	0	25
AT		THROUGH	22	0	22
WAYNE STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
22		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	69	0	69
		RIGHT	18	0	18
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
ROCKLAND STREET		RIGHT	0	0	0
	SB	U-Turn	2	0	2
23		LEFT	0	0	0
		THROUGH	26	0	26
		RIGHT	19	0	19
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0

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WEEKDAY AM PEAK HOUR
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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	22	0	22
		THROUGH	61	0	61
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	55	0	55
AT		THROUGH	0	0	0
LIBERTY STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
24		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	2	0	2
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	20	0	20
		RIGHT	2	0	2

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N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
WAYNE STREET/4TH STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
25		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	3	0	3
		LEFT	41	0	41
		THROUGH	101	0	101
		RIGHT	10	0	10
	WB	U-Turn	3	0	3
		LEFT	3	0	3
		THROUGH	81	0	81
		RIGHT	12	0	12
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	42	0	42
AT		THROUGH	0	0	0
ROCKLAND STREET/3RD STREET		RIGHT	23	0	23
	SB	U-Turn	0	0	0
26		LEFT	16	0	16
		THROUGH	0	0	0
		RIGHT	32	0	32
	EB	U-Turn	10	0	10
		LEFT	0	0	0
		THROUGH	90	0	90
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	13	0	13
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
LIBERTY STREET/2ND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
27		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	2	0	2
		LEFT	57	0	57
		THROUGH	46	0	46
		RIGHT	26	0	26
	WB	U-Turn	0	0	0

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WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	3	0	3
		THROUGH	12	0	12
		RIGHT	0	0	0

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WEEKDAY AM PEAK HOUR
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N&P Project No. 23115

					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF		SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL		
				ENTER	43		ENTER	31		ENTER	11		
				EXIT	143		EXIT	24		EXIT	7		
				TOTAL	186		TOTAL	55		TOTAL	18		
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**		SUBTOTAL VOL
	NB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
ROUTE 9W		THROUGH	40		17	40		12	40		4		33
AT		RIGHT	5		2	5		2	5		1		5
SHORT CLOVE ROAD	SB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
1		THROUGH		30	43		30	7		30	2		52
		RIGHT			0			0			0		0
	EB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH			0			0			0		0
		RIGHT			0			0			0		0
	WB	U-Turn			0			0			0		0
		LEFT		15	21		15	4		15	1		26
		THROUGH			0			0			0		0
		RIGHT			0			0			0		0
					0			0			0		0
	NB	U-Turn			0			0			0		0
RIVERSIDE AVENUE		LEFT			0			0			0		0
AT		THROUGH			0			0			0		0
SHORT CLOVE ROAD		RIGHT			0			0			0		0
	SB	U-Turn			0			0			0		0
2		LEFT		15	21		15	4		15	1		26
		THROUGH			0			0			0		0
		RIGHT			0			0			0		0
	EB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH			0			0			0		0
		RIGHT			0			0			0		0
	WB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH			0			0			0		0
		RIGHT	5		2	5		2	5		1		5
					0			0			0		0
	NB	U-Turn			0			0			0		0
RIVERSIDE AVENUE		LEFT			0			0			0		0
AT		THROUGH	5		2	5		2	5		1		5
HARBOR POINTE DRIVE		RIGHT			0			0			0		0
	SB	U-Turn			0			0			0		0
3		LEFT			0			0			0		0
		THROUGH		15	21		15	4		15	1		26
		RIGHT			0			0			0		0
	EB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH			0			0			0		0
		RIGHT			0			0			0		0
	WB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH			0			0			0		0
		RIGHT			0			0			0		0
					0			0			0		0
	NB	U-Turn			0			0			0		0
WEST STREET		LEFT			0			0			0		0
AT		THROUGH	5		2	5		2	5		1		5
GIRLING DRIVE		RIGHT			0			0			0		0
	SB	U-Turn			0			0			0		0
4		LEFT			0			0			0		0
		THROUGH		15	21		15	4		15	1		26
		RIGHT			0			0			0		0
	EB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH			0			0			0		0
		RIGHT			0			0			0		0
	WB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH			0			0			0		0
		RIGHT			0			0			0		0

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HAVERSTRAW, NEW YORK
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					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF		SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL		
				ENTER	43		ENTER	31		ENTER	11		
				EXIT	143		EXIT	24		EXIT	7		
				TOTAL	186		TOTAL	55		TOTAL	18		
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	LEFT			0			0			0	0
MAPLE AVENUE		BEAR LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WEST STREET		BEAR RIGHT	5		2	5		2	5		1	5
		RIGHT			0			0			0	0
5	SB	HARD LEFT			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		15	21		15	4		15	1	26
		RIGHT			0			0			0	0
		HARD RIGHT			0			0			0	0
	EB	HARD LEFT			0			0			0	0
		LEFT			0			0			0	0
		BEAR LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		BEAR RIGHT			0			0			0	0
		RIGHT			0			0			0	0
		HARD RIGHT			0			0			0	0
	SWB	LEFT			0			0			0	0
		BEAR LEFT			0			0			0	0
		BEAR RIGHT			0			0			0	0
		RIGHT			0			0			0	0
		HARD RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAPLE AVENUE		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
TOR AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
6		LEFT			0			0			0	0
		THROUGH		15	21		15	4		15	1	26
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAPLE AVENUE		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
FAIRMONT AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
7		LEFT			0			0			0	0
		THROUGH		15	21		15	4		15	1	26
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	5		2	5		2	5		1	5
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		5	7		5	1		5	0	8
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
ROUTE 9W		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
NEW MAIN STREET		RIGHT	40		17	40		12	40		4	33
	SB	U-Turn			0			0			0	0
8		LEFT	30		13	30		9	30		3	25
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		30	43		30	7		30	2	52
		THROUGH			0			0			0	0
		RIGHT		20	29		20	5		20	1	35

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF		SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL		
				ENTER	43		ENTER	31		ENTER	11		
				EXIT	143		EXIT	24		EXIT	7		
				TOTAL	186		TOTAL	55		TOTAL	18		
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	U-Turn			0			0			0	0
NEW MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
HUDSON AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
9		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	70		30	70		22	70		8	60
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		50	72		50	12		50	4	88
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
NEW MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
CLOVE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
10		LEFT	10		4	10		3	10		1	8
		THROUGH			0			0			0	0
		RIGHT		10	14		10	2		10	1	17
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	70		30	70		22	70		8	60
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		40	57		40	10		40	3	70
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
NEW MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
MAPLE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
11		LEFT			0			0			0	0
		THROUGH		10	14		10	2		10	1	17
		RIGHT		15	21		15	4		15	1	26
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	80		34	80		25	80		9	68
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		5	7		5	1		5	0	8
		THROUGH		25	36		25	6		25	2	44
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
NEW MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WEST STREET/BROADWAY		RIGHT	10		4	10		3	10		1	8
	SB	U-Turn			0			0			0	0
12		LEFT	10		4	10		3	10		1	8
		THROUGH			0			0			0	0
		RIGHT		25	36		25	6		25	2	44
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	80		34	80		25	80		9	68
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		5	7		5	1		5	0	8
		THROUGH		5	7		5	1		5	0	8
		RIGHT			0			0			0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

			Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF			SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	43		ENTER	31		ENTER	11	
				EXIT	143		EXIT	24		EXIT	7	
				TOTAL	186		TOTAL	55		TOTAL	18	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	U-Turn			0			0			0	0
WEST BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
HUDSON AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
13		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
WEST BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
CONKLIN AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
14		LEFT	10		4	10		3	10		1	8
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		20	29		20	5		20	1	35
					0			0			0	0
	NB	U-Turn			0			0			0	0
WEST BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
MAPLE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
15		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		25	36		25	6		25	2	44
		THROUGH		30	43		30	7		30	2	52
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
WEST BROAD STREET/BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
BROADWAY		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
16		LEFT			0			0			0	0
		THROUGH	10		4	10		3	10		1	8
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		25	36		25	6		25	2	44
		THROUGH		55	79		55	13		55	4	96
		RIGHT		10	14		10	2		10	1	17

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

			Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF			SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	43		ENTER	31		ENTER	11	
				EXIT	143		EXIT	24		EXIT	7	
				TOTAL	186		TOTAL	55		TOTAL	18	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
ROUTE 9W		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
WESTSIDE AVENUE	SB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
17		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	30		13	30		9	30		3	25
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		20	29		20	5		20	1	35
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
WESTSIDE AVENUE		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
CONKLIN AVENUE	SB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
18		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	10		4	10		3	10		1	8
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		20	29		20	5		20	1	35
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
WESTSIDE AVENUE/BROADWAY		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
SAMSONDALE AVENUE	SB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
19		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
GUNREE AVENUE		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
RAILROAD UNDERPASS	SB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
20		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	10		4	10		3	10		1	8
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		20	29		20	5		20	1	35
		RIGHT			0			0			0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

			Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF			SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	43		ENTER	31		ENTER	11	
				EXIT	143		EXIT	24		EXIT	7	
				TOTAL	186		TOTAL	55		TOTAL	18	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	U-Turn			0			0			0	0
ROUTE 9W		LEFT			0			0			0	0
AT		THROUGH		20	29		20	5		20	1	35
GUNREE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
21		LEFT	10		4	10		3	10		1	8
		THROUGH	30		13	30		9	30		3	25
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		20	29		20	5		20	1	35
					0			0			0	0
	NB	U-Turn			0			0			0	0
BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WAYNE STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
22		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		90	129		90	22		90	6	157
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
ROCKLAND STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
23		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		10	14		10	2		10	1	17
		THROUGH		90	129		90	22		90	6	157
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
BROAD STREET		LEFT			0			0			0	0
AT		THROUGH	100		43	100		31	100		11	85
LIBERTY STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
24		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		100	143		100	24		100	7	174
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

			Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF			SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	43		ENTER	31		ENTER	11	
				EXIT	143		EXIT	24		EXIT	7	
				TOTAL	186		TOTAL	55		TOTAL	18	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WAYNE STREET/4TH STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
25		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	100		43	100		31	100		11	85
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		10	14		10	2		10	1	17
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
ROCKLAND STREET/3RD STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
26		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		10	14		10	2		10	1	17
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	100		43	100		31	100		11	85
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
LIBERTY STREET/2ND STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
27		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT	100		43	100		31	100		11	85
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	0	0	0
AT		THROUGH	526	33	559
SHORT CLOVE ROAD		RIGHT	165	5	170
	SB	U-Turn	0	0	0
		LEFT	60	0	60
1		THROUGH	932	52	984
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	408	26	434
		THROUGH	0	0	0
		RIGHT	72	0	72
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	6	0	6
SHORT CLOVE ROAD		RIGHT	38	0	38
	SB	U-Turn	2	0	2
2		LEFT	474	26	500
		THROUGH	7	0	7
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	2	0	2
		LEFT	38	0	38
		THROUGH	0	0	0
		RIGHT	187	5	192
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	169	5	174
HARBOR POINTE DRIVE		RIGHT	28	0	28
	SB	U-Turn	0	0	0
3		LEFT	15	0	15
		THROUGH	377	26	403
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	107	0	107
		THROUGH	0	0	0
		RIGHT	15	0	15
	NB	U-Turn	0	0	0
WEST STREET		LEFT	0	0	0
AT		THROUGH	159	5	164
GIRLING DRIVE		RIGHT	26	0	26
	SB	U-Turn	0	0	0
4		LEFT	5	0	5
		THROUGH	310	26	336
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	66	0	66
		THROUGH	0	0	0
		RIGHT	12	0	12

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
MAPLE AVENUE		BEAR LEFT	0	0	0
AT		THROUGH	77	0	77
WEST STREET		BEAR RIGHT	70	5	75
		RIGHT	22	0	22
5	SB	HARD LEFT	25	0	25
		LEFT	16	0	16
		THROUGH	307	26	333
		RIGHT	2	0	2
		HARD RIGHT	0	0	0
	EB	HARD LEFT	0	0	0
		LEFT	0	0	0
		BEAR LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	7	0	7
		THROUGH	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	4	0	4
		HARD RIGHT	2	0	2
	SWB	LEFT	0	0	0
		BEAR LEFT	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	0	0	0
		HARD RIGHT	3	0	3
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	10	0	10
AT		THROUGH	92	0	92
TOR AVENUE		RIGHT	9	0	9
	SB	U-Turn	0	0	0
6		LEFT	5	0	5
		THROUGH	287	26	313
		RIGHT	7	0	7
	EB	U-Turn	0	0	0
		LEFT	17	0	17
		THROUGH	5	0	5
		RIGHT	48	0	48
	WB	U-Turn	0	0	0
		LEFT	61	0	61
		THROUGH	6	0	6
		RIGHT	15	0	15
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	4	0	4
AT		THROUGH	121	0	121
FAIRMONT AVENUE		RIGHT	20	0	20

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
7	SB	U-Turn	0	0	0
		LEFT	60	0	60
		THROUGH	120	26	146
		RIGHT	2	0	2
	EB	U-Turn	0	0	0
		LEFT	13	0	13
		THROUGH	18	5	23
		RIGHT	29	0	29
	WB	U-Turn	0	0	0
		LEFT	134	0	134
		THROUGH	13	8	21
		RIGHT	37	0	37
ROUTE 9W AT NEW MAIN STREET	NB	U-Turn	0	0	0
		LEFT	2	0	2
		THROUGH	460	0	460
		RIGHT	103	33	136
	SB	U-Turn	0	0	0
8		LEFT	69	25	94
		THROUGH	868	0	868
		RIGHT	2	0	2
	EB	U-Turn	0	0	0
		LEFT	16	0	16
		THROUGH	3	0	3
		RIGHT	7	0	7
	WB	U-Turn	0	0	0
		LEFT	130	52	182
		THROUGH	3	0	3
		RIGHT	88	35	123
NEW MAIN STREET AT HUDSON AVENUE	NB	U-Turn	0	0	0
		LEFT	35	0	35
		THROUGH	24	0	24
		RIGHT	4	0	4
	SB	U-Turn	0	0	0
9		LEFT	15	0	15
		THROUGH	22	0	22
		RIGHT	79	0	79
	EB	U-Turn	0	0	0
		LEFT	40	0	40
		THROUGH	142	60	202
		RIGHT	15	0	15
	WB	U-Turn	0	0	0
		LEFT	4	0	4
		THROUGH	107	88	195
		RIGHT	8	0	8
	NB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CLOVE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
10		LEFT	16	8	24
		THROUGH	26	0	26
		RIGHT	30	17	47
	EB	U-Turn	0	0	0
		LEFT	38	0	38
		THROUGH	116	60	176
		RIGHT	10	0	10
	WB	U-Turn	0	0	0
		LEFT	5	0	5
		THROUGH	87	70	157
		RIGHT	15	0	15
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	71	0	71
AT		THROUGH	97	0	97
MAPLE AVENUE		RIGHT	3	0	3
	SB	U-Turn	2	0	2
11		LEFT	4	0	4
		THROUGH	121	17	138
		RIGHT	32	26	58
	EB	U-Turn	0	0	0
		LEFT	54	0	54
		THROUGH	3	68	71
		RIGHT	67	0	67
	WB	U-Turn	0	0	0
		LEFT	3	8	11
		THROUGH	3	44	47
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	119	0	119
WEST STREET/BROADWAY		RIGHT	73	8	81
	SB	U-Turn	0	0	0
12		LEFT	82	8	90
		THROUGH	142	0	142
		RIGHT	3	44	47
	EB	U-Turn	0	0	0
		LEFT	3	0	3
		THROUGH	0	68	68
		RIGHT	3	0	3
	WB	U-Turn	0	0	0
		LEFT	35	8	43
		THROUGH	0	8	8

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WEEKDAY AM PEAK HOUR
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N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		RIGHT	46	0	46

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WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	3	0	3
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	54	0	54
HUDSON AVENUE		RIGHT	19	0	19
	SB	U-Turn	0	0	0
13		LEFT	57	0	57
		THROUGH	76	0	76
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	38	0	38
		THROUGH	0	0	0
		RIGHT	44	0	44
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	7	0	7
AT		THROUGH	0	0	0
CONKLIN AVENUE		RIGHT	11	0	11
	SB	U-Turn	0	0	0
14		LEFT	198	8	206
		THROUGH	0	0	0
		RIGHT	13	0	13
	EB	U-Turn	2	0	2
		LEFT	19	0	19
		THROUGH	51	0	51
		RIGHT	5	0	5
	WB	U-Turn	0	0	0
		LEFT	1	0	1
		THROUGH	59	0	59
		RIGHT	137	35	172
	NB	U-Turn	2	0	2
WEST BROAD STREET		LEFT	78	0	78
AT		THROUGH	23	0	23
MAPLE AVENUE		RIGHT	44	0	44
	SB	U-Turn	0	0	0
15		LEFT	3	0	3
		THROUGH	26	0	26
		RIGHT	36	0	36
	EB	U-Turn	0	0	0
		LEFT	17	0	17
		THROUGH	42	0	42
		RIGHT	98	0	98
	WB	U-Turn	0	0	0

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WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	32	44	76
		THROUGH	73	52	125
		RIGHT	7	0	7
	NB	U-Turn	0	0	0
WEST BROAD STREET/BROAD STREET		LEFT	34	0	34
AT		THROUGH	132	0	132
BROADWAY		RIGHT	0	0	0
	SB	U-Turn	0	0	0
16		LEFT	0	0	0
		THROUGH	176	8	184
		RIGHT	37	0	37
	EB	U-Turn	0	0	0
		LEFT	41	0	41
		THROUGH	0	0	0
		RIGHT	42	0	42
	WB	U-Turn	0	0	0
		LEFT	21	44	65
		THROUGH	33	96	129
		RIGHT	60	17	77

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WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	11	0	11
AT		THROUGH	69	0	69
WESTSIDE AVENUE		RIGHT	323	0	323
	SB	U-Turn	0	0	0
17		LEFT	119	0	119
		THROUGH	101	0	101
		RIGHT	29	0	29
	EB	U-Turn	0	0	0
		LEFT	32	0	32
		THROUGH	512	25	537
		RIGHT	7	0	7
	WB	U-Turn	0	0	0
		LEFT	138	0	138
		THROUGH	379	35	414
		RIGHT	51	0	51
	NB	U-Turn	0	0	0
WESTSIDE AVENUE		LEFT	29	0	29
AT		THROUGH	74	0	74
CONKLIN AVENUE		RIGHT	31	0	31
	SB	U-Turn	0	0	0
18		LEFT	94	0	94
		THROUGH	202	0	202
		RIGHT	140	0	140
	EB	U-Turn	0	0	0
		LEFT	97	0	97
		THROUGH	141	8	149
		RIGHT	18	0	18
	WB	U-Turn	0	0	0
		LEFT	10	0	10
		THROUGH	95	35	130
		RIGHT	44	0	44
	NB	U-Turn	0	0	0
WESTSIDE AVENUE/BROADWAY		LEFT	0	0	0
AT		THROUGH	128	0	128
SAMSONDALE AVENUE		RIGHT	100	0	100
	SB	U-Turn	0	0	0
19		LEFT	0	0	0
		THROUGH	129	0	129
		RIGHT	190	0	190
	EB	U-Turn	0	0	0
		LEFT	197	0	197
		THROUGH	0	0	0
		RIGHT	191	0	191
	WB	U-Turn	0	0	0

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WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
GUNREE AVENUE		LEFT	0	0	0
AT		THROUGH	0	0	0
RAILROAD UNDERPASS		RIGHT	0	0	0
	SB	U-Turn	0	0	0
20		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	258	8	266
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	270	35	305
		RIGHT	0	0	0

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WEEKDAY AM PEAK HOUR
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N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	34	0	34
AT		THROUGH	419	35	454
GUNREE AVENUE		RIGHT	29	0	29
	SB	U-Turn	0	0	0
21		LEFT	75	8	83
		THROUGH	527	25	552
		RIGHT	97	0	97
	EB	U-Turn	0	0	0
		LEFT	137	0	137
		THROUGH	152	0	152
		RIGHT	46	0	46
	WB	U-Turn	0	0	0
		LEFT	52	0	52
		THROUGH	149	0	149
		RIGHT	96	35	131
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	25	0	25
AT		THROUGH	22	0	22
WAYNE STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
22		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	69	157	226
		RIGHT	18	0	18
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
ROCKLAND STREET		RIGHT	0	0	0
	SB	U-Turn	2	0	2
23		LEFT	0	0	0
		THROUGH	26	0	26
		RIGHT	19	0	19
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0

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WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	22	17	39
		THROUGH	61	157	218
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	55	0	55
AT		THROUGH	0	85	85
LIBERTY STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
24		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	2	174	176
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	20	0	20
		RIGHT	2	0	2

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WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
WAYNE STREET/4TH STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
25		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	3	0	3
		LEFT	41	0	41
		THROUGH	101	85	186
		RIGHT	10	0	10
	WB	U-Turn	3	0	3
		LEFT	3	0	3
		THROUGH	81	17	98
		RIGHT	12	0	12
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	42	0	42
AT		THROUGH	0	0	0
ROCKLAND STREET/3RD STREET		RIGHT	23	0	23
	SB	U-Turn	0	0	0
26		LEFT	16	0	16
		THROUGH	0	0	0
		RIGHT	32	17	49
	EB	U-Turn	10	0	10
		LEFT	0	0	0
		THROUGH	90	85	175
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	13	0	13
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
LIBERTY STREET/2ND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
27		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	2	0	2
		LEFT	57	85	142
		THROUGH	46	0	46
		RIGHT	26	0	26
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY AM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	3	0	3
		THROUGH	12	0	12
		RIGHT	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	0	0	0
AT		THROUGH	736	736	798
SHORT CLOVE ROAD		RIGHT	441	441	478
	SB	U-Turn	0	0	0
		LEFT	52	52	57
1		THROUGH	563	563	610
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	135	135	147
		THROUGH	0	0	0
		RIGHT	38	38	42
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	6	6	7
SHORT CLOVE ROAD		RIGHT	12	12	13
	SB	U-Turn	0	0	0
2		LEFT	165	165	179
		THROUGH	5	5	6
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	2	2	3
		LEFT	18	18	20
		THROUGH	0	0	0
		RIGHT	485	485	526
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	411	411	446
HARBOR POINTE DRIVE		RIGHT	78	78	85
	SB	U-Turn	0	0	0
3		LEFT	10	10	11
		THROUGH	137	137	149
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	34	34	37
		THROUGH	0	0	0
		RIGHT	22	22	24
	NB	U-Turn	0	0	0
WEST STREET		LEFT	0	0	0
AT		THROUGH	434	434	471
GIRLING DRIVE		RIGHT	0	0	0
	SB	U-Turn	0	0	0

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WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
4		LEFT	0	0	0
		THROUGH	161	161	175
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

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WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0	0
MAPLE AVENUE		BEAR LEFT	0	0	0
AT		THROUGH	213	213	231
WEST STREET		BEAR RIGHT	232	232	252
		RIGHT	8	8	9
5	SB	HARD LEFT	18	18	20
		LEFT	8	8	9
		THROUGH	118	118	128
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	EB	HARD LEFT	0	0	0
		LEFT	2	2	3
		BEAR LEFT	1	1	2
		THROUGH	0	0	0
		RIGHT	1	1	2
	WB	LEFT	13	13	15
		THROUGH	0	0	0
		BEAR RIGHT	16	16	18
		RIGHT	0	0	0
		HARD RIGHT	5	5	6
	SWB	LEFT	0	0	0
		BEAR LEFT	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	44	44	48
AT		THROUGH	183	183	199
TOR AVENUE		RIGHT	13	13	15
	SB	U-Turn	0	0	0
6		LEFT	7	7	8
		THROUGH	115	115	125
		RIGHT	3	3	4
	EB	U-Turn	0	0	0
		LEFT	10	10	11
		THROUGH	7	7	8
		RIGHT	23	23	25
	WB	U-Turn	0	0	0
		LEFT	17	17	19
		THROUGH	11	11	12
		RIGHT	14	14	16
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	10	10	11
AT		THROUGH	171	171	186
FAIRMONT AVENUE		RIGHT	21	21	23
	SB	U-Turn	0	0	0
7		LEFT	21	21	23
		THROUGH	85	85	93
		RIGHT	13	13	15
	EB	U-Turn	0	0	0
		LEFT	17	17	19
		THROUGH	21	21	23
		RIGHT	10	10	11
	WB	U-Turn	0	0	0

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WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
		LEFT	37	37	41
		THROUGH	5	5	6
		RIGHT	26	26	29
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	5	5	6
AT		THROUGH	642	642	696
NEW MAIN STREET		RIGHT	115	115	125
	SB	U-Turn	0	0	0
8		LEFT	92	92	100
		THROUGH	535	535	580
		RIGHT	9	9	10
	EB	U-Turn	0	0	0
		LEFT	12	12	13
		THROUGH	4	4	5
		RIGHT	9	9	10
	WB	U-Turn	0	0	0
		LEFT	99	99	108
		THROUGH	4	4	5
		RIGHT	91	91	99

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	23	23	25
AT		THROUGH	33	33	36
HUDSON AVENUE		RIGHT	6	6	7
	SB	U-Turn	0	0	0
9		LEFT	20	20	22
		THROUGH	17	17	19
		RIGHT	31	31	34
	EB	U-Turn	0	0	0
		LEFT	58	58	63
		THROUGH	178	178	193
		RIGHT	24	24	26
	WB	U-Turn	0	0	0
		LEFT	3	3	4
		THROUGH	121	121	132
		RIGHT	12	12	13
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CLOVE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
10		LEFT	18	18	20
		THROUGH	34	34	37
		RIGHT	19	19	21
	EB	U-Turn	0	0	0
		LEFT	23	23	25
		THROUGH	154	154	167
		RIGHT	22	22	24
	WB	U-Turn	0	0	0
		LEFT	6	6	7
		THROUGH	120	120	130
		RIGHT	15	15	17
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	51	51	56
AT		THROUGH	116	116	126
MAPLE AVENUE		RIGHT	40	40	44
	SB	U-Turn	0	0	0
11		LEFT	59	59	64
		THROUGH	60	60	65
		RIGHT	20	20	22
	EB	U-Turn	1	1	2
		LEFT	33	33	36
		THROUGH	89	89	97
		RIGHT	24	24	26
	WB	U-Turn	0	0	0
		LEFT	32	32	35
		THROUGH	69	69	75
		RIGHT	28	28	31
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	11	11	12
AT		THROUGH	170	170	185
WEST STREET/BROADWAY		RIGHT	49	49	54
	SB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
12		LEFT	93	93	101
		THROUGH	69	69	75
		RIGHT	72	72	78
	EB	U-Turn	0	0	0
		LEFT	73	73	80
		THROUGH	77	77	84
		RIGHT	21	21	23
	WB	U-Turn	0	0	0
		LEFT	3	3	4
		THROUGH	42	42	46
		RIGHT	50	50	55

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

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GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	78	78	85
HUDSON AVENUE		RIGHT	19	19	21
	SB	U-Turn	1	1	2
13		LEFT	41	41	45
		THROUGH	48	48	52
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	1	1	2
		LEFT	16	16	18
		THROUGH	0	0	0
		RIGHT	49	49	54
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CONKLIN AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
14		LEFT	190	190	206
		THROUGH	0	0	0
		RIGHT	11	11	12
	EB	U-Turn	1	1	2
		LEFT	19	19	21
		THROUGH	40	40	44
		RIGHT	0	0	0
	WB	U-Turn	1	1	2
		LEFT	0	0	0
		THROUGH	53	53	58
		RIGHT	187	187	203
	NB	U-Turn	1	1	2
WEST BROAD STREET		LEFT	140	140	152
AT		THROUGH	21	21	23
MAPLE AVENUE		RIGHT	17	17	19
	SB	U-Turn	0	0	0
15		LEFT	4	4	5
		THROUGH	20	20	22
		RIGHT	22	22	24
	EB	U-Turn	0	0	0
		LEFT	27	27	30
		THROUGH	50	50	55
		RIGHT	87	87	95
	WB	U-Turn	0	0	0
		LEFT	33	33	36
		THROUGH	81	81	88
		RIGHT	1	1	2
	NB	U-Turn	0	0	0
WEST BROAD STREET/BROAD STREET		LEFT	29	29	32
AT		THROUGH	266	266	289
BROADWAY		RIGHT	0	0	0
	SB	U-Turn	0	0	0

NELSON & POPE

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GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
16		LEFT	0	0	0
		THROUGH	180	180	195
		RIGHT	38	38	42
	EB	U-Turn	0	0	0
		LEFT	33	33	36
		THROUGH	1	1	2
		RIGHT	43	43	47
	WB	U-Turn	0	0	0
		LEFT	20	20	22
		THROUGH	33	33	36
		RIGHT	76	76	83

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

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GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	14	14	16
AT		THROUGH	79	79	86
WESTSIDE AVENUE		RIGHT	210	210	228
	SB	U-Turn	0	0	0
17		LEFT	74	74	81
		THROUGH	85	85	93
		RIGHT	38	38	42
	EB	U-Turn	0	0	0
		LEFT	40	40	44
		THROUGH	394	394	427
		RIGHT	19	19	21
	WB	U-Turn	0	0	0
		LEFT	256	256	278
		THROUGH	421	421	456
		RIGHT	61	61	67
	NB	U-Turn	0	0	0
WESTSIDE AVENUE		LEFT	24	24	26
AT		THROUGH	166	166	180
CONKLIN AVENUE		RIGHT	13	13	15
	SB	U-Turn	0	0	0
18		LEFT	79	79	86
		THROUGH	144	144	156
		RIGHT	136	136	148
	EB	U-Turn	0	0	0
		LEFT	136	136	148
		THROUGH	100	100	109
		RIGHT	14	14	16
	WB	U-Turn	0	0	0
		LEFT	4	4	5
		THROUGH	112	112	122
		RIGHT	77	77	84
	NB	U-Turn	0	0	0
WESTSIDE AVENUE/BROADWAY		LEFT	200	200	217
AT		THROUGH	162	162	176
SAMSONDALE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
19		LEFT	0	0	0
		THROUGH	144	144	156
		RIGHT	240	240	260
	EB	U-Turn	0	0	0
		LEFT	205	205	223
		THROUGH	0	0	0
		RIGHT	145	145	158
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
GUNREE AVENUE		LEFT	0	0	0
AT		THROUGH	0	0	0
RAILROAD UNDERPASS		RIGHT	0	0	0
	SB	U-Turn	0	0	0

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HAVERSTRAW, NEW YORK
N&P Project No. 23115

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GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
20		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	274	274	297
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	272	272	295
		RIGHT	0	0	0

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HAVERSTRAW, NEW YORK
N&P Project No. 23115

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SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	52	52	57
AT		THROUGH	451	451	489
GUNREE AVENUE		RIGHT	42	42	46
	SB	U-Turn	0	0	0
21		LEFT	111	111	121
		THROUGH	436	436	473
		RIGHT	166	166	180
	EB	U-Turn	0	0	0
		LEFT	164	164	178
		THROUGH	166	166	180
		RIGHT	36	36	39
	WB	U-Turn	0	0	0
		LEFT	27	27	30
		THROUGH	106	106	115
		RIGHT	119	119	129
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	25	25	28
AT		THROUGH	17	17	19
WAYNE STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
22		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	1	1	2
	EB	U-Turn	1	1	2
		LEFT	1	1	2
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	1	1	2
		THROUGH	75	75	82
		RIGHT	17	17	19
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
ROCKLAND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
23		LEFT	1	1	2
		THROUGH	25	25	28
		RIGHT	19	19	21
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	26	26	29
		THROUGH	75	75	82
		RIGHT	1	1	2
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	74	74	81
AT		THROUGH	3	3	4
LIBERTY STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0

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N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
24		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	4	4	5
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	1	1	2
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	30	30	33
		RIGHT	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
WAYNE STREET/4TH STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
25		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	2	2	3
		LEFT	36	36	39
		THROUGH	178	178	193
		RIGHT	20	20	22
	WB	U-Turn	0	0	0
		LEFT	7	7	8
		THROUGH	86	86	94
		RIGHT	10	10	11
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	38	38	42
AT		THROUGH	0	0	0
ROCKLAND STREET/3RD STREET		RIGHT	29	29	32
	SB	U-Turn	0	0	0
26		LEFT	18	18	20
		THROUGH	0	0	0
		RIGHT	32	32	35
	EB	U-Turn	6	6	7
		LEFT	0	0	0
		THROUGH	171	171	186
		RIGHT	2	2	3
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	19	19	21
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
LIBERTY STREET/2ND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
27		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	1	1	2
		LEFT	98	98	107
		THROUGH	63	63	69
		RIGHT	35	35	38
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	23	23	25
		RIGHT	1	1	2

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

OTHER
PLANNED
PROJECTS

	49 W Broad Street 56-units Multifamily Residentia		51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
		VOL		VOL	
ENTER	20		ENTER	82	
EXIT	13		EXIT	53	
TOTAL	33		TOTAL	135	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
	NB	U-Turn			0			0	0
ROUTE 9W		LEFT			0			0	0
AT		THROUGH	55		11			0	11
SHORT CLOVE ROAD		RIGHT			0	55		45	45
	SB	U-Turn			0			0	0
		LEFT			0	30		25	25
1		THROUGH		55	7			0	7
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0		55	29	29
		THROUGH			0			0	0
		RIGHT			0		30	16	16
	NB	U-Turn			0			0	0
RIVERSIDE AVENUE		LEFT			0			0	0
AT		THROUGH			0			0	0
SHORT CLOVE ROAD		RIGHT			0			0	0
	SB	U-Turn			0			0	0
2		LEFT			0		85	45	45
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0	85		70	70
	NB	U-Turn			0			0	0
RIVERSIDE AVENUE		LEFT			0			0	0
AT		THROUGH			0	85		70	70
HARBOR POINTE DRIVE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
3		LEFT			0			0	0
		THROUGH			0		85	45	45
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	NB	U-Turn			0			0	0
WEST STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
GIRLING DRIVE		RIGHT			0	85		70	70
	SB	U-Turn			0			0	0
4		LEFT			0	15		12	12
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0		85	45	45
		THROUGH			0			0	0
		RIGHT			0		15	8	8

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

OTHER
PLANNED
PROJECTS

	49 W Broad Street 56-units Multifamily Residentia			51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
		VOL			VOL		
ENTER	20		ENTER	82			
EXIT	13		EXIT	53			
TOTAL	33		TOTAL	135			

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
	NB	LEFT			0			0	0
MAPLE AVENUE		BEAR LEFT			0			0	0
AT		THROUGH			0		15	8	8
WEST STREET		BEAR RIGHT			0			0	0
		RIGHT			0			0	0
5	SB	HARD LEFT			0			0	0
		LEFT			0			0	0
		THROUGH			0	15		12	12
		RIGHT			0			0	0
		HARD RIGHT			0			0	0
	EB	HARD LEFT			0			0	0
		LEFT			0			0	0
		BEAR LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		BEAR RIGHT			0			0	0
		RIGHT			0			0	0
		HARD RIGHT			0			0	0
	SWB	LEFT			0			0	0
		BEAR LEFT			0			0	0
		BEAR RIGHT			0			0	0
		RIGHT			0			0	0
		HARD RIGHT			0			0	0
	NB	U-Turn			0			0	0
MAPLE AVENUE		LEFT			0			0	0
AT		THROUGH			0		15	8	8
TOR AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
6		LEFT			0			0	0
		THROUGH			0	15		12	12
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	NB	U-Turn			0			0	0
MAPLE AVENUE		LEFT			0			0	0
AT		THROUGH			0		15	8	8
FAIRMONT AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
7		LEFT			0			0	0
		THROUGH			0	15		12	12
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	NB	U-Turn			0			0	0
ROUTE 9W		LEFT			0			0	0
AT		THROUGH			0		30	16	16
NEW MAIN STREET		RIGHT	55		11			0	11
	SB	U-Turn			0			0	0
8		LEFT	15		3	15		12	15
		THROUGH			0	30		25	25
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT		55	7			0	7
		THROUGH			0			0	0
		RIGHT		30	4		15	8	12

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

OTHER
PLANNED
PROJECTS

	49 W Broad Street 56-units Multifamily Residentia			51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
			VOL			VOL	
	ENTER		20	ENTER		82	
	EXIT		13	EXIT		53	
	TOTAL		33	TOTAL		135	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
NEW MAIN STREET AT HUDSON AVENUE 9	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT		25	3			0	3
	EB	U-Turn			0			0	0
		LEFT	50		10			0	10
		THROUGH	20		4	15		12	16
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH		60	8		15	8	16
		RIGHT			0			0	0
NEW MAIN STREET AT CLOVE AVENUE 10	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT		60	8			0	8
	EB	U-Turn			0			0	0
		LEFT	20		4			0	4
		THROUGH			0	15		12	12
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0		15	8	8
		RIGHT			0			0	0
NEW MAIN STREET AT MAPLE AVENUE 11	NB	U-Turn			0			0	0
		LEFT			0		15	8	8
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0	15		12	12
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
NEW MAIN STREET AT WEST STREET/BROADWAY 12	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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OTHER
PLANNED
PROJECTS

	49 W Broad Street 56-units Multifamily Residentia		51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
		VOL		VOL	
ENTER		20	ENTER	82	
EXIT		13	EXIT	53	
TOTAL		33	TOTAL	135	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
WEST BROAD STREET AT HUDSON AVENUE 13	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	50		10			0	10
	SB	U-Turn			0			0	0
		LEFT	30		6			0	6
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT		25	3			0	3
		THROUGH			0			0	0
		RIGHT		15	2			0	2
WEST BROAD STREET AT CONKLIN AVENUE 14	NB	U-Turn			0			0	0
		LEFT		40	5			0	5
		THROUGH			0			0	0
		RIGHT		60	8			0	8
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	80		16			0	16
	WB	U-Turn			0			0	0
		LEFT	20		4			0	4
		THROUGH			0			0	0
		RIGHT			0			0	0
WEST BROAD STREET AT MAPLE AVENUE 15	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
WEST BROAD STREET/BROAD STREET AT BROADWAY 16	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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	49 W Broad Street 56-units Multifamily Residentia		51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
		VOL		VOL	
ENTER		20	ENTER	82	
EXIT		13	EXIT	53	
TOTAL		33	TOTAL	135	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
ROUTE 9W AT WESTSIDE AVENUE 17	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT		15	2			0	2
	EB	U-Turn			0			0	0
		LEFT	30		6			0	6
		THROUGH	15		3	45		37	40
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH		30	4		45	24	28
		RIGHT			0			0	0
WESTSIDE AVENUE AT CONKLIN AVENUE 18	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
WESTSIDE AVENUE/BROADWAY AT SAMSONSALE AVENUE 19	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
GUNREE AVENUE AT RAILROAD UNDERPASS 20	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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PROJECTS

	49 W Broad Street 56-units Multifamily Residentia			51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
			VOL			VOL	
	ENTER		20	ENTER		82	
	EXIT		13	EXIT		53	
	TOTAL		33	TOTAL		135	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
	NB	U-Turn			0			0	0
ROUTE 9W		LEFT			0			0	0
AT		THROUGH		45	6		45	24	30
GUNREE AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
21		LEFT			0			0	0
		THROUGH	45		9	45		37	46
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	NB	U-Turn			0			0	0
BROAD STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
WAYNE STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
22		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	NB	U-Turn			0			0	0
BROAD STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
ROCKLAND STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
23		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	NB	U-Turn			0			0	0
BROAD STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
LIBERTY STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
24		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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	49 W Broad Street 56-units Multifamily Residentia		51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
		VOL		VOL	
ENTER		20	ENTER	82	
EXIT		13	EXIT	53	
TOTAL		33	TOTAL	135	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
MAIN STREET AT WAYNE STREET/4TH STREET	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
25	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
MAIN STREET AT ROCKLAND STREET/3RD STREET	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
26	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
MAIN STREET AT LIBERTY STREET/2ND STREET	NB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
27	SB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	0	0	0
AT		THROUGH	798	11	809
SHORT CLOVE ROAD		RIGHT	478	45	523
	SB	U-Turn	0	0	0
		LEFT	57	25	82
1		THROUGH	610	7	617
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	147	29	176
		THROUGH	0	0	0
		RIGHT	42	16	58
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	7	0	7
SHORT CLOVE ROAD		RIGHT	13	0	13
	SB	U-Turn	0	0	0
2		LEFT	179	45	224
		THROUGH	6	0	6
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	3	0	3
		LEFT	20	0	20
		THROUGH	0	0	0
		RIGHT	526	70	596
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	446	70	516
HARBOR POINTE DRIVE		RIGHT	85	0	85
	SB	U-Turn	0	0	0
3		LEFT	11	0	11
		THROUGH	149	45	194
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	37	0	37
		THROUGH	0	0	0
		RIGHT	24	0	24
	NB	U-Turn	0	0	0
WEST STREET		LEFT	0	0	0
AT		THROUGH	471	0	471
GIRLING DRIVE		RIGHT	0	70	70
	SB	U-Turn	0	0	0
4		LEFT	0	12	12
		THROUGH	175	0	175
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	45	45
		THROUGH	0	0	0
		RIGHT	0	8	8

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	0	0	0
MAPLE AVENUE		BEAR LEFT	0	0	0
AT		THROUGH	231	8	239
WEST STREET		BEAR RIGHT	252	0	252
		RIGHT	9	0	9
5	SB	HARD LEFT	20	0	20
		LEFT	9	0	9
		THROUGH	128	12	140
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	EB	HARD LEFT	0	0	0
		LEFT	3	0	3
		BEAR LEFT	2	0	2
		THROUGH	0	0	0
		RIGHT	2	0	2
	WB	LEFT	15	0	15
		THROUGH	0	0	0
		BEAR RIGHT	18	0	18
		RIGHT	0	0	0
		HARD RIGHT	6	0	6
	SWB	LEFT	0	0	0
		BEAR LEFT	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	48	0	48
AT		THROUGH	199	8	207
TOR AVENUE		RIGHT	15	0	15
	SB	U-Turn	0	0	0
6		LEFT	8	0	8
		THROUGH	125	12	137
		RIGHT	4	0	4
	EB	U-Turn	0	0	0
		LEFT	11	0	11
		THROUGH	8	0	8
		RIGHT	25	0	25
	WB	U-Turn	0	0	0
		LEFT	19	0	19
		THROUGH	12	0	12
		RIGHT	16	0	16
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	11	0	11
AT		THROUGH	186	8	194
FAIRMONT AVENUE		RIGHT	23	0	23

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
7	SB	U-Turn	0	0	0
		LEFT	23	0	23
		THROUGH	93	12	105
		RIGHT	15	0	15
	EB	U-Turn	0	0	0
		LEFT	19	0	19
		THROUGH	23	0	23
		RIGHT	11	0	11
	WB	U-Turn	0	0	0
		LEFT	41	0	41
		THROUGH	6	0	6
		RIGHT	29	0	29
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	6	0	6
AT		THROUGH	696	16	712
NEW MAIN STREET		RIGHT	125	11	136
	SB	U-Turn	0	0	0
8		LEFT	100	15	115
		THROUGH	580	25	605
		RIGHT	10	0	10
	EB	U-Turn	0	0	0
		LEFT	13	0	13
		THROUGH	5	0	5
		RIGHT	10	0	10
	WB	U-Turn	0	0	0
		LEFT	108	7	115
		THROUGH	5	0	5
		RIGHT	99	12	111

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	25	0	25
AT		THROUGH	36	0	36
HUDSON AVENUE		RIGHT	7	0	7
	SB	U-Turn	0	0	0
9		LEFT	22	0	22
		THROUGH	19	0	19
		RIGHT	34	3	37
	EB	U-Turn	0	0	0
		LEFT	63	10	73
		THROUGH	193	16	209
		RIGHT	26	0	26
	WB	U-Turn	0	0	0
		LEFT	4	0	4
		THROUGH	132	16	148
		RIGHT	13	0	13
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CLOVE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
10		LEFT	20	0	20
		THROUGH	37	0	37
		RIGHT	21	8	29
	EB	U-Turn	0	0	0
		LEFT	25	4	29
		THROUGH	167	12	179
		RIGHT	24	0	24
	WB	U-Turn	0	0	0
		LEFT	7	0	7
		THROUGH	130	8	138
		RIGHT	17	0	17
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	56	8	64
AT		THROUGH	126	0	126
MAPLE AVENUE		RIGHT	44	0	44
	SB	U-Turn	0	0	0
11		LEFT	64	0	64
		THROUGH	65	0	65
		RIGHT	22	0	22
	EB	U-Turn	2	0	2
		LEFT	36	0	36
		THROUGH	97	0	97
		RIGHT	26	12	38
	WB	U-Turn	0	0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	35	0	35
		THROUGH	75	0	75
		RIGHT	31	0	31
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	12	0	12
AT		THROUGH	185	0	185
WEST STREET/BROADWAY		RIGHT	54	0	54
	SB	U-Turn	0	0	0
12		LEFT	101	0	101
		THROUGH	75	0	75
		RIGHT	78	0	78
	EB	U-Turn	0	0	0
		LEFT	80	0	80
		THROUGH	84	0	84
		RIGHT	23	0	23
	WB	U-Turn	0	0	0
		LEFT	4	0	4
		THROUGH	46	0	46
		RIGHT	55	0	55

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	85	0	85
HUDSON AVENUE		RIGHT	21	10	31
	SB	U-Turn	2	0	2
13		LEFT	45	6	51
		THROUGH	52	0	52
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	2	0	2
		LEFT	18	3	21
		THROUGH	0	0	0
		RIGHT	54	2	56
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	5	5
AT		THROUGH	0	0	0
CONKLIN AVENUE		RIGHT	0	8	8
	SB	U-Turn	0	0	0
14		LEFT	206	0	206
		THROUGH	0	0	0
		RIGHT	12	0	12
	EB	U-Turn	2	0	2
		LEFT	21	0	21
		THROUGH	44	0	44
		RIGHT	0	16	16
	WB	U-Turn	2	0	2
		LEFT	0	4	4
		THROUGH	58	0	58
		RIGHT	203	0	203
	NB	U-Turn	2	0	2
WEST BROAD STREET		LEFT	152	0	152
AT		THROUGH	23	0	23
MAPLE AVENUE		RIGHT	19	0	19
	SB	U-Turn	0	0	0
15		LEFT	5	0	5
		THROUGH	22	0	22
		RIGHT	24	0	24
	EB	U-Turn	0	0	0
		LEFT	30	0	30
		THROUGH	55	0	55
		RIGHT	95	0	95
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	36	0	36
		THROUGH	88	0	88
		RIGHT	2	0	2
	NB	U-Turn	0	0	0
WEST BROAD STREET/BROAD STREET		LEFT	32	0	32
AT		THROUGH	289	0	289
BROADWAY		RIGHT	0	0	0
	SB	U-Turn	0	0	0
16		LEFT	0	0	0
		THROUGH	195	0	195
		RIGHT	42	0	42
	EB	U-Turn	0	0	0
		LEFT	36	0	36
		THROUGH	2	0	2
		RIGHT	47	0	47
	WB	U-Turn	0	0	0
		LEFT	22	0	22
		THROUGH	36	0	36
		RIGHT	83	0	83

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	16	0	16
AT		THROUGH	86	0	86
WESTSIDE AVENUE		RIGHT	228	0	228
	SB	U-Turn	0	0	0
17		LEFT	81	0	81
		THROUGH	93	0	93
		RIGHT	42	2	44
	EB	U-Turn	0	0	0
		LEFT	44	6	50
		THROUGH	427	40	467
		RIGHT	21	0	21
	WB	U-Turn	0	0	0
		LEFT	278	0	278
		THROUGH	456	28	484
		RIGHT	67	0	67
	NB	U-Turn	0	0	0
WESTSIDE AVENUE		LEFT	26	0	26
AT		THROUGH	180	0	180
CONKLIN AVENUE		RIGHT	15	0	15
	SB	U-Turn	0	0	0
18		LEFT	86	0	86
		THROUGH	156	0	156
		RIGHT	148	0	148
	EB	U-Turn	0	0	0
		LEFT	148	0	148
		THROUGH	109	0	109
		RIGHT	16	0	16
	WB	U-Turn	0	0	0
		LEFT	5	0	5
		THROUGH	122	0	122
		RIGHT	84	0	84
	NB	U-Turn	0	0	0
WESTSIDE AVENUE/BROADWAY		LEFT	217	0	217
AT		THROUGH	176	0	176
SAMSONSALE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
19		LEFT	0	0	0
		THROUGH	156	0	156
		RIGHT	260	0	260
	EB	U-Turn	0	0	0
		LEFT	223	0	223
		THROUGH	0	0	0
		RIGHT	158	0	158
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
GUNREE AVENUE		LEFT	0	0	0
AT		THROUGH	0	0	0
RAILROAD UNDERPASS		RIGHT	0	0	0
	SB	U-Turn	0	0	0
20		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	297	0	297
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	295	0	295
		RIGHT	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	57	0	57
AT		THROUGH	489	30	519
GUNREE AVENUE		RIGHT	46	0	46
	SB	U-Turn	0	0	0
21		LEFT	121	0	121
		THROUGH	473	46	519
		RIGHT	180	0	180
	EB	U-Turn	0	0	0
		LEFT	178	0	178
		THROUGH	180	0	180
		RIGHT	39	0	39
	WB	U-Turn	0	0	0
		LEFT	30	0	30
		THROUGH	115	0	115
		RIGHT	129	0	129
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	28	0	28
AT		THROUGH	19	0	19
WAYNE STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
22		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	2	0	2
	EB	U-Turn	2	0	2
		LEFT	2	0	2
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	2	0	2
		THROUGH	82	0	82
		RIGHT	19	0	19
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
ROCKLAND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
23		LEFT	2	0	2
		THROUGH	28	0	28
		RIGHT	21	0	21
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	29	0	29
		THROUGH	82	0	82
		RIGHT	2	0	2
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	81	0	81
AT		THROUGH	4	0	4
LIBERTY STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
24		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	5	0	5
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	2	0	2
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	33	0	33
		RIGHT	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
WAYNE STREET/4TH STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
25		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	3	0	3
		LEFT	39	0	39
		THROUGH	193	0	193
		RIGHT	22	0	22
	WB	U-Turn	0	0	0
		LEFT	8	0	8
		THROUGH	94	0	94
		RIGHT	11	0	11
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	42	0	42
AT		THROUGH	0	0	0
ROCKLAND STREET/3RD STREET		RIGHT	32	0	32
	SB	U-Turn	0	0	0
26		LEFT	20	0	20
		THROUGH	0	0	0
		RIGHT	35	0	35
	EB	U-Turn	7	0	7
		LEFT	0	0	0
		THROUGH	186	0	186
		RIGHT	3	0	3
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	21	0	21
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
LIBERTY STREET/2ND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
27		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	2	0	2
		LEFT	107	0	107
		THROUGH	69	0	69
		RIGHT	38	0	38
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	0	0	0
		THROUGH	25	0	25
		RIGHT	2	0	2

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

			Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF			SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	107		ENTER	36		ENTER	24	
				EXIT	69		EXIT	35		EXIT	24	
				TOTAL	176		TOTAL	71		TOTAL	48	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	U-Turn			0			0			0	0
ROUTE 9W		LEFT			0			0			0	0
AT		THROUGH	40		43	40		14	40		10	67
SHORT CLOVE ROAD		RIGHT	5		5	5		2	5		1	8
	SB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
1		THROUGH		30	21		30	11		30	7	39
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		15	10		15	5		15	4	19
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
RIVERSIDE AVENUE		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
SHORT CLOVE ROAD		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
2		LEFT		15	10		15	5		15	4	19
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT	5		5	5		2	5		1	8
					0			0			0	0
	NB	U-Turn			0			0			0	0
RIVERSIDE AVENUE		LEFT			0			0			0	0
AT		THROUGH	5		5	5		2	5		1	8
HARBOR POINTE DRIVE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
3		LEFT			0			0			0	0
		THROUGH		15	10		15	5		15	4	19
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
WEST STREET		LEFT			0			0			0	0
AT		THROUGH	5		5	5		2	5		1	8
GIRLING DRIVE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
4		LEFT			0			0			0	0
		THROUGH		15	10		15	5		15	4	19
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF		SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL		
				ENTER	107		ENTER	36		ENTER	24		
				EXIT	69		EXIT	35		EXIT	24		
				TOTAL	176		TOTAL	71		TOTAL	48		
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	LEFT			0			0			0	0
MAPLE AVENUE		BEAR LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WEST STREET		BEAR RIGHT	5		5	5		2	5		1	8
		RIGHT			0			0			0	0
5	SB	HARD LEFT			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		15	10		15	5		15	4	19
		RIGHT			0			0			0	0
		HARD RIGHT			0			0			0	0
	EB	HARD LEFT			0			0			0	0
		LEFT			0			0			0	0
		BEAR LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		BEAR RIGHT			0			0			0	0
		RIGHT			0			0			0	0
		HARD RIGHT			0			0			0	0
	SWB	LEFT			0			0			0	0
		BEAR LEFT			0			0			0	0
		BEAR RIGHT			0			0			0	0
		RIGHT			0			0			0	0
		HARD RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAPLE AVENUE		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
TOR AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
6		LEFT			0			0			0	0
		THROUGH		15	10		15	5		15	4	19
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAPLE AVENUE		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
FAIRMONT AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
7		LEFT			0			0			0	0
		THROUGH		15	10		15	5		15	4	19
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	5		5	5		2	5		1	8
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		5	3		5	2		5	1	6
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
ROUTE 9W		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
NEW MAIN STREET		RIGHT	40		43	40		14	40		10	67
	SB	U-Turn			0			0			0	0
8		LEFT	30		32	30		11	30		7	50
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		30	21		30	11		30	7	39
		THROUGH			0			0			0	0
		RIGHT		20	14		20	7		20	5	26

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF		SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL		
				ENTER	107		ENTER	36		ENTER	24		
				EXIT	69		EXIT	35		EXIT	24		
				TOTAL	176		TOTAL	71		TOTAL	48		
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**		SUBTOTAL VOL
					0			0			0		
	NB	U-Turn			0			0			0		0
NEW MAIN STREET		LEFT			0			0			0		0
AT		THROUGH			0			0			0		0
HUDSON AVENUE		RIGHT			0			0			0		0
	SB	U-Turn			0			0			0		0
9		LEFT			0			0			0		0
		THROUGH			0			0			0		0
		RIGHT			0			0			0		0
	EB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH	70		75	70		25	70		17		117
		RIGHT			0			0			0		0
	WB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH		50	35		50	18		50	12		65
		RIGHT			0			0			0		0
					0			0			0		
	NB	U-Turn			0			0			0		0
NEW MAIN STREET		LEFT			0			0			0		0
AT		THROUGH			0			0			0		0
CLOVE AVENUE		RIGHT			0			0			0		0
	SB	U-Turn			0			0			0		0
10		LEFT	10		11	10		4	10		2		17
		THROUGH			0			0			0		0
		RIGHT		10	7		10	4		10	2		13
	EB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH	70		75	70		25	70		17		117
		RIGHT			0			0			0		0
	WB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH		40	28		40	14		40	10		52
		RIGHT			0			0			0		0
					0			0			0		
	NB	U-Turn			0			0			0		0
NEW MAIN STREET		LEFT			0			0			0		0
AT		THROUGH			0			0			0		0
MAPLE AVENUE		RIGHT			0			0			0		0
	SB	U-Turn			0			0			0		0
11		LEFT			0			0			0		0
		THROUGH		10	7		10	4		10	2		13
		RIGHT		15	10		15	5		15	4		19
	EB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH	80		86	80		29	80		19		134
		RIGHT			0			0			0		0
	WB	U-Turn			0			0			0		0
		LEFT		5	3		5	2		5	1		6
		THROUGH		25	17		25	9		25	6		32
		RIGHT			0			0			0		0
					0			0			0		
	NB	U-Turn			0			0			0		0
NEW MAIN STREET		LEFT			0			0			0		0
AT		THROUGH			0			0			0		0
WEST STREET/BROADWAY		RIGHT	10		11	10		4	10		2		17
	SB	U-Turn			0			0			0		0
12		LEFT	10		11	10		4	10		2		17
		THROUGH			0			0			0		0
		RIGHT		25	17		25	9		25	6		32
	EB	U-Turn			0			0			0		0
		LEFT			0			0			0		0
		THROUGH	80		86	80		29	80		19		134
		RIGHT			0			0			0		0
	WB	U-Turn			0			0			0		0
		LEFT		5	3		5	2		5	1		6
		THROUGH		5	3		5	2		5	1		6
		RIGHT			0			0			0		0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

			Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF			SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	107		ENTER	36		ENTER	24	
				EXIT	69		EXIT	35		EXIT	24	
				TOTAL	176		TOTAL	71		TOTAL	48	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	
	NB	U-Turn			0			0			0	0
WEST BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
HUDSON AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
13		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	
	NB	U-Turn			0			0			0	0
WEST BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
CONKLIN AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
14		LEFT	10		11	10		4	10		2	17
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		20	14		20	7		20	5	26
					0			0			0	
	NB	U-Turn			0			0			0	0
WEST BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
MAPLE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
15		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		25	17		25	9		25	6	32
		THROUGH		30	21		30	11		30	7	39
		RIGHT			0			0			0	0
					0			0			0	
	NB	U-Turn			0			0			0	0
WEST BROAD STREET/BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
BROADWAY		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
16		LEFT			0			0			0	0
		THROUGH	10		11	10		4	10		2	17
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		25	17		25	9		25	6	32
		THROUGH		55	38		55	19		55	13	70
		RIGHT		10	7		10	4		10	2	13

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

			Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF			SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	107		ENTER	36		ENTER	24	
				EXIT	69		EXIT	35		EXIT	24	
				TOTAL	176		TOTAL	71		TOTAL	48	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	
	NB	U-Turn			0			0			0	0
ROUTE 9W		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WESTSIDE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
17		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	30		32	30		11	30		7	50
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		20	14		20	7		20	5	26
		RIGHT			0			0			0	0
					0			0			0	
	NB	U-Turn			0			0			0	0
WESTSIDE AVENUE		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
CONKLIN AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
18		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	10		11	10		4	10		2	17
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		20	14		20	7		20	5	26
		RIGHT			0			0			0	0
					0			0			0	
	NB	U-Turn			0			0			0	0
WESTSIDE AVENUE/BROADWAY		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
SAMSONSALE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
19		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	
	NB	U-Turn			0			0			0	0
GUNREE AVENUE		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
RAILROAD UNDERPASS		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
20		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	10		11	10		4	10		2	17
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		20	14		20	7		20	5	26
		RIGHT			0			0			0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

			Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF			SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	107		ENTER	36		ENTER	24	
				EXIT	69		EXIT	35		EXIT	24	
				TOTAL	176		TOTAL	71		TOTAL	48	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	
	NB	U-Turn			0			0			0	0
ROUTE 9W		LEFT			0			0			0	0
AT		THROUGH		20	14		20	7		20	5	26
GUNREE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
21		LEFT	10		11	10		4	10		2	17
		THROUGH	30		32	30		11	30		7	50
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		20	14		20	7		20	5	26
					0			0			0	
	NB	U-Turn			0			0			0	0
BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WAYNE STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
22		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		90	62		90	32		90	22	116
		RIGHT			0			0			0	0
					0			0			0	
	NB	U-Turn			0			0			0	0
BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
ROCKLAND STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
23		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		10	7		10	4		10	2	13
		THROUGH		90	62		90	32		90	22	116
		RIGHT			0			0			0	0
					0			0			0	
	NB	U-Turn			0			0			0	0
BROAD STREET		LEFT			0			0			0	0
AT		THROUGH	100		107	100		36	100		24	167
LIBERTY STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
24		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		100	69		100	35		100	24	128
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

			Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF			SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	107		ENTER	36		ENTER	24	
				EXIT	69		EXIT	35		EXIT	24	
				TOTAL	176		TOTAL	71		TOTAL	48	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	
	NB	U-Turn			0			0			0	0
MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WAYNE STREET/4TH STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
25		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	100		107	100		36	100		24	167
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		10	7		10	4		10	2	13
		RIGHT			0			0			0	0
					0			0			0	
	NB	U-Turn			0			0			0	0
MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
ROCKLAND STREET/3RD STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
26		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		10	7		10	4		10	2	13
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	100		107	100		36	100		24	167
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	
	NB	U-Turn			0			0			0	0
MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
LIBERTY STREET/2ND STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
27		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT	100		107	100		36	100		24	167
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	0	0	0
AT		THROUGH	809	67	876
SHORT CLOVE ROAD		RIGHT	523	8	531
	SB	U-Turn	0	0	0
		LEFT	82	0	82
1		THROUGH	617	39	656
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	176	19	195
		THROUGH	0	0	0
		RIGHT	58	0	58
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	7	0	7
SHORT CLOVE ROAD		RIGHT	13	0	13
	SB	U-Turn	0	0	0
2		LEFT	224	19	243
		THROUGH	6	0	6
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	3	0	3
		LEFT	20	0	20
		THROUGH	0	0	0
		RIGHT	596	8	604
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	516	8	524
HARBOR POINTE DRIVE		RIGHT	85	0	85
	SB	U-Turn	0	0	0
3		LEFT	11	0	11
		THROUGH	194	19	213
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	37	0	37
		THROUGH	0	0	0
		RIGHT	24	0	24
	NB	U-Turn	0	0	0
WEST STREET		LEFT	0	0	0
AT		THROUGH	471	8	479
GIRLING DRIVE		RIGHT	70	0	70
	SB	U-Turn	0	0	0
4		LEFT	12	0	12
		THROUGH	175	19	194
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	45	0	45
		THROUGH	0	0	0
		RIGHT	8	0	8

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
MAPLE AVENUE		BEAR LEFT	0	0	0
AT		THROUGH	239	0	239
WEST STREET		BEAR RIGHT	252	8	260
		RIGHT	9	0	9
5	SB	HARD LEFT	20	0	20
		LEFT	9	0	9
		THROUGH	140	19	159
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	EB	HARD LEFT	0	0	0
		LEFT	3	0	3
		BEAR LEFT	2	0	2
		THROUGH	0	0	0
		RIGHT	2	0	2
	WB	LEFT	15	0	15
		THROUGH	0	0	0
		BEAR RIGHT	18	0	18
		RIGHT	0	0	0
		HARD RIGHT	6	0	6
	SWB	LEFT	0	0	0
		BEAR LEFT	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	48	0	48
AT		THROUGH	207	0	207
TOR AVENUE		RIGHT	15	0	15
	SB	U-Turn	0	0	0
6		LEFT	8	0	8
		THROUGH	137	19	156
		RIGHT	4	0	4
	EB	U-Turn	0	0	0
		LEFT	11	0	11
		THROUGH	8	0	8
		RIGHT	25	0	25
	WB	U-Turn	0	0	0
		LEFT	19	0	19
		THROUGH	12	0	12
		RIGHT	16	0	16
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	11	0	11
AT		THROUGH	194	0	194
FAIRMONT AVENUE		RIGHT	23	0	23

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
7	SB	U-Turn	0	0	0
		LEFT	23	0	23
		THROUGH	105	19	124
		RIGHT	15	0	15
	EB	U-Turn	0	0	0
		LEFT	19	0	19
		THROUGH	23	8	31
		RIGHT	11	0	11
	WB	U-Turn	0	0	0
		LEFT	41	0	41
		THROUGH	6	6	12
		RIGHT	29	0	29
ROUTE 9W AT NEW MAIN STREET	NB	U-Turn	0	0	0
		LEFT	6	0	6
		THROUGH	712	0	712
		RIGHT	136	67	203
	SB	U-Turn	0	0	0
8		LEFT	115	50	165
		THROUGH	605	0	605
		RIGHT	10	0	10
	EB	U-Turn	0	0	0
		LEFT	13	0	13
		THROUGH	5	0	5
		RIGHT	10	0	10
	WB	U-Turn	0	0	0
		LEFT	115	39	154
		THROUGH	5	0	5
		RIGHT	111	26	137

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	25	0	25
AT		THROUGH	36	0	36
HUDSON AVENUE		RIGHT	7	0	7
	SB	U-Turn	0	0	0
9		LEFT	22	0	22
		THROUGH	19	0	19
		RIGHT	37	0	37
	EB	U-Turn	0	0	0
		LEFT	73	0	73
		THROUGH	209	117	326
		RIGHT	26	0	26
	WB	U-Turn	0	0	0
		LEFT	4	0	4
		THROUGH	148	65	213
		RIGHT	13	0	13
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CLOVE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
10		LEFT	20	17	37
		THROUGH	37	0	37
		RIGHT	29	13	42
	EB	U-Turn	0	0	0
		LEFT	29	0	29
		THROUGH	179	117	296
		RIGHT	24	0	24
	WB	U-Turn	0	0	0
		LEFT	7	0	7
		THROUGH	138	52	190
		RIGHT	17	0	17
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	64	0	64
AT		THROUGH	126	0	126
MAPLE AVENUE		RIGHT	44	0	44
	SB	U-Turn	0	0	0
11		LEFT	64	0	64
		THROUGH	65	13	78
		RIGHT	22	19	41
	EB	U-Turn	2	0	2
		LEFT	36	0	36
		THROUGH	97	134	231
		RIGHT	38	0	38
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	35	6	41
		THROUGH	75	32	107
		RIGHT	31	0	31
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	12	0	12
AT		THROUGH	185	0	185
WEST STREET/BROADWAY		RIGHT	54	17	71
	SB	U-Turn	0	0	0
12		LEFT	101	17	118
		THROUGH	75	0	75
		RIGHT	78	32	110
	EB	U-Turn	0	0	0
		LEFT	80	0	80
		THROUGH	84	134	218
		RIGHT	23	0	23
	WB	U-Turn	0	0	0
		LEFT	4	6	10
		THROUGH	46	6	52
		RIGHT	55	0	55

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	85	0	85
HUDSON AVENUE		RIGHT	31	0	31
	SB	U-Turn	2	0	2
13		LEFT	51	0	51
		THROUGH	52	0	52
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	2	0	2
		LEFT	21	0	21
		THROUGH	0	0	0
		RIGHT	56	0	56
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	5	0	5
AT		THROUGH	0	0	0
CONKLIN AVENUE		RIGHT	8	0	8
	SB	U-Turn	0	0	0
14		LEFT	206	17	223
		THROUGH	0	0	0
		RIGHT	12	0	12
	EB	U-Turn	2	0	2
		LEFT	21	0	21
		THROUGH	44	0	44
		RIGHT	16	0	16
	WB	U-Turn	2	0	2
		LEFT	4	0	4
		THROUGH	58	0	58
		RIGHT	203	26	229
	NB	U-Turn	2	0	2
WEST BROAD STREET		LEFT	152	0	152
AT		THROUGH	23	0	23
MAPLE AVENUE		RIGHT	19	0	19
	SB	U-Turn	0	0	0
15		LEFT	5	0	5
		THROUGH	22	0	22
		RIGHT	24	0	24
	EB	U-Turn	0	0	0
		LEFT	30	0	30
		THROUGH	55	0	55
		RIGHT	95	0	95
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	36	32	68
		THROUGH	88	39	127
		RIGHT	2	0	2
	NB	U-Turn	0	0	0
WEST BROAD STREET/BROAD STREET		LEFT	32	0	32
AT		THROUGH	289	0	289
BROADWAY		RIGHT	0	0	0
	SB	U-Turn	0	0	0
16		LEFT	0	0	0
		THROUGH	195	17	212
		RIGHT	42	0	42
	EB	U-Turn	0	0	0
		LEFT	36	0	36
		THROUGH	2	0	2
		RIGHT	47	0	47
	WB	U-Turn	0	0	0
		LEFT	22	32	54
		THROUGH	36	70	106
		RIGHT	83	13	96

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	16	0	16
AT		THROUGH	86	0	86
WESTSIDE AVENUE		RIGHT	228	0	228
	SB	U-Turn	0	0	0
17		LEFT	81	0	81
		THROUGH	93	0	93
		RIGHT	44	0	44
	EB	U-Turn	0	0	0
		LEFT	50	0	50
		THROUGH	467	50	517
		RIGHT	21	0	21
	WB	U-Turn	0	0	0
		LEFT	278	0	278
		THROUGH	484	26	510
		RIGHT	67	0	67
	NB	U-Turn	0	0	0
WESTSIDE AVENUE		LEFT	26	0	26
AT		THROUGH	180	0	180
CONKLIN AVENUE		RIGHT	15	0	15
	SB	U-Turn	0	0	0
18		LEFT	86	0	86
		THROUGH	156	0	156
		RIGHT	148	0	148
	EB	U-Turn	0	0	0
		LEFT	148	0	148
		THROUGH	109	17	126
		RIGHT	16	0	16
	WB	U-Turn	0	0	0
		LEFT	5	0	5
		THROUGH	122	26	148
		RIGHT	84	0	84
	NB	U-Turn	0	0	0
WESTSIDE AVENUE/BROADWAY		LEFT	217	0	217
AT		THROUGH	176	0	176
SAMSONSALE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
19		LEFT	0	0	0
		THROUGH	156	0	156
		RIGHT	260	0	260
	EB	U-Turn	0	0	0
		LEFT	223	0	223
		THROUGH	0	0	0
		RIGHT	158	0	158
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
GUNREE AVENUE		LEFT	0	0	0
AT		THROUGH	0	0	0
RAILROAD UNDERPASS		RIGHT	0	0	0
	SB	U-Turn	0	0	0
20		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	297	17	314
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	295	26	321
		RIGHT	0	0	0

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WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	57	0	57
AT		THROUGH	519	26	545
GUNREE AVENUE		RIGHT	46	0	46
	SB	U-Turn	0	0	0
21		LEFT	121	17	138
		THROUGH	519	50	569
		RIGHT	180	0	180
	EB	U-Turn	0	0	0
		LEFT	178	0	178
		THROUGH	180	0	180
		RIGHT	39	0	39
	WB	U-Turn	0	0	0
		LEFT	30	0	30
		THROUGH	115	0	115
		RIGHT	129	26	155
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	28	0	28
AT		THROUGH	19	0	19
WAYNE STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
22		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	2	0	2
	EB	U-Turn	2	0	2
		LEFT	2	0	2
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	2	0	2
		THROUGH	82	116	198
		RIGHT	19	0	19
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
ROCKLAND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
23		LEFT	2	0	2
		THROUGH	28	0	28
		RIGHT	21	0	21
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	29	13	42
		THROUGH	82	116	198
		RIGHT	2	0	2
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	81	0	81
AT		THROUGH	4	167	171
LIBERTY STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
24		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	5	128	133
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	2	0	2
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	33	0	33
		RIGHT	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
WAYNE STREET/4TH STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
25		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	3	0	3
		LEFT	39	0	39
		THROUGH	193	167	360
		RIGHT	22	0	22
	WB	U-Turn	0	0	0
		LEFT	8	0	8
		THROUGH	94	13	107
		RIGHT	11	0	11
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	42	0	42
AT		THROUGH	0	0	0
ROCKLAND STREET/3RD STREET		RIGHT	32	0	32
	SB	U-Turn	0	0	0
26		LEFT	20	0	20
		THROUGH	0	0	0
		RIGHT	35	13	48
	EB	U-Turn	7	0	7
		LEFT	0	0	0
		THROUGH	186	167	353
		RIGHT	3	0	3
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	21	0	21
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
LIBERTY STREET/2ND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
27		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	2	0	2
		LEFT	107	167	274
		THROUGH	69	0	69
		RIGHT	38	0	38
	WB	U-Turn	0	0	0

NELSON & POPE

WEEKDAY PM PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	0	0	0
		THROUGH	25	0	25
		RIGHT	2	0	2

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	0	0	0
AT		THROUGH	471	471	511
SHORT CLOVE ROAD		RIGHT	146	146	159
	SB	U-Turn	0	0	0
		LEFT	39	39	43
1		THROUGH	512	512	555
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	134	134	146
		THROUGH	0	0	0
		RIGHT	33	33	36
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	9	9	10
SHORT CLOVE ROAD		RIGHT	20	20	22
	SB	U-Turn	0	0	0
2		LEFT	145	145	158
		THROUGH	4	4	5
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	1	1	2
		LEFT	11	11	12
		THROUGH	0	0	0
		RIGHT	172	172	187
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	122	122	133
HARBOR POINTE DRIVE		RIGHT	47	47	51
	SB	U-Turn	0	0	0
3		LEFT	9	9	10
		THROUGH	81	81	88
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	72	72	78
		THROUGH	0	0	0
		RIGHT	11	11	12
	NB	U-Turn	0	0	0
WEST STREET		LEFT	0	0	0
AT		THROUGH	130	130	141
GIRLING DRIVE		RIGHT	0	0	0
	SB	U-Turn	0	0	0

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
4		LEFT	0	0	0
		THROUGH	95	95	103
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR: 2.00%
NO. OF YEARS: 4
GROWTH RATE: 1.083
SEASONAL ADJUSTMENT FACTOR 1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0	0
MAPLE AVENUE		BEAR LEFT	0	0	0
AT		THROUGH	62	62	68
WEST STREET		BEAR RIGHT	60	60	65
		RIGHT	8	8	9
5	SB	HARD LEFT	20	20	22
		LEFT	7	7	8
		THROUGH	93	93	101
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	EB	HARD LEFT	0	0	0
		LEFT	0	0	0
		BEAR LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	1	1	2
		THROUGH	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	4	4	5
		HARD RIGHT	4	4	5
	SWB	LEFT	0	0	0
		BEAR LEFT	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	NB	U-Turn	1	1	2
MAPLE AVENUE		LEFT	17	17	19
AT		THROUGH	47	47	51
TOR AVENUE		RIGHT	7	7	8
	SB	U-Turn	2	2	3
6		LEFT	10	10	11
		THROUGH	87	87	95
		RIGHT	6	6	7
	EB	U-Turn	0	0	0
		LEFT	11	11	12
		THROUGH	4	4	5
		RIGHT	13	13	15
	WB	U-Turn	0	0	0
		LEFT	23	23	25
		THROUGH	9	9	10
		RIGHT	9	9	10
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	2	2	3
AT		THROUGH	62	62	68
FAIRMONT AVENUE		RIGHT	10	10	11
	SB	U-Turn	0	0	0
7		LEFT	25	25	28
		THROUGH	66	66	72
		RIGHT	4	4	5
	EB	U-Turn	0	0	0
		LEFT	13	13	15
		THROUGH	7	7	8
		RIGHT	6	6	7
	WB	U-Turn	0	0	0

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
		LEFT	31	31	34
		THROUGH	12	12	13
		RIGHT	18	18	20
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	4	4	5
AT		THROUGH	424	424	460
NEW MAIN STREET		RIGHT	84	84	91
	SB	U-Turn	0	0	0
8		LEFT	83	83	90
		THROUGH	512	512	555
		RIGHT	5	5	6
	EB	U-Turn	0	0	0
		LEFT	10	10	11
		THROUGH	2	2	3
		RIGHT	8	8	9
	WB	U-Turn	0	0	0
		LEFT	88	88	96
		THROUGH	5	5	6
		RIGHT	80	80	87

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR: 2.00%
NO. OF YEARS: 4
GROWTH RATE: 1.083
SEASONAL ADJUSTMENT FACTOR 1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	29	29	32
AT		THROUGH	22	22	24
HUDSON AVENUE		RIGHT	4	4	5
	SB	U-Turn	0	0	0
9		LEFT	13	13	15
		THROUGH	14	14	16
		RIGHT	31	31	34
	EB	U-Turn	0	0	0
		LEFT	30	30	33
		THROUGH	140	140	152
		RIGHT	13	13	15
	WB	U-Turn	0	0	0
		LEFT	1	1	2
		THROUGH	124	124	135
		RIGHT	10	10	11
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CLOVE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
10		LEFT	8	8	9
		THROUGH	10	10	11
		RIGHT	10	10	11
	EB	U-Turn	0	0	0
		LEFT	6	6	7
		THROUGH	141	141	153
		RIGHT	6	6	7
	WB	U-Turn	0	0	0
		LEFT	7	7	8
		THROUGH	121	121	132
		RIGHT	5	5	6
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	32	32	35
AT		THROUGH	36	36	39
MAPLE AVENUE		RIGHT	30	30	33
	SB	U-Turn	0	0	0
11		LEFT	52	52	57
		THROUGH	34	34	37
		RIGHT	11	11	12
	EB	U-Turn	0	0	0
		LEFT	11	11	12
		THROUGH	89	89	97
		RIGHT	34	34	37
	WB	U-Turn	0	0	0
		LEFT	24	24	26
		THROUGH	89	89	97
		RIGHT	47	47	51
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	9	9	10
AT		THROUGH	100	100	109
WEST STREET/BROADWAY		RIGHT	25	25	28
	SB	U-Turn	1	1	2

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
12		LEFT	92	92	100
		THROUGH	61	61	67
		RIGHT	81	81	88
	EB	U-Turn	0	0	0
		LEFT	70	70	76
		THROUGH	88	88	96
		RIGHT	20	20	22
	WB	U-Turn	0	0	0
		LEFT	4	4	5
		THROUGH	64	64	70
		RIGHT	51	51	56

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

GROWTH FACTOR:	2.00%
NO. OF YEARS:	4
GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	61	61	67
HUDSON AVENUE		RIGHT	8	8	9
	SB	U-Turn	0	0	0
13		LEFT	19	19	21
		THROUGH	40	40	44
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	17	17	19
		THROUGH	0	0	0
		RIGHT	28	28	31
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CONKLIN AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
14		LEFT	110	110	120
		THROUGH	0	0	0
		RIGHT	8	8	9
	EB	U-Turn	0	0	0
		LEFT	7	7	8
		THROUGH	24	24	26
		RIGHT	0	0	0
	WB	U-Turn	1	1	2
		LEFT	0	0	0
		THROUGH	41	41	45
		RIGHT	113	113	123
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	76	76	83
AT		THROUGH	10	10	11
MAPLE AVENUE		RIGHT	21	21	23
	SB	U-Turn	0	0	0
15		LEFT	3	3	4
		THROUGH	7	7	8
		RIGHT	13	13	15
	EB	U-Turn	1	1	2
		LEFT	11	11	12
		THROUGH	47	47	51
		RIGHT	63	63	69
	WB	U-Turn	0	0	0
		LEFT	18	18	20
		THROUGH	72	72	78
		RIGHT	5	5	6
	NB	U-Turn	3	3	4
WEST BROAD STREET/BROAD STREET		LEFT	18	18	20
AT		THROUGH	167	167	181
BROADWAY		RIGHT	0	0	0
	SB	U-Turn	1	1	2

NELSON & POPE

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SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
16		LEFT	0	0	0
		THROUGH	169	169	184
		RIGHT	34	34	37
	EB	U-Turn	0	0	0
		LEFT	29	29	32
		THROUGH	0	0	0
		RIGHT	35	35	38
	WB	U-Turn	0	0	0
		LEFT	38	38	42
		THROUGH	29	29	32
		RIGHT	76	76	83

NELSON & POPE

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SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	14	14	16
AT		THROUGH	52	52	57
WESTSIDE AVENUE		RIGHT	178	178	193
	SB	U-Turn	0	0	0
17		LEFT	82	82	89
		THROUGH	44	44	48
		RIGHT	30	30	33
	EB	U-Turn	0	0	0
		LEFT	34	34	37
		THROUGH	360	360	390
		RIGHT	11	11	12
	WB	U-Turn	0	0	0
		LEFT	154	154	167
		THROUGH	329	329	357
		RIGHT	54	54	59
	NB	U-Turn	0	0	0
WESTSIDE AVENUE		LEFT	19	19	21
AT		THROUGH	103	103	112
CONKLIN AVENUE		RIGHT	8	8	9
	SB	U-Turn	0	0	0
18		LEFT	37	37	41
		THROUGH	129	129	140
		RIGHT	102	102	111
	EB	U-Turn	0	0	0
		LEFT	83	83	90
		THROUGH	67	67	73
		RIGHT	17	17	19
	WB	U-Turn	0	0	0
		LEFT	2	2	3
		THROUGH	78	78	85
		RIGHT	37	37	41
	NB	U-Turn	0	0	0
WESTSIDE AVENUE/BROADWAY		LEFT	108	108	117
AT		THROUGH	3	3	4
SAMSONDALE AVENUE		RIGHT	104	104	113
	SB	U-Turn	0	0	0
19		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	138	138	150
		RIGHT	101	101	110
	WB	U-Turn	0	0	0
		LEFT	119	119	129
		THROUGH	136	136	148
		RIGHT	2	2	3
	NB	U-Turn	0	0	0
GUNREE AVENUE		LEFT	0	0	0
AT		THROUGH	0	0	0
RAILROAD UNDERPASS		RIGHT	0	0	0
	SB	U-Turn	0	0	0

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SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
20		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	258	258	280
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	233	233	253
		RIGHT	0	0	0

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GROWTH FACTOR:	2.00%
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GROWTH RATE:	1.083
SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	32	32	35
AT		THROUGH	447	447	485
GUNREE AVENUE		RIGHT	29	29	32
	SB	U-Turn	0	0	0
21		LEFT	118	118	128
		THROUGH	443	443	480
		RIGHT	181	181	197
	EB	U-Turn	0	0	0
		LEFT	180	180	195
		THROUGH	104	104	113
		RIGHT	42	42	46
	WB	U-Turn	0	0	0
		LEFT	38	38	42
		THROUGH	97	97	106
		RIGHT	136	136	148
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	35	35	38
AT		THROUGH	11	11	12
WAYNE STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
22		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	65	65	71
		RIGHT	3	3	4
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
ROCKLAND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
23		LEFT	0	0	0
		THROUGH	23	23	25
		RIGHT	20	20	22
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	23	23	25
		THROUGH	55	55	60
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	53	53	58
AT		THROUGH	0	0	0
LIBERTY STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0

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SEASONAL ADJUSTMENT FACTOR	1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
24		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	25	25	28
		RIGHT	0	0	0

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N&P Project No. 23115

GROWTH FACTOR: 2.00%
NO. OF YEARS: 4
GROWTH RATE: 1.083
SEASONAL ADJUSTMENT FACTOR 1.000

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
WAYNE STREET/4TH STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
25		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	4	4	5
		LEFT	27	27	30
		THROUGH	166	166	180
		RIGHT	25	25	28
	WB	U-Turn	3	3	4
		LEFT	14	14	16
		THROUGH	105	105	114
		RIGHT	22	22	24
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	40	40	44
AT		THROUGH	0	0	0
ROCKLAND STREET/3RD STREET		RIGHT	9	9	10
	SB	U-Turn	0	0	0
26		LEFT	8	8	9
		THROUGH	0	0	0
		RIGHT	44	44	48
	EB	U-Turn	18	18	20
		LEFT	0	0	0
		THROUGH	151	151	164
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	42	42	46
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
LIBERTY STREET/2ND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
27		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	9	9	10
		LEFT	55	55	60
		THROUGH	58	58	63
		RIGHT	26	26	29
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	18	18	20
		RIGHT	0	0	0

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

OTHER
PLANNED
PROJECTS

	49 W Broad Street 56-units Multifamily Residentia			51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
			VOL			VOL	
	ENTER		11	ENTER		88	
	EXIT		12	EXIT		80	
	TOTAL		23	TOTAL		168	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
	NB	U-Turn			0			0	0
ROUTE 9W		LEFT			0			0	0
AT		THROUGH	55		6			0	6
SHORT CLOVE ROAD		RIGHT			0	55		48	48
	SB	U-Turn			0			0	0
		LEFT			0	30		26	26
1		THROUGH		55	7			0	7
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0		55	44	44
		THROUGH			0			0	0
		RIGHT			0		30	24	24
					0			0	0
	NB	U-Turn			0			0	0
RIVERSIDE AVENUE		LEFT			0			0	0
AT		THROUGH			0			0	0
SHORT CLOVE ROAD		RIGHT			0			0	0
	SB	U-Turn			0			0	0
2		LEFT			0		85	68	68
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0	85		75	75
					0			0	0
	NB	U-Turn			0			0	0
RIVERSIDE AVENUE		LEFT			0			0	0
AT		THROUGH			0	85		75	75
HARBOR POINTE DRIVE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
3		LEFT			0			0	0
		THROUGH			0		85	68	68
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
WEST STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
GIRLING DRIVE		RIGHT			0	85		75	75
	SB	U-Turn			0			0	0
4		LEFT			0	15		13	13
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0		85	68	68
		THROUGH			0			0	0
		RIGHT			0		15	12	12

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HAVERSTRAW, NEW YORK
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OTHER
PLANNED
PROJECTS

			49 W Broad Street 56-units Multifamily Residentia			51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
					VOL			VOL	
				ENTER	11		ENTER	88	
				EXIT	12		EXIT	80	
				TOTAL	23		TOTAL	168	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0	0
	NB	LEFT			0			0	0
MAPLE AVENUE		BEAR LEFT			0			0	0
AT		THROUGH			0		15	12	12
WEST STREET		BEAR RIGHT			0			0	0
		RIGHT			0			0	0
5	SB	HARD LEFT			0			0	0
		LEFT			0			0	0
		THROUGH			0	15		13	13
		RIGHT			0			0	0
		HARD RIGHT			0			0	0
	EB	HARD LEFT			0			0	0
		LEFT			0			0	0
		BEAR LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		BEAR RIGHT			0			0	0
		RIGHT			0			0	0
		HARD RIGHT			0			0	0
	SWB	LEFT			0			0	0
		BEAR LEFT			0			0	0
		BEAR RIGHT			0			0	0
		RIGHT			0			0	0
		HARD RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
MAPLE AVENUE		LEFT			0			0	0
AT		THROUGH			0		15	12	12
TOR AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
6		LEFT			0			0	0
		THROUGH			0	15		13	13
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
MAPLE AVENUE		LEFT			0			0	0
AT		THROUGH			0		15	12	12
FAIRMONT AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
7		LEFT			0			0	0
		THROUGH			0	15		13	13
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
ROUTE 9W		LEFT			0			0	0
AT		THROUGH			0		30	24	24
NEW MAIN STREET		RIGHT	55		6			0	6
	SB	U-Turn			0			0	0
8		LEFT	15		2	15		13	15
		THROUGH			0	30		26	26
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT		55	7			0	7
		THROUGH			0			0	0
		RIGHT		30	4		15	12	16

NELSON & POPE

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HAVERSTRAW, NEW YORK
N&P Project No. 23115

OTHER
PLANNED
PROJECTS

			49 W Broad Street 56-units Multifamily Residentia			51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants			
					VOL			VOL	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
				ENTER	11		ENTER	88	
				EXIT	12		EXIT	80	
				TOTAL	23		TOTAL	168	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0	0
	NB	U-Turn			0			0	0
NEW MAIN STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
HUDSON AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
9		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT		25	3			0	3
	EB	U-Turn			0			0	0
		LEFT	50		6			0	6
		THROUGH	20		2	15		13	15
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH		60	7		15	12	19
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
NEW MAIN STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
CLOVE AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
10		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT		60	7			0	7
	EB	U-Turn			0			0	0
		LEFT	20		2			0	2
		THROUGH			0	15		13	13
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0		15	12	12
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
NEW MAIN STREET		LEFT			0		15	12	12
AT		THROUGH			0			0	0
MAPLE AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
11		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0	15		13	13
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
NEW MAIN STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
WEST STREET/BROADWAY		RIGHT			0			0	0
	SB	U-Turn			0			0	0
12		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

OTHER
PLANNED
PROJECTS

	49 W Broad Street 56-units Multifamily Residentia			51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
			VOL			VOL	
	ENTER		11	ENTER		88	
	EXIT		12	EXIT		80	
	TOTAL		23	TOTAL		168	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
					0			0	0
	NB	U-Turn			0			0	0
WEST BROAD STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
HUDSON AVENUE		RIGHT	50		6			0	6
	SB	U-Turn			0			0	0
13		LEFT	30		3			0	3
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT		25	3			0	3
		THROUGH			0			0	0
		RIGHT		15	2			0	2
					0			0	0
	NB	U-Turn			0			0	0
WEST BROAD STREET		LEFT		40	5			0	5
AT		THROUGH			0			0	0
CONKLIN AVENUE		RIGHT		60	7			0	7
	SB	U-Turn			0			0	0
14		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	80		9			0	9
	WB	U-Turn			0			0	0
		LEFT	20		2			0	2
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
WEST BROAD STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
MAPLE AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
15		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
WEST BROAD STREET/BROAD STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
BROADWAY		RIGHT			0			0	0
	SB	U-Turn			0			0	0
16		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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OTHER
PLANNED
PROJECTS

	49 W Broad Street 56-units Multifamily Residentia			51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
			VOL			VOL	
	ENTER		11	ENTER		88	
	EXIT		12	EXIT		80	
	TOTAL		23	TOTAL		168	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
					0			0	0
	NB	U-Turn			0			0	0
ROUTE 9W		LEFT			0			0	0
AT		THROUGH			0			0	0
WESTSIDE AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
17		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT		15	2			0	2
	EB	U-Turn			0			0	0
		LEFT	30		3			0	3
		THROUGH	15		2	45		40	42
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH		30	4		45	36	40
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
WESTSIDE AVENUE		LEFT			0			0	0
AT		THROUGH			0			0	0
CONKLIN AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
18		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
WESTSIDE AVENUE/BROADWAY		LEFT			0			0	0
AT		THROUGH			0			0	0
SAMSONSALE AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
19		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
GUNREE AVENUE		LEFT			0			0	0
AT		THROUGH			0			0	0
RAILROAD UNDERPASS		RIGHT			0			0	0
	SB	U-Turn			0			0	0
20		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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PROJECTS

	49 W Broad Street 56-units Multifamily Residentia			51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
			VOL			VOL	
	ENTER		11	ENTER		88	
	EXIT		12	EXIT		80	
	TOTAL		23	TOTAL		168	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
					0			0	0
	NB	U-Turn			0			0	0
ROUTE 9W		LEFT			0			0	0
AT		THROUGH		45	5		45	36	41
GUNREE AVENUE		RIGHT			0			0	0
	SB	U-Turn			0			0	0
21		LEFT			0			0	0
		THROUGH	45		5	45		40	45
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
BROAD STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
WAYNE STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
22		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
BROAD STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
ROCKLAND STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
23		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
BROAD STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
LIBERTY STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
24		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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	49 W Broad Street 56-units Multifamily Residentia			51 Girling Drive 45-units Multifamily Residentia 2,100 SF resturants			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
			VOL			VOL	
	ENTER		11	ENTER		88	
	EXIT		12	EXIT		80	
	TOTAL		23	TOTAL		168	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
					0			0	0
	NB	U-Turn			0			0	0
MAIN STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
WAYNE STREET/4TH STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
25		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
MAIN STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
ROCKLAND STREET/3RD STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
26		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
					0			0	0
	NB	U-Turn			0			0	0
MAIN STREET		LEFT			0			0	0
AT		THROUGH			0			0	0
LIBERTY STREET/2ND STREET		RIGHT			0			0	0
	SB	U-Turn			0			0	0
27		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	U-Turn			0			0	0
		LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	0	0	0
AT		THROUGH	511	6	517
SHORT CLOVE ROAD		RIGHT	159	48	207
	SB	U-Turn	0	0	0
		LEFT	43	26	69
1		THROUGH	555	7	562
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	146	44	190
		THROUGH	0	0	0
		RIGHT	36	24	60
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	10	0	10
SHORT CLOVE ROAD		RIGHT	22	0	22
	SB	U-Turn	0	0	0
2		LEFT	158	68	226
		THROUGH	5	0	5
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	2	0	2
		LEFT	12	0	12
		THROUGH	0	0	0
		RIGHT	187	75	262
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	133	75	208
HARBOR POINTE DRIVE		RIGHT	51	0	51
	SB	U-Turn	0	0	0
3		LEFT	10	0	10
		THROUGH	88	68	156
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	78	0	78
		THROUGH	0	0	0
		RIGHT	12	0	12
	NB	U-Turn	0	0	0
WEST STREET		LEFT	0	0	0
AT		THROUGH	141	0	141
GIRLING DRIVE		RIGHT	0	75	75
	SB	U-Turn	0	0	0
4		LEFT	0	13	13
		THROUGH	103	0	103
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	68	68
		THROUGH	0	0	0
		RIGHT	0	12	12

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	0	0	0
MAPLE AVENUE		BEAR LEFT	0	0	0
AT		THROUGH	68	12	80
WEST STREET		BEAR RIGHT	65	0	65
		RIGHT	9	0	9
5	SB	HARD LEFT	22	0	22
		LEFT	8	0	8
		THROUGH	101	13	114
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	EB	HARD LEFT	0	0	0
		LEFT	0	0	0
		BEAR LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	2	0	2
		THROUGH	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	5	0	5
		HARD RIGHT	5	0	5
	SWB	LEFT	0	0	0
		BEAR LEFT	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	NB	U-Turn	2	0	2
MAPLE AVENUE		LEFT	19	0	19
AT		THROUGH	51	12	63
TOR AVENUE		RIGHT	8	0	8
	SB	U-Turn	3	0	3
6		LEFT	11	0	11
		THROUGH	95	13	108
		RIGHT	7	0	7
	EB	U-Turn	0	0	0
		LEFT	12	0	12
		THROUGH	5	0	5
		RIGHT	15	0	15
	WB	U-Turn	0	0	0
		LEFT	25	0	25
		THROUGH	10	0	10
		RIGHT	10	0	10
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	3	0	3
AT		THROUGH	68	12	80
FAIRMONT AVENUE		RIGHT	11	0	11

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
7	SB	U-Turn	0	0	0
		LEFT	28	0	28
		THROUGH	72	13	85
		RIGHT	5	0	5
	EB	U-Turn	0	0	0
		LEFT	15	0	15
		THROUGH	8	0	8
		RIGHT	7	0	7
	WB	U-Turn	0	0	0
		LEFT	34	0	34
		THROUGH	13	0	13
		RIGHT	20	0	20
ROUTE 9W AT NEW MAIN STREET	NB	U-Turn	0	0	0
		LEFT	5	0	5
		THROUGH	460	24	484
		RIGHT	91	6	97
	SB	U-Turn	0	0	0
8		LEFT	90	15	105
		THROUGH	555	26	581
		RIGHT	6	0	6
	EB	U-Turn	0	0	0
		LEFT	11	0	11
		THROUGH	3	0	3
		RIGHT	9	0	9
	WB	U-Turn	0	0	0
		LEFT	96	7	103
		THROUGH	6	0	6
		RIGHT	87	16	103
NEW MAIN STREET AT HUDSON AVENUE	NB	U-Turn	0	0	0
		LEFT	32	0	32
		THROUGH	24	0	24
		RIGHT	5	0	5
	SB	U-Turn	0	0	0
9		LEFT	15	0	15
		THROUGH	16	0	16
		RIGHT	34	3	37
	EB	U-Turn	0	0	0
		LEFT	33	6	39
		THROUGH	152	15	167
		RIGHT	15	0	15
	WB	U-Turn	0	0	0
		LEFT	2	0	2
		THROUGH	135	19	154
		RIGHT	11	0	11
	NB	U-Turn	0	0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CLOVE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
10		LEFT	9	0	9
		THROUGH	11	0	11
		RIGHT	11	7	18
	EB	U-Turn	0	0	0
		LEFT	7	2	9
		THROUGH	153	13	166
		RIGHT	7	0	7
	WB	U-Turn	0	0	0
		LEFT	8	0	8
		THROUGH	132	12	144
		RIGHT	6	0	6
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	35	12	47
AT		THROUGH	39	0	39
MAPLE AVENUE		RIGHT	33	0	33
	SB	U-Turn	0	0	0
11		LEFT	57	0	57
		THROUGH	37	0	37
		RIGHT	12	0	12
	EB	U-Turn	0	0	0
		LEFT	12	0	12
		THROUGH	97	0	97
		RIGHT	37	13	50
	WB	U-Turn	0	0	0
		LEFT	26	0	26
		THROUGH	97	0	97
		RIGHT	51	0	51
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	10	0	10
AT		THROUGH	109	0	109
WEST STREET/BROADWAY		RIGHT	28	0	28
	SB	U-Turn	2	0	2
12		LEFT	100	0	100
		THROUGH	67	0	67
		RIGHT	88	0	88
	EB	U-Turn	0	0	0
		LEFT	76	0	76
		THROUGH	96	0	96
		RIGHT	22	0	22
	WB	U-Turn	0	0	0
		LEFT	5	0	5
		THROUGH	70	0	70

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		RIGHT	56	0	56
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	67	0	67
HUDSON AVENUE		RIGHT	9	6	15
	SB	U-Turn	0	0	0
13		LEFT	21	3	24
		THROUGH	44	0	44
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	19	3	22
		THROUGH	0	0	0
		RIGHT	31	2	33
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	5	5
AT		THROUGH	0	0	0
CONKLIN AVENUE		RIGHT	0	7	7
	SB	U-Turn	0	0	0
14		LEFT	120	0	120
		THROUGH	0	0	0
		RIGHT	9	0	9
	EB	U-Turn	0	0	0
		LEFT	8	0	8
		THROUGH	26	0	26
		RIGHT	0	9	9
	WB	U-Turn	2	0	2
		LEFT	0	2	2
		THROUGH	45	0	45
		RIGHT	123	0	123
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	83	0	83
AT		THROUGH	11	0	11
MAPLE AVENUE		RIGHT	23	0	23
	SB	U-Turn	0	0	0
15		LEFT	4	0	4
		THROUGH	8	0	8
		RIGHT	15	0	15
	EB	U-Turn	2	0	2
		LEFT	12	0	12
		THROUGH	51	0	51
		RIGHT	69	0	69

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	WB	U-Turn	0	0	0
		LEFT	20	0	20
		THROUGH	78	0	78
		RIGHT	6	0	6
	NB	U-Turn	4	0	4
WEST BROAD STREET/BROAD STREET		LEFT	20	0	20
AT		THROUGH	181	0	181
BROADWAY		RIGHT	0	0	0
	SB	U-Turn	2	0	2
16		LEFT	0	0	0
		THROUGH	184	0	184
		RIGHT	37	0	37
	EB	U-Turn	0	0	0
		LEFT	32	0	32
		THROUGH	0	0	0
		RIGHT	38	0	38
	WB	U-Turn	0	0	0
		LEFT	42	0	42
		THROUGH	32	0	32
		RIGHT	83	0	83
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	16	0	16
AT		THROUGH	57	0	57
WESTSIDE AVENUE		RIGHT	193	0	193
	SB	U-Turn	0	0	0
17		LEFT	89	0	89
		THROUGH	48	0	48
		RIGHT	33	2	35
	EB	U-Turn	0	0	0
		LEFT	37	3	40
		THROUGH	390	42	432
		RIGHT	12	0	12
	WB	U-Turn	0	0	0
		LEFT	167	0	167
		THROUGH	357	40	397
		RIGHT	59	0	59
	NB	U-Turn	0	0	0
WESTSIDE AVENUE		LEFT	21	0	21
AT		THROUGH	112	0	112
CONKLIN AVENUE		RIGHT	9	0	9
	SB	U-Turn	0	0	0
18		LEFT	41	0	41
		THROUGH	140	0	140
		RIGHT	111	0	111
	EB	U-Turn	0	0	0

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SAT PEAK HOUR
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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	90	0	90
		THROUGH	73	0	73
		RIGHT	19	0	19
	WB	U-Turn	0	0	0
		LEFT	3	0	3
		THROUGH	85	0	85
		RIGHT	41	0	41
	NB	U-Turn	0	0	0
WESTSIDE AVENUE/BROADWAY		LEFT	117	0	117
AT		THROUGH	4	0	4
SAMSONSALE AVENUE		RIGHT	113	0	113
	SB	U-Turn	0	0	0
19		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	150	0	150
		RIGHT	110	0	110
	WB	U-Turn	0	0	0
		LEFT	129	0	129
		THROUGH	148	0	148
		RIGHT	3	0	3
	NB	U-Turn	0	0	0
GUNREE AVENUE		LEFT	0	0	0
AT		THROUGH	0	0	0
RAILROAD UNDERPASS		RIGHT	0	0	0
	SB	U-Turn	0	0	0
20		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	280	0	280
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	253	0	253
		RIGHT	0	0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	35	0	35
AT		THROUGH	485	41	526
GUNREE AVENUE		RIGHT	32	0	32
	SB	U-Turn	0	0	0
21		LEFT	128	0	128
		THROUGH	480	45	525
		RIGHT	197	0	197
	EB	U-Turn	0	0	0
		LEFT	195	0	195
		THROUGH	113	0	113
		RIGHT	46	0	46
	WB	U-Turn	0	0	0
		LEFT	42	0	42
		THROUGH	106	0	106
		RIGHT	148	0	148
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	38	0	38
AT		THROUGH	12	0	12
WAYNE STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
22		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	71	0	71
		RIGHT	4	0	4
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
ROCKLAND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
23		LEFT	0	0	0
		THROUGH	25	0	25
		RIGHT	22	0	22
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	25	0	25
		THROUGH	60	0	60
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	58	0	58
AT		THROUGH	0	0	0
LIBERTY STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
24		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	28	0	28
		RIGHT	0	0	0

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
WAYNE STREET/4TH STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
25		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	5	0	5
		LEFT	30	0	30
		THROUGH	180	0	180
		RIGHT	28	0	28
	WB	U-Turn	4	0	4
		LEFT	16	0	16
		THROUGH	114	0	114
		RIGHT	24	0	24
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	44	0	44
AT		THROUGH	0	0	0
ROCKLAND STREET/3RD STREET		RIGHT	10	0	10
	SB	U-Turn	0	0	0
26		LEFT	9	0	9
		THROUGH	0	0	0
		RIGHT	48	0	48
	EB	U-Turn	20	0	20
		LEFT	0	0	0
		THROUGH	164	0	164
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	46	0	46
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
LIBERTY STREET/2ND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
27		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	10	0	10
		LEFT	60	0	60
		THROUGH	63	0	63
		RIGHT	29	0	29
	WB	U-Turn	0	0	0

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SAT PEAK HOUR
HAVERSTRAW, NEW YORK
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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
		LEFT	0	0	0
		THROUGH	20	0	20
		RIGHT	0	0	0

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SAT PEAK HOUR
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					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF	SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	92		ENTER	50		ENTER	17	
				EXIT	89		EXIT	39		EXIT	16	
				TOTAL	181		TOTAL	89		TOTAL	33	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
	NB	U-Turn			0			0			0	0
ROUTE 9W		LEFT			0			0			0	0
AT		THROUGH	40		37	40		20	40		7	64
SHORT CLOVE ROAD		RIGHT	5		5	5		3	5		1	9
	SB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
1		THROUGH		30	27		30	12		30	5	44
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		15	13		15	6		15	2	21
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
RIVERSIDE AVENUE		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
SHORT CLOVE ROAD		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
2		LEFT		15	13		15	6		15	2	21
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT	5		5	5		3	5		1	9
					0			0			0	0
	NB	U-Turn			0			0			0	0
RIVERSIDE AVENUE		LEFT			0			0			0	0
AT		THROUGH	5		5	5		3	5		1	9
HARBOR POINTE DRIVE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
3		LEFT			0			0			0	0
		THROUGH		15	13		15	6		15	2	21
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
WEST STREET		LEFT			0			0			0	0
AT		THROUGH	5		5	5		3	5		1	9
GIRLING DRIVE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
4		LEFT			0			0			0	0
		THROUGH		15	13		15	6		15	2	21
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
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					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF		SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL		
				ENTER	92		ENTER	50		ENTER	17		
				EXIT	89		EXIT	39		EXIT	16		
				TOTAL	181		TOTAL	89		TOTAL	33		
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	LEFT			0			0			0	0
MAPLE AVENUE		BEAR LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WEST STREET		BEAR RIGHT	5		5	5		3	5		1	9
		RIGHT			0			0			0	0
5	SB	HARD LEFT			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		15	13		15	6		15	2	21
		RIGHT			0			0			0	0
		HARD RIGHT			0			0			0	0
	EB	HARD LEFT			0			0			0	0
		LEFT			0			0			0	0
		BEAR LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		BEAR RIGHT			0			0			0	0
		RIGHT			0			0			0	0
		HARD RIGHT			0			0			0	0
	SWB	LEFT			0			0			0	0
		BEAR LEFT			0			0			0	0
		BEAR RIGHT			0			0			0	0
		RIGHT			0			0			0	0
		HARD RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAPLE AVENUE		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
TOR AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
6		LEFT			0			0			0	0
		THROUGH		15	13		15	6		15	2	21
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAPLE AVENUE		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
FAIRMONT AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
7		LEFT			0			0			0	0
		THROUGH		15	13		15	6		15	2	21
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	5		5	5		3	5		1	9
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		5	4		5	2		5	1	7
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
ROUTE 9W		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
NEW MAIN STREET		RIGHT	40		37	40		20	40		7	64
	SB	U-Turn			0			0			0	0
8		LEFT	30		28	30		15	30		5	48
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		30	27		30	12		30	5	44
		THROUGH			0			0			0	0
		RIGHT		20	18		20	8		20	3	29

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF		SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL		
				ENTER	92		ENTER	50		ENTER	17		
				EXIT	89		EXIT	39		EXIT	16		
				TOTAL	181		TOTAL	89		TOTAL	33		
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	U-Turn			0			0			0	0
NEW MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
HUDSON AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
9		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	70		64	70		35	70		12	111
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		50	45		50	20		50	8	73
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
NEW MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
CLOVE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
10		LEFT	10		9	10		5	10		2	16
		THROUGH			0			0			0	0
		RIGHT		10	9		10	4		10	2	15
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	70		64	70		35	70		12	111
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		40	36		40	16		40	6	58
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
NEW MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
MAPLE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
11		LEFT			0			0			0	0
		THROUGH		10	9		10	4		10	2	15
		RIGHT		15	13		15	6		15	2	21
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	80		74	80		40	80		14	128
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		5	4		5	2		5	1	7
		THROUGH		25	22		25	10		25	4	36
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
NEW MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WEST STREET/BROADWAY		RIGHT	10		9	10		5	10		2	16
	SB	U-Turn			0			0			0	0
12		LEFT	10		9	10		5	10		2	16
		THROUGH			0			0			0	0
		RIGHT		25	22		25	10		25	4	36
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	80		74	80		40	80		14	128
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		5	4		5	2		5	1	7
		THROUGH		5	4		5	2		5	1	7
		RIGHT			0			0			0	0

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF		SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL		
				ENTER	92		ENTER	50		ENTER	17		
				EXIT	89		EXIT	39		EXIT	16		
				TOTAL	181		TOTAL	89		TOTAL	33		
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	U-Turn			0			0			0	0
WEST BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
HUDSON AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
13		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
WEST BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
CONKLIN AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
14		LEFT	10		9	10		5	10		2	16
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		20	18		20	8		20	3	29
					0			0			0	0
	NB	U-Turn			0			0			0	0
WEST BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
MAPLE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
15		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		25	22		25	10		25	4	36
		THROUGH		30	27		30	12		30	5	44
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
WEST BROAD STREET/BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
BROADWAY		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
16		LEFT			0			0			0	0
		THROUGH	10		9	10		5	10		2	16
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		25	22		25	10		25	4	36
		THROUGH		55	49		55	21		55	9	79
		RIGHT		10	9		10	4		10	2	15

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF		SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL		
				ENTER	92		ENTER	50		ENTER	17		
				EXIT	89		EXIT	39		EXIT	16		
				TOTAL	181		TOTAL	89		TOTAL	33		
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
ROUTE 9W		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
WESTSIDE AVENUE	SB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
17		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	30		28	30		15	30		5	48
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		20	18		20	8		20	3	29
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
WESTSIDE AVENUE		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
CONKLIN AVENUE	SB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
18		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	10		9	10		5	10		2	16
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		20	18		20	8		20	3	29
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
WESTSIDE AVENUE/BROADWAY		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
SAMSONSALE AVENUE	SB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
19		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
GUNREE AVENUE		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
RAILROAD UNDERPASS	SB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
20		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	10		9	10		5	10		2	16
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		20	18		20	8		20	3	29
		RIGHT			0			0			0	0

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF		SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL		
				ENTER	92		ENTER	50		ENTER	17		
				EXIT	89		EXIT	39		EXIT	16		
				TOTAL	181		TOTAL	89		TOTAL	33		
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	U-Turn			0			0			0	0
ROUTE 9W		LEFT			0			0			0	0
AT		THROUGH		20	18		20	8		20	3	29
GUNREE AVENUE		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
21		LEFT	10		9	10		5	10		2	16
		THROUGH	30		28	30		15	30		5	48
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		20	18		20	8		20	3	29
					0			0			0	0
	NB	U-Turn			0			0			0	0
BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WAYNE STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
22		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		90	80		90	35		90	14	129
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
BROAD STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
ROCKLAND STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
23		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT		10	9		10	4		10	2	15
		THROUGH		90	80		90	35		90	14	129
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
BROAD STREET		LEFT			0			0			0	0
AT		THROUGH	100		92	100		50	100		17	159
LIBERTY STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
24		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		100	89		100	39		100	16	144
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

					Multifamily Housing 450-units			Hotel 120-rooms			Retail 5,000 SF		SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL		
				ENTER	92		ENTER	50		ENTER	17		
				EXIT	89		EXIT	39		EXIT	16		
				TOTAL	181		TOTAL	89		TOTAL	33		
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
WAYNE STREET/4TH STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
25		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	100		92	100		50	100		17	159
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH		10	9		10	4		10	2	15
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
ROCKLAND STREET/3RD STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
26		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		10	9		10	4		10	2	15
	EB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH	100		92	100		50	100		17	159
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	U-Turn			0			0			0	0
MAIN STREET		LEFT			0			0			0	0
AT		THROUGH			0			0			0	0
LIBERTY STREET/2ND STREET		RIGHT			0			0			0	0
	SB	U-Turn			0			0			0	0
27		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	U-Turn			0			0			0	0
		LEFT	100		92	100		50	100		17	159
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	U-Turn			0			0			0	0
		LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

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SAT PEAK HOUR
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LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	0	0	0
AT		THROUGH	517	64	581
SHORT CLOVE ROAD		RIGHT	207	9	216
	SB	U-Turn	0	0	0
		LEFT	69	0	69
1		THROUGH	562	44	606
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	190	21	211
		THROUGH	0	0	0
		RIGHT	60	0	60
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	10	0	10
SHORT CLOVE ROAD		RIGHT	22	0	22
	SB	U-Turn	0	0	0
2		LEFT	226	21	247
		THROUGH	5	0	5
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	2	0	2
		LEFT	12	0	12
		THROUGH	0	0	0
		RIGHT	262	9	271
	NB	U-Turn	0	0	0
RIVERSIDE AVENUE		LEFT	0	0	0
AT		THROUGH	208	9	217
HARBOR POINTE DRIVE		RIGHT	51	0	51
	SB	U-Turn	0	0	0
3		LEFT	10	0	10
		THROUGH	156	21	177
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0

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LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	78	0	78
		THROUGH	0	0	0
		RIGHT	12	0	12
	NB	U-Turn	0	0	0
WEST STREET		LEFT	0	0	0
AT		THROUGH	141	9	150
GIRLING DRIVE		RIGHT	75	0	75
	SB	U-Turn	0	0	0
4		LEFT	13	0	13
		THROUGH	103	21	124
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	68	0	68
		THROUGH	0	0	0
		RIGHT	12	0	12

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LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
MAPLE AVENUE		BEAR LEFT	0	0	0
AT		THROUGH	80	0	80
WEST STREET		BEAR RIGHT	65	9	74
		RIGHT	9	0	9
5	SB	HARD LEFT	22	0	22
		LEFT	8	0	8
		THROUGH	114	21	135
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	EB	HARD LEFT	0	0	0
		LEFT	0	0	0
		BEAR LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	2	0	2
		THROUGH	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	5	0	5
		HARD RIGHT	5	0	5
	SWB	LEFT	0	0	0
		BEAR LEFT	0	0	0
		BEAR RIGHT	0	0	0
		RIGHT	0	0	0
		HARD RIGHT	0	0	0
	NB	U-Turn	2	0	2
MAPLE AVENUE		LEFT	19	0	19
AT		THROUGH	63	0	63
TOR AVENUE		RIGHT	8	0	8
	SB	U-Turn	3	0	3
6		LEFT	11	0	11
		THROUGH	108	21	129
		RIGHT	7	0	7
	EB	U-Turn	0	0	0
		LEFT	12	0	12
		THROUGH	5	0	5
		RIGHT	15	0	15
	WB	U-Turn	0	0	0
		LEFT	25	0	25
		THROUGH	10	0	10
		RIGHT	10	0	10
	NB	U-Turn	0	0	0
MAPLE AVENUE		LEFT	3	0	3
AT		THROUGH	80	0	80
FAIRMONT AVENUE		RIGHT	11	0	11

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SAT PEAK HOUR
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LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
7	SB	U-Turn	0	0	0
		LEFT	28	0	28
		THROUGH	85	21	106
		RIGHT	5	0	5
	EB	U-Turn	0	0	0
		LEFT	15	0	15
		THROUGH	8	9	17
		RIGHT	7	0	7
	WB	U-Turn	0	0	0
		LEFT	34	0	34
		THROUGH	13	7	20
		RIGHT	20	0	20
ROUTE 9W AT NEW MAIN STREET	NB	U-Turn	0	0	0
		LEFT	5	0	5
		THROUGH	484	0	484
		RIGHT	97	64	161
	SB	U-Turn	0	0	0
8		LEFT	105	48	153
		THROUGH	581	0	581
		RIGHT	6	0	6
	EB	U-Turn	0	0	0
		LEFT	11	0	11
		THROUGH	3	0	3
		RIGHT	9	0	9
	WB	U-Turn	0	0	0
		LEFT	103	44	147
		THROUGH	6	0	6
		RIGHT	103	29	132
NEW MAIN STREET AT HUDSON AVENUE	NB	U-Turn	0	0	0
		LEFT	32	0	32
		THROUGH	24	0	24
		RIGHT	5	0	5
	SB	U-Turn	0	0	0
9		LEFT	15	0	15
		THROUGH	16	0	16
		RIGHT	37	0	37
	EB	U-Turn	0	0	0
		LEFT	39	0	39
		THROUGH	167	111	278
		RIGHT	15	0	15
	WB	U-Turn	0	0	0
		LEFT	2	0	2
		THROUGH	154	73	227
		RIGHT	11	0	11
	NB	U-Turn	0	0	0

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LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NEW MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
CLOVE AVENUE		RIGHT	0	0	0
	SB	U-Turn	0	0	0
10		LEFT	9	16	25
		THROUGH	11	0	11
		RIGHT	18	15	33
	EB	U-Turn	0	0	0
		LEFT	9	0	9
		THROUGH	166	111	277
		RIGHT	7	0	7
	WB	U-Turn	0	0	0
		LEFT	8	0	8
		THROUGH	144	58	202
		RIGHT	6	0	6
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	47	0	47
AT		THROUGH	39	0	39
MAPLE AVENUE		RIGHT	33	0	33
	SB	U-Turn	0	0	0
11		LEFT	57	0	57
		THROUGH	37	15	52
		RIGHT	12	21	33
	EB	U-Turn	0	0	0
		LEFT	12	0	12
		THROUGH	97	128	225
		RIGHT	50	0	50
	WB	U-Turn	0	0	0
		LEFT	26	7	33
		THROUGH	97	36	133
		RIGHT	51	0	51
	NB	U-Turn	0	0	0
NEW MAIN STREET		LEFT	10	0	10
AT		THROUGH	109	0	109
WEST STREET/BROADWAY		RIGHT	28	16	44
	SB	U-Turn	2	0	2
12		LEFT	100	16	116
		THROUGH	67	0	67
		RIGHT	88	36	124
	EB	U-Turn	0	0	0
		LEFT	76	0	76
		THROUGH	96	128	224
		RIGHT	22	0	22
	WB	U-Turn	0	0	0
		LEFT	5	7	12
		THROUGH	70	7	77

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		RIGHT	56	0	56
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	0	0	0
AT		THROUGH	67	0	67
HUDSON AVENUE		RIGHT	15	0	15
	SB	U-Turn	0	0	0
13		LEFT	24	0	24
		THROUGH	44	0	44
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	22	0	22
		THROUGH	0	0	0
		RIGHT	33	0	33
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	5	0	5
AT		THROUGH	0	0	0
CONKLIN AVENUE		RIGHT	7	0	7
	SB	U-Turn	0	0	0
14		LEFT	120	16	136
		THROUGH	0	0	0
		RIGHT	9	0	9
	EB	U-Turn	0	0	0
		LEFT	8	0	8
		THROUGH	26	0	26
		RIGHT	9	0	9
	WB	U-Turn	2	0	2
		LEFT	2	0	2
		THROUGH	45	0	45
		RIGHT	123	29	152
	NB	U-Turn	0	0	0
WEST BROAD STREET		LEFT	83	0	83
AT		THROUGH	11	0	11
MAPLE AVENUE		RIGHT	23	0	23
	SB	U-Turn	0	0	0
15		LEFT	4	0	4
		THROUGH	8	0	8
		RIGHT	15	0	15
	EB	U-Turn	2	0	2
		LEFT	12	0	12
		THROUGH	51	0	51
		RIGHT	69	0	69

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	WB	U-Turn	0	0	0
		LEFT	20	36	56
		THROUGH	78	44	122
		RIGHT	6	0	6
	NB	U-Turn	4	0	4
WEST BROAD STREET/BROAD STREET		LEFT	20	0	20
AT		THROUGH	181	0	181
BROADWAY		RIGHT	0	0	0
	SB	U-Turn	2	0	2
16		LEFT	0	0	0
		THROUGH	184	16	200
		RIGHT	37	0	37
	EB	U-Turn	0	0	0
		LEFT	32	0	32
		THROUGH	0	0	0
		RIGHT	38	0	38
	WB	U-Turn	0	0	0
		LEFT	42	36	78
		THROUGH	32	79	111
		RIGHT	83	15	98
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	16	0	16
AT		THROUGH	57	0	57
WESTSIDE AVENUE		RIGHT	193	0	193
	SB	U-Turn	0	0	0
17		LEFT	89	0	89
		THROUGH	48	0	48
		RIGHT	35	0	35
	EB	U-Turn	0	0	0
		LEFT	40	0	40
		THROUGH	432	48	480
		RIGHT	12	0	12
	WB	U-Turn	0	0	0
		LEFT	167	0	167
		THROUGH	397	29	426
		RIGHT	59	0	59
	NB	U-Turn	0	0	0
WESTSIDE AVENUE		LEFT	21	0	21
AT		THROUGH	112	0	112
CONKLIN AVENUE		RIGHT	9	0	9
	SB	U-Turn	0	0	0
18		LEFT	41	0	41
		THROUGH	140	0	140
		RIGHT	111	0	111
	EB	U-Turn	0	0	0

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		LEFT	90	0	90
		THROUGH	73	16	89
		RIGHT	19	0	19
	WB	U-Turn	0	0	0
		LEFT	3	0	3
		THROUGH	85	29	114
		RIGHT	41	0	41
	NB	U-Turn	0	0	0
WESTSIDE AVENUE/BROADWAY		LEFT	117	0	117
AT		THROUGH	4	0	4
SAMSONSALE AVENUE		RIGHT	113	0	113
	SB	U-Turn	0	0	0
19		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	150	0	150
		RIGHT	110	0	110
	WB	U-Turn	0	0	0
		LEFT	129	0	129
		THROUGH	148	0	148
		RIGHT	3	0	3
	NB	U-Turn	0	0	0
GUNREE AVENUE		LEFT	0	0	0
AT		THROUGH	0	0	0
RAILROAD UNDERPASS		RIGHT	0	0	0
	SB	U-Turn	0	0	0
20		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	280	16	296
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	253	29	282
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
ROUTE 9W		LEFT	35	0	35
AT		THROUGH	526	29	555
GUNREE AVENUE		RIGHT	32	0	32
	SB	U-Turn	0	0	0
21		LEFT	128	16	144

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
		THROUGH	525	48	573
		RIGHT	197	0	197
	EB	U-Turn	0	0	0
		LEFT	195	0	195
		THROUGH	113	0	113
		RIGHT	46	0	46
	WB	U-Turn	0	0	0
		LEFT	42	0	42
		THROUGH	106	0	106
		RIGHT	148	29	177
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	38	0	38
AT		THROUGH	12	0	12
WAYNE STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
22		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	71	129	200
		RIGHT	4	0	4
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
ROCKLAND STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
23		LEFT	0	0	0
		THROUGH	25	0	25
		RIGHT	22	0	22
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	25	15	40
		THROUGH	60	129	189
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
BROAD STREET		LEFT	58	0	58
AT		THROUGH	0	159	159

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
LIBERTY STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
24		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	144	144
	EB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	28	0	28
		RIGHT	0	0	0
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	0	0	0
AT		THROUGH	0	0	0
WAYNE STREET/4TH STREET		RIGHT	0	0	0
	SB	U-Turn	0	0	0
25		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	5	0	5
		LEFT	30	0	30
		THROUGH	180	159	339
		RIGHT	28	0	28
	WB	U-Turn	4	0	4
		LEFT	16	0	16
		THROUGH	114	15	129
		RIGHT	24	0	24
	NB	U-Turn	0	0	0
MAIN STREET		LEFT	44	0	44
AT		THROUGH	0	0	0
ROCKLAND STREET/3RD STREET		RIGHT	10	0	10
	SB	U-Turn	0	0	0
26		LEFT	9	0	9
		THROUGH	0	0	0
		RIGHT	48	15	63
	EB	U-Turn	20	0	20
		LEFT	0	0	0
		THROUGH	164	159	323
		RIGHT	0	0	0
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	46	0	46
		RIGHT	0	0	0

NELSON & POPE

SAT PEAK HOUR
HAVERSTRAW, NEW YORK
N&P Project No. 23115

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
MAIN STREET AT LIBERTY STREET/2ND STREET 27	NB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	U-Turn	10	0	10
		LEFT	60	159	219
		THROUGH	63	0	63
		RIGHT	29	0	29
	WB	U-Turn	0	0	0
		LEFT	0	0	0
		THROUGH	20	0	20
		RIGHT	0	0	0

Traffic Volume Figures

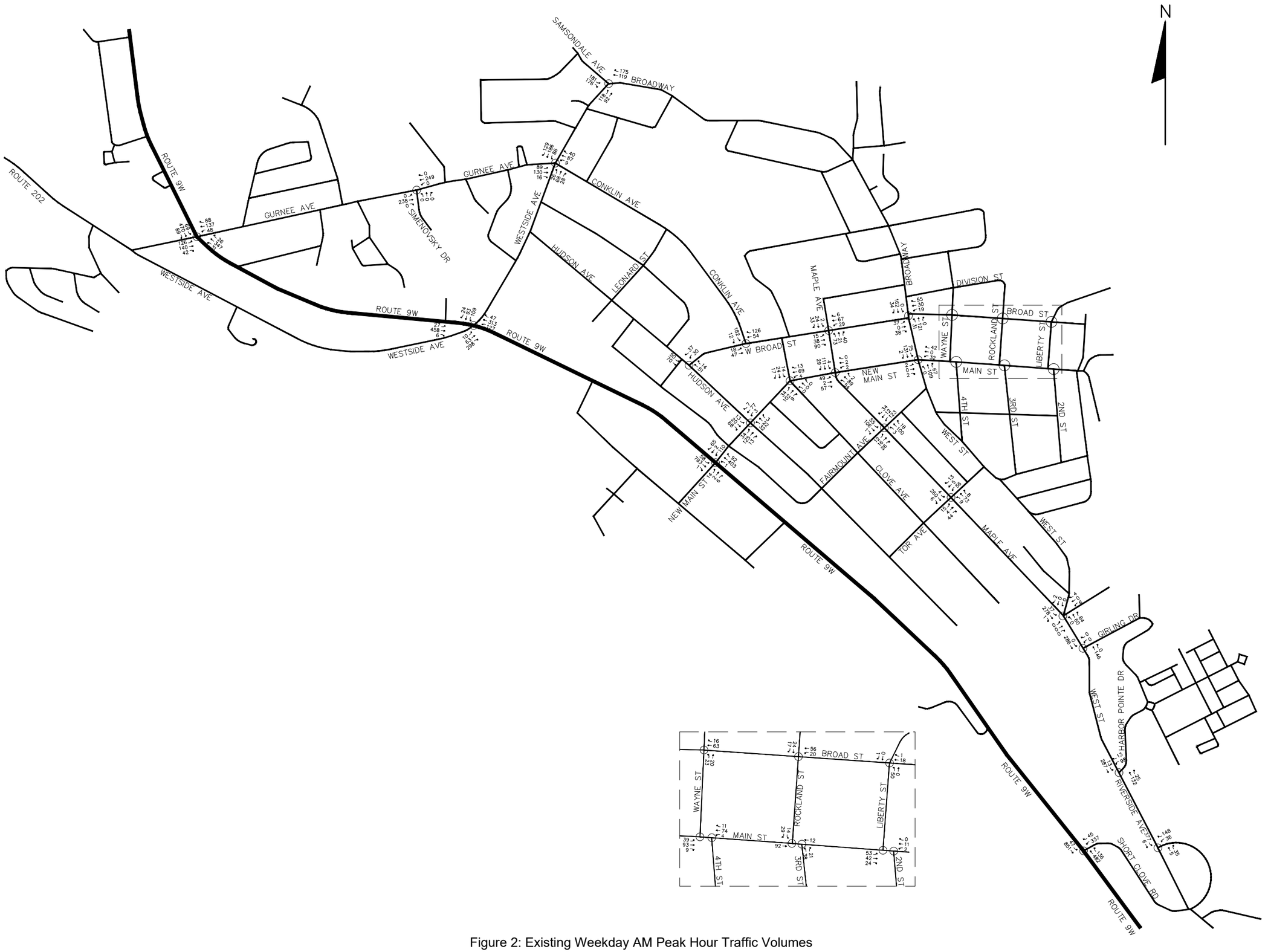


Figure 2: Existing Weekday AM Peak Hour Traffic Volumes

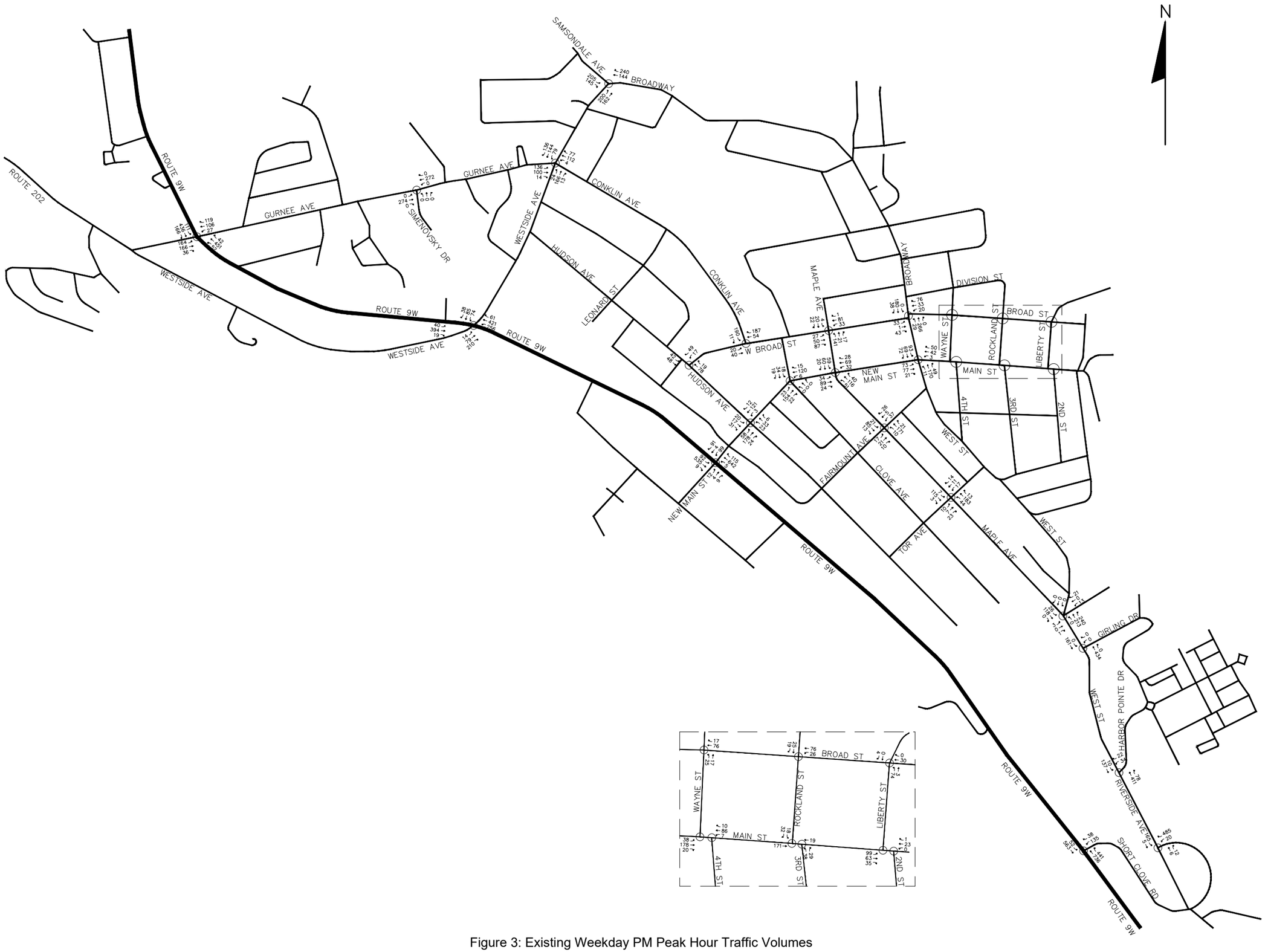


Figure 3: Existing Weekday PM Peak Hour Traffic Volumes

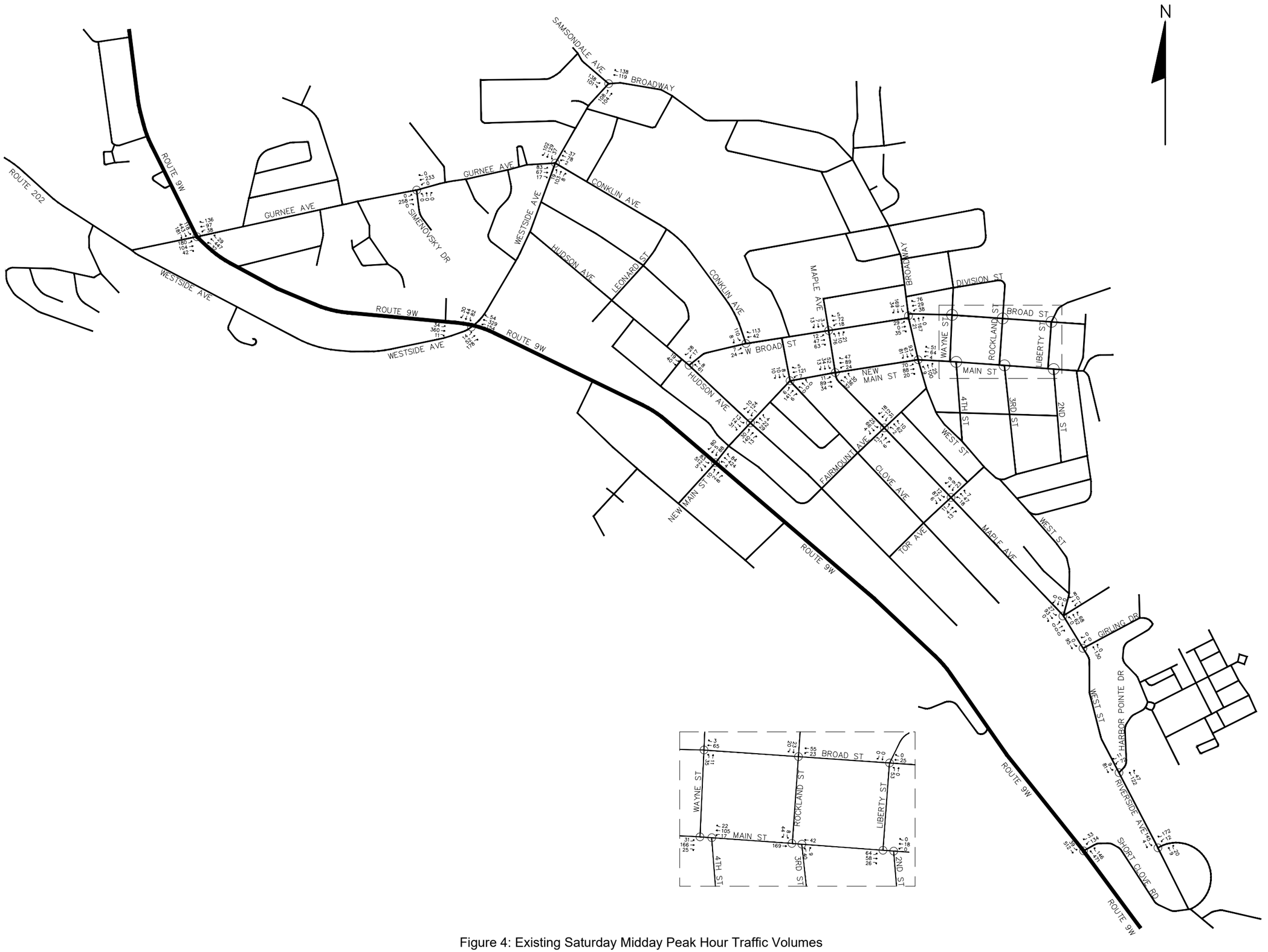


Figure 4: Existing Saturday Midday Peak Hour Traffic Volumes

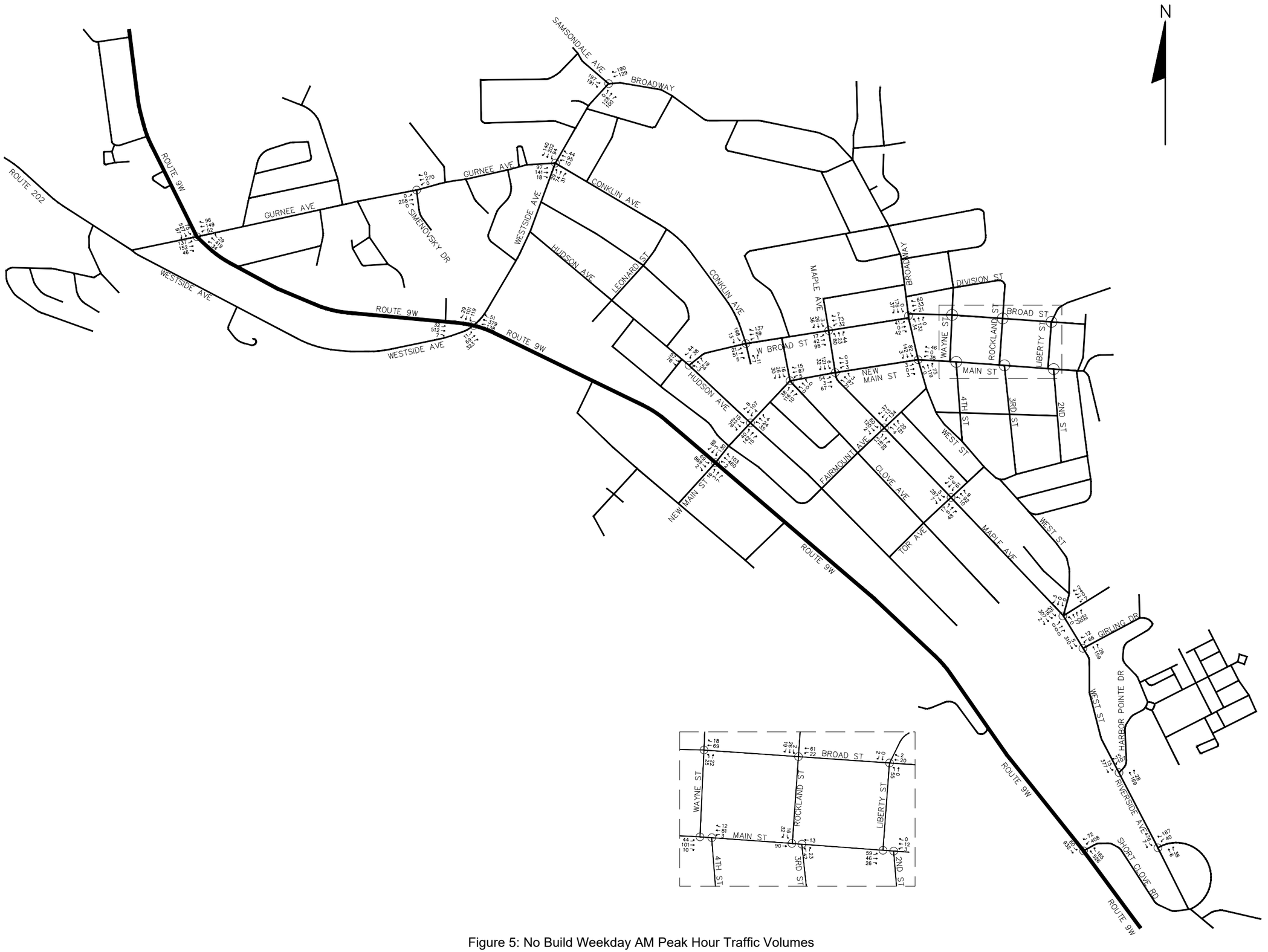


Figure 5: No Build Weekday AM Peak Hour Traffic Volumes

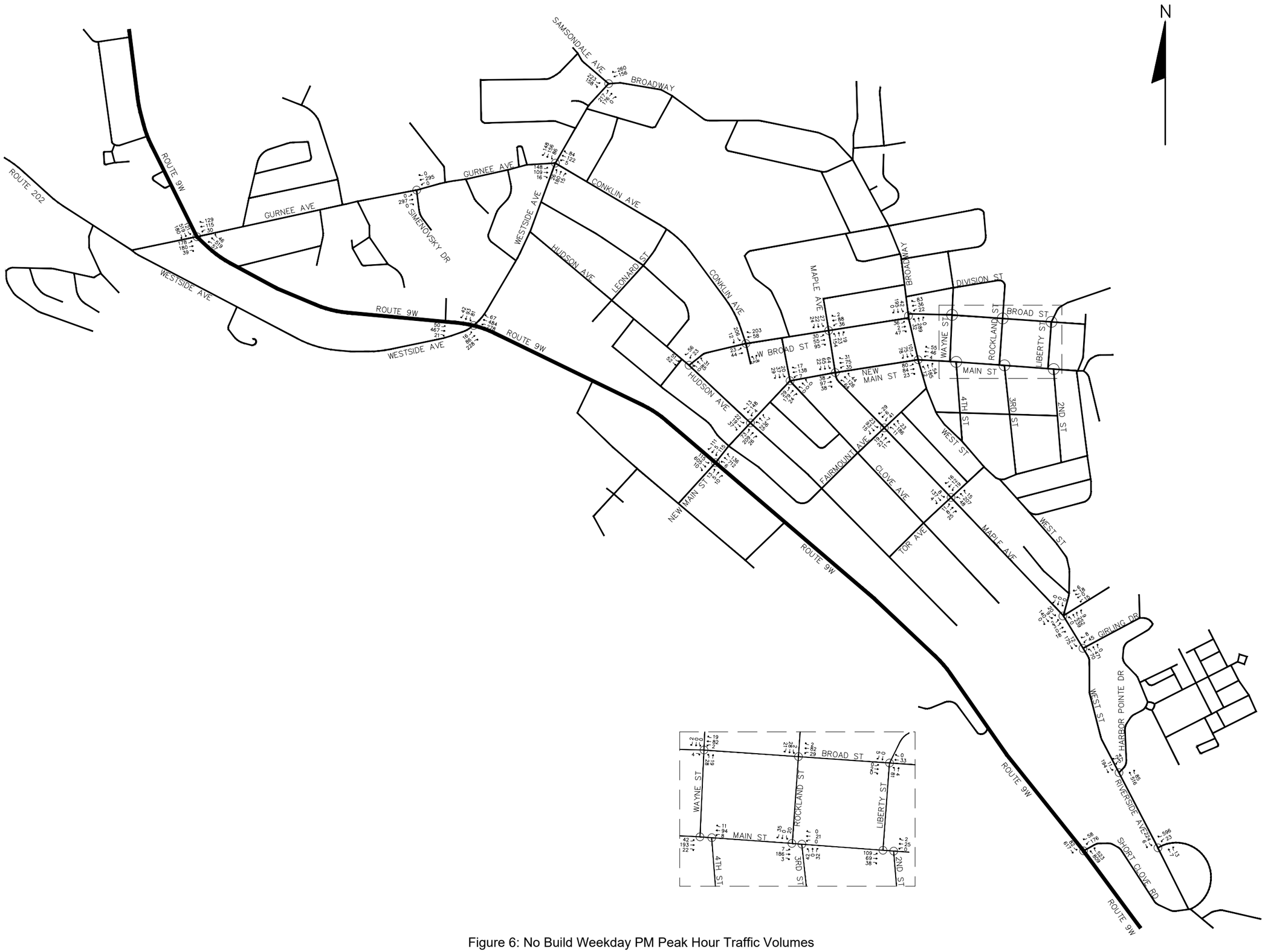


Figure 6: No Build Weekday PM Peak Hour Traffic Volumes

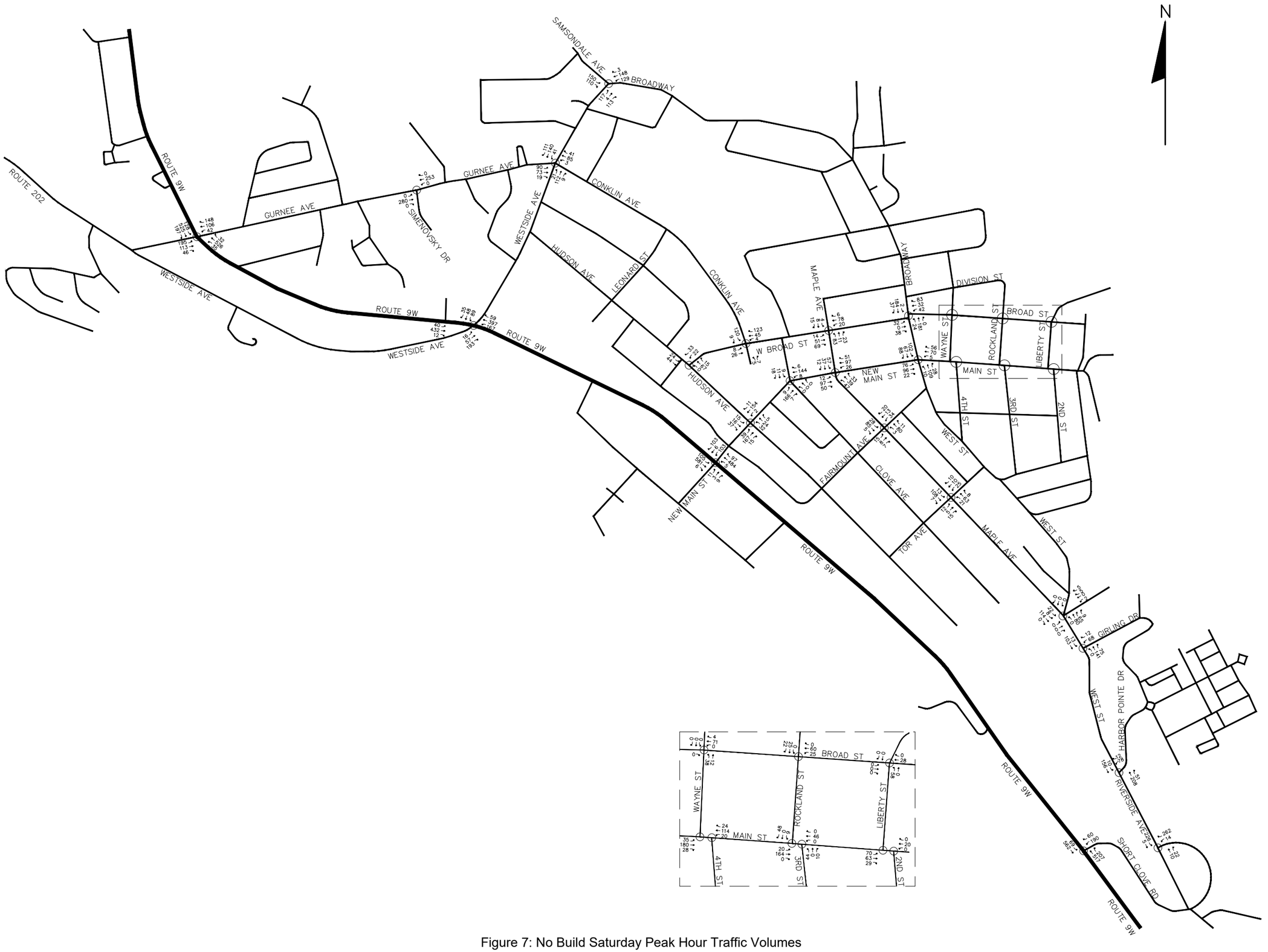


Figure 7: No Build Saturday Peak Hour Traffic Volumes

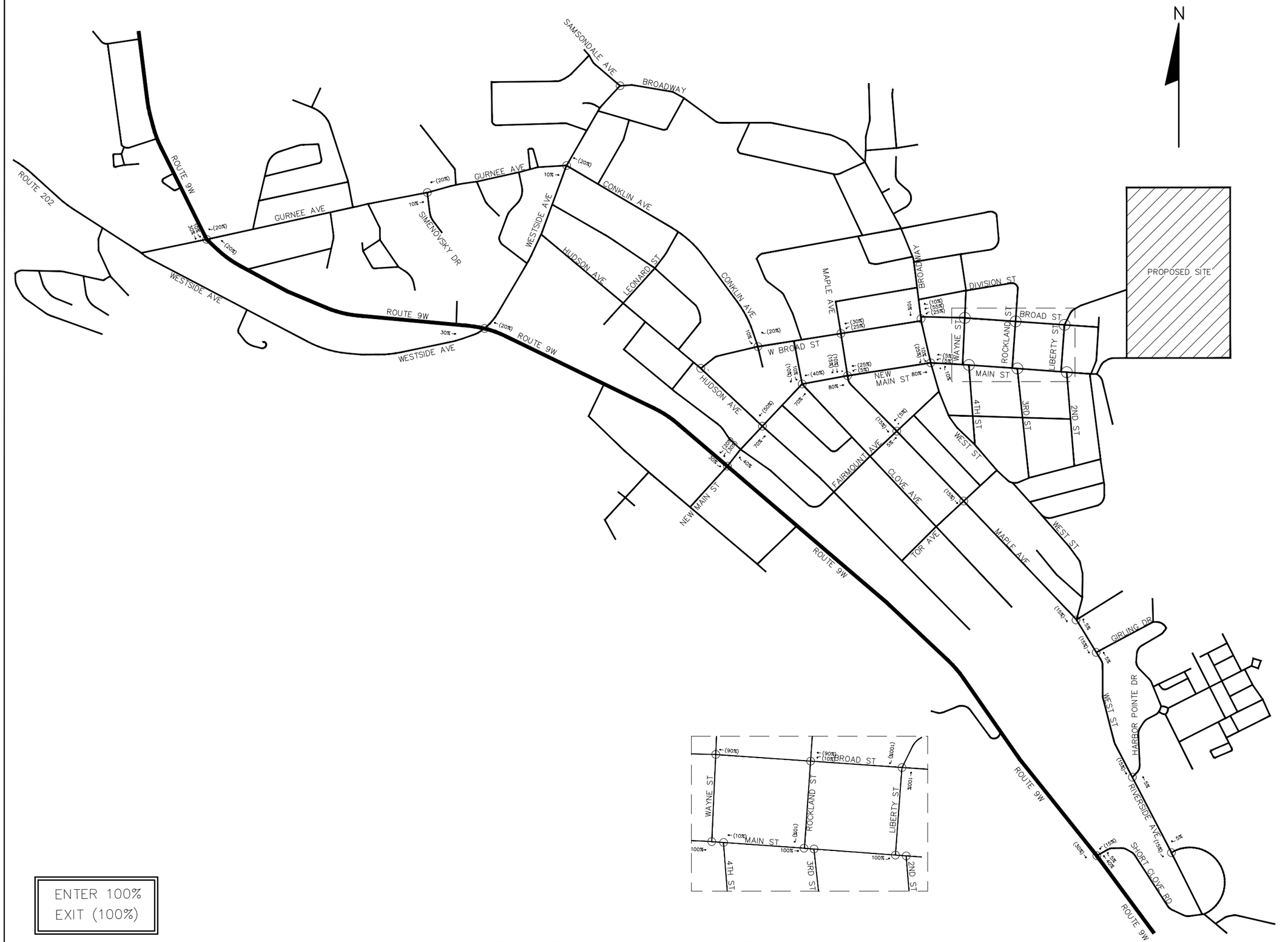


Figure 8: Site Generated Peak Hours Trip Distribution

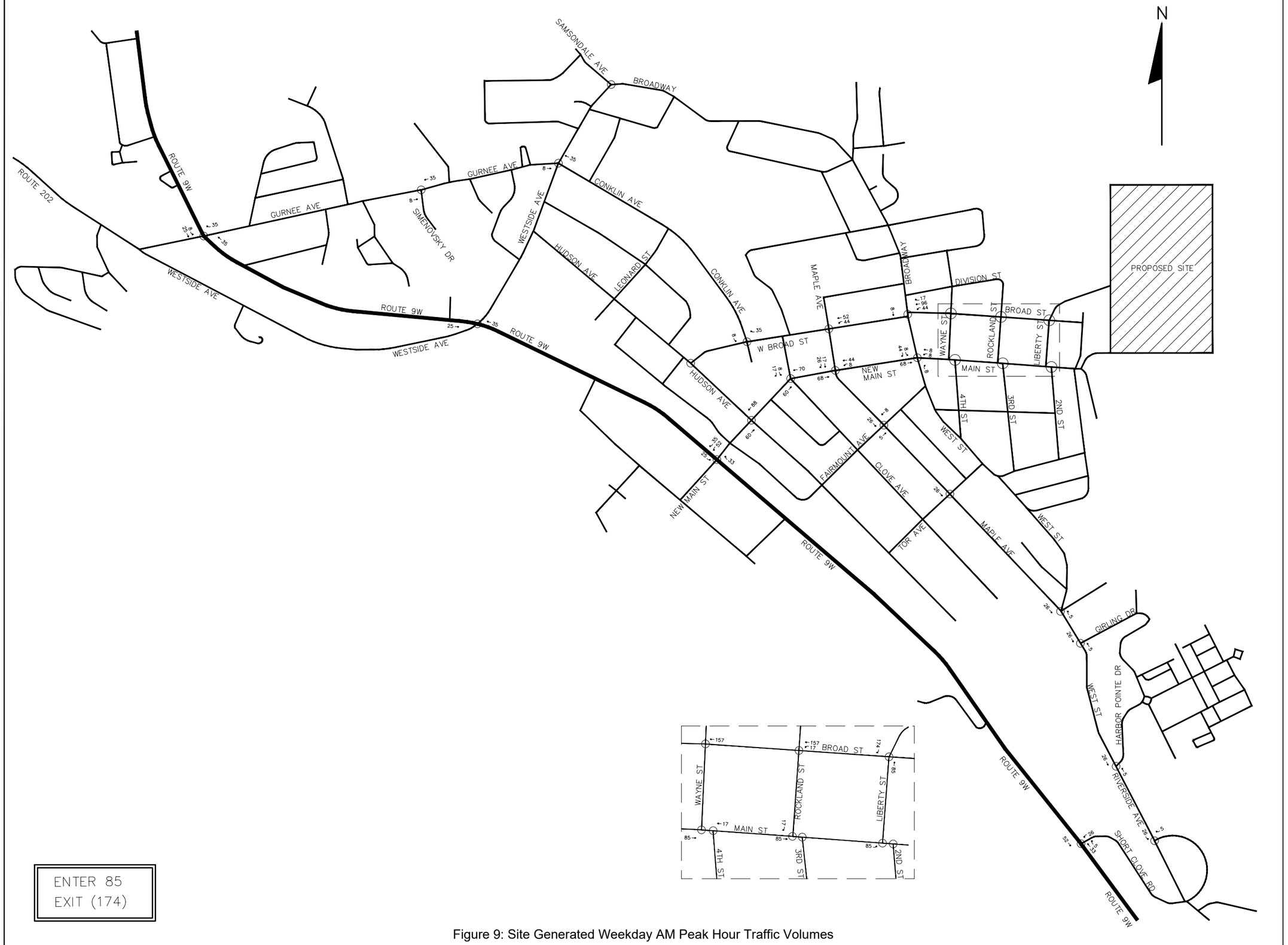


Figure 9: Site Generated Weekday AM Peak Hour Traffic Volumes

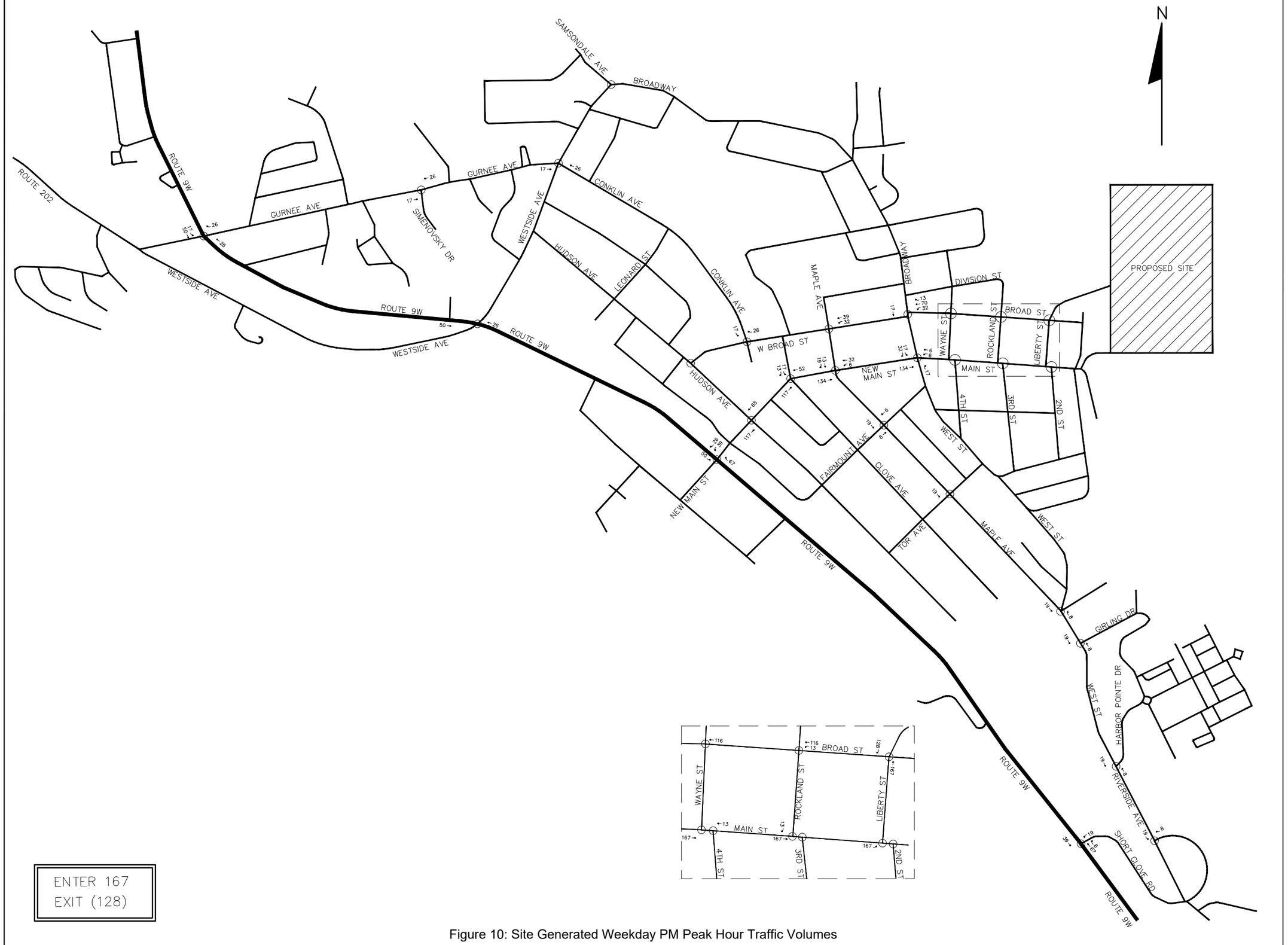


Figure 10: Site Generated Weekday PM Peak Hour Traffic Volumes

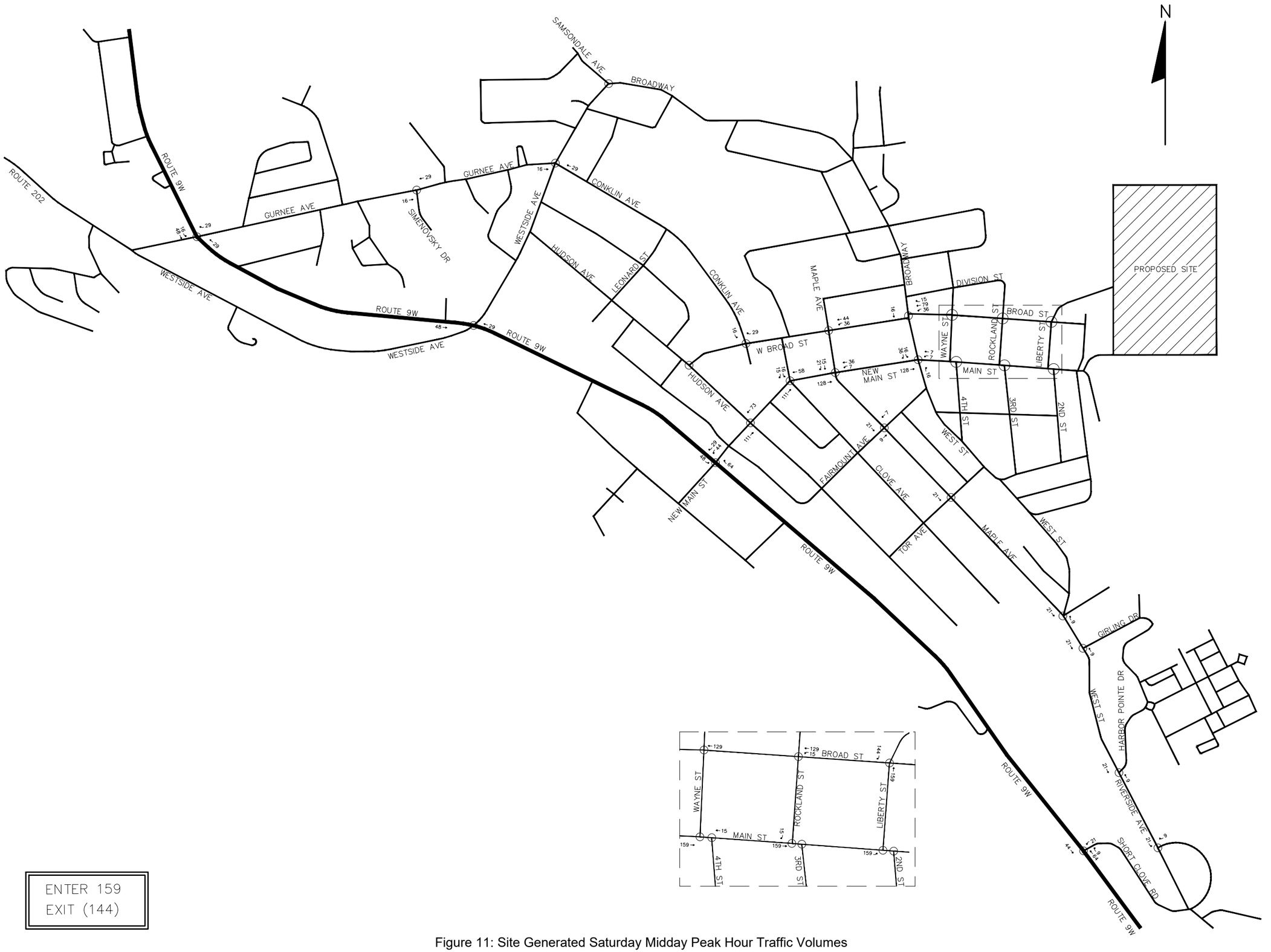


Figure 11: Site Generated Saturday Midday Peak Hour Traffic Volumes

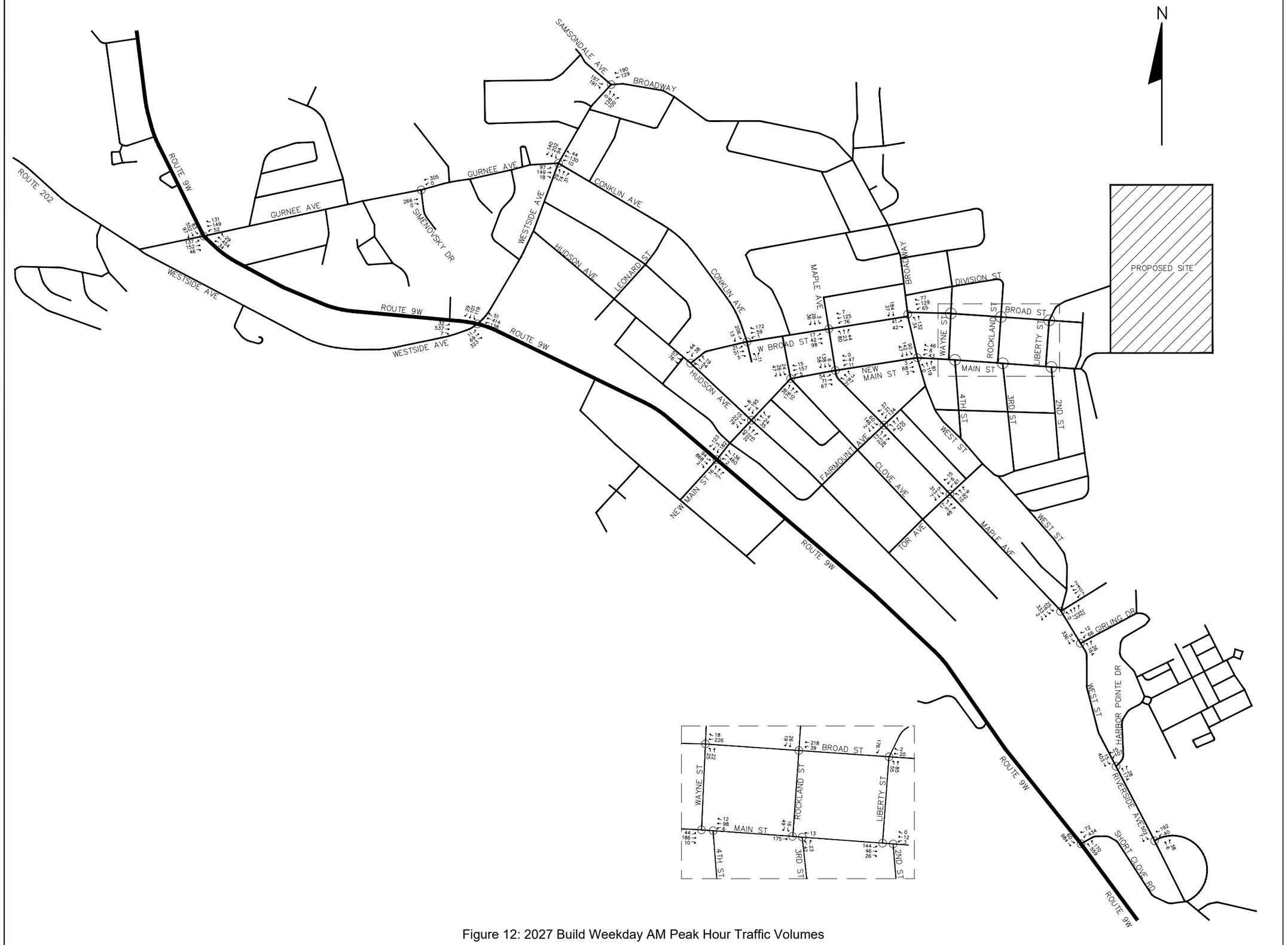


Figure 12: 2027 Build Weekday AM Peak Hour Traffic Volumes

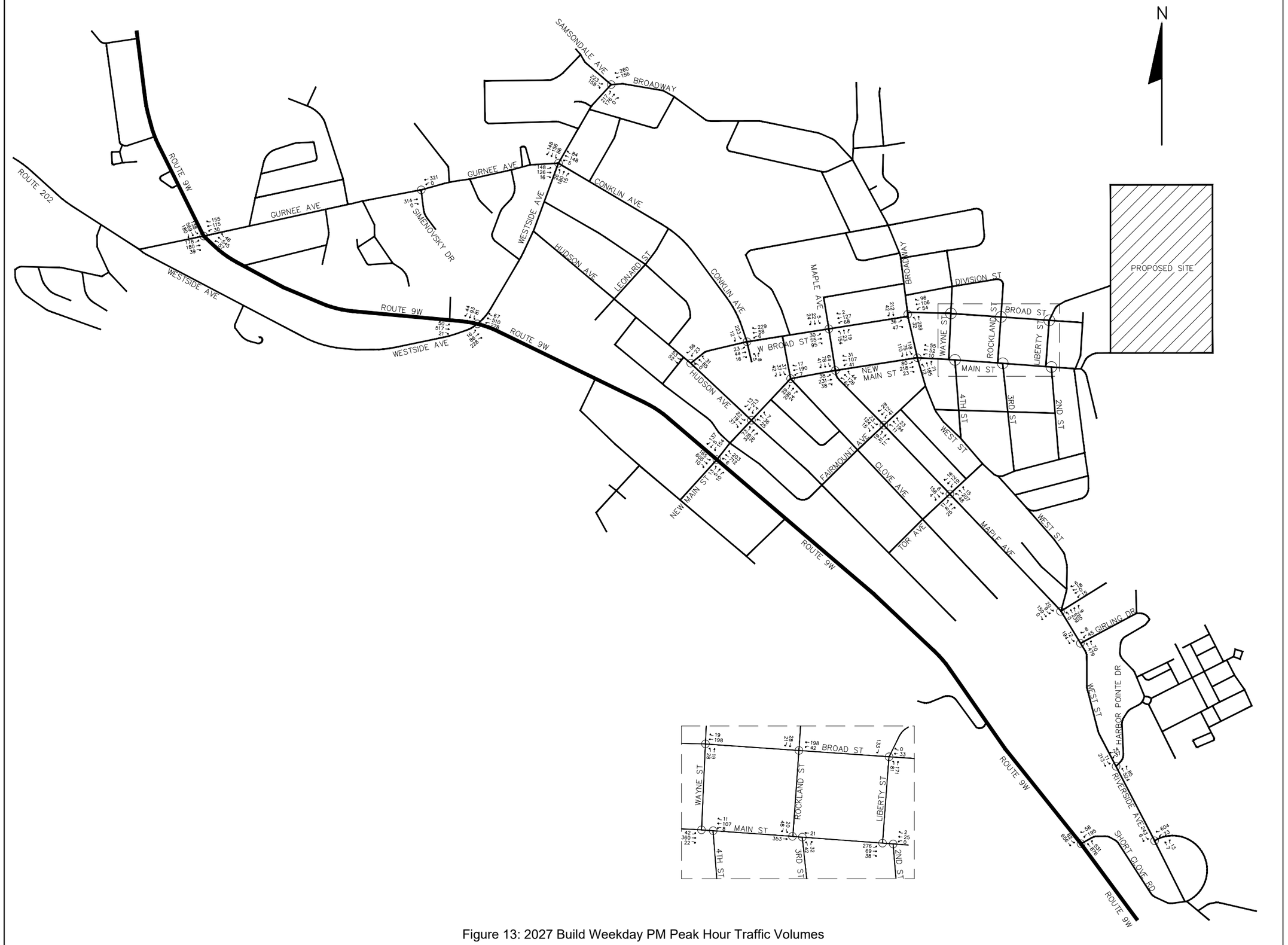


Figure 13: 2027 Build Weekday PM Peak Hour Traffic Volumes

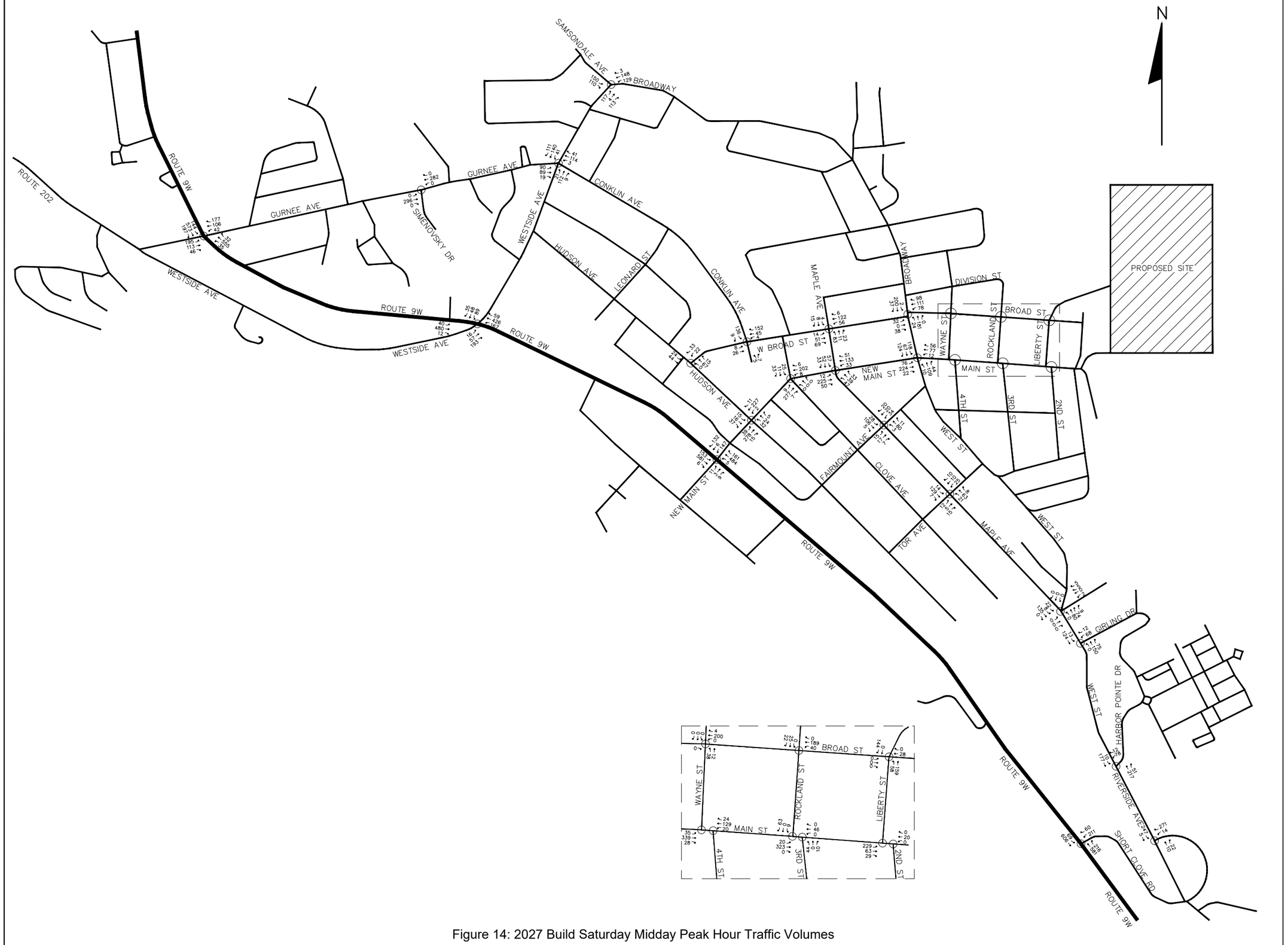


Figure 14: 2027 Build Saturday Midday Peak Hour Traffic Volumes

Turning Movement Counts (TMC)

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 1-ROUTE 9W AT SHORE CLOVE RD-Wkday
Site Code:
Start Date: 04-26-2023

Turning Movement Data

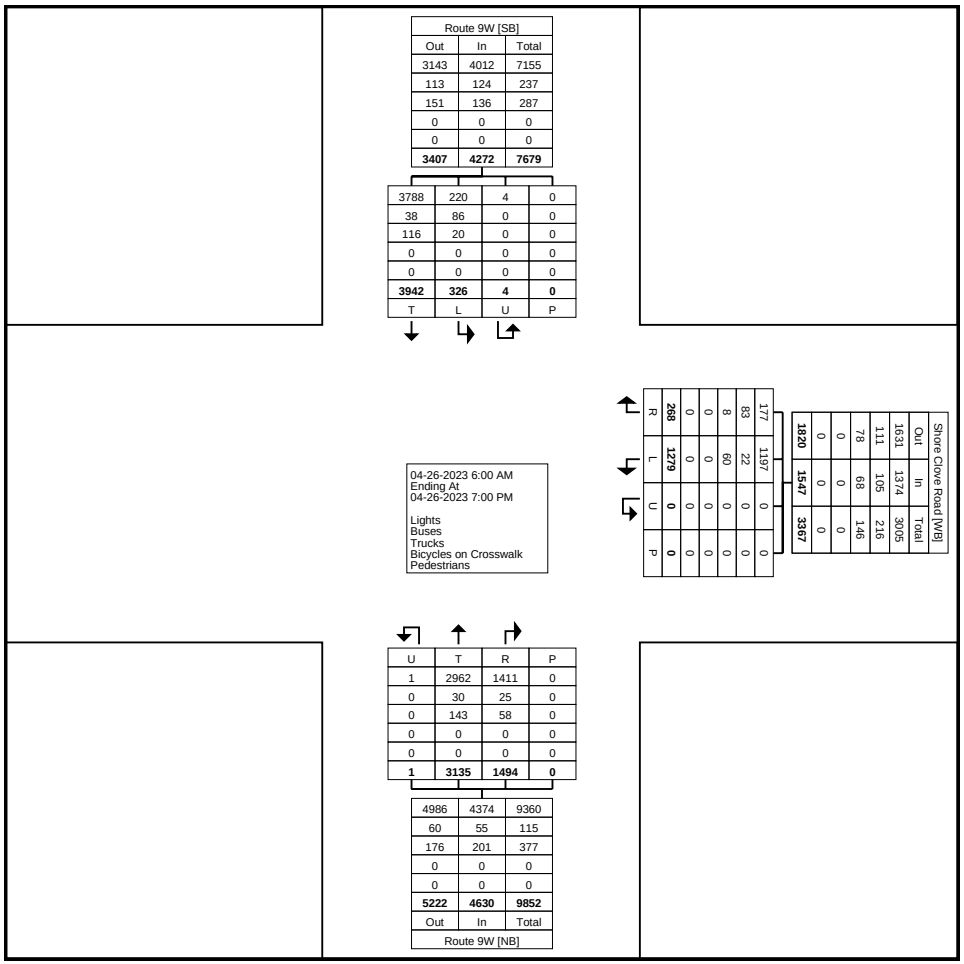
Start Time	Route 9W Southbound					Shore Clove Road Westbound					Route 9W Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
6:00 AM	8	142	0	0	150	42	6	0	0	48	32	13	0	0	45	243
6:15 AM	11	169	0	0	180	42	17	0	0	59	31	9	0	0	40	279
6:30 AM	11	229	0	0	240	72	23	0	0	95	46	22	0	0	68	403
6:45 AM	13	222	0	0	235	76	21	0	0	97	68	23	0	0	91	423
Hourly Total	43	762	0	0	805	232	67	0	0	299	177	67	0	0	244	1348
7:00 AM	16	219	0	0	235	62	11	0	0	73	62	26	0	0	88	396
7:15 AM	13	212	0	0	225	67	14	0	0	81	85	30	0	0	115	421
7:30 AM	15	207	0	0	222	97	17	0	0	114	79	36	0	0	115	451
7:45 AM	6	222	1	0	229	86	7	0	0	93	120	38	0	0	158	480
Hourly Total	50	860	1	0	911	312	49	0	0	361	346	130	0	0	476	1748
8:00 AM	10	215	0	0	225	84	17	0	0	101	122	31	0	0	153	479
8:15 AM	12	206	0	0	218	78	10	0	0	88	111	37	0	0	148	454
8:30 AM	17	208	1	0	226	89	11	0	0	100	129	30	0	0	159	485
8:45 AM	12	182	1	0	195	71	10	0	0	81	119	35	1	0	155	431
Hourly Total	51	811	2	0	864	322	48	0	0	370	481	133	1	0	615	1849
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	29	148	0	0	177	40	13	0	0	53	177	90	0	0	267	497
4:15 PM	18	128	0	0	146	36	11	0	0	47	187	82	0	0	269	462
4:30 PM	16	139	0	0	155	45	10	0	0	55	174	98	0	0	272	482
4:45 PM	16	145	1	0	162	27	10	0	0	37	180	97	0	0	277	476
Hourly Total	79	560	1	0	640	148	44	0	0	192	718	367	0	0	1085	1917
5:00 PM	14	147	0	0	161	30	13	0	0	43	185	125	0	0	310	514
5:15 PM	5	132	0	0	137	33	5	0	0	38	197	121	0	0	318	493
5:30 PM	11	117	0	0	128	30	5	0	0	35	169	107	0	0	276	439
5:45 PM	14	122	0	0	136	31	6	0	0	37	192	97	0	0	289	462
Hourly Total	44	518	0	0	562	124	29	0	0	153	743	450	0	0	1193	1908
6:00 PM	11	126	0	0	137	38	6	0	0	44	196	99	0	0	295	476
6:15 PM	18	97	0	0	115	38	5	0	0	43	178	106	0	0	284	442
6:30 PM	14	97	0	0	111	30	8	0	0	38	164	81	0	0	245	394
6:45 PM	16	111	0	0	127	35	12	0	0	47	132	61	0	0	193	367
Hourly Total	59	431	0	0	490	141	31	0	0	172	670	347	0	0	1017	1679
Grand Total	326	3942	4	0	4272	1279	268	0	0	1547	3135	1494	1	0	4630	10449
Approach %	7.6	92.3	0.1	-	-	82.7	17.3	0.0	-	-	67.7	32.3	0.0	-	-	-
Total %	3.1	37.7	0.0	-	40.9	12.2	2.6	0.0	-	14.8	30.0	14.3	0.0	-	44.3	-
Lights	220	3788	4	-	4012	1197	177	0	-	1374	2962	1411	1	-	4374	9760
% Lights	67.5	96.1	100.0	-	93.9	93.6	66.0	-	-	88.8	94.5	94.4	100.0	-	94.5	93.4
Buses	86	38	0	-	124	22	83	0	-	105	30	25	0	-	55	284
% Buses	26.4	1.0	0.0	-	2.9	1.7	31.0	-	-	6.8	1.0	1.7	0.0	-	1.2	2.7
Trucks	20	116	0	-	136	60	8	0	-	68	143	58	0	-	201	405

% Trucks	6.1	2.9	0.0	-	3.2	4.7	3.0	-	-	4.4	4.6	3.9	0.0	-	4.3	3.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 1-ROUTE 9W AT SHORE CLOVE RD-Wkday
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

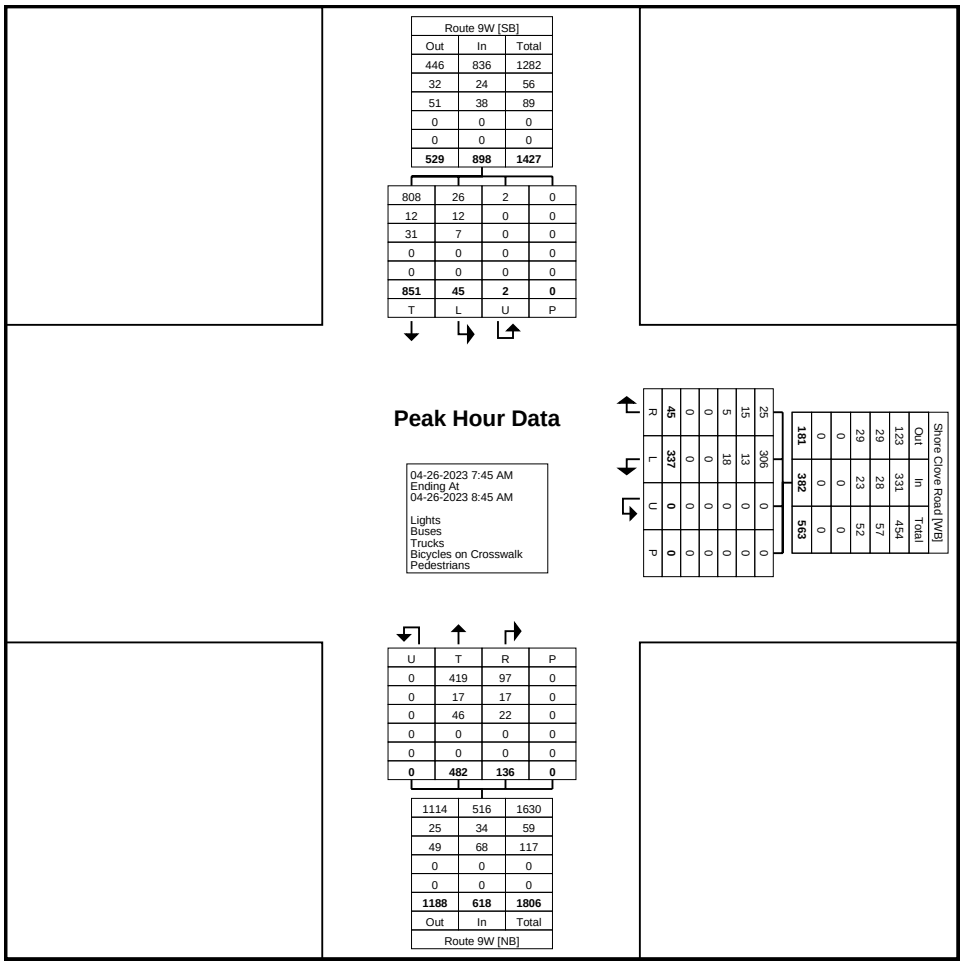
Count Name: 1-ROUTE 9W AT SHORE CLOVE RD-Wkday
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Route 9W Southbound					Shore Clove Road Westbound					Route 9W Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:45 AM	6	222	1	0	229	86	7	0	0	93	120	38	0	0	158	480
8:00 AM	10	215	0	0	225	84	17	0	0	101	122	31	0	0	153	479
8:15 AM	12	206	0	0	218	78	10	0	0	88	111	37	0	0	148	454
8:30 AM	17	208	1	0	226	89	11	0	0	100	129	30	0	0	159	485
Total	45	851	2	0	898	337	45	0	0	382	482	136	0	0	618	1898
Approach %	5.0	94.8	0.2	-	-	88.2	11.8	0.0	-	-	78.0	22.0	0.0	-	-	-
Total %	2.4	44.8	0.1	-	47.3	17.8	2.4	0.0	-	20.1	25.4	7.2	0.0	-	32.6	-
PHF	0.662	0.958	0.500	-	0.980	0.947	0.662	0.000	-	0.946	0.934	0.895	0.000	-	0.972	0.978
Lights	26	808	2	-	836	306	25	0	-	331	419	97	0	-	516	1683
% Lights	57.8	94.9	100.0	-	93.1	90.8	55.6	-	-	86.6	86.9	71.3	-	-	83.5	88.7
Buses	12	12	0	-	24	13	15	0	-	28	17	17	0	-	34	86
% Buses	26.7	1.4	0.0	-	2.7	3.9	33.3	-	-	7.3	3.5	12.5	-	-	5.5	4.5
Trucks	7	31	0	-	38	18	5	0	-	23	46	22	0	-	68	129
% Trucks	15.6	3.6	0.0	-	4.2	5.3	11.1	-	-	6.0	9.5	16.2	-	-	11.0	6.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
716 S 6th Avenue

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Turning Movement Peak Hour Data Plot (7:45 AM)

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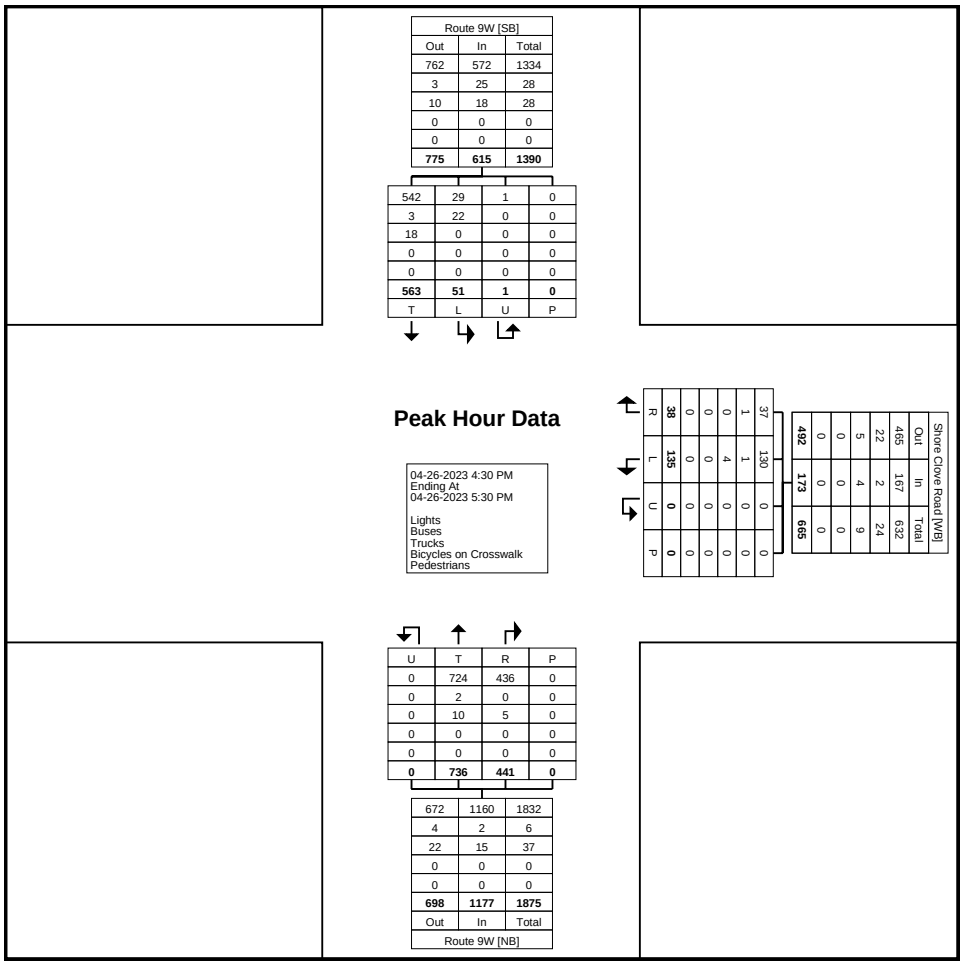
Count Name: 1-ROUTE 9W AT SHORE CLOVE RD-Wkday
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Route 9W Southbound					Shore Clove Road Westbound					Route 9W Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	16	139	0	0	155	45	10	0	0	55	174	98	0	0	272	482
4:45 PM	16	145	1	0	162	27	10	0	0	37	180	97	0	0	277	476
5:00 PM	14	147	0	0	161	30	13	0	0	43	185	125	0	0	310	514
5:15 PM	5	132	0	0	137	33	5	0	0	38	197	121	0	0	318	493
Total	51	563	1	0	615	135	38	0	0	173	736	441	0	0	1177	1965
Approach %	8.3	91.5	0.2	-	-	78.0	22.0	0.0	-	-	62.5	37.5	0.0	-	-	-
Total %	2.6	28.7	0.1	-	31.3	6.9	1.9	0.0	-	8.8	37.5	22.4	0.0	-	59.9	-
PHF	0.797	0.957	0.250	-	0.949	0.750	0.731	0.000	-	0.786	0.934	0.882	0.000	-	0.925	0.956
Lights	29	542	1	-	572	130	37	0	-	167	724	436	0	-	1160	1899
% Lights	56.9	96.3	100.0	-	93.0	96.3	97.4	-	-	96.5	98.4	98.9	-	-	98.6	96.6
Buses	22	3	0	-	25	1	1	0	-	2	2	0	0	-	2	29
% Buses	43.1	0.5	0.0	-	4.1	0.7	2.6	-	-	1.2	0.3	0.0	-	-	0.2	1.5
Trucks	0	18	0	-	18	4	0	0	-	4	10	5	0	-	15	37
% Trucks	0.0	3.2	0.0	-	2.9	3.0	0.0	-	-	2.3	1.4	1.1	-	-	1.3	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (4:30 PM)

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Count Name: 1-ROUTE 9W AT SHORE CLOVE RD-SAT
Site Code:
Start Date: 04-29-2023

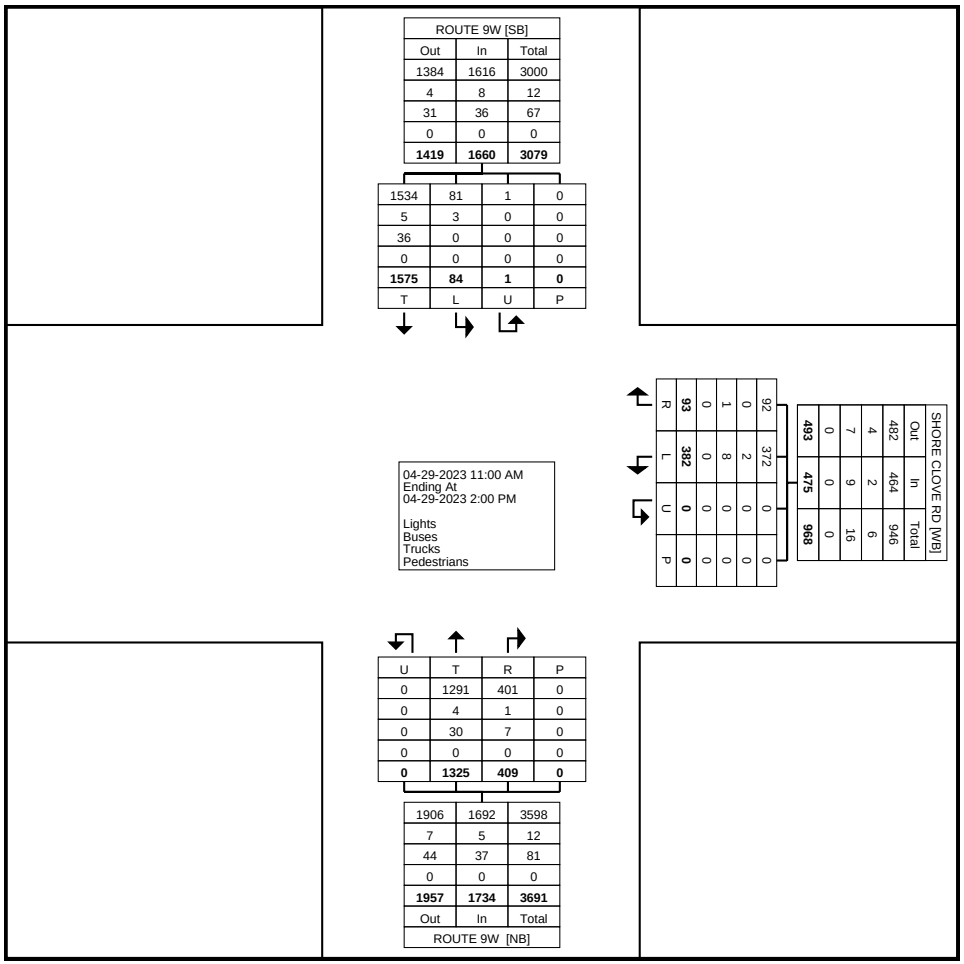
Turning Movement Data

Start Time	ROUTE 9W Southbound					SHORE CLOVE RD Westbound					ROUTE 9W Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	6	148	0	0	154	28	8	0	0	36	84	32	0	0	116	306
11:15 AM	3	122	0	0	125	37	4	0	0	41	110	27	0	0	137	303
11:30 AM	6	127	0	0	133	35	12	0	0	47	107	25	0	0	132	312
11:45 AM	8	137	0	0	145	30	2	0	0	32	111	36	0	0	147	324
Hourly Total	23	534	0	0	557	130	26	0	0	156	412	120	0	0	532	1245
12:00 PM	2	111	0	0	113	32	8	0	0	40	107	34	0	0	141	294
12:15 PM	7	150	1	0	158	26	9	0	0	35	121	44	0	0	165	358
12:30 PM	7	131	0	0	138	32	10	0	0	42	110	25	0	0	135	315
12:45 PM	6	137	0	0	143	28	7	0	0	35	104	40	0	0	144	322
Hourly Total	22	529	1	0	552	118	34	0	0	152	442	143	0	0	585	1289
1:00 PM	9	122	0	0	131	40	16	0	0	56	119	27	0	0	146	333
1:15 PM	10	134	0	0	144	31	4	0	0	35	121	51	0	0	172	351
1:30 PM	8	125	0	0	133	24	7	0	0	31	109	35	0	0	144	308
1:45 PM	12	131	0	0	143	39	6	0	0	45	122	33	0	0	155	343
Hourly Total	39	512	0	0	551	134	33	0	0	167	471	146	0	0	617	1335
Grand Total	84	1575	1	0	1660	382	93	0	0	475	1325	409	0	0	1734	3869
Approach %	5.1	94.9	0.1	-	-	80.4	19.6	0.0	-	-	76.4	23.6	0.0	-	-	-
Total %	2.2	40.7	0.0	-	42.9	9.9	2.4	0.0	-	12.3	34.2	10.6	0.0	-	44.8	-
Lights	81	1534	1	-	1616	372	92	0	-	464	1291	401	0	-	1692	3772
% Lights	96.4	97.4	100.0	-	97.3	97.4	98.9	-	-	97.7	97.4	98.0	-	-	97.6	97.5
Buses	3	5	0	-	8	2	0	0	-	2	4	1	0	-	5	15
% Buses	3.6	0.3	0.0	-	0.5	0.5	0.0	-	-	0.4	0.3	0.2	-	-	0.3	0.4
Trucks	0	36	0	-	36	8	1	0	-	9	30	7	0	-	37	82
% Trucks	0.0	2.3	0.0	-	2.2	2.1	1.1	-	-	1.9	2.3	1.7	-	-	2.1	2.1
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Count Name: 1-ROUTE 9W AT SHORE CLOVE RD-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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Count Name: 1-ROUTE 9W AT SHORE CLOVE RD-SAT
Site Code:
Start Date: 04-29-2023

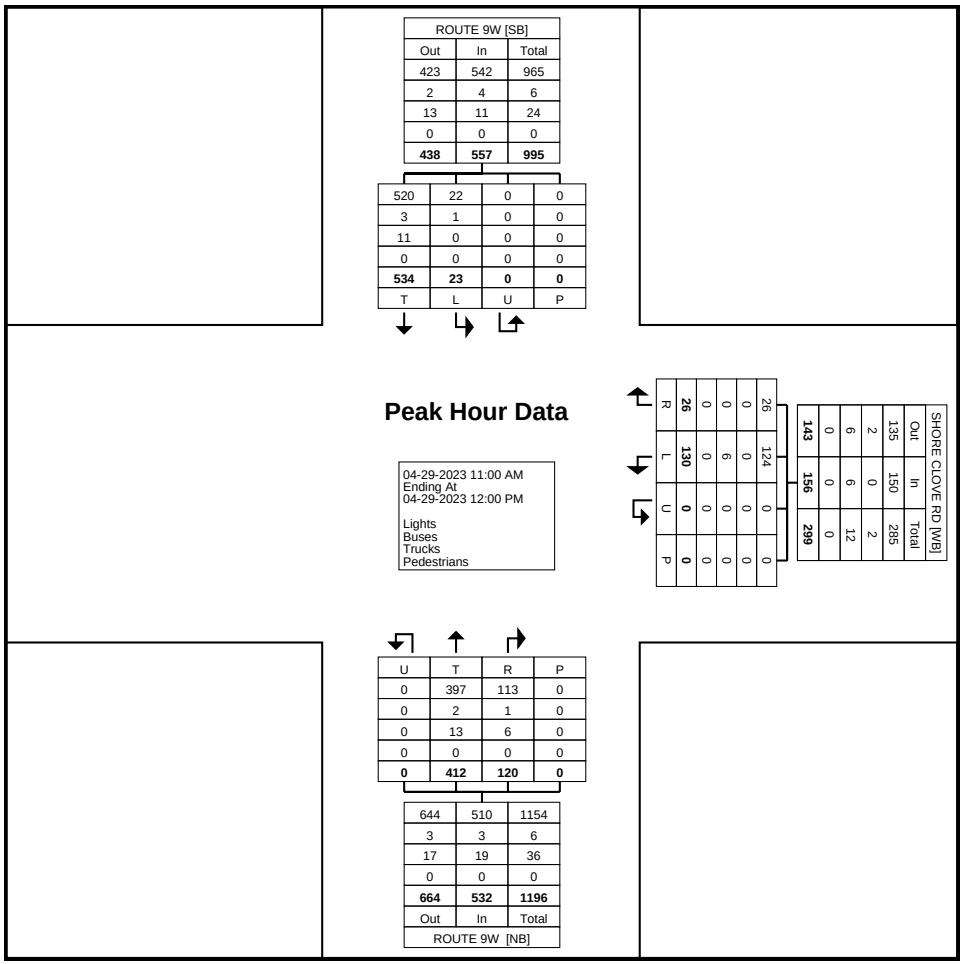
Turning Movement Peak Hour Data (11:00 AM)

Start Time	ROUTE 9W Southbound					SHORE CLOVE RD Westbound					ROUTE 9W Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	6	148	0	0	154	28	8	0	0	36	84	32	0	0	116	306
11:15 AM	3	122	0	0	125	37	4	0	0	41	110	27	0	0	137	303
11:30 AM	6	127	0	0	133	35	12	0	0	47	107	25	0	0	132	312
11:45 AM	8	137	0	0	145	30	2	0	0	32	111	36	0	0	147	324
Total	23	534	0	0	557	130	26	0	0	156	412	120	0	0	532	1245
Approach %	4.1	95.9	0.0	-	-	83.3	16.7	0.0	-	-	77.4	22.6	0.0	-	-	-
Total %	1.8	42.9	0.0	-	44.7	10.4	2.1	0.0	-	12.5	33.1	9.6	0.0	-	42.7	-
PHF	0.719	0.902	0.000	-	0.904	0.878	0.542	0.000	-	0.830	0.928	0.833	0.000	-	0.905	0.961
Lights	22	520	0	-	542	124	26	0	-	150	397	113	0	-	510	1202
% Lights	95.7	97.4	-	-	97.3	95.4	100.0	-	-	96.2	96.4	94.2	-	-	95.9	96.5
Buses	1	3	0	-	4	0	0	0	-	0	2	1	0	-	3	7
% Buses	4.3	0.6	-	-	0.7	0.0	0.0	-	-	0.0	0.5	0.8	-	-	0.6	0.6
Trucks	0	11	0	-	11	6	0	0	-	6	13	6	0	-	19	36
% Trucks	0.0	2.1	-	-	2.0	4.6	0.0	-	-	3.8	3.2	5.0	-	-	3.6	2.9
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: 1-ROUTE 9W AT SHORE CLOVE RD-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Peak Hour Data Plot (11:00 AM)

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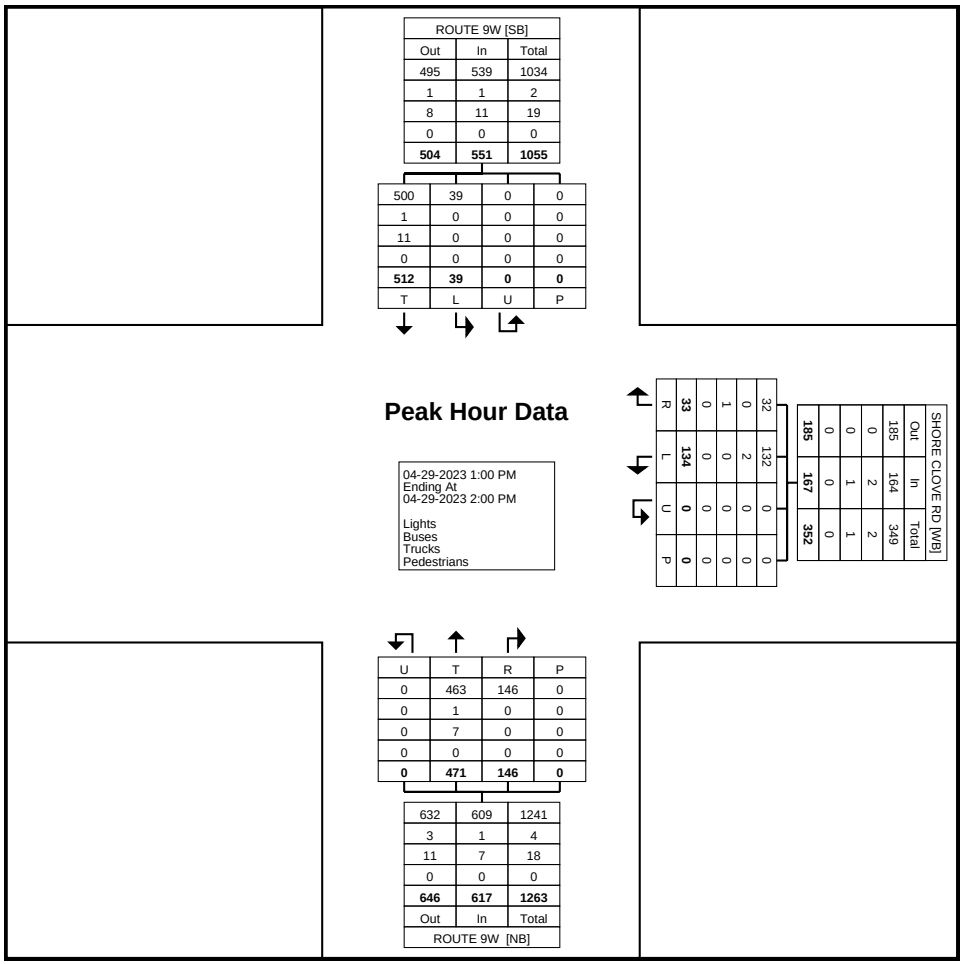
Count Name: 1-ROUTE 9W AT SHORE CLOVE RD-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (1:00 PM)

Start Time	ROUTE 9W Southbound					SHORE CLOVE RD Westbound					ROUTE 9W Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
1:00 PM	9	122	0	0	131	40	16	0	0	56	119	27	0	0	146	333
1:15 PM	10	134	0	0	144	31	4	0	0	35	121	51	0	0	172	351
1:30 PM	8	125	0	0	133	24	7	0	0	31	109	35	0	0	144	308
1:45 PM	12	131	0	0	143	39	6	0	0	45	122	33	0	0	155	343
Total	39	512	0	0	551	134	33	0	0	167	471	146	0	0	617	1335
Approach %	7.1	92.9	0.0	-	-	80.2	19.8	0.0	-	-	76.3	23.7	0.0	-	-	-
Total %	2.9	38.4	0.0	-	41.3	10.0	2.5	0.0	-	12.5	35.3	10.9	0.0	-	46.2	-
PHF	0.813	0.955	0.000	-	0.957	0.838	0.516	0.000	-	0.746	0.965	0.716	0.000	-	0.897	0.951
Lights	39	500	0	-	539	132	32	0	-	164	463	146	0	-	609	1312
% Lights	100.0	97.7	-	-	97.8	98.5	97.0	-	-	98.2	98.3	100.0	-	-	98.7	98.3
Buses	0	1	0	-	1	2	0	0	-	2	1	0	0	-	1	4
% Buses	0.0	0.2	-	-	0.2	1.5	0.0	-	-	1.2	0.2	0.0	-	-	0.2	0.3
Trucks	0	11	0	-	11	0	1	0	-	1	7	0	0	-	7	19
% Trucks	0.0	2.1	-	-	2.0	0.0	3.0	-	-	0.6	1.5	0.0	-	-	1.1	1.4
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (1:00 PM)

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Count Name: 2-RIVERSIDE AVE AT SHORE CLOVE RD-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

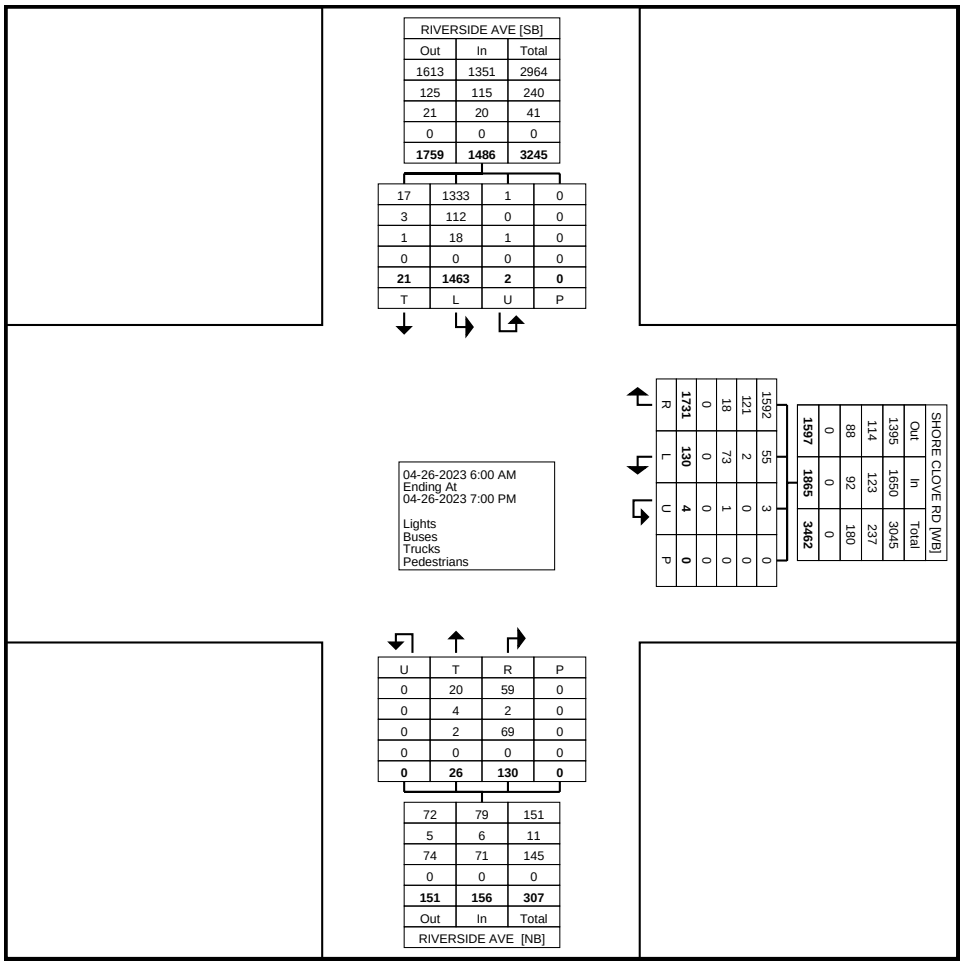
Start Time	RIVERSIDE AVE Southbound					SHORE CLOVE RD Westbound					RIVERSIDE AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
6:00 AM	46	1	0	0	47	2	18	0	0	20	0	4	0	0	4	71
6:15 AM	63	0	0	0	63	2	20	0	0	22	1	4	0	0	5	90
6:30 AM	101	1	0	0	102	7	33	0	0	40	1	3	0	0	4	146
6:45 AM	84	0	1	0	85	13	29	0	0	42	0	11	0	0	11	138
Hourly Total	294	2	1	0	297	24	100	0	0	124	2	22	0	0	24	445
7:00 AM	69	1	0	0	70	7	34	0	0	41	0	11	0	0	11	122
7:15 AM	80	1	0	0	81	6	36	1	0	43	3	10	0	0	13	137
7:30 AM	108	2	0	0	110	13	37	1	0	51	1	8	0	0	9	170
7:45 AM	104	1	0	0	105	8	34	0	0	42	1	7	0	0	8	155
Hourly Total	361	5	0	0	366	34	141	2	0	177	5	36	0	0	41	584
8:00 AM	85	3	0	0	88	9	34	0	0	43	2	11	0	0	13	144
8:15 AM	79	0	1	0	80	5	43	0	0	48	1	9	0	0	10	138
8:30 AM	94	1	0	0	95	6	39	0	0	45	3	9	0	0	12	152
8:45 AM	75	0	0	0	75	3	45	0	0	48	0	5	0	0	5	128
Hourly Total	333	4	1	0	338	23	161	0	0	184	6	34	0	0	40	562
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	36	1	0	0	37	5	115	0	0	120	3	5	0	0	8	165
4:15 PM	44	0	0	0	44	1	107	0	0	108	1	5	0	0	6	158
4:30 PM	54	1	0	0	55	4	114	2	0	120	0	2	0	0	2	177
4:45 PM	37	2	0	0	39	3	114	0	0	117	2	3	0	0	5	161
Hourly Total	171	4	0	0	175	13	450	2	0	465	6	15	0	0	21	661
5:00 PM	40	2	0	0	42	8	133	0	0	141	2	4	0	0	6	189
5:15 PM	34	0	0	0	34	3	124	0	0	127	2	3	0	0	5	166
5:30 PM	37	0	0	0	37	6	116	0	0	122	0	1	0	0	1	160
5:45 PM	35	2	0	0	37	2	111	0	0	113	1	1	0	0	2	152
Hourly Total	146	4	0	0	150	19	484	0	0	503	5	9	0	0	14	667
6:00 PM	39	1	0	0	40	3	107	0	0	110	1	6	0	0	7	157
6:15 PM	40	0	0	0	40	3	121	0	0	124	0	0	0	0	0	164
6:30 PM	44	0	0	0	44	8	91	0	0	99	1	2	0	0	3	146
6:45 PM	35	1	0	0	36	3	76	0	0	79	0	6	0	0	6	121
Hourly Total	158	2	0	0	160	17	395	0	0	412	2	14	0	0	16	588
Grand Total	1463	21	2	0	1486	130	1731	4	0	1865	26	130	0	0	156	3507
Approach %	98.5	1.4	0.1	-	-	7.0	92.8	0.2	-	-	16.7	83.3	0.0	-	-	-
Total %	41.7	0.6	0.1	-	42.4	3.7	49.4	0.1	-	53.2	0.7	3.7	0.0	-	4.4	-
Lights	1333	17	1	-	1351	55	1592	3	-	1650	20	59	0	-	79	3080
% Lights	91.1	81.0	50.0	-	90.9	42.3	92.0	75.0	-	88.5	76.9	45.4	-	-	50.6	87.8
Buses	112	3	0	-	115	2	121	0	-	123	4	2	0	-	6	244
% Buses	7.7	14.3	0.0	-	7.7	1.5	7.0	0.0	-	6.6	15.4	1.5	-	-	3.8	7.0
Trucks	18	1	1	-	20	73	18	1	-	92	2	69	0	-	71	183

% Trucks	1.2	4.8	50.0	-	1.3	56.2	1.0	25.0	-	4.9	7.7	53.1	-	-	45.5	5.2
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Count Name: 2-RIVERSIDE AVE AT SHORE CLOVE RD-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

Traffic Databank LLC
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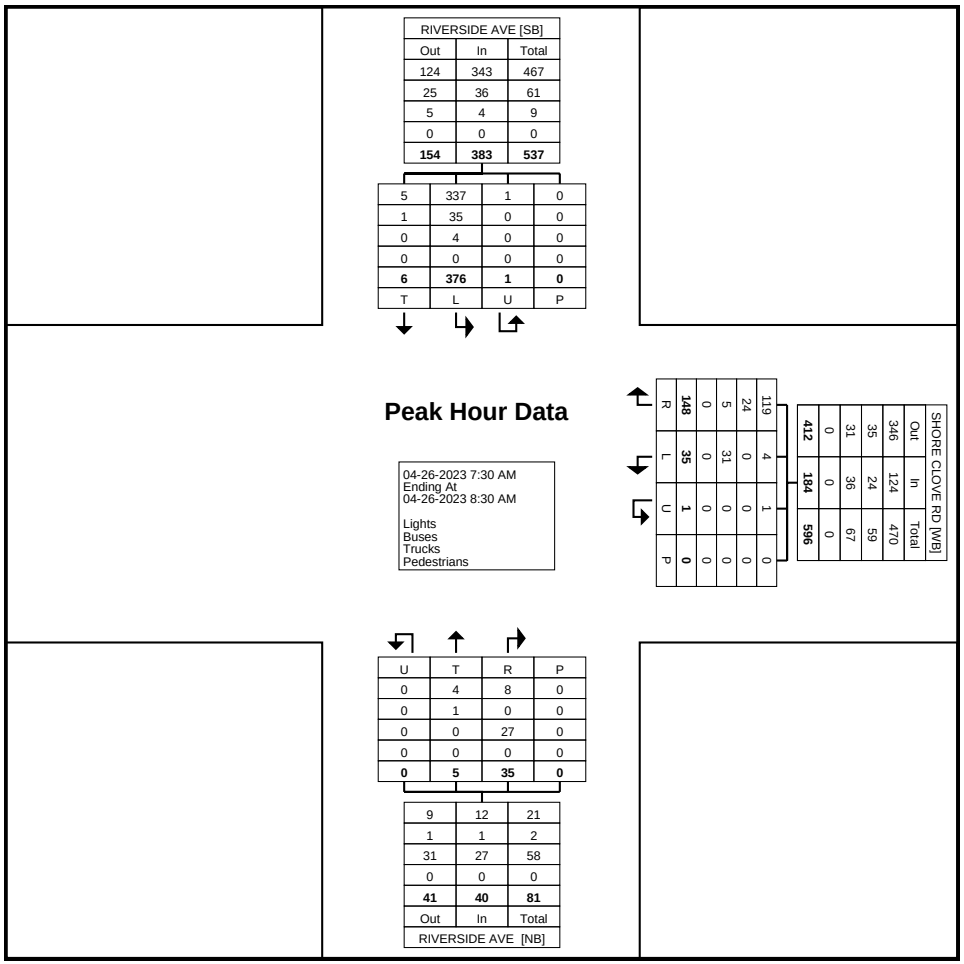
Count Name: 2-RIVERSIDE AVE AT SHORE CLOVE RD-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	RIVERSIDE AVE Southbound					SHORE CLOVE RD Westbound					RIVERSIDE AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:30 AM	108	2	0	0	110	13	37	1	0	51	1	8	0	0	9	170
7:45 AM	104	1	0	0	105	8	34	0	0	42	1	7	0	0	8	155
8:00 AM	85	3	0	0	88	9	34	0	0	43	2	11	0	0	13	144
8:15 AM	79	0	1	0	80	5	43	0	0	48	1	9	0	0	10	138
Total	376	6	1	0	383	35	148	1	0	184	5	35	0	0	40	607
Approach %	98.2	1.6	0.3	-	-	19.0	80.4	0.5	-	-	12.5	87.5	0.0	-	-	-
Total %	61.9	1.0	0.2	-	63.1	5.8	24.4	0.2	-	30.3	0.8	5.8	0.0	-	6.6	-
PHF	0.870	0.500	0.250	-	0.870	0.673	0.860	0.250	-	0.902	0.625	0.795	0.000	-	0.769	0.893
Lights	337	5	1	-	343	4	119	1	-	124	4	8	0	-	12	479
% Lights	89.6	83.3	100.0	-	89.6	11.4	80.4	100.0	-	67.4	80.0	22.9	-	-	30.0	78.9
Buses	35	1	0	-	36	0	24	0	-	24	1	0	0	-	1	61
% Buses	9.3	16.7	0.0	-	9.4	0.0	16.2	0.0	-	13.0	20.0	0.0	-	-	2.5	10.0
Trucks	4	0	0	-	4	31	5	0	-	36	0	27	0	-	27	67
% Trucks	1.1	0.0	0.0	-	1.0	88.6	3.4	0.0	-	19.6	0.0	77.1	-	-	67.5	11.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (7:30 AM)

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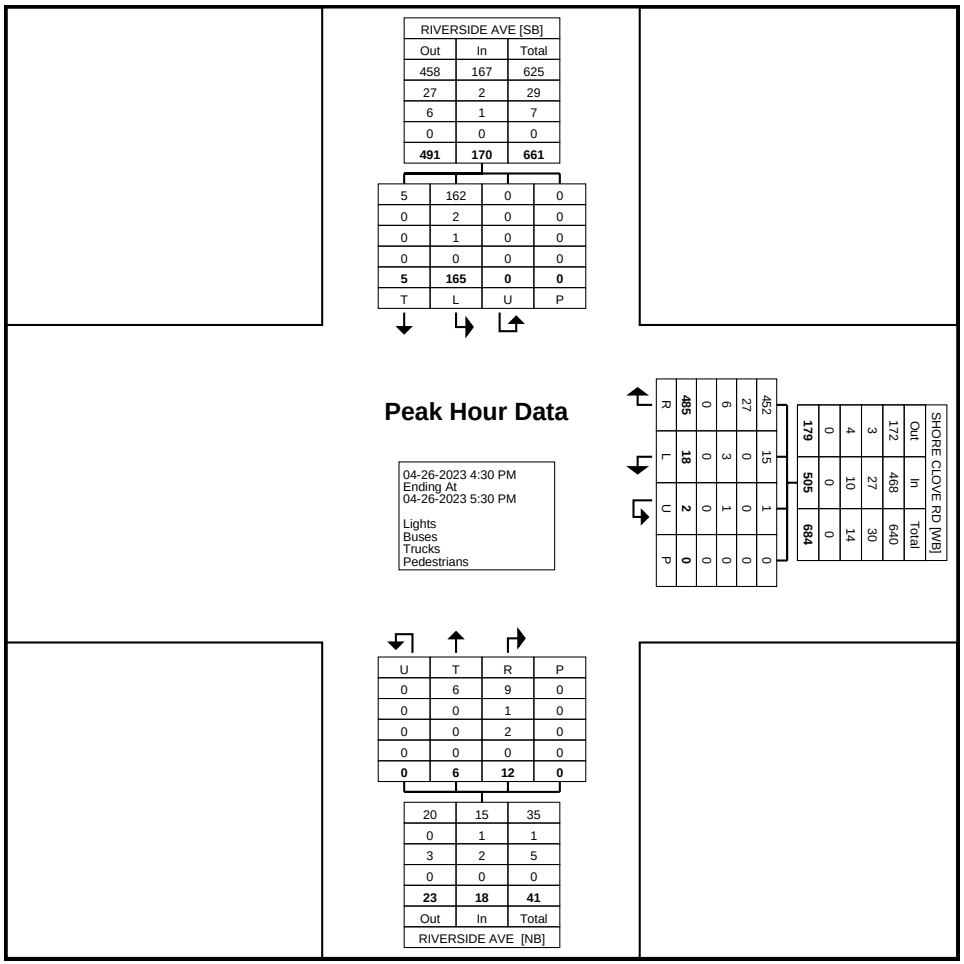
Count Name: 2-RIVERSIDE AVE AT SHORE CLOVE RD-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (4:30 PM)

Start Time	RIVERSIDE AVE Southbound					SHORE CLOVE RD Westbound					RIVERSIDE AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	54	1	0	0	55	4	114	2	0	120	0	2	0	0	2	177
4:45 PM	37	2	0	0	39	3	114	0	0	117	2	3	0	0	5	161
5:00 PM	40	2	0	0	42	8	133	0	0	141	2	4	0	0	6	189
5:15 PM	34	0	0	0	34	3	124	0	0	127	2	3	0	0	5	166
Total	165	5	0	0	170	18	485	2	0	505	6	12	0	0	18	693
Approach %	97.1	2.9	0.0	-	-	3.6	96.0	0.4	-	-	33.3	66.7	0.0	-	-	-
Total %	23.8	0.7	0.0	-	24.5	2.6	70.0	0.3	-	72.9	0.9	1.7	0.0	-	2.6	-
PHF	0.764	0.625	0.000	-	0.773	0.563	0.912	0.250	-	0.895	0.750	0.750	0.000	-	0.750	0.917
Lights	162	5	0	-	167	15	452	1	-	468	6	9	0	-	15	650
% Lights	98.2	100.0	-	-	98.2	83.3	93.2	50.0	-	92.7	100.0	75.0	-	-	83.3	93.8
Buses	2	0	0	-	2	0	27	0	-	27	0	1	0	-	1	30
% Buses	1.2	0.0	-	-	1.2	0.0	5.6	0.0	-	5.3	0.0	8.3	-	-	5.6	4.3
Trucks	1	0	0	-	1	3	6	1	-	10	0	2	0	-	2	13
% Trucks	0.6	0.0	-	-	0.6	16.7	1.2	50.0	-	2.0	0.0	16.7	-	-	11.1	1.9
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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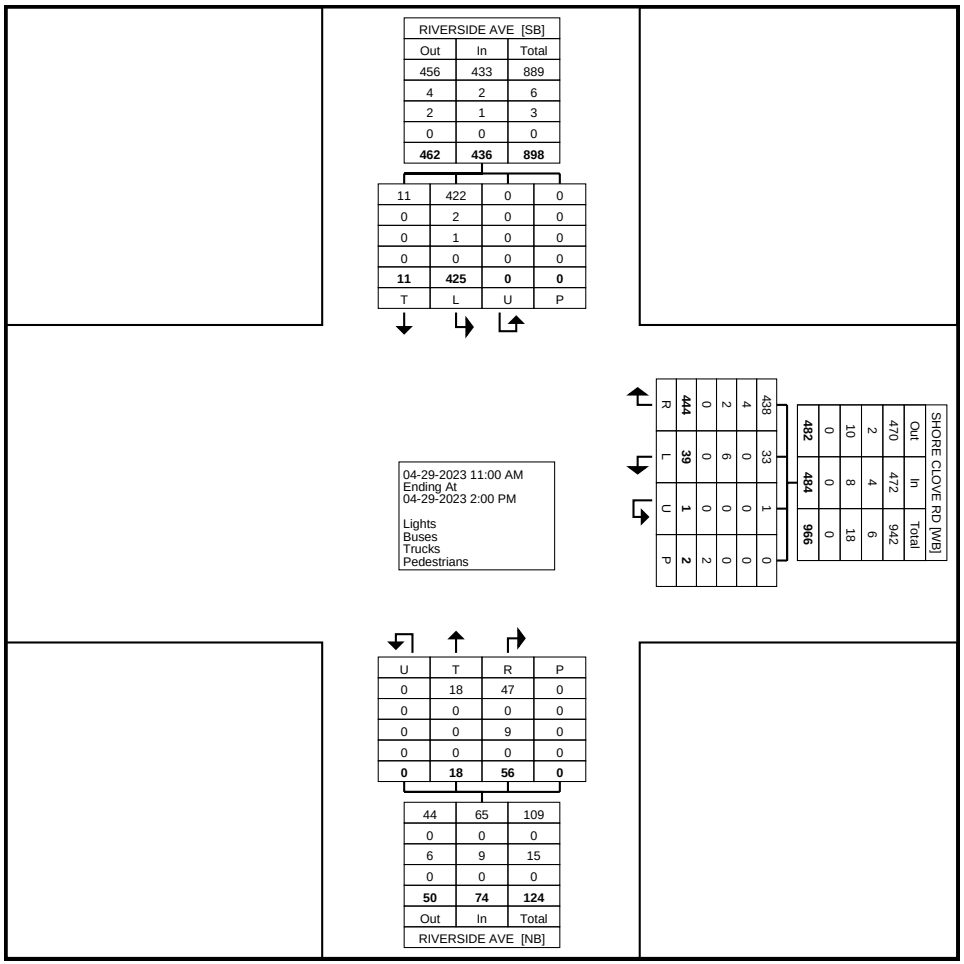
Count Name: 2-RIVERSIDE AVE AT SHORE CLOVE RD-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Data

Start Time	RIVERSIDE AVE Southbound					SHORE CLOVE RD Westbound					RIVERSIDE AVE Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	30	1	0	0	31	5	28	0	0	33	0	7	0	0	7	71
11:15 AM	36	1	0	0	37	3	24	0	0	27	2	5	0	0	7	71
11:30 AM	40	2	0	0	42	1	30	0	0	31	1	4	0	0	5	78
11:45 AM	32	0	0	0	32	8	32	0	0	40	1	2	0	0	3	75
Hourly Total	138	4	0	0	142	17	114	0	0	131	4	18	0	0	22	295
12:00 PM	39	1	0	0	40	1	38	0	2	39	0	4	0	0	4	83
12:15 PM	30	0	0	0	30	5	46	0	0	51	2	5	0	0	7	88
12:30 PM	38	0	0	0	38	3	30	0	0	33	1	7	0	0	8	79
12:45 PM	35	2	0	0	37	2	44	0	0	46	2	2	0	0	4	87
Hourly Total	142	3	0	0	145	11	158	0	2	169	5	18	0	0	23	337
1:00 PM	42	0	0	0	42	4	32	0	0	36	4	12	0	0	16	94
1:15 PM	32	2	0	0	34	3	57	0	0	60	3	4	0	0	7	101
1:30 PM	25	1	0	0	26	0	43	0	0	43	1	3	0	0	4	73
1:45 PM	46	1	0	0	47	4	40	1	0	45	1	1	0	0	2	94
Hourly Total	145	4	0	0	149	11	172	1	0	184	9	20	0	0	29	362
Grand Total	425	11	0	0	436	39	444	1	2	484	18	56	0	0	74	994
Approach %	97.5	2.5	0.0	-	-	8.1	91.7	0.2	-	-	24.3	75.7	0.0	-	-	-
Total %	42.8	1.1	0.0	-	43.9	3.9	44.7	0.1	-	48.7	1.8	5.6	0.0	-	7.4	-
Lights	422	11	0	-	433	33	438	1	-	472	18	47	0	-	65	970
% Lights	99.3	100.0	-	-	99.3	84.6	98.6	100.0	-	97.5	100.0	83.9	-	-	87.8	97.6
Buses	2	0	0	-	2	0	4	0	-	4	0	0	0	-	0	6
% Buses	0.5	0.0	-	-	0.5	0.0	0.9	0.0	-	0.8	0.0	0.0	-	-	0.0	0.6
Trucks	1	0	0	-	1	6	2	0	-	8	0	9	0	-	9	18
% Trucks	0.2	0.0	-	-	0.2	15.4	0.5	0.0	-	1.7	0.0	16.1	-	-	12.2	1.8
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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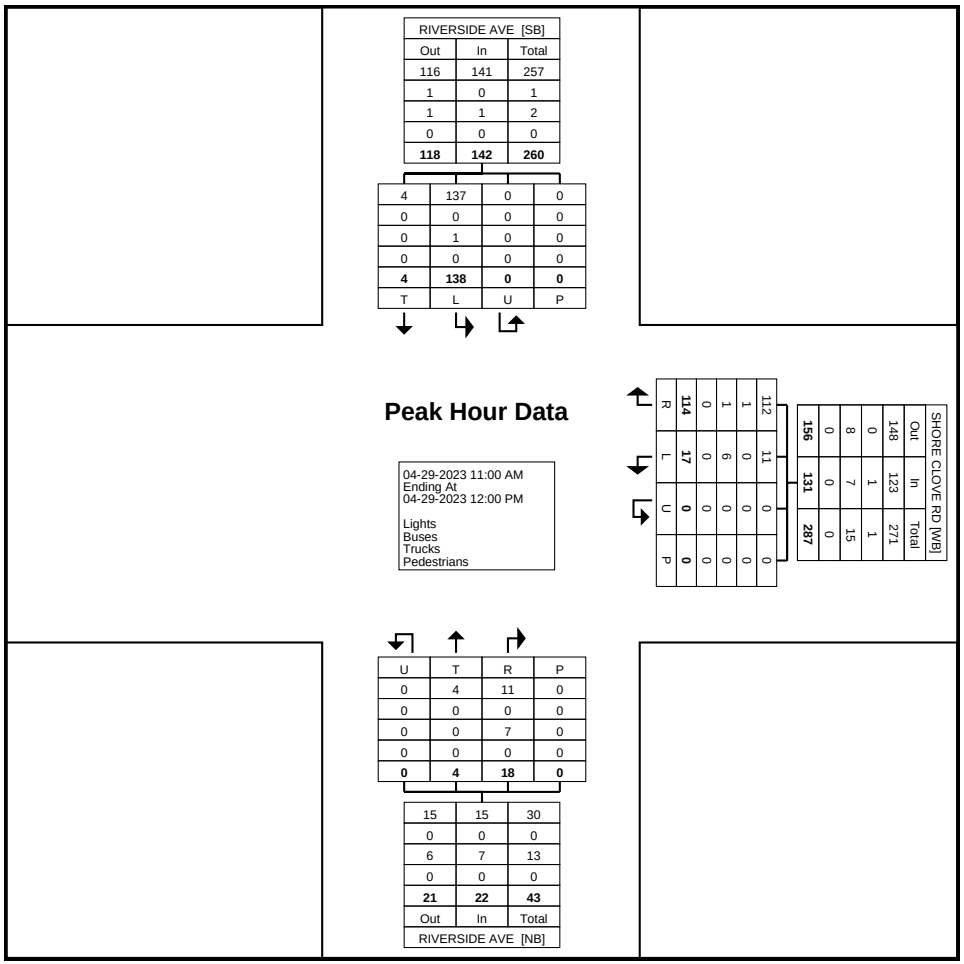
Count Name: 2-RIVERSIDE AVE AT SHORE CLOVE RD-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	RIVERSIDE AVE Southbound					SHORE CLOVE RD Westbound					RIVERSIDE AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	30	1	0	0	31	5	28	0	0	33	0	7	0	0	7	71
11:15 AM	36	1	0	0	37	3	24	0	0	27	2	5	0	0	7	71
11:30 AM	40	2	0	0	42	1	30	0	0	31	1	4	0	0	5	78
11:45 AM	32	0	0	0	32	8	32	0	0	40	1	2	0	0	3	75
Total	138	4	0	0	142	17	114	0	0	131	4	18	0	0	22	295
Approach %	97.2	2.8	0.0	-	-	13.0	87.0	0.0	-	-	18.2	81.8	0.0	-	-	-
Total %	46.8	1.4	0.0	-	48.1	5.8	38.6	0.0	-	44.4	1.4	6.1	0.0	-	7.5	-
PHF	0.863	0.500	0.000	-	0.845	0.531	0.891	0.000	-	0.819	0.500	0.643	0.000	-	0.786	0.946
Lights	137	4	0	-	141	11	112	0	-	123	4	11	0	-	15	279
% Lights	99.3	100.0	-	-	99.3	64.7	98.2	-	-	93.9	100.0	61.1	-	-	68.2	94.6
Buses	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Buses	0.0	0.0	-	-	0.0	0.0	0.9	-	-	0.8	0.0	0.0	-	-	0.0	0.3
Trucks	1	0	0	-	1	6	1	0	-	7	0	7	0	-	7	15
% Trucks	0.7	0.0	-	-	0.7	35.3	0.9	-	-	5.3	0.0	38.9	-	-	31.8	5.1
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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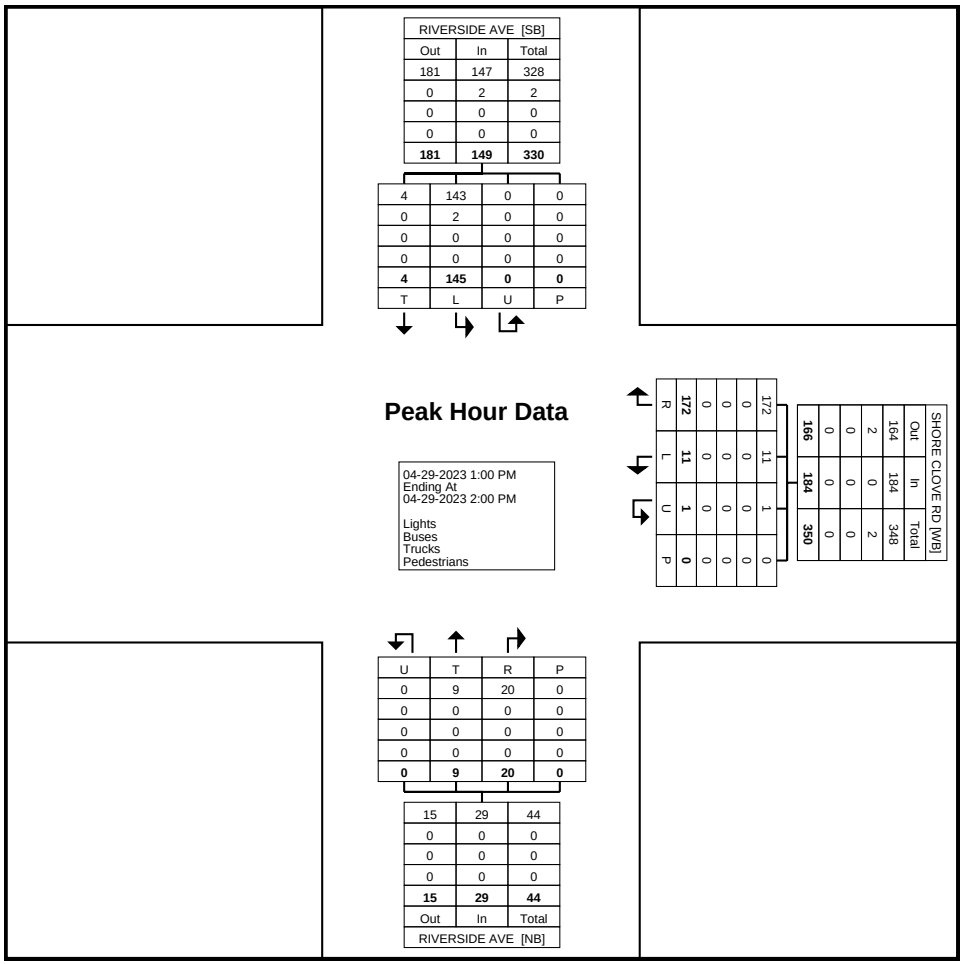
Count Name: 2-RIVERSIDE AVE AT SHORE CLOVE RD-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (1:00 PM)

Start Time	RIVERSIDE AVE Southbound					SHORE CLOVE RD Westbound					RIVERSIDE AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
1:00 PM	42	0	0	0	42	4	32	0	0	36	4	12	0	0	16	94
1:15 PM	32	2	0	0	34	3	57	0	0	60	3	4	0	0	7	101
1:30 PM	25	1	0	0	26	0	43	0	0	43	1	3	0	0	4	73
1:45 PM	46	1	0	0	47	4	40	1	0	45	1	1	0	0	2	94
Total	145	4	0	0	149	11	172	1	0	184	9	20	0	0	29	362
Approach %	97.3	2.7	0.0	-	-	6.0	93.5	0.5	-	-	31.0	69.0	0.0	-	-	-
Total %	40.1	1.1	0.0	-	41.2	3.0	47.5	0.3	-	50.8	2.5	5.5	0.0	-	8.0	-
PHF	0.788	0.500	0.000	-	0.793	0.688	0.754	0.250	-	0.767	0.563	0.417	0.000	-	0.453	0.896
Lights	143	4	0	-	147	11	172	1	-	184	9	20	0	-	29	360
% Lights	98.6	100.0	-	-	98.7	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	99.4
Buses	2	0	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Buses	1.4	0.0	-	-	1.3	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.6
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (1:00 PM)

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Count Name: 3-RIVERSIDE AVE AT HARBOR POINT DR-Wkday
Site Code:
Start Date: 04-26-2023

Turning Movement Data

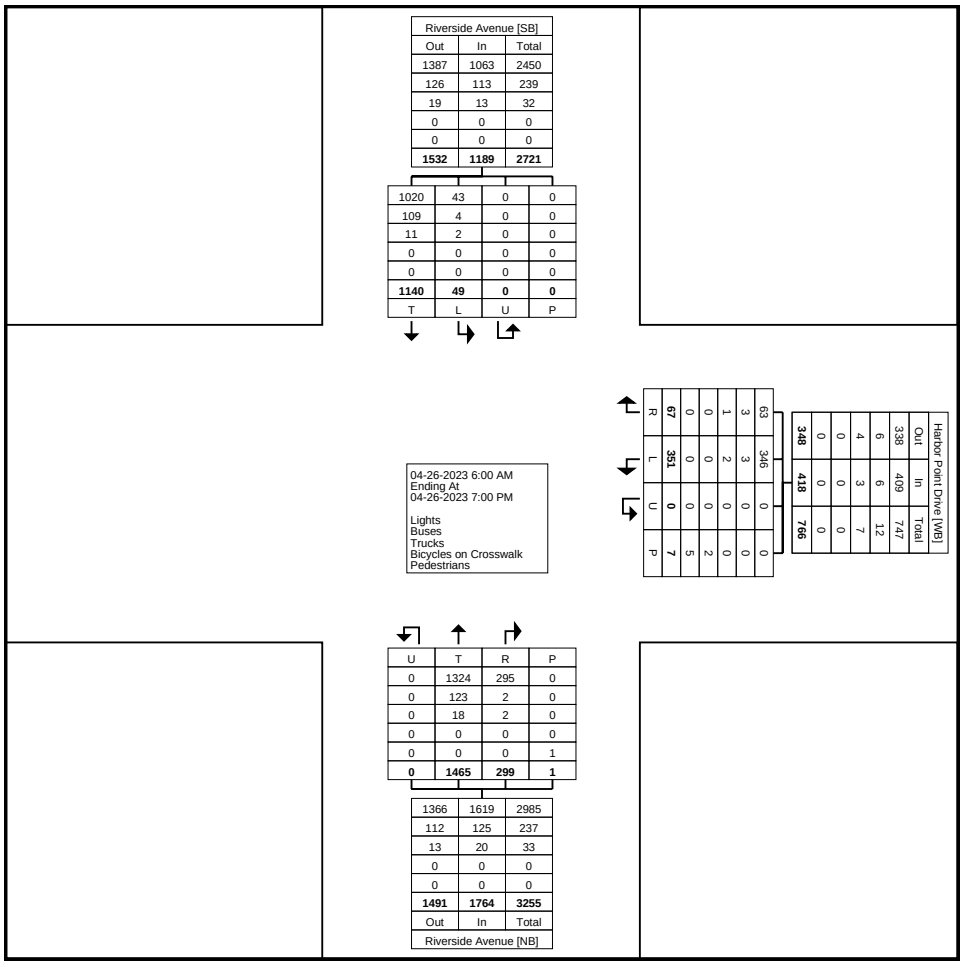
Start Time	Riverside Avenue Southbound					Harbor Point Drive Westbound					Riverside Avenue Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
6:00 AM	1	34	0	0	35	13	1	0	0	14	17	3	0	0	20	69
6:15 AM	0	48	0	0	48	15	0	0	0	15	20	1	0	0	21	84
6:30 AM	1	89	0	0	90	13	2	0	0	15	32	2	0	0	34	139
6:45 AM	1	68	0	0	69	17	1	0	1	18	28	0	0	0	28	115
Hourly Total	3	239	0	0	242	58	4	0	1	62	97	6	0	0	103	407
7:00 AM	0	51	0	0	51	21	0	0	0	21	34	1	0	0	35	107
7:15 AM	0	56	0	0	56	23	2	0	0	25	34	8	0	0	42	123
7:30 AM	2	84	0	0	86	25	2	0	0	27	31	8	0	0	39	152
7:45 AM	2	84	0	0	86	23	5	0	0	28	31	3	0	0	34	148
Hourly Total	4	275	0	0	279	92	9	0	0	101	130	20	0	0	150	530
8:00 AM	4	67	0	0	71	21	3	0	0	24	33	5	0	0	38	133
8:15 AM	5	52	0	0	57	29	3	0	2	32	37	9	0	0	46	135
8:30 AM	4	75	0	0	79	20	1	0	2	21	39	4	0	0	43	143
8:45 AM	1	54	0	0	55	23	2	0	1	25	39	8	0	0	47	127
Hourly Total	14	248	0	0	262	93	9	0	5	102	148	26	0	0	174	538
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	2	24	0	0	26	13	3	0	0	16	88	25	0	0	113	155
4:15 PM	4	37	0	0	41	8	4	0	0	12	91	19	0	0	110	163
4:30 PM	3	46	0	0	49	9	4	0	0	13	93	19	0	0	112	174
4:45 PM	2	30	0	0	32	9	0	0	0	9	94	21	0	0	115	156
Hourly Total	11	137	0	0	148	39	11	0	0	50	366	84	0	0	450	648
5:00 PM	2	36	0	0	38	7	11	0	0	18	113	21	0	0	134	190
5:15 PM	3	25	0	0	28	9	7	0	1	16	111	17	0	1	128	172
5:30 PM	3	31	0	0	34	6	1	0	0	7	92	23	0	0	115	156
5:45 PM	2	27	0	0	29	10	4	0	0	14	93	22	0	0	115	158
Hourly Total	10	119	0	0	129	32	23	0	1	55	409	83	0	1	492	676
6:00 PM	1	32	0	0	33	8	2	0	0	10	83	20	0	0	103	146
6:15 PM	2	30	0	0	32	10	1	0	0	11	103	19	0	0	122	165
6:30 PM	4	33	0	0	37	11	6	0	0	17	74	22	0	0	96	150
6:45 PM	0	27	0	0	27	8	2	0	0	10	55	19	0	0	74	111
Hourly Total	7	122	0	0	129	37	11	0	0	48	315	80	0	0	395	572
Grand Total	49	1140	0	0	1189	351	67	0	7	418	1465	299	0	1	1764	3371
Approach %	4.1	95.9	0.0	-	-	84.0	16.0	0.0	-	-	83.0	17.0	0.0	-	-	-
Total %	1.5	33.8	0.0	-	35.3	10.4	2.0	0.0	-	12.4	43.5	8.9	0.0	-	52.3	-
Lights	43	1020	0	-	1063	346	63	0	-	409	1324	295	0	-	1619	3091
% Lights	87.8	89.5	-	-	89.4	98.6	94.0	-	-	97.8	90.4	98.7	-	-	91.8	91.7
Buses	4	109	0	-	113	3	3	0	-	6	123	2	0	-	125	244
% Buses	8.2	9.6	-	-	9.5	0.9	4.5	-	-	1.4	8.4	0.7	-	-	7.1	7.2
Trucks	2	11	0	-	13	2	1	0	-	3	18	2	0	-	20	36

% Trucks	4.1	1.0	-	-	1.1	0.6	1.5	-	-	0.7	1.2	0.7	-	-	1.1	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	28.6	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	5	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	71.4	-	-	-	-	100.0	-	-

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Count Name: 3-RIVERSIDE AVE AT HARBOR POINT DR-Wkday
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

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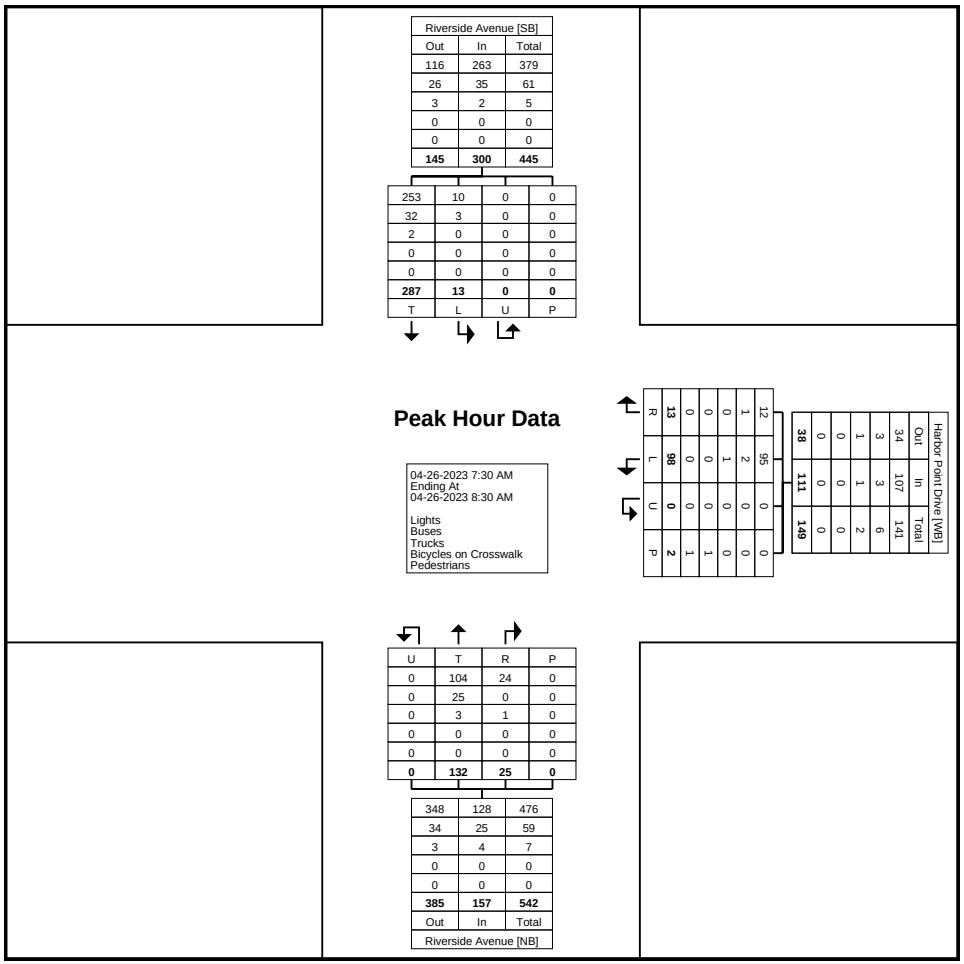
Count Name: 3-RIVERSIDE AVE AT HARBOR POINT DR-Wkday
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Riverside Avenue Southbound					Harbor Point Drive Westbound					Riverside Avenue Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:30 AM	2	84	0	0	86	25	2	0	0	27	31	8	0	0	39	152
7:45 AM	2	84	0	0	86	23	5	0	0	28	31	3	0	0	34	148
8:00 AM	4	67	0	0	71	21	3	0	0	24	33	5	0	0	38	133
8:15 AM	5	52	0	0	57	29	3	0	2	32	37	9	0	0	46	135
Total	13	287	0	0	300	98	13	0	2	111	132	25	0	0	157	568
Approach %	4.3	95.7	0.0	-	-	88.3	11.7	0.0	-	-	84.1	15.9	0.0	-	-	-
Total %	2.3	50.5	0.0	-	52.8	17.3	2.3	0.0	-	19.5	23.2	4.4	0.0	-	27.6	-
PHF	0.650	0.854	0.000	-	0.872	0.845	0.650	0.000	-	0.867	0.892	0.694	0.000	-	0.853	0.934
Lights	10	253	0	-	263	95	12	0	-	107	104	24	0	-	128	498
% Lights	76.9	88.2	-	-	87.7	96.9	92.3	-	-	96.4	78.8	96.0	-	-	81.5	87.7
Buses	3	32	0	-	35	2	1	0	-	3	25	0	0	-	25	63
% Buses	23.1	11.1	-	-	11.7	2.0	7.7	-	-	2.7	18.9	0.0	-	-	15.9	11.1
Trucks	0	2	0	-	2	1	0	0	-	1	3	1	0	-	4	7
% Trucks	0.0	0.7	-	-	0.7	1.0	0.0	-	-	0.9	2.3	4.0	-	-	2.5	1.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (7:30 AM)

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716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 3-RIVERSIDE AVE AT HARBOR POINT DR-Wkday
Site Code:
Start Date: 04-26-2023

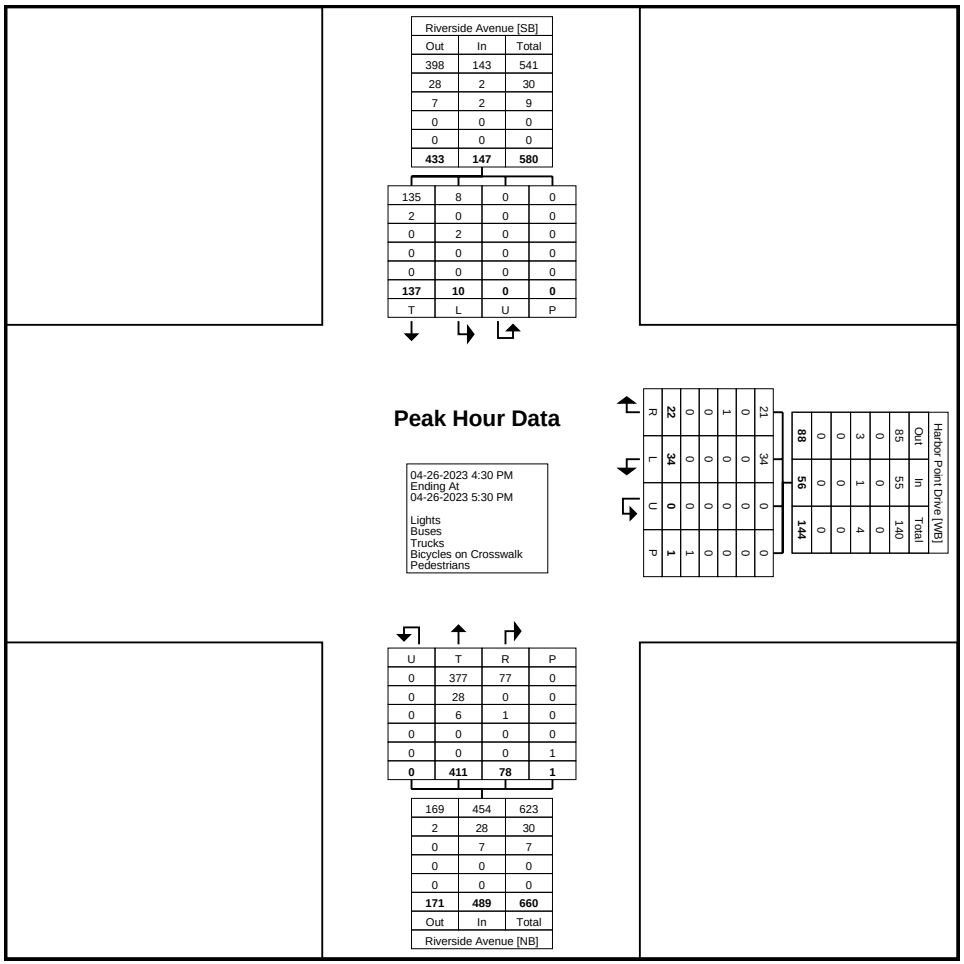
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Riverside Avenue Southbound					Harbor Point Drive Westbound					Riverside Avenue Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	3	46	0	0	49	9	4	0	0	13	93	19	0	0	112	174
4:45 PM	2	30	0	0	32	9	0	0	0	9	94	21	0	0	115	156
5:00 PM	2	36	0	0	38	7	11	0	0	18	113	21	0	0	134	190
5:15 PM	3	25	0	0	28	9	7	0	1	16	111	17	0	1	128	172
Total	10	137	0	0	147	34	22	0	1	56	411	78	0	1	489	692
Approach %	6.8	93.2	0.0	-	-	60.7	39.3	0.0	-	-	84.0	16.0	0.0	-	-	-
Total %	1.4	19.8	0.0	-	21.2	4.9	3.2	0.0	-	8.1	59.4	11.3	0.0	-	70.7	-
PHF	0.833	0.745	0.000	-	0.750	0.944	0.500	0.000	-	0.778	0.909	0.929	0.000	-	0.912	0.911
Lights	8	135	0	-	143	34	21	0	-	55	377	77	0	-	454	652
% Lights	80.0	98.5	-	-	97.3	100.0	95.5	-	-	98.2	91.7	98.7	-	-	92.8	94.2
Buses	0	2	0	-	2	0	0	0	-	0	28	0	0	-	28	30
% Buses	0.0	1.5	-	-	1.4	0.0	0.0	-	-	0.0	6.8	0.0	-	-	5.7	4.3
Trucks	2	0	0	-	2	0	1	0	-	1	6	1	0	-	7	10
% Trucks	20.0	0.0	-	-	1.4	0.0	4.5	-	-	1.8	1.5	1.3	-	-	1.4	1.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: 3-RIVERSIDE AVE AT HARBOR POINT DR-Wkday
Site Code:
Start Date: 04-26-2023



Turning Movement Peak Hour Data Plot (4:30 PM)

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Count Name: 3-RIVERSIDE AVE AT HARBOR POINT DR-SAT
Site Code:
Start Date: 04-29-2023

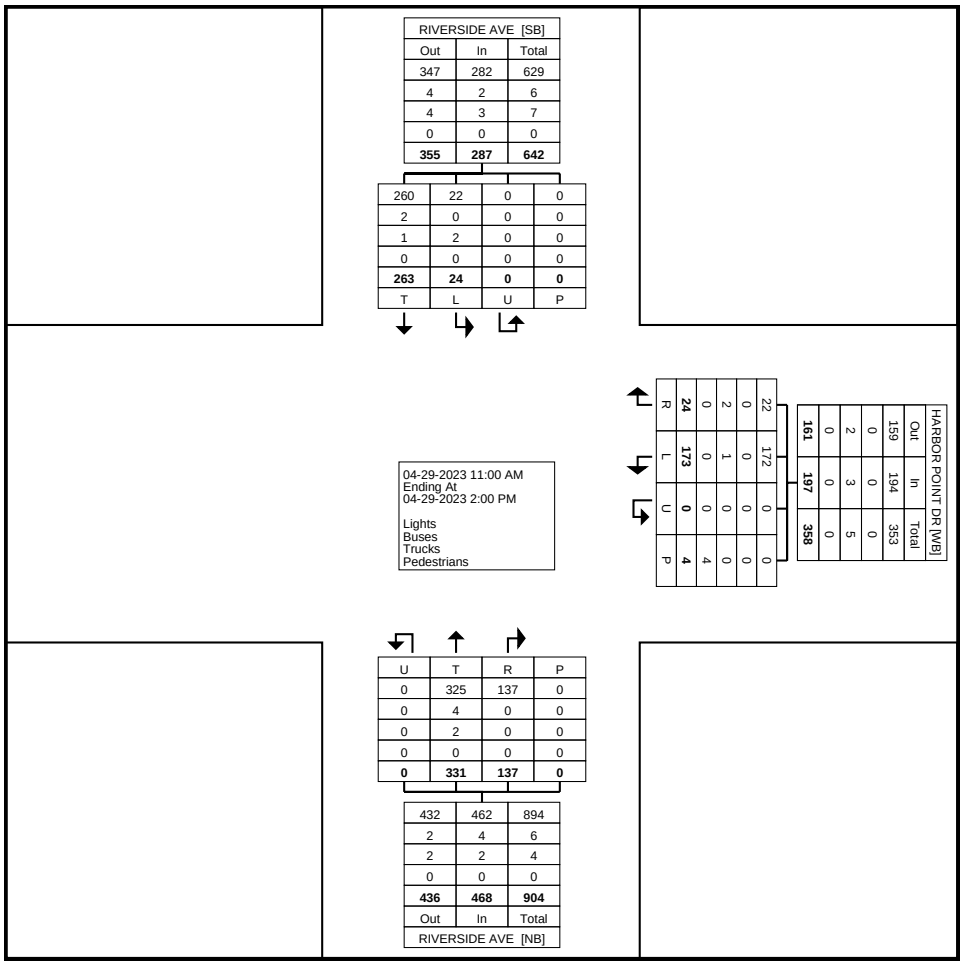
Turning Movement Data

Start Time	RIVERSIDE AVE Southbound					HARBOR POINT DR Westbound					RIVERSIDE AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	0	20	0	0	20	10	3	0	0	13	22	12	0	0	34	67
11:15 AM	3	25	0	0	28	13	1	0	0	14	24	5	0	0	29	71
11:30 AM	5	30	0	0	35	11	0	0	0	11	22	9	0	0	31	77
11:45 AM	1	18	0	0	19	14	1	0	0	15	23	11	0	0	34	68
Hourly Total	9	93	0	0	102	48	5	0	0	53	91	37	0	0	128	283
12:00 PM	0	30	0	0	30	11	4	0	2	15	23	14	0	0	37	82
12:15 PM	2	13	0	0	15	17	2	0	0	19	33	12	0	0	45	79
12:30 PM	2	21	0	0	23	17	4	0	0	21	25	7	0	0	32	76
12:45 PM	4	17	0	0	21	21	3	0	0	24	31	16	0	0	47	92
Hourly Total	8	81	0	0	89	66	13	0	2	79	112	49	0	0	161	329
1:00 PM	2	24	0	0	26	18	2	0	0	20	27	9	0	0	36	82
1:15 PM	1	19	0	0	20	16	2	0	0	18	39	15	0	0	54	92
1:30 PM	2	16	0	0	18	8	1	0	0	9	34	15	0	0	49	76
1:45 PM	2	30	0	0	32	17	1	0	2	18	28	12	0	0	40	90
Hourly Total	7	89	0	0	96	59	6	0	2	65	128	51	0	0	179	340
Grand Total	24	263	0	0	287	173	24	0	4	197	331	137	0	0	468	952
Approach %	8.4	91.6	0.0	-	-	87.8	12.2	0.0	-	-	70.7	29.3	0.0	-	-	-
Total %	2.5	27.6	0.0	-	30.1	18.2	2.5	0.0	-	20.7	34.8	14.4	0.0	-	49.2	-
Lights	22	260	0	-	282	172	22	0	-	194	325	137	0	-	462	938
% Lights	91.7	98.9	-	-	98.3	99.4	91.7	-	-	98.5	98.2	100.0	-	-	98.7	98.5
Buses	0	2	0	-	2	0	0	0	-	0	4	0	0	-	4	6
% Buses	0.0	0.8	-	-	0.7	0.0	0.0	-	-	0.0	1.2	0.0	-	-	0.9	0.6
Trucks	2	1	0	-	3	1	2	0	-	3	2	0	0	-	2	8
% Trucks	8.3	0.4	-	-	1.0	0.6	8.3	-	-	1.5	0.6	0.0	-	-	0.4	0.8
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Traffic Databank LLC
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Count Name: 3-RIVERSIDE AVE AT HARBOR POINT DR-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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Count Name: 3-RIVERSIDE AVE AT HARBOR POINT DR-SAT
Site Code:
Start Date: 04-29-2023

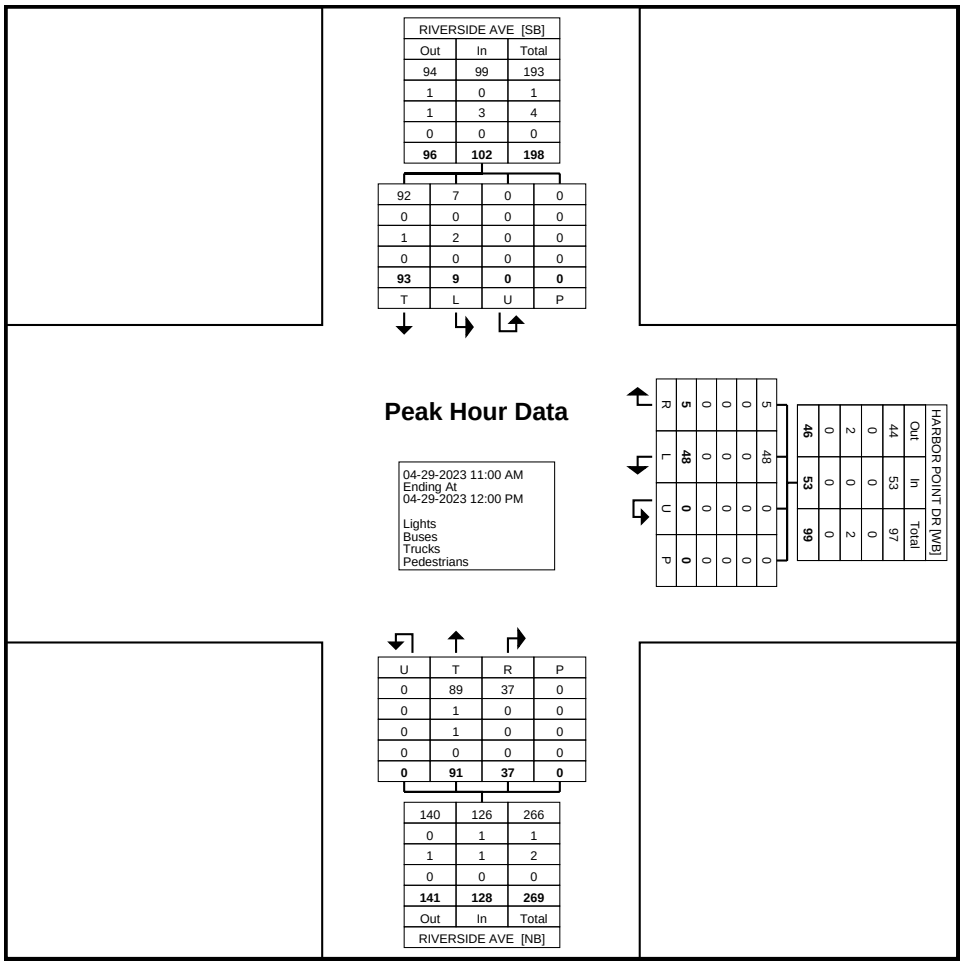
Turning Movement Peak Hour Data (11:00 AM)

Start Time	RIVERSIDE AVE Southbound					HARBOR POINT DR Westbound					RIVERSIDE AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	0	20	0	0	20	10	3	0	0	13	22	12	0	0	34	67
11:15 AM	3	25	0	0	28	13	1	0	0	14	24	5	0	0	29	71
11:30 AM	5	30	0	0	35	11	0	0	0	11	22	9	0	0	31	77
11:45 AM	1	18	0	0	19	14	1	0	0	15	23	11	0	0	34	68
Total	9	93	0	0	102	48	5	0	0	53	91	37	0	0	128	283
Approach %	8.8	91.2	0.0	-	-	90.6	9.4	0.0	-	-	71.1	28.9	0.0	-	-	-
Total %	3.2	32.9	0.0	-	36.0	17.0	1.8	0.0	-	18.7	32.2	13.1	0.0	-	45.2	-
PHF	0.450	0.775	0.000	-	0.729	0.857	0.417	0.000	-	0.883	0.948	0.771	0.000	-	0.941	0.919
Lights	7	92	0	-	99	48	5	0	-	53	89	37	0	-	126	278
% Lights	77.8	98.9	-	-	97.1	100.0	100.0	-	-	100.0	97.8	100.0	-	-	98.4	98.2
Buses	0	0	0	-	0	0	0	0	-	0	1	0	0	-	1	1
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	1.1	0.0	-	-	0.8	0.4
Trucks	2	1	0	-	3	0	0	0	-	0	1	0	0	-	1	4
% Trucks	22.2	1.1	-	-	2.9	0.0	0.0	-	-	0.0	1.1	0.0	-	-	0.8	1.4
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: 3-RIVERSIDE AVE AT HARBOR POINT DR-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Peak Hour Data Plot (11:00 AM)

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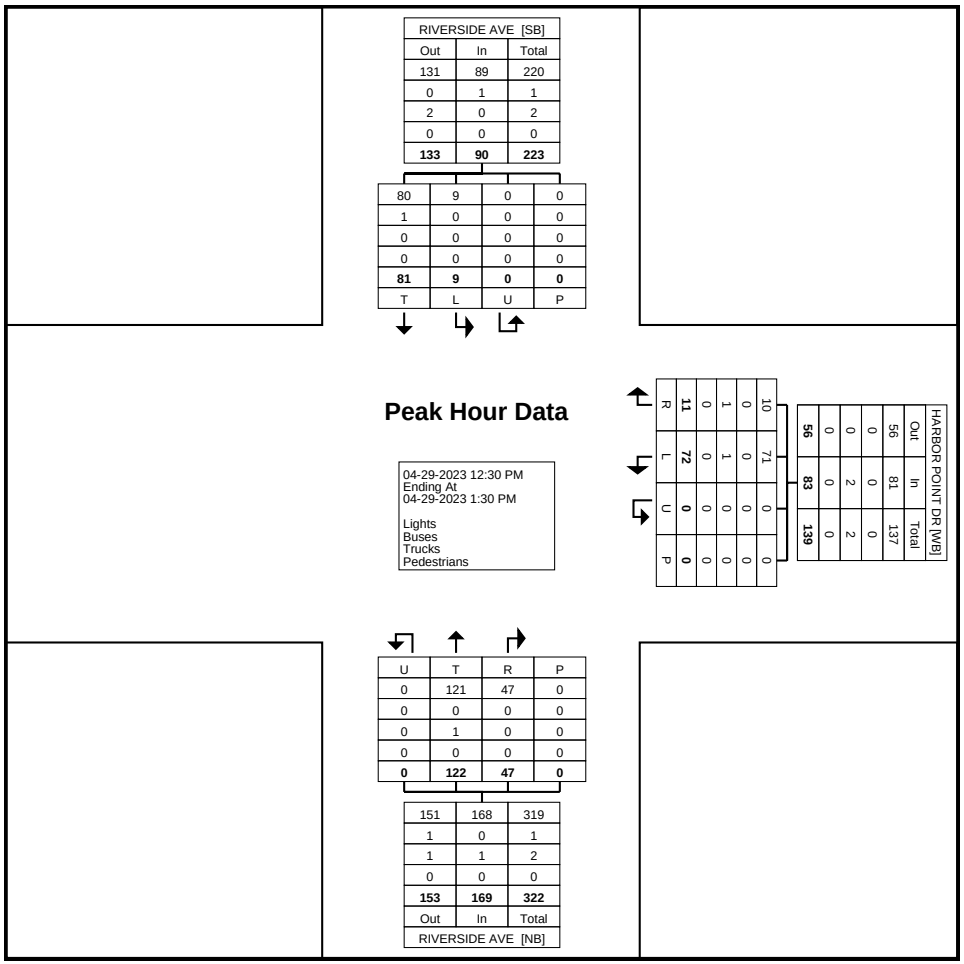
Count Name: 3-RIVERSIDE AVE AT HARBOR POINT DR-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:30 PM)

Start Time	RIVERSIDE AVE Southbound					HARBOR POINT DR Westbound					RIVERSIDE AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
12:30 PM	2	21	0	0	23	17	4	0	0	21	25	7	0	0	32	76
12:45 PM	4	17	0	0	21	21	3	0	0	24	31	16	0	0	47	92
1:00 PM	2	24	0	0	26	18	2	0	0	20	27	9	0	0	36	82
1:15 PM	1	19	0	0	20	16	2	0	0	18	39	15	0	0	54	92
Total	9	81	0	0	90	72	11	0	0	83	122	47	0	0	169	342
Approach %	10.0	90.0	0.0	-	-	86.7	13.3	0.0	-	-	72.2	27.8	0.0	-	-	-
Total %	2.6	23.7	0.0	-	26.3	21.1	3.2	0.0	-	24.3	35.7	13.7	0.0	-	49.4	-
PHF	0.563	0.844	0.000	-	0.865	0.857	0.688	0.000	-	0.865	0.782	0.734	0.000	-	0.782	0.929
Lights	9	80	0	-	89	71	10	0	-	81	121	47	0	-	168	338
% Lights	100.0	98.8	-	-	98.9	98.6	90.9	-	-	97.6	99.2	100.0	-	-	99.4	98.8
Buses	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	0.0	1.2	-	-	1.1	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.3
Trucks	0	0	0	-	0	1	1	0	-	2	1	0	0	-	1	3
% Trucks	0.0	0.0	-	-	0.0	1.4	9.1	-	-	2.4	0.8	0.0	-	-	0.6	0.9
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (12:30 PM)

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Count Name: 4-WEST ST AT GIRLING DR-Wkday
Site Code:
Start Date: 04-26-2023

Turning Movement Data

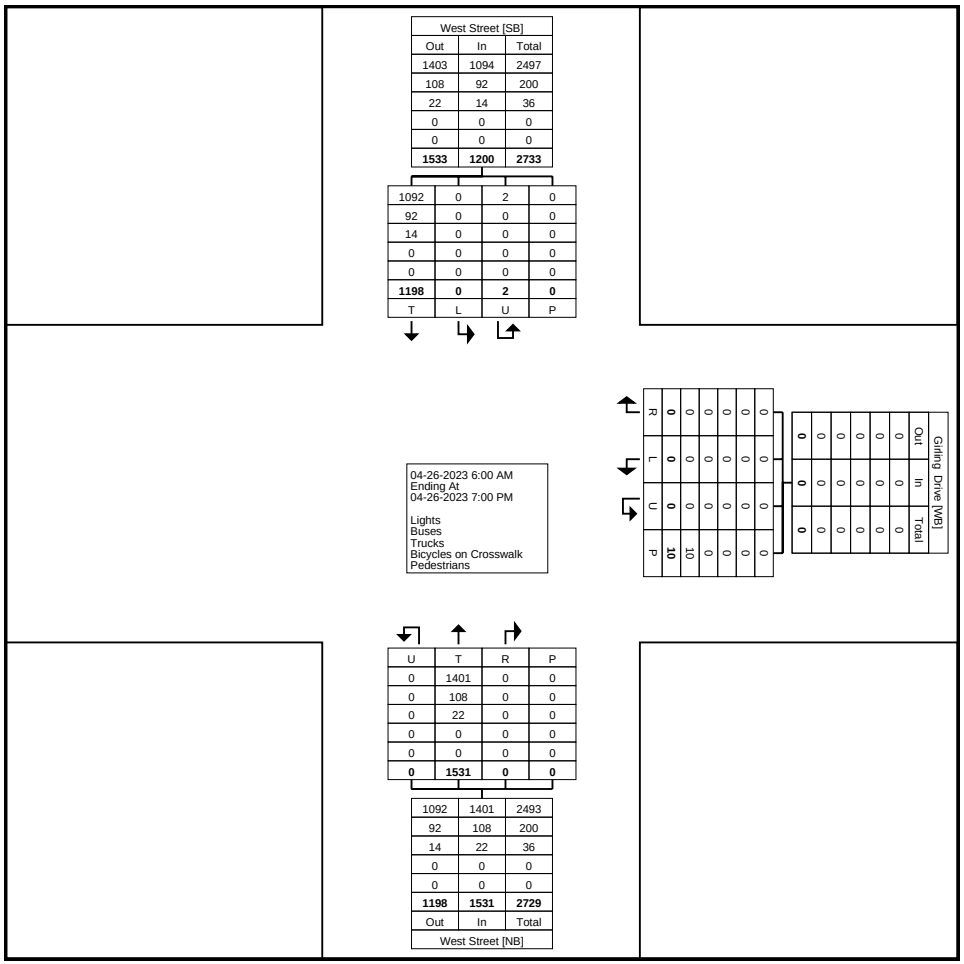
Start Time	West Street Southbound					Girling Drive Westbound					West Street Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	40	0	0	40	0	0	0	0	0	13	0	0	0	13	53
6:15 AM	0	59	0	0	59	0	0	0	0	0	12	0	0	0	12	71
6:30 AM	0	84	0	0	84	0	0	0	0	0	35	0	0	0	35	119
6:45 AM	0	65	0	0	65	0	0	0	0	0	37	0	0	0	37	102
Hourly Total	0	248	0	0	248	0	0	0	0	0	97	0	0	0	97	345
7:00 AM	0	53	0	0	53	0	0	0	0	0	32	0	0	0	32	85
7:15 AM	0	54	0	0	54	0	0	0	0	0	31	0	0	0	31	85
7:30 AM	0	83	0	0	83	0	0	0	1	0	38	0	0	0	38	121
7:45 AM	0	84	0	0	84	0	0	0	0	0	31	0	0	0	31	115
Hourly Total	0	274	0	0	274	0	0	0	1	0	132	0	0	0	132	406
8:00 AM	0	67	0	0	67	0	0	0	0	0	28	0	0	0	28	95
8:15 AM	0	54	0	0	54	0	0	0	1	0	45	0	0	0	45	99
8:30 AM	0	81	0	0	81	0	0	0	2	0	42	0	0	0	42	123
8:45 AM	0	58	1	0	59	0	0	0	2	0	25	0	0	0	25	84
Hourly Total	0	260	1	0	261	0	0	0	5	0	140	0	0	0	140	401
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	36	0	0	36	0	0	0	1	0	85	0	0	0	85	121
4:15 PM	0	45	0	0	45	0	0	0	0	0	114	0	0	0	114	159
4:30 PM	0	44	0	0	44	0	0	0	0	0	90	0	0	0	90	134
4:45 PM	0	38	0	0	38	0	0	0	0	0	103	0	0	0	103	141
Hourly Total	0	163	0	0	163	0	0	0	1	0	392	0	0	0	392	555
5:00 PM	0	34	0	0	34	0	0	0	1	0	127	0	0	0	127	161
5:15 PM	0	28	0	0	28	0	0	0	0	0	114	0	0	0	114	142
5:30 PM	0	32	1	0	33	0	0	0	1	0	104	0	0	0	104	137
5:45 PM	0	32	0	0	32	0	0	0	0	0	99	0	0	0	99	131
Hourly Total	0	126	1	0	127	0	0	0	2	0	444	0	0	0	444	571
6:00 PM	0	33	0	0	33	0	0	0	0	0	82	0	0	0	82	115
6:15 PM	0	30	0	0	30	0	0	0	0	0	101	0	0	0	101	131
6:30 PM	0	36	0	0	36	0	0	0	1	0	90	0	0	0	90	126
6:45 PM	0	28	0	0	28	0	0	0	0	0	53	0	0	0	53	81
Hourly Total	0	127	0	0	127	0	0	0	1	0	326	0	0	0	326	453
Grand Total	0	1198	2	0	1200	0	0	0	10	0	1531	0	0	0	1531	2731
Approach %	0.0	99.8	0.2	-	-	0.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.0	43.9	0.1	-	43.9	0.0	0.0	0.0	-	0.0	56.1	0.0	0.0	-	56.1	-
Lights	0	1092	2	-	1094	0	0	0	-	0	1401	0	0	-	1401	2495
% Lights	-	91.2	100.0	-	91.2	-	-	-	-	-	91.5	-	-	-	91.5	91.4
Buses	0	92	0	-	92	0	0	0	-	0	108	0	0	-	108	200
% Buses	-	7.7	0.0	-	7.7	-	-	-	-	-	7.1	-	-	-	7.1	7.3
Trucks	0	14	0	-	14	0	0	0	-	0	22	0	0	-	22	36

% Trucks	-	1.2	0.0	-	1.2	-	-	-	-	-	1.4	-	-	-	1.4	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	10	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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Count Name: 4-WEST ST AT GIRLING DR-Wkday
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

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Count Name: 4-WEST ST AT GIRLING DR-Wkday
Site Code:
Start Date: 04-26-2023

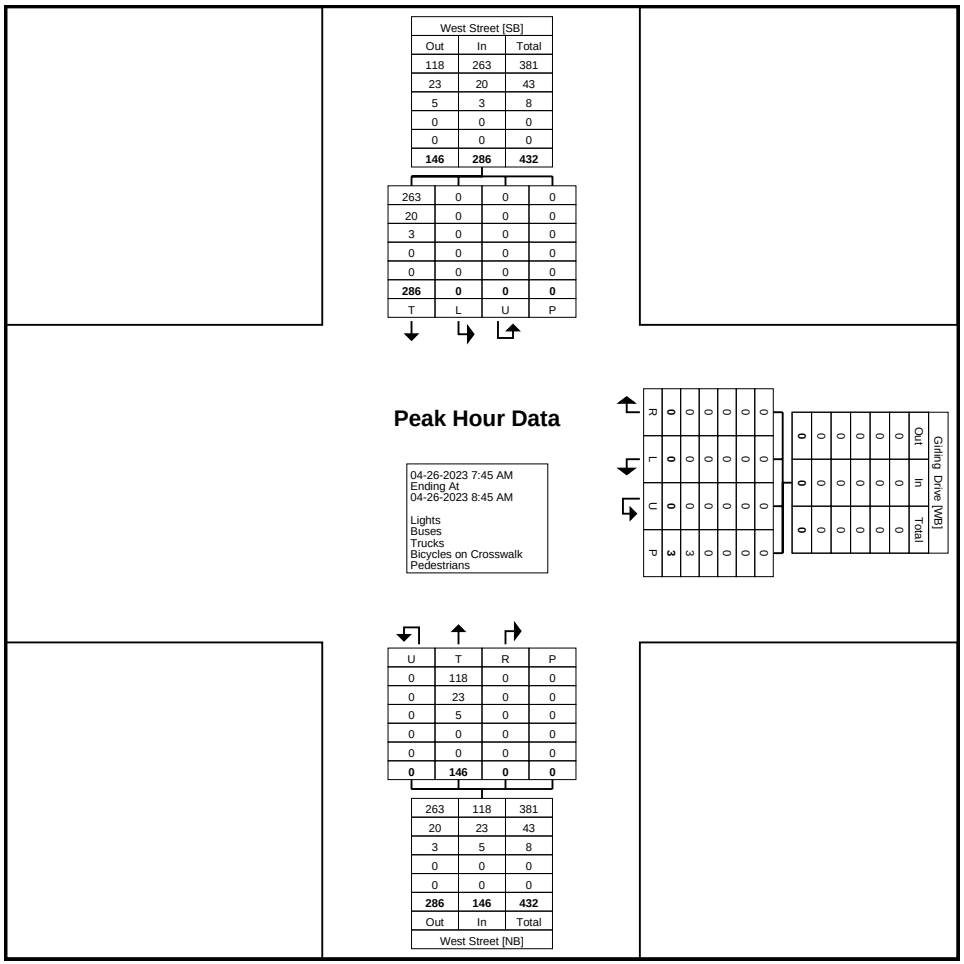
Turning Movement Peak Hour Data (7:45 AM)

Start Time	West Street Southbound					Girling Drive Westbound					West Street Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:45 AM	0	84	0	0	84	0	0	0	0	0	31	0	0	0	31	115
8:00 AM	0	67	0	0	67	0	0	0	0	0	28	0	0	0	28	95
8:15 AM	0	54	0	0	54	0	0	0	1	0	45	0	0	0	45	99
8:30 AM	0	81	0	0	81	0	0	0	2	0	42	0	0	0	42	123
Total	0	286	0	0	286	0	0	0	3	0	146	0	0	0	146	432
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.0	66.2	0.0	-	66.2	0.0	0.0	0.0	-	0.0	33.8	0.0	0.0	-	33.8	-
PHF	0.000	0.851	0.000	-	0.851	0.000	0.000	0.000	-	0.000	0.811	0.000	0.000	-	0.811	0.878
Lights	0	263	0	-	263	0	0	0	-	0	118	0	0	-	118	381
% Lights	-	92.0	-	-	92.0	-	-	-	-	-	80.8	-	-	-	80.8	88.2
Buses	0	20	0	-	20	0	0	0	-	0	23	0	0	-	23	43
% Buses	-	7.0	-	-	7.0	-	-	-	-	-	15.8	-	-	-	15.8	10.0
Trucks	0	3	0	-	3	0	0	0	-	0	5	0	0	-	5	8
% Trucks	-	1.0	-	-	1.0	-	-	-	-	-	3.4	-	-	-	3.4	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 4-WEST ST AT GIRLING DR-Wkday
Site Code:
Start Date: 04-26-2023



Turning Movement Peak Hour Data Plot (7:45 AM)

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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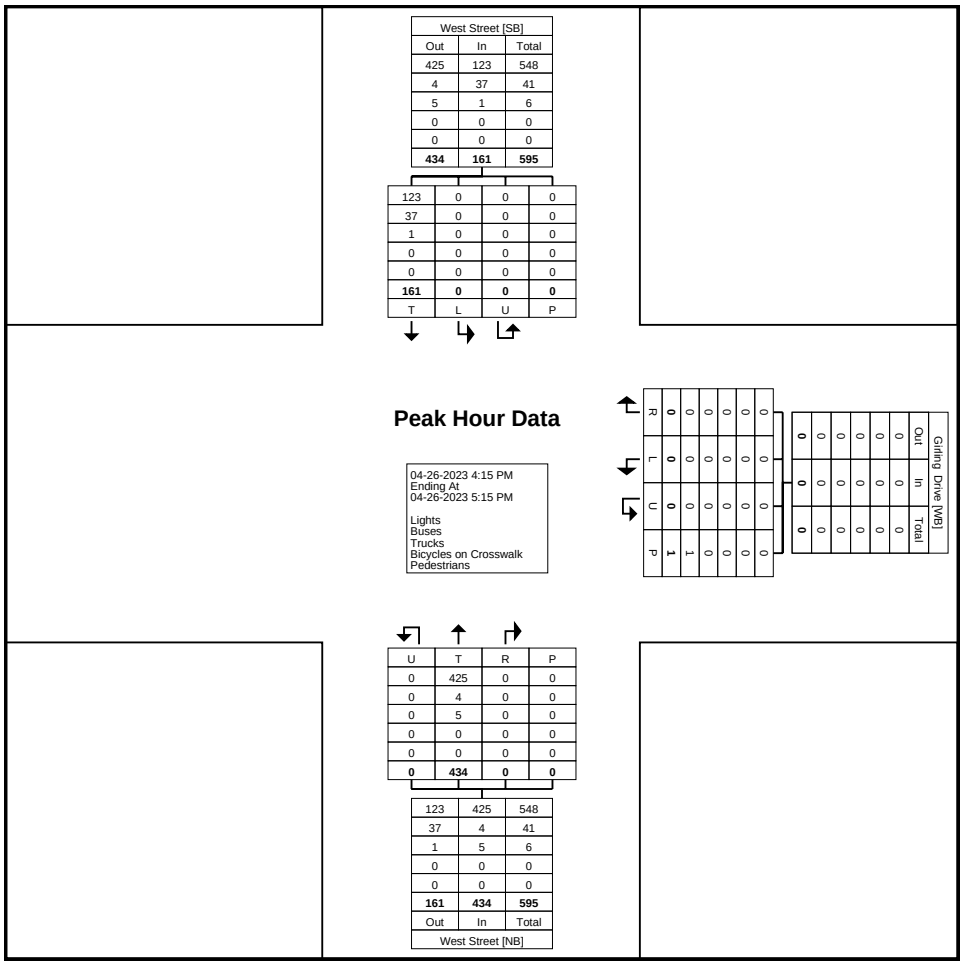
Count Name: 4-WEST ST AT GIRLING DR-Wkday
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (4:15 PM)

Start Time	West Street Southbound					Girling Drive Westbound					West Street Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:15 PM	0	45	0	0	45	0	0	0	0	0	114	0	0	0	114	159
4:30 PM	0	44	0	0	44	0	0	0	0	0	90	0	0	0	90	134
4:45 PM	0	38	0	0	38	0	0	0	0	0	103	0	0	0	103	141
5:00 PM	0	34	0	0	34	0	0	0	1	0	127	0	0	0	127	161
Total	0	161	0	0	161	0	0	0	1	0	434	0	0	0	434	595
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.0	27.1	0.0	-	27.1	0.0	0.0	0.0	-	0.0	72.9	0.0	0.0	-	72.9	-
PHF	0.000	0.894	0.000	-	0.894	0.000	0.000	0.000	-	0.000	0.854	0.000	0.000	-	0.854	0.924
Lights	0	123	0	-	123	0	0	0	-	0	425	0	0	-	425	548
% Lights	-	76.4	-	-	76.4	-	-	-	-	-	97.9	-	-	-	97.9	92.1
Buses	0	37	0	-	37	0	0	0	-	0	4	0	0	-	4	41
% Buses	-	23.0	-	-	23.0	-	-	-	-	-	0.9	-	-	-	0.9	6.9
Trucks	0	1	0	-	1	0	0	0	-	0	5	0	0	-	5	6
% Trucks	-	0.6	-	-	0.6	-	-	-	-	-	1.2	-	-	-	1.2	1.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (4:15 PM)

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716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 4-WEST ST AT GIRLING DR-SAT
Site Code:
Start Date: 04-29-2023

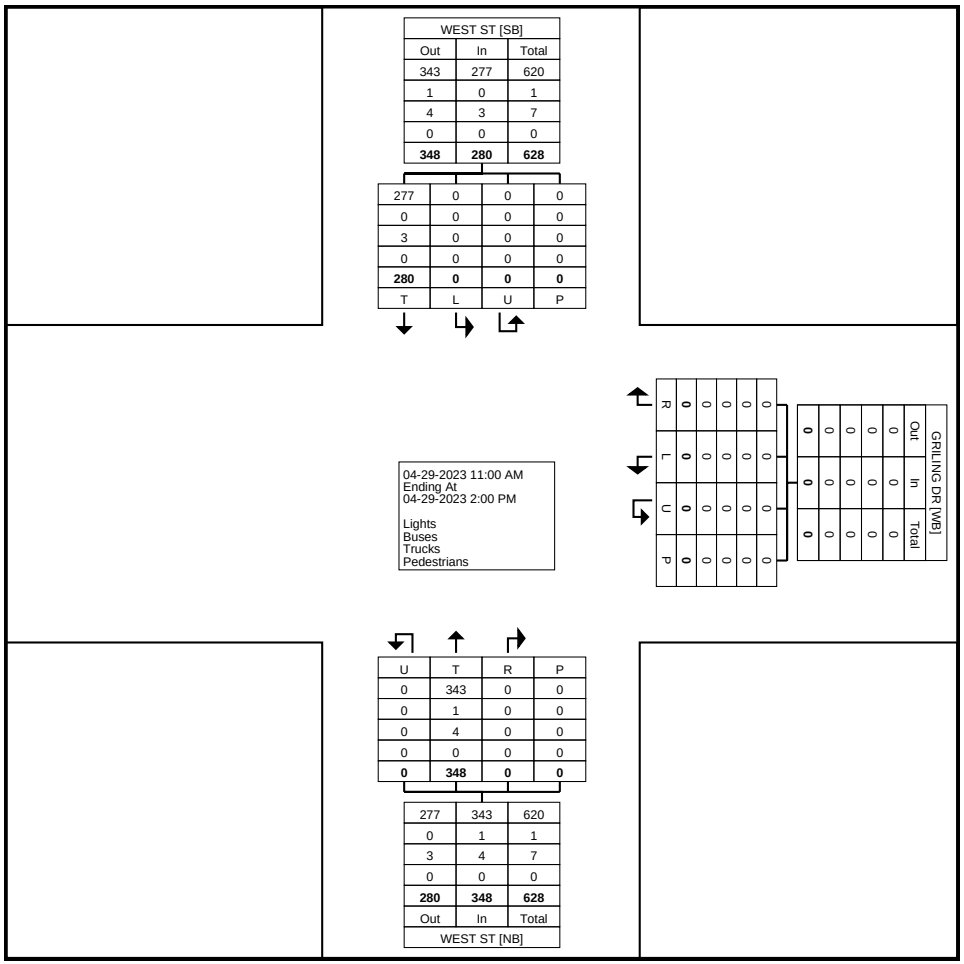
Turning Movement Data

Start Time	WEST ST Southbound					GRILING DR Westbound					WEST ST Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	0	20	0	0	20	0	0	0	0	0	28	0	0	0	28	48
11:15 AM	0	28	0	0	28	0	0	0	0	0	23	0	0	0	23	51
11:30 AM	0	33	0	0	33	0	0	0	0	0	23	0	0	0	23	56
11:45 AM	0	21	0	0	21	0	0	0	0	0	22	0	0	0	22	43
Hourly Total	0	102	0	0	102	0	0	0	0	0	96	0	0	0	96	198
12:00 PM	0	27	0	0	27	0	0	0	0	0	27	0	0	0	27	54
12:15 PM	0	15	0	0	15	0	0	0	0	0	36	0	0	0	36	51
12:30 PM	0	19	0	0	19	0	0	0	0	0	30	0	0	0	30	49
12:45 PM	0	22	0	0	22	0	0	0	0	0	29	0	0	0	29	51
Hourly Total	0	83	0	0	83	0	0	0	0	0	122	0	0	0	122	205
1:00 PM	0	25	0	0	25	0	0	0	0	0	34	0	0	0	34	59
1:15 PM	0	19	0	0	19	0	0	0	0	0	37	0	0	0	37	56
1:30 PM	0	19	0	0	19	0	0	0	0	0	34	0	0	0	34	53
1:45 PM	0	32	0	0	32	0	0	0	0	0	25	0	0	0	25	57
Hourly Total	0	95	0	0	95	0	0	0	0	0	130	0	0	0	130	225
Grand Total	0	280	0	0	280	0	0	0	0	0	348	0	0	0	348	628
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.0	44.6	0.0	-	44.6	0.0	0.0	0.0	-	0.0	55.4	0.0	0.0	-	55.4	-
Lights	0	277	0	-	277	0	0	0	-	0	343	0	0	-	343	620
% Lights	-	98.9	-	-	98.9	-	-	-	-	-	98.6	-	-	-	98.6	98.7
Buses	0	0	0	-	0	0	0	0	-	0	1	0	0	-	1	1
% Buses	-	0.0	-	-	0.0	-	-	-	-	-	0.3	-	-	-	0.3	0.2
Trucks	0	3	0	-	3	0	0	0	-	0	4	0	0	-	4	7
% Trucks	-	1.1	-	-	1.1	-	-	-	-	-	1.1	-	-	-	1.1	1.1
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 4-WEST ST AT GIRLING DR-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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Count Name: 4-WEST ST AT GIRLING DR-SAT
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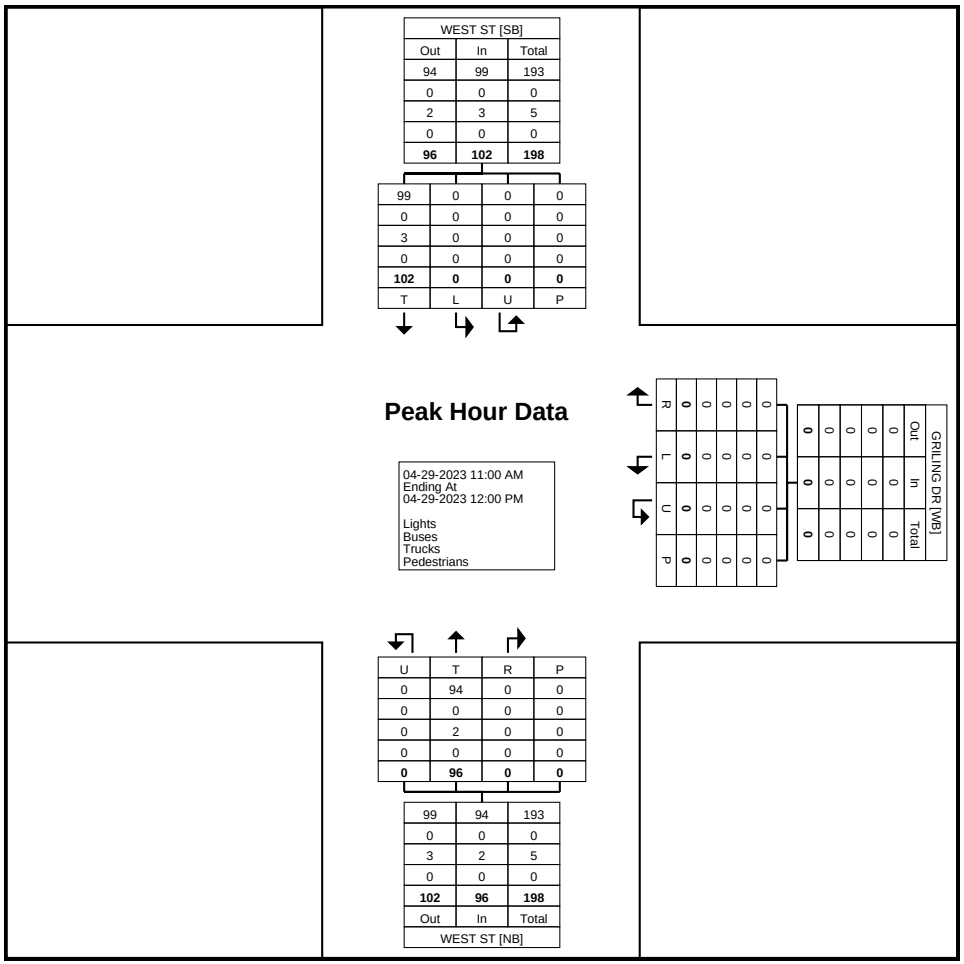
Turning Movement Peak Hour Data (11:00 AM)

Start Time	WEST ST Southbound					GRILING DR Westbound					WEST ST Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	0	20	0	0	20	0	0	0	0	0	28	0	0	0	28	48
11:15 AM	0	28	0	0	28	0	0	0	0	0	23	0	0	0	23	51
11:30 AM	0	33	0	0	33	0	0	0	0	0	23	0	0	0	23	56
11:45 AM	0	21	0	0	21	0	0	0	0	0	22	0	0	0	22	43
Total	0	102	0	0	102	0	0	0	0	0	96	0	0	0	96	198
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.0	51.5	0.0	-	51.5	0.0	0.0	0.0	-	0.0	48.5	0.0	0.0	-	48.5	-
PHF	0.000	0.773	0.000	-	0.773	0.000	0.000	0.000	-	0.000	0.857	0.000	0.000	-	0.857	0.884
Lights	0	99	0	-	99	0	0	0	-	0	94	0	0	-	94	193
% Lights	-	97.1	-	-	97.1	-	-	-	-	-	97.9	-	-	-	97.9	97.5
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	-	-	0.0	-	-	-	-	-	0.0	-	-	-	0.0	0.0
Trucks	0	3	0	-	3	0	0	0	-	0	2	0	0	-	2	5
% Trucks	-	2.9	-	-	2.9	-	-	-	-	-	2.1	-	-	-	2.1	2.5
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: 4-WEST ST AT GIRLING DR-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Peak Hour Data Plot (11:00 AM)

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Count Name: 4-WEST ST AT GIRLING DR-SAT
Site Code:
Start Date: 04-29-2023

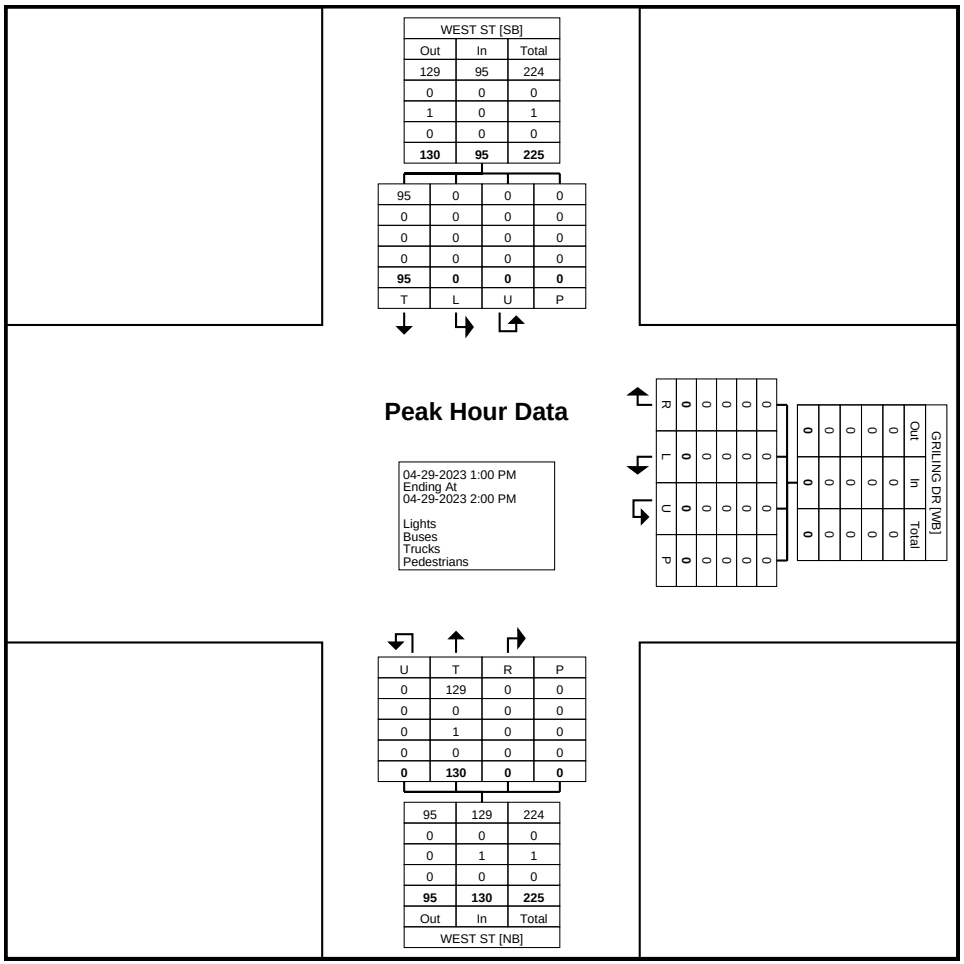
Turning Movement Peak Hour Data (1:00 PM)

Start Time	WEST ST Southbound					GRILING DR Westbound					WEST ST Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
1:00 PM	0	25	0	0	25	0	0	0	0	0	34	0	0	0	34	59
1:15 PM	0	19	0	0	19	0	0	0	0	0	37	0	0	0	37	56
1:30 PM	0	19	0	0	19	0	0	0	0	0	34	0	0	0	34	53
1:45 PM	0	32	0	0	32	0	0	0	0	0	25	0	0	0	25	57
Total	0	95	0	0	95	0	0	0	0	0	130	0	0	0	130	225
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.0	42.2	0.0	-	42.2	0.0	0.0	0.0	-	0.0	57.8	0.0	0.0	-	57.8	-
PHF	0.000	0.742	0.000	-	0.742	0.000	0.000	0.000	-	0.000	0.878	0.000	0.000	-	0.878	0.953
Lights	0	95	0	-	95	0	0	0	-	0	129	0	0	-	129	224
% Lights	-	100.0	-	-	100.0	-	-	-	-	-	99.2	-	-	-	99.2	99.6
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	-	-	0.0	-	-	-	-	-	0.0	-	-	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	1	0	0	-	1	1
% Trucks	-	0.0	-	-	0.0	-	-	-	-	-	0.8	-	-	-	0.8	0.4
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 4-WEST ST AT GIRLING DR-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Peak Hour Data Plot (1:00 PM)

Nelson + Pope

70 Maxess Road
Melville, NY 11747

File Name : 5-WEST_ST_AT_MAPLE_AVE-Wkday_1085201_04-26-2023
Site Code :
Start Date : 4/26/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

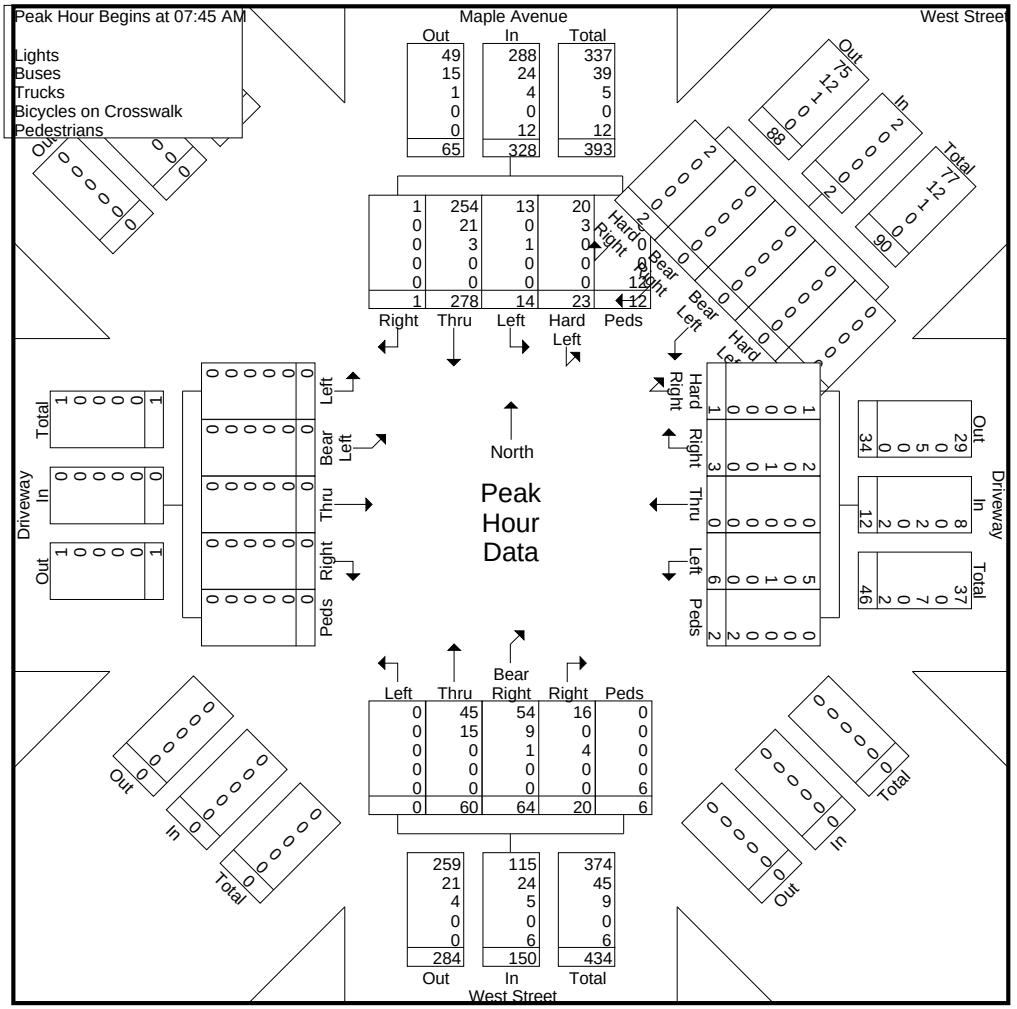
	Maple Avenue Southbound						West Street Southwestbound						Driveway Westbound						West Street Northbound						Driveway Eastbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
06:00 AM	2	39	4	0	0	45	0	0	0	0	0	0	0	0	0	0	1	1	5	3	4	1	0	13	0	0	0	0	0	0	59
06:15 AM	2	61	6	1	0	70	0	0	0	0	1	1	2	0	0	0	0	2	0	3	9	1	0	13	0	0	0	0	0	0	86
06:30 AM	1	82	11	0	0	94	0	0	0	0	0	0	1	1	0	0	0	2	7	8	20	0	0	35	0	0	0	0	0	0	131
06:45 AM	2	60	9	1	0	72	0	0	0	0	0	0	0	1	1	3	0	5	10	9	17	0	0	36	0	2	0	0	0	2	115
Total	7	242	30	2	0	281	0	0	0	0	1	1	3	2	1	3	1	10	22	23	50	2	0	97	0	2	0	0	0	2	391
07:00 AM	0	53	5	4	2	64	0	0	0	0	0	0	0	0	1	0	0	1	9	9	14	0	0	32	1	0	0	0	0	1	98
07:15 AM	0	54	2	2	0	58	0	0	0	0	0	0	2	0	0	0	0	2	9	10	12	0	4	35	0	0	0	0	0	0	95
07:30 AM	0	79	5	1	0	85	0	0	0	0	0	0	1	2	0	4	0	7	11	14	12	0	0	37	0	0	0	0	0	0	129
07:45 AM	0	83	4	1	3	91	0	0	0	0	0	0	0	1	0	0	0	1	4	11	16	0	3	34	0	0	0	0	0	0	126
Total	0	269	16	8	5	298	0	0	0	0	0	0	3	3	1	4	0	11	33	44	54	0	7	138	1	0	0	0	0	1	448
08:00 AM	0	61	4	6	1	72	2	0	0	0	0	2	1	0	0	5	1	7	5	14	10	0	2	31	0	0	0	0	0	0	112
08:15 AM	0	54	2	6	1	63	0	0	0	0	0	0	0	1	0	0	1	2	4	22	17	0	0	43	0	0	0	0	0	0	108
08:30 AM	1	80	4	10	7	102	0	0	0	0	0	0	0	1	0	1	0	2	7	17	17	0	1	42	0	0	0	0	0	0	146
08:45 AM	0	55	1	2	0	58	0	0	0	0	0	0	3	3	0	2	2	10	6	12	8	0	1	27	0	1	0	0	0	1	96
Total	1	250	11	24	9	295	2	0	0	0	0	2	4	5	0	8	4	21	22	65	52	0	4	143	0	1	0	0	0	1	462
04:00 PM	0	31	2	3	0	36	0	0	0	0	0	0	1	2	2	2	4	11	0	39	44	0	0	83	1	0	0	0	0	1	131
04:15 PM	0	40	2	3	1	46	0	0	0	0	0	0	0	1	0	4	0	5	3	62	49	0	1	115	2	0	0	0	0	2	168
04:30 PM	0	40	2	3	0	45	0	0	0	0	0	0	0	0	1	4	0	5	1	49	42	0	1	93	1	1	0	0	0	2	145
04:45 PM	0	33	3	3	2	41	0	0	0	0	0	0	1	3	0	4	0	8	2	53	50	0	1	106	0	0	0	1	0	1	156
Total	0	144	9	12	3	168	0	0	0	0	0	0	2	6	3	14	4	29	6	203	185	0	3	397	4	1	0	1	0	6	600
05:00 PM	0	30	0	4	0	34	0	0	0	0	0	0	0	0	0	1	0	1	2	71	56	0	0	129	1	0	1	0	0	2	166
05:15 PM	0	22	3	6	0	31	0	0	0	0	0	0	3	11	0	6	0	20	2	49	63	0	0	114	0	0	0	0	0	0	165
05:30 PM	0	33	2	5	0	40	0	0	0	0	0	0	1	2	0	2	1	6	2	59	44	0	0	105	0	0	0	1	0	1	152
05:45 PM	0	23	6	4	0	33	0	0	0	0	0	0	2	8	0	7	0	17	2	49	49	0	0	100	0	0	0	0	0	0	150
Total	0	108	11	19	0	138	0	0	0	0	0	0	6	21	0	16	1	44	8	228	212	0	0	448	1	0	1	1	0	3	633
06:00 PM	1	29	4	4	0	38	0	0	0	0	0	0	1	3	0	4	0	8	4	47	29	0	0	80	0	1	0	0	0	1	127
06:15 PM	0	23	2	6	0	31	0	0	0	0	0	0	4	14	0	9	0	27	1	45	52	0	0	98	0	0	0	0	0	0	156
06:30 PM	0	39	2	3	0	44	0	0	0	0	0	0	1	2	0	1	0	4	2	52	35	0	0	89	0	0	0	0	0	0	137
06:45 PM	0	28	2	6	1	37	0	0	0	0	0	0	3	1	0	0	0	4	1	30	22	0	0	53	0	0	0	0	0	0	94
Total	1	119	10	19	1	150	0	0	0	0	0	0	9	20	0	14	0	43	8	174	138	0	0	320	0	1	0	0	0	1	514
Grand Total	9	1132	87	84	18	1330	2	0	0	0	1	3	27	57	5	59	10	158	99	737	691	2	14	1543	6	5	1	2	0	14	3048
Apprch %	0.7	85.1	6.5	6.3	1.4		66.7	0	0	0	33.3		17.1	36.1	3.2	37.3	6.3		6.4	47.8	44.8	0.1	0.9		42.9	35.7	7.1	14.3	0		
Total %	0.3	37.1	2.9	2.8	0.6	43.6	0.1	0	0	0	0	0.1	0.9	1.9	0.2	1.9	0.3	5.2	3.2	24.2	22.7	0.1	0.5	50.6	0.2	0.2	0	0.1	0	0.5	
Lights	9	1032	85	80	0	1206	2	0	0	0	0	2	27	55	5	57	0	144	93	701	599	2	0	1395	5	5	1	2	0	13	2760
% Lights	100	91.2	97.7	95.2	0	90.7	100	0	0	0	0	66.7	100	96.5	100	96.6	0	91.1	93.9	95.1	86.7	100	0	90.4	83.3	100	100	100	0	92.9	90.6
Buses	0	92	0	3	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	28	84	0	0	112	0	0	0	0	0	0	207
% Buses	0	8.1	0	3.6	0	7.1	0	0	0	0	0	0	0	0	0	0	0	0	0	3.8	12.2	0	0	7.3	0	0	0	0	0	0	6.8
Trucks	0	8	2	1	0	11	0	0	0	0	0	0	0	2	0	2	0	4	6	8	8	0	0	22	1	0	0	0	0	1	38
% Trucks	0	0.7	2.3	1.2	0	0.8	0	0	0	0	0	0	0	3.5	0	3.4	0	2.5	6.1	1.1	1.2	0	0	1.4	16.7	0	0	0	0	7.1	1.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	18	18	0	0	0	0	1	1	0	0	0	0	10	10	0	0	0	0	14	14	0	0	0	0	0	0	43
% Pedestrians	0	0	0	0	100	1.4	0	0	0	0	100	33.3	0	0	0	0	100	6.3	0	0	0	0	100	0.9	0	0	0	0	0	0	1.4

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Melville, NY 11747

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	Maple Avenue Southbound						West Street Southwestbound						Driveway Westbound						West Street Northbound						Driveway Eastbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:45 AM																															
07:45 AM	0	**83**	**4**	1	3	91	0	0	0	0	0	0	0	**1**	0	0	0	1	4	11	16	0	**3**	34	0	0	0	0	0	0	126
08:00 AM	0	61	4	6	1	72	**2**	0	0	0	0	**2**	**1**	0	0	**5**	**1**	**7**	5	14	10	0	2	31	0	0	0	0	0	0	112
08:15 AM	0	54	2	6	1	63	0	0	0	0	0	0	0	1	0	0	1	2	4	**22**	**17**	0	0	**43**	0	0	0	0	0	0	108
08:30 AM	**1**	80	4	**10**	**7**	**102**	0	0	0	0	0	0	0	1	0	1	0	2	**7**	17	17	0	1	42	0	0	0	0	0	0	**146**
Total Volume	1	278	14	23	12	328	2	0	0	0	0	2	1	3	0	6	2	12	20	64	60	0	6	150	0	0	0	0	0	0	492
% App. Total	0.3	84.8	4.3	7	3.7		100	0	0	0	0		8.3	25	0	50	16.7		13.3	42.7	40	0	4		0	0	0	0	0		
PHF	.250	.837	.875	.575	.429	.804	.250	.000	.000	.000	.000	.250	.250	.750	.000	.300	.500	.429	.714	.727	.882	.000	.500	.872	.000	.000	.000	.000	.000	.000	.842
Lights	1	254	13	20	0	288	2	0	0	0	0	2	1	2	0	5	0	8	16	54	45	0	0	115	0	0	0	0	0	0	413
% Lights	100	91.4	92.9	87.0	0	87.8	100	0	0	0	0	100	100	66.7	0	83.3	0	66.7	80.0	84.4	75.0	0	0	76.7	0	0	0	0	0	0	83.9
Buses	0	21	0	3	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	9	15	0	0	24	0	0	0	0	0	0	48
% Buses	0	7.6	0	13.0	0	7.3	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	25.0	0	0	16.0	0	0	0	0	0	0	9.8
Trucks	0	3	1	0	0	4	0	0	0	0	0	0	0	1	0	1	0	2	4	1	0	0	0	5	0	0	0	0	0	0	11
% Trucks	0	1.1	7.1	0	0	1.2	0	0	0	0	0	0	0	33.3	0	16.7	0	16.7	20.0	1.6	0	0	0	3.3	0	0	0	0	0	0	2.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	6	6	0	0	0	0	0	0	20
% Pedestrians	0	0	0	0	100	3.7	0	0	0	0	0	0	0	0	0	0	100	16.7	0	0	0	0	100	4.0	0	0	0	0	0	0	4.1

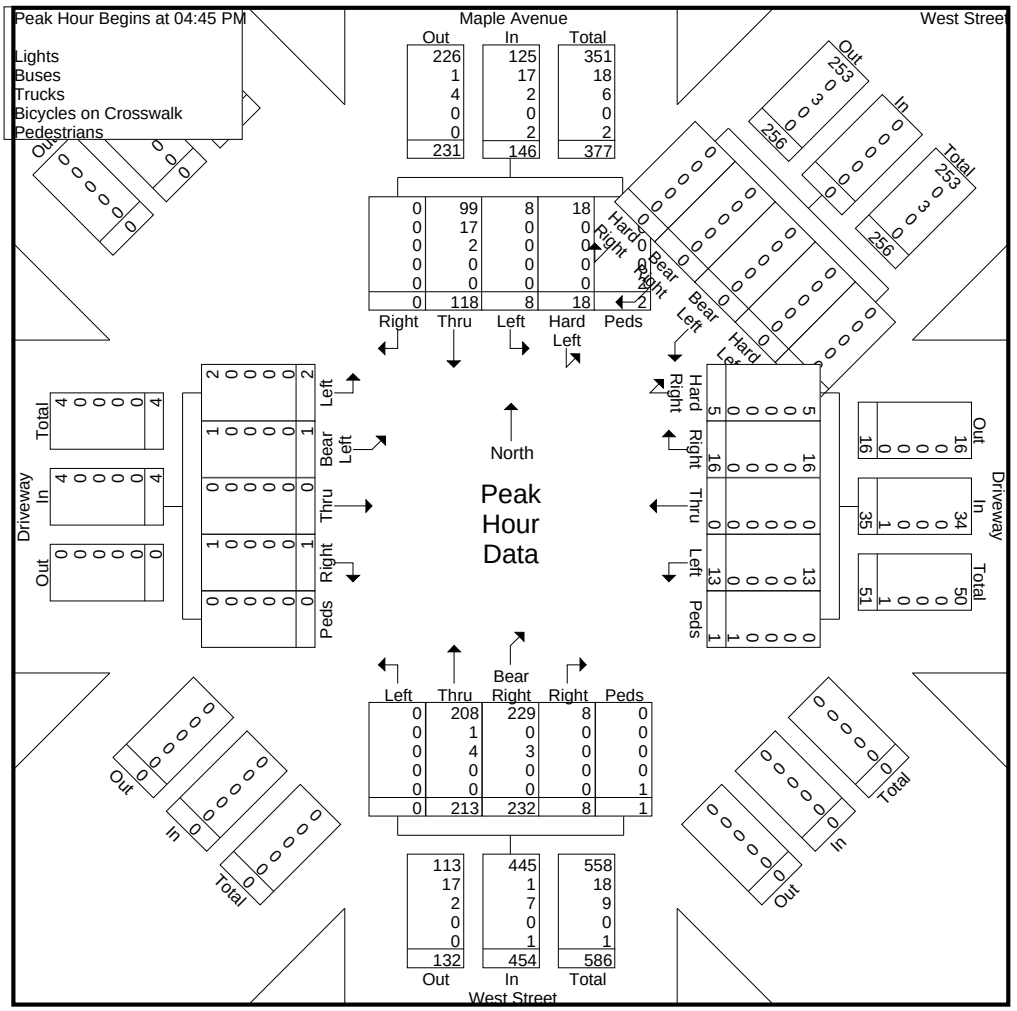


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	Maple Avenue Southbound						West Street Southwestbound						Driveway Westbound						West Street Northbound						Driveway Eastbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:45 PM																															
04:45 PM	0	**33**	**3**	3	**2**	**41**	0	0	0	0	0	0	1	3	0	4	0	8	**2**	53	50	0	**1**	106	0	0	0	**1**	0	1	156
05:00 PM	0	30	0	4	0	34	0	0	0	0	0	0	0	0	0	1	0	1	2	**71**	56	0	0	**129**	**1**	0	**1**	0	0	**2**	**166**
05:15 PM	0	22	3	**6**	0	31	0	0	0	0	0	0	**3**	**11**	0	**6**	0	**20**	2	49	**63**	0	0	114	0	0	0	0	0	0	165
05:30 PM	0	33	2	5	0	40	0	0	0	0	0	0	1	2	0	2	**1**	6	2	59	44	0	0	105	0	0	0	1	0	1	152
Total Volume	0	118	8	18	2	146	0	0	0	0	0	0	5	16	0	13	1	35	8	232	213	0	1	454	1	0	1	2	0	4	639
% App. Total	0	80.8	5.5	12.3	1.4		0	0	0	0	0		14.3	45.7	0	37.1	2.9		1.8	51.1	46.9	0	0.2		25	0	25	50	0		
PHF	.000	.894	.667	.750	.250	.890	.000	.000	.000	.000	.000	.000	.417	.364	.000	.542	.250	.438	1.00	.817	.845	.000	.250	.880	.250	.000	.250	.500	.000	.500	.962
Lights	0	99	8	18	0	125	0	0	0	0	0	0	5	16	0	13	0	34	8	229	208	0	0	445	1	0	1	2	0	4	608
% Lights	0	83.9	100	100	0	85.6	0	0	0	0	0	0	100	100	0	100	0	97.1	100	98.7	97.7	0	0	98.0	100	0	100	100	0	100	95.1
Buses	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	18
% Buses	0	14.4	0	0	0	11.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.2	0	0	0	0	0	0	2.8
Trucks	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	9
% Trucks	0	1.7	0	0	0	1.4	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	1.9	0	0	1.5	0	0	0	0	0	0	1.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	4
% Pedestrians	0	0	0	0	100	1.4	0	0	0	0	0	0	0	0	0	0	100	2.9	0	0	0	0	100	0.2	0	0	0	0	0	0	0.6



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Groups Printed- Lights - Buses - Trucks - Pedestrians

	MAPLE AVE Southbound							WEST ST Southwestbound							DRIVEWAY Westbound							WEST ST Northbound							DRIVEWAY Eastbound							Southeastbound Approach Southeastbound							
Start Time			Thru	Left			App. Total							App. Total				Thru	Left		App. Total			Thru		Left			App. Total		Thru		Left			App. Total				Left			App. Total	Int. Total
11:00 AM	1	0	20	0	2	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	14	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	1	0	1	51
11:15 AM	0	0	25	2	5	1	33	0	0	0	0	0	0	0	1	0	0	0	2	0	3	2	15	6	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59
11:30 AM	0	0	32	1	5	1	39	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	13	8	0	0	0	23	1	0	0	0	0	0	1	0	0	0	0	0	0	0	65
11:45 AM	0	0	20	0	3	0	23	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	8	14	0	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
Total	1	0	97	3	15	2	118	0	0	0	0	0	0	0	1	2	0	1	3	0	7	6	48	42	0	0	1	97	1	0	0	0	0	0	1	0	0	0	0	1	0	1	224
12:00 PM	0	0	25	1	4	0	30	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	10	17	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
12:15 PM	0	0	14	1	6	0	21	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	25	9	0	0	0	36	0	1	0	0	0	0	1	0	0	0	0	0	0	0	60
12:30 PM	0	1	20	1	4	1	27	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4	15	11	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
12:45 PM	0	0	18	2	3	0	23	0	0	0	0	0	0	0	2	1	0	0	3	0	6	0	10	20	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59
Total	0	1	77	5	17	1	101	0	0	0	0	0	0	0	2	5	0	0	7	0	14	7	60	57	0	0	0	124	0	1	0	0	0	0	1	0	0	0	0	0	0	0	240
01:00 PM	0	0	23	1	6	0	30	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2	15	16	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
01:15 PM	0	0	19	2	5	0	26	0	0	0	0	0	0	0	1	1	0	0	0	0	2	3	14	21	0	0	1	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
01:30 PM	0	0	19	3	6	0	28	0	0	0	0	0	0	0	1	2	0	0	0	0	3	2	16	16	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
01:45 PM	0	0	32	1	3	0	36	0	0	0	0	0	1	1	2	0	0	0	0	0	2	1	15	9	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
Total	0	0	93	7	20	0	120	0	0	0	0	0	1	1	4	4	0	0	1	0	9	8	60	62	0	0	1	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261
Grand Total	1	1	267	15	52	3	339	0	0	0	0	0	1	1	7	11	0	1	11	0	30	21	168	161	0	0	2	352	1	1	0	0	0	0	2	0	0	0	0	1	0	1	725
Apprch %	0.3	0.3	78.8	4.4	15.3	0.9		0	0	0	0	0	100		23.3	36.7	0	3.3	36.7	0		6	47.7	45.7	0	0	0.6		50	50	0	0	0	0		0	0	0	0	100	0		
Total %	0.1	0.1	36.8	2.1	7.2	0.4	46.8	0	0	0	0	0	0.1	0.1	1	1.5	0	0.1	1.5	0	4.1	2.9	23.2	22.2	0	0	0.3	48.6	0.1	0.1	0	0	0	0	0.3	0	0	0	0	0.1	0	0.1	
Lights	1	1	264	15	52	0	333	0	0	0	0	0	0	0	7	11	0	1	11	0	30	21	165	159	0	0	0	345	1	1	0	0	0	0	2	0	0	0	0	1	0	1	711
% Lights	100	100	98.9	100	100	0	98.2	0	0	0	0	0	0	0	100	100	0	100	100	0	100	100	98.2	98.8	0	0	0	98	100	100	0	0	0	0	100	0	0	0	0	100	0	100	98.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% Trucks	0	0	1.1	0	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	0.6	0	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	3	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Pedestrians	0	0	0	0	0	100	0.9	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	100	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8

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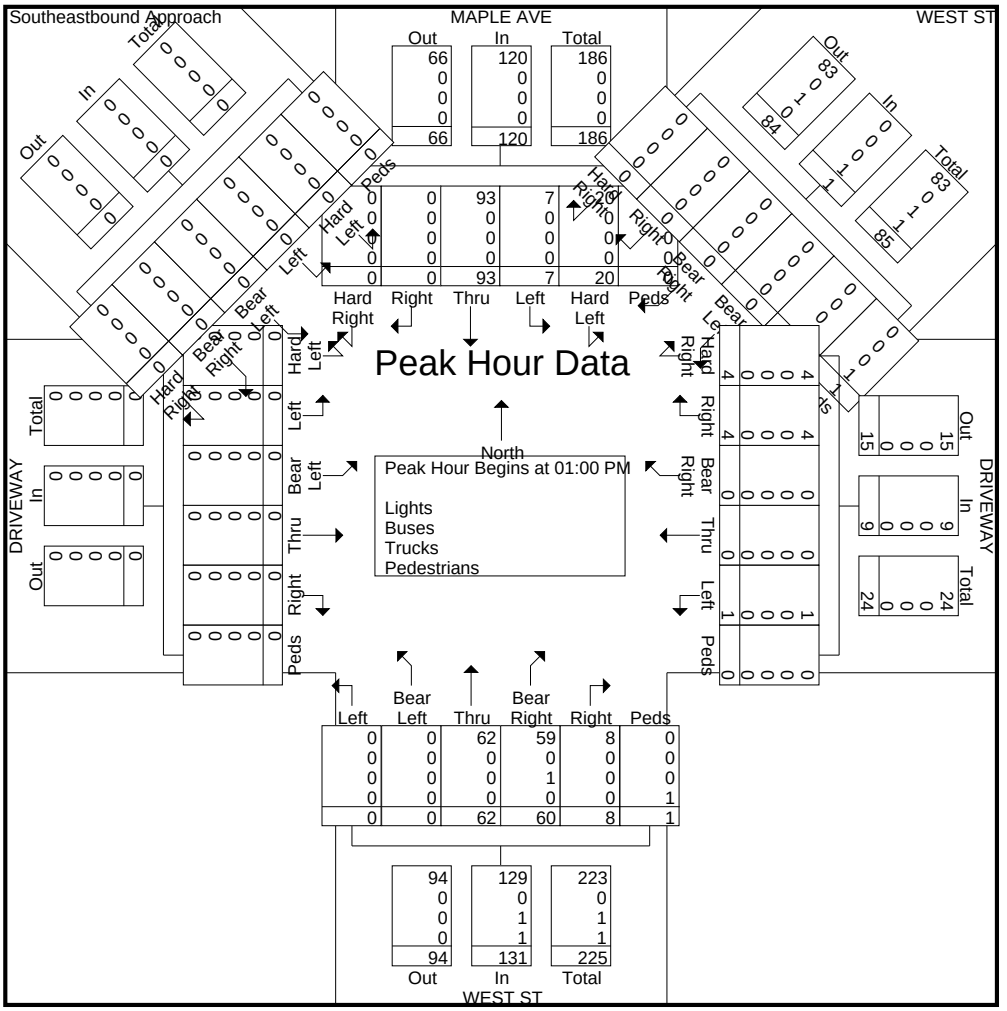
File Name : 5-WEST_ST_AT_MAPLE_AVE-SAT_1062038_04-29-2023
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	MAPLE AVE Southbound							WEST ST Southwestbound							DRIVEWAY Westbound							WEST ST Northbound							DRIVEWAY Eastbound							Southeastbound Approach Southeastbound							
Start Time			Thru	Left			App. Total							App. Total				Thru	Left		App. Total			Thru		Left		App. Total		Thru		Left			App. Total				Left			App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																																										
Peak Hour for Entire Intersection Begins at 01:00 PM																																										
01:00 PM	0	0	23	1	**6**	0	30	0	0	0	0	0	0	0	0	1	0	0	**1**	0	2	2	15	16	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
01:15 PM	0	0	19	2	5	0	26	0	0	0	0	0	0	0	1	1	0	0	0	0	2	**3**	14	**21**	0	0	**1**	**39**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**67**
01:30 PM	0	0	19	**3**	6	0	28	0	0	0	0	0	0	0	1	**2**	0	0	0	0	**3**	2	**16**	16	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
01:45 PM	0	0	**32**	1	3	0	**36**	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	2	1	15	9	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
Total Volume	0	0	93	7	20	0	120	0	0	0	0	0	1	1	4	4	0	0	1	0	9	8	60	62	0	0	1	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261
% App. Total	0	0	77.5	5.8	16.7	0		0	0	0	0	0	100		44.4	44.4	0	0	11.1	0		6.1	45.8	47.3	0	0	0.8		0	0	0	0	0	0		0	0	0	0	0	0		
PHF	.000	.000	.727	.583	.833	.000	.833	.000	.000	.000	.000	.000	.250	.250	.500	.500	.000	.000	.250	.000	.750	.667	.938	.738	.000	.000	.250	.840	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.974
Lights	0	0	93	7	20	0	120	0	0	0	0	0	0	0	4	4	0	0	1	0	9	8	59	62	0	0	0	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	258
% Lights	0	0	100	100	100	0	100	0	0	0	0	0	0	0	100	100	0	0	100	0	100	100	98.3	100	0	0	0	98.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	100	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8

Nelson + Pope

70 Maxess Road
Melville, NY 11747

File Name : 5-WEST_ST_AT_MAPLE_AVE-SAT_1062038_04-29-2023
Site Code :
Start Date : 4/29/2023
Page No : 3



Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 6-MAPLE AVE AT TOR AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

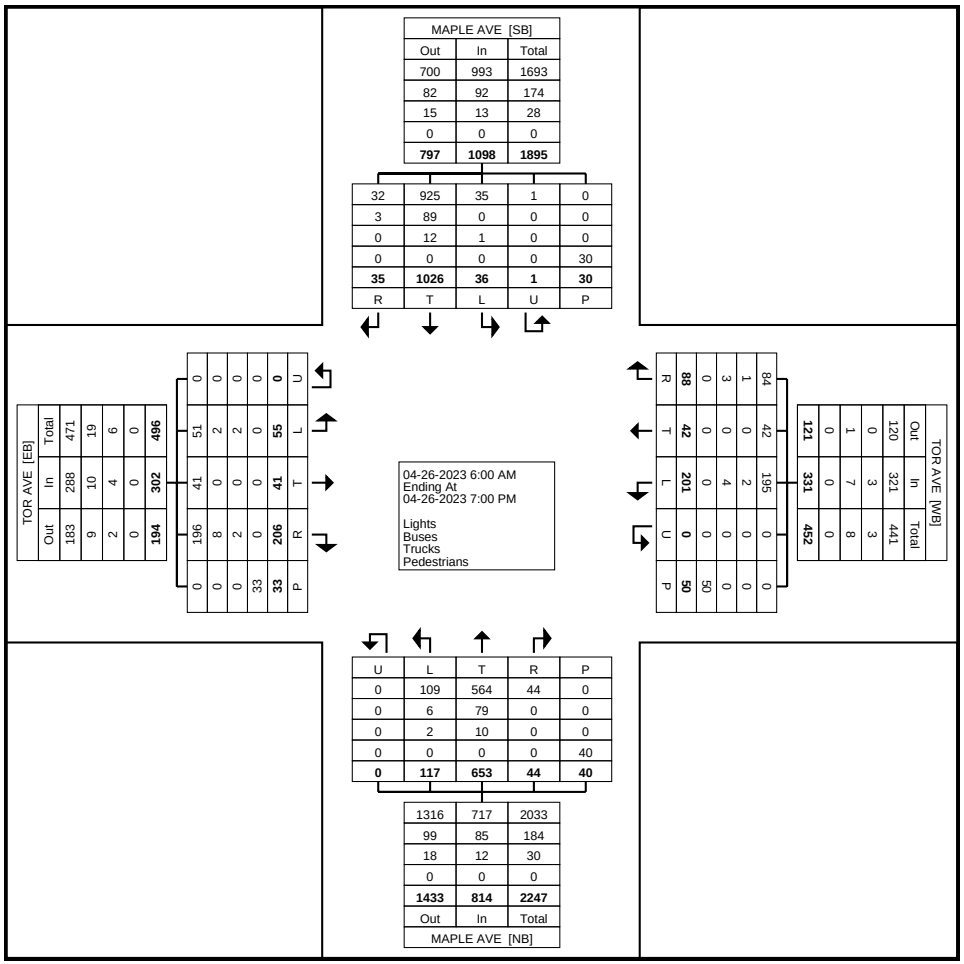
Start Time	MAPLE AVE Southbound						TOR AVE Westbound						MAPLE AVE Northbound						TOR AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	1	33	1	0	0	35	10	0	2	0	0	12	1	3	0	0	0	4	0	0	4	0	0	4	55
6:15 AM	0	55	0	0	1	55	5	1	1	0	2	7	1	10	0	0	0	11	3	0	8	0	1	11	84
6:30 AM	1	69	2	0	5	72	13	1	3	0	1	17	0	23	1	0	0	24	3	0	17	0	1	20	133
6:45 AM	1	43	1	0	2	45	14	0	1	0	1	15	2	19	0	0	1	21	1	1	15	0	2	17	98
Hourly Total	3	200	4	0	8	207	42	2	7	0	4	51	4	55	1	0	1	60	7	1	44	0	4	52	370
7:00 AM	2	49	1	0	2	52	6	1	7	0	2	14	3	10	0	0	1	13	2	2	7	0	0	11	90
7:15 AM	1	43	1	0	1	45	14	0	5	0	3	19	1	12	1	0	0	14	2	1	8	0	0	11	89
7:30 AM	2	61	0	0	0	63	13	3	6	0	2	22	1	13	0	0	0	14	1	3	17	0	5	21	120
7:45 AM	1	63	2	0	0	66	11	2	0	0	1	13	1	14	3	0	0	18	3	2	18	0	2	23	120
Hourly Total	6	216	4	0	3	226	44	6	18	0	8	68	6	49	4	0	1	59	8	8	50	0	7	66	419
8:00 AM	0	70	2	0	0	72	8	1	3	0	2	12	2	11	1	0	0	14	3	0	8	0	1	11	109
8:15 AM	2	61	1	0	0	64	17	2	8	0	0	27	3	19	2	0	2	24	5	2	7	0	0	14	129
8:30 AM	1	66	1	0	2	68	20	0	2	0	11	22	3	29	2	0	11	34	4	0	11	0	0	15	139
8:45 AM	1	53	3	1	0	58	7	4	5	0	2	16	3	14	1	0	0	18	1	3	14	0	0	18	110
Hourly Total	4	250	7	1	2	262	52	7	18	0	15	77	11	73	6	0	13	90	13	5	40	0	1	58	487
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	31	3	0	2	34	2	3	5	0	1	10	8	35	1	0	16	44	1	1	8	0	11	10	98
4:15 PM	2	37	4	0	6	43	6	0	2	0	5	8	8	45	1	0	0	54	2	0	7	0	1	9	114
4:30 PM	4	37	0	0	3	41	7	1	5	0	0	13	7	35	5	0	0	47	2	4	7	0	0	13	114
4:45 PM	1	29	2	0	1	32	6	2	4	0	4	12	7	45	2	0	2	54	2	2	4	0	4	8	106
Hourly Total	7	134	9	0	12	150	21	6	16	0	10	43	30	160	9	0	18	199	7	7	26	0	16	40	432
5:00 PM	2	28	0	0	1	30	4	4	3	0	3	11	6	48	3	0	0	57	2	1	5	0	0	8	106
5:15 PM	3	24	0	0	0	27	3	1	2	0	0	6	16	54	3	0	0	73	4	1	4	0	1	9	115
5:30 PM	1	37	2	0	0	40	4	3	5	0	3	12	12	29	5	0	1	46	3	3	8	0	0	14	112
5:45 PM	1	26	1	0	2	28	6	3	4	0	3	13	10	52	2	0	2	64	1	2	6	0	2	9	114
Hourly Total	7	115	3	0	3	125	17	11	14	0	9	42	44	183	13	0	3	240	10	7	23	0	3	40	447
6:00 PM	2	30	2	0	1	34	5	4	6	0	2	15	3	28	2	0	2	33	2	4	8	0	0	14	96
6:15 PM	1	21	0	0	0	22	4	3	2	0	1	9	10	57	1	0	1	68	4	5	7	0	1	16	115
6:30 PM	1	30	3	0	1	34	10	2	2	0	0	14	6	31	1	0	1	38	2	1	5	0	1	8	94
6:45 PM	5	30	3	0	0	38	6	1	5	0	1	12	3	17	7	0	0	27	2	3	3	0	0	8	85
Hourly Total	9	111	8	0	2	128	25	10	15	0	4	50	22	133	11	0	4	166	10	13	23	0	2	46	390
Grand Total	36	1026	35	1	30	1098	201	42	88	0	50	331	117	653	44	0	40	814	55	41	206	0	33	302	2545
Approach %	3.3	93.4	3.2	0.1	-	-	60.7	12.7	26.6	0.0	-	-	14.4	80.2	5.4	0.0	-	-	18.2	13.6	68.2	0.0	-	-	-
Total %	1.4	40.3	1.4	0.0	-	43.1	7.9	1.7	3.5	0.0	-	13.0	4.6	25.7	1.7	0.0	-	32.0	2.2	1.6	8.1	0.0	-	11.9	-
Lights	35	925	32	1	-	993	195	42	84	0	-	321	109	564	44	0	-	717	51	41	196	0	-	288	2319
% Lights	97.2	90.2	91.4	100.0	-	90.4	97.0	100.0	95.5	-	-	97.0	93.2	86.4	100.0	-	-	88.1	92.7	100.0	95.1	-	-	95.4	91.1
Buses	0	89	3	0	-	92	2	0	1	0	-	3	6	79	0	0	-	85	2	0	8	0	-	10	190
% Buses	0.0	8.7	8.6	0.0	-	8.4	1.0	0.0	1.1	-	-	0.9	5.1	12.1	0.0	-	-	10.4	3.6	0.0	3.9	-	-	3.3	7.5

Trucks	1	12	0	0	-	13	4	0	3	0	-	7	2	10	0	0	-	12	2	0	2	0	-	4	36
% Trucks	2.8	1.2	0.0	0.0	-	1.2	2.0	0.0	3.4	-	-	2.1	1.7	1.5	0.0	-	-	1.5	3.6	0.0	1.0	-	-	1.3	1.4
Pedestrians	-	-	-	-	30	-	-	-	-	-	50	-	-	-	-	-	40	-	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 6-MAPLE AVE AT TOR AVE-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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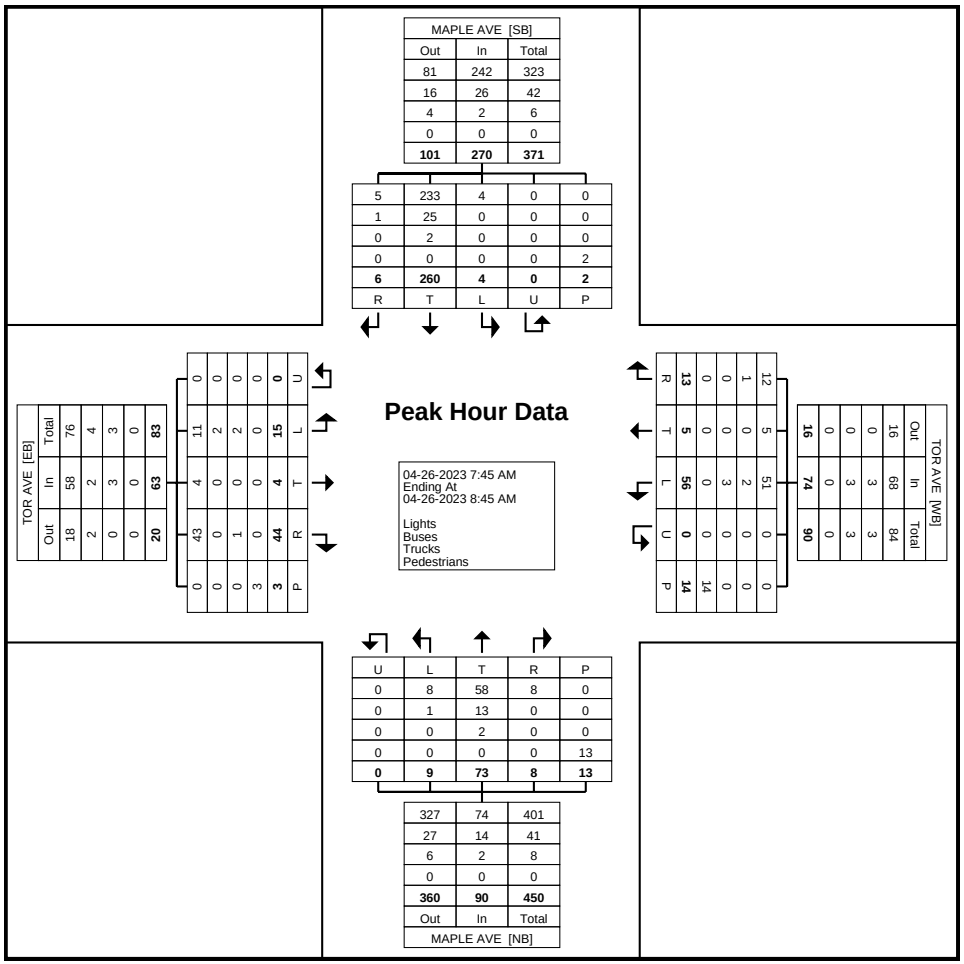
Count Name: 6-MAPLE AVE AT TOR AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	MAPLE AVE Southbound						TOR AVE Westbound						MAPLE AVE Northbound						TOR AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:45 AM	1	63	2	0	0	66	11	2	0	0	1	13	1	14	3	0	0	18	3	2	18	0	2	23	120
8:00 AM	0	70	2	0	0	72	8	1	3	0	2	12	2	11	1	0	0	14	3	0	8	0	1	11	109
8:15 AM	2	61	1	0	0	64	17	2	8	0	0	27	3	19	2	0	2	24	5	2	7	0	0	14	129
8:30 AM	1	66	1	0	2	68	20	0	2	0	11	22	3	29	2	0	11	34	4	0	11	0	0	15	139
Total	4	260	6	0	2	270	56	5	13	0	14	74	9	73	8	0	13	90	15	4	44	0	3	63	497
Approach %	1.5	96.3	2.2	0.0	-	-	75.7	6.8	17.6	0.0	-	-	10.0	81.1	8.9	0.0	-	-	23.8	6.3	69.8	0.0	-	-	-
Total %	0.8	52.3	1.2	0.0	-	54.3	11.3	1.0	2.6	0.0	-	14.9	1.8	14.7	1.6	0.0	-	18.1	3.0	0.8	8.9	0.0	-	12.7	-
PHF	0.500	0.929	0.750	0.000	-	0.938	0.700	0.625	0.406	0.000	-	0.685	0.750	0.629	0.667	0.000	-	0.662	0.750	0.500	0.611	0.000	-	0.685	0.894
Lights	4	233	5	0	-	242	51	5	12	0	-	68	8	58	8	0	-	74	11	4	43	0	-	58	442
% Lights	100.0	89.6	83.3	-	-	89.6	91.1	100.0	92.3	-	-	91.9	88.9	79.5	100.0	-	-	82.2	73.3	100.0	97.7	-	-	92.1	88.9
Buses	0	25	1	0	-	26	2	0	1	0	-	3	1	13	0	0	-	14	2	0	0	0	-	2	45
% Buses	0.0	9.6	16.7	-	-	9.6	3.6	0.0	7.7	-	-	4.1	11.1	17.8	0.0	-	-	15.6	13.3	0.0	0.0	-	-	3.2	9.1
Trucks	0	2	0	0	-	2	3	0	0	0	-	3	0	2	0	0	-	2	2	0	1	0	-	3	10
% Trucks	0.0	0.8	0.0	-	-	0.7	5.4	0.0	0.0	-	-	4.1	0.0	2.7	0.0	-	-	2.2	13.3	0.0	2.3	-	-	4.8	2.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	14	-	-	-	-	-	13	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (7:45 AM)

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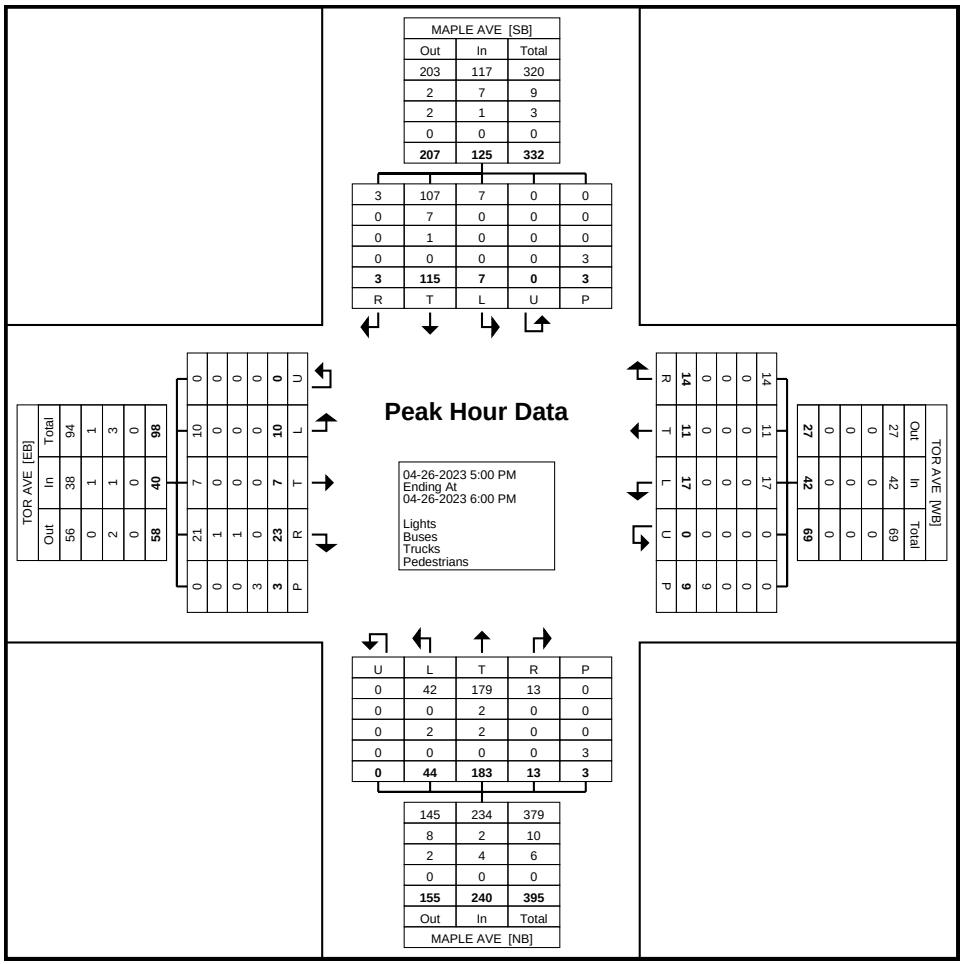
Count Name: 6-MAPLE AVE AT TOR AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (5:00 PM)

Start Time	MAPLE AVE Southbound						TOR AVE Westbound						MAPLE AVE Northbound						TOR AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	2	28	0	0	1	30	4	4	3	0	3	11	6	48	3	0	0	57	2	1	5	0	0	8	106
5:15 PM	3	24	0	0	0	27	3	1	2	0	0	6	16	54	3	0	0	73	4	1	4	0	1	9	115
5:30 PM	1	37	2	0	0	40	4	3	5	0	3	12	12	29	5	0	1	46	3	3	8	0	0	14	112
5:45 PM	1	26	1	0	2	28	6	3	4	0	3	13	10	52	2	0	2	64	1	2	6	0	2	9	114
Total	7	115	3	0	3	125	17	11	14	0	9	42	44	183	13	0	3	240	10	7	23	0	3	40	447
Approach %	5.6	92.0	2.4	0.0	-	-	40.5	26.2	33.3	0.0	-	-	18.3	76.3	5.4	0.0	-	-	25.0	17.5	57.5	0.0	-	-	-
Total %	1.6	25.7	0.7	0.0	-	28.0	3.8	2.5	3.1	0.0	-	9.4	9.8	40.9	2.9	0.0	-	53.7	2.2	1.6	5.1	0.0	-	8.9	-
PHF	0.583	0.777	0.375	0.000	-	0.781	0.708	0.688	0.700	0.000	-	0.808	0.688	0.847	0.650	0.000	-	0.822	0.625	0.583	0.719	0.000	-	0.714	0.972
Lights	7	107	3	0	-	117	17	11	14	0	-	42	42	179	13	0	-	234	10	7	21	0	-	38	431
% Lights	100.0	93.0	100.0	-	-	93.6	100.0	100.0	100.0	-	-	100.0	95.5	97.8	100.0	-	-	97.5	100.0	100.0	91.3	-	-	95.0	96.4
Buses	0	7	0	0	-	7	0	0	0	0	-	0	0	2	0	0	-	2	0	0	1	0	-	1	10
% Buses	0.0	6.1	0.0	-	-	5.6	0.0	0.0	0.0	-	-	0.0	0.0	1.1	0.0	-	-	0.8	0.0	0.0	4.3	-	-	2.5	2.2
Trucks	0	1	0	0	-	1	0	0	0	0	-	0	2	2	0	0	-	4	0	0	1	0	-	1	6
% Trucks	0.0	0.9	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	4.5	1.1	0.0	-	-	1.7	0.0	0.0	4.3	-	-	2.5	1.3
Pedestrians	-	-	-	-	3	-	-	-	-	-	9	-	-	-	-	-	3	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (5:00 PM)

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Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 6-MAPLE AVE AT TOR AVE-SAT
Site Code:
Start Date: 04-29-2023

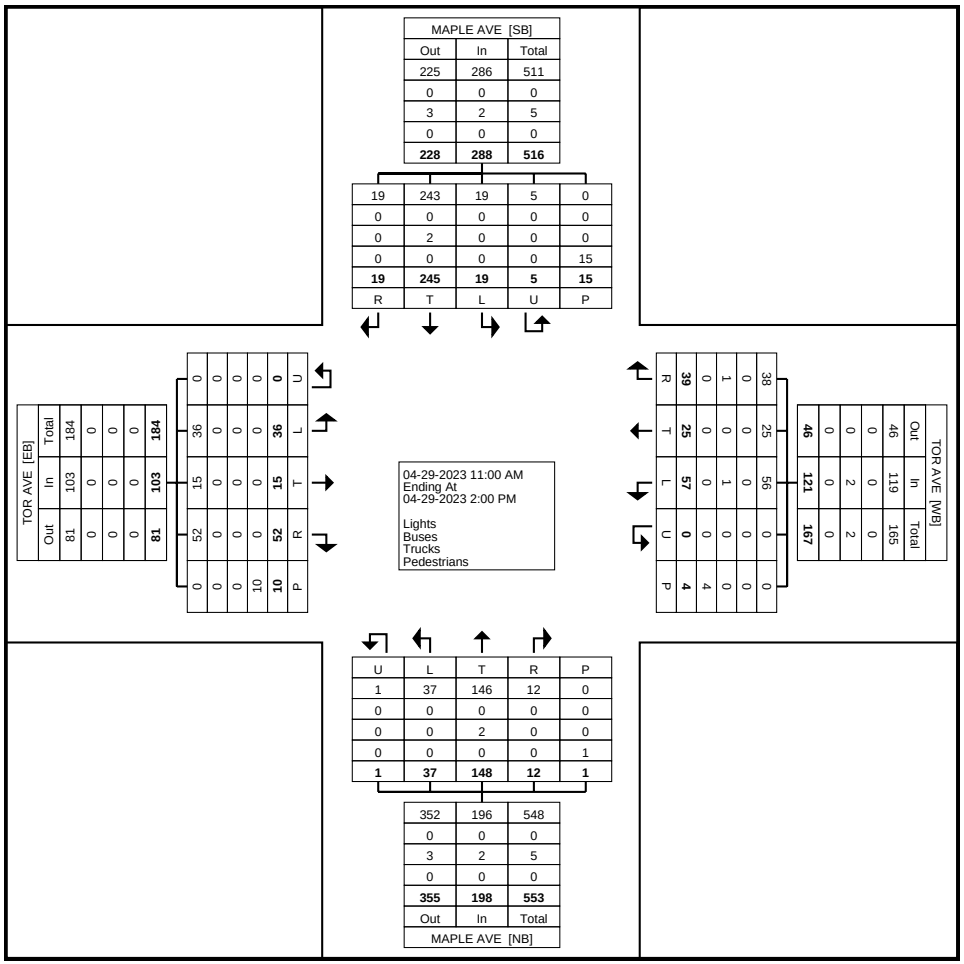
Turning Movement Data

Start Time	MAPLE AVE Southbound						TOR AVE Westbound						MAPLE AVE Northbound						TOR AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	1	18	1	0	0	20	2	2	5	0	0	9	2	13	2	0	0	17	2	1	3	0	0	6	52
11:15 AM	1	19	2	2	0	24	7	2	10	0	0	19	1	8	1	0	0	10	2	0	6	0	2	8	61
11:30 AM	1	26	4	0	1	31	8	0	3	0	0	11	2	8	0	0	0	10	3	2	6	0	0	11	63
11:45 AM	1	20	1	1	0	23	4	3	3	0	0	10	2	16	0	0	0	18	6	2	4	0	1	12	63
Hourly Total	4	83	8	3	1	98	21	7	21	0	0	49	7	45	3	0	0	55	13	5	19	0	3	37	239
12:00 PM	2	25	1	0	3	28	6	1	5	0	1	12	5	14	0	0	0	19	3	1	5	0	1	9	68
12:15 PM	1	12	1	0	1	14	2	3	2	0	1	7	2	14	1	0	1	17	6	2	6	0	4	14	52
12:30 PM	1	21	2	0	2	24	2	4	0	0	1	6	0	12	1	0	0	13	3	0	5	0	2	8	51
12:45 PM	1	17	1	0	1	19	3	1	2	0	0	6	6	16	0	0	0	22	0	3	4	0	0	7	54
Hourly Total	5	75	5	0	7	85	13	9	9	0	3	31	13	56	2	0	1	71	12	6	20	0	7	38	225
1:00 PM	3	17	1	1	3	22	7	1	4	0	0	12	2	13	1	1	0	17	4	1	3	0	0	8	59
1:15 PM	2	17	2	0	1	21	6	0	2	0	0	8	7	13	2	0	0	22	2	1	3	0	0	6	57
1:30 PM	2	26	2	1	3	31	5	6	1	0	0	12	5	14	3	0	0	22	2	0	2	0	0	4	69
1:45 PM	3	27	1	0	0	31	5	2	2	0	1	9	3	7	1	0	0	11	3	2	5	0	0	10	61
Hourly Total	10	87	6	2	7	105	23	9	9	0	1	41	17	47	7	1	0	72	11	4	13	0	0	28	246
Grand Total	19	245	19	5	15	288	57	25	39	0	4	121	37	148	12	1	1	198	36	15	52	0	10	103	710
Approach %	6.6	85.1	6.6	1.7	-	-	47.1	20.7	32.2	0.0	-	-	18.7	74.7	6.1	0.5	-	-	35.0	14.6	50.5	0.0	-	-	-
Total %	2.7	34.5	2.7	0.7	-	40.6	8.0	3.5	5.5	0.0	-	17.0	5.2	20.8	1.7	0.1	-	27.9	5.1	2.1	7.3	0.0	-	14.5	-
Lights	19	243	19	5	-	286	56	25	38	0	-	119	37	146	12	1	-	196	36	15	52	0	-	103	704
% Lights	100.0	99.2	100.0	100.0	-	99.3	98.2	100.0	97.4	-	-	98.3	100.0	98.6	100.0	100.0	-	99.0	100.0	100.0	100.0	-	-	100.0	99.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	2	0	0	-	2	1	0	1	0	-	2	0	2	0	0	-	2	0	0	0	0	-	0	6
% Trucks	0.0	0.8	0.0	0.0	-	0.7	1.8	0.0	2.6	-	-	1.7	0.0	1.4	0.0	0.0	-	1.0	0.0	0.0	0.0	-	-	0.0	0.8
Pedestrians	-	-	-	-	15	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 6-MAPLE AVE AT TOR AVE-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 6-MAPLE AVE AT TOR AVE-SAT
Site Code:
Start Date: 04-29-2023

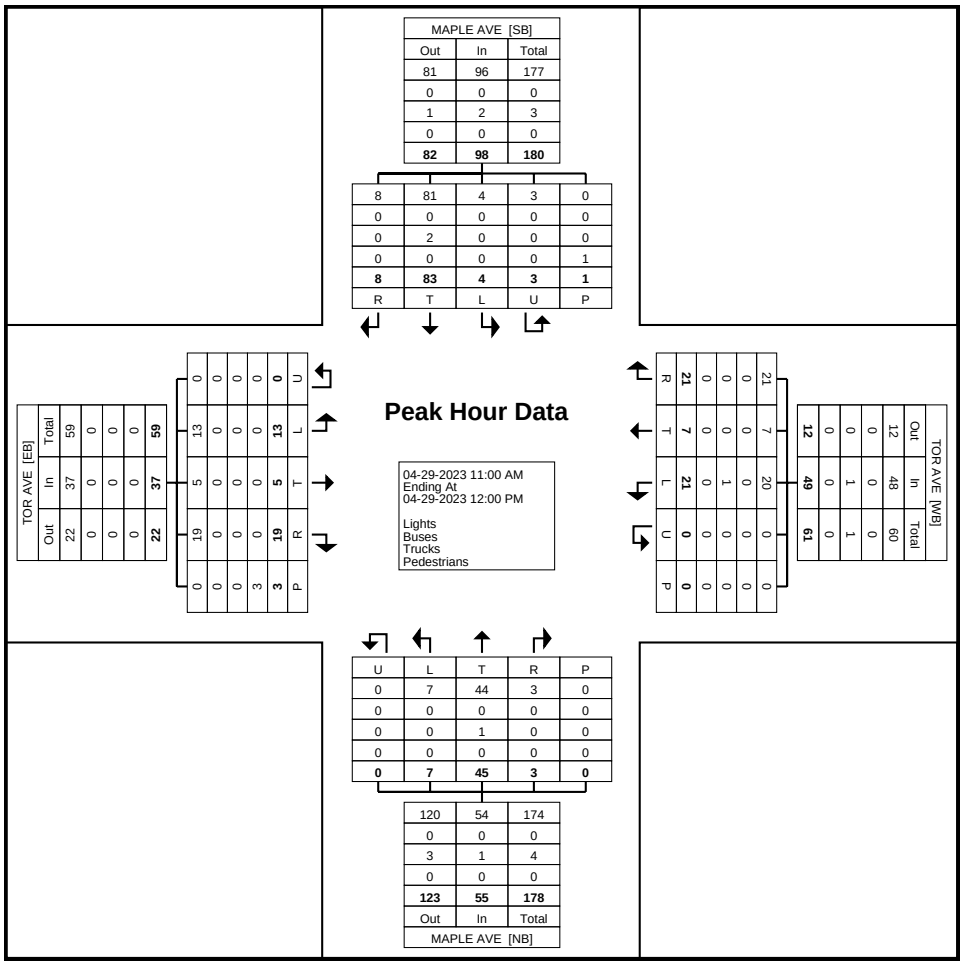
Turning Movement Peak Hour Data (11:00 AM)

Start Time	MAPLE AVE Southbound						TOR AVE Westbound						MAPLE AVE Northbound						TOR AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	1	18	1	0	0	20	2	2	5	0	0	9	2	13	2	0	0	17	2	1	3	0	0	6	52
11:15 AM	1	19	2	2	0	24	7	2	10	0	0	19	1	8	1	0	0	10	2	0	6	0	2	8	61
11:30 AM	1	26	4	0	1	31	8	0	3	0	0	11	2	8	0	0	0	10	3	2	6	0	0	11	63
11:45 AM	1	20	1	1	0	23	4	3	3	0	0	10	2	16	0	0	0	18	6	2	4	0	1	12	63
Total	4	83	8	3	1	98	21	7	21	0	0	49	7	45	3	0	0	55	13	5	19	0	3	37	239
Approach %	4.1	84.7	8.2	3.1	-	-	42.9	14.3	42.9	0.0	-	-	12.7	81.8	5.5	0.0	-	-	35.1	13.5	51.4	0.0	-	-	-
Total %	1.7	34.7	3.3	1.3	-	41.0	8.8	2.9	8.8	0.0	-	20.5	2.9	18.8	1.3	0.0	-	23.0	5.4	2.1	7.9	0.0	-	15.5	-
PHF	1.000	0.798	0.500	0.375	-	0.790	0.656	0.583	0.525	0.000	-	0.645	0.875	0.703	0.375	0.000	-	0.764	0.542	0.625	0.792	0.000	-	0.771	0.948
Lights	4	81	8	3	-	96	20	7	21	0	-	48	7	44	3	0	-	54	13	5	19	0	-	37	235
% Lights	100.0	97.6	100.0	100.0	-	98.0	95.2	100.0	100.0	-	-	98.0	100.0	97.8	100.0	-	-	98.2	100.0	100.0	100.0	-	-	100.0	98.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	2	0	0	-	2	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	4
% Trucks	0.0	2.4	0.0	0.0	-	2.0	4.8	0.0	0.0	-	-	2.0	0.0	2.2	0.0	-	-	1.8	0.0	0.0	0.0	-	-	0.0	1.7
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: 6-MAPLE AVE AT TOR AVE-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Peak Hour Data Plot (11:00 AM)

Traffic Databank LLC
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Mt Vernon, New York, United States 10550
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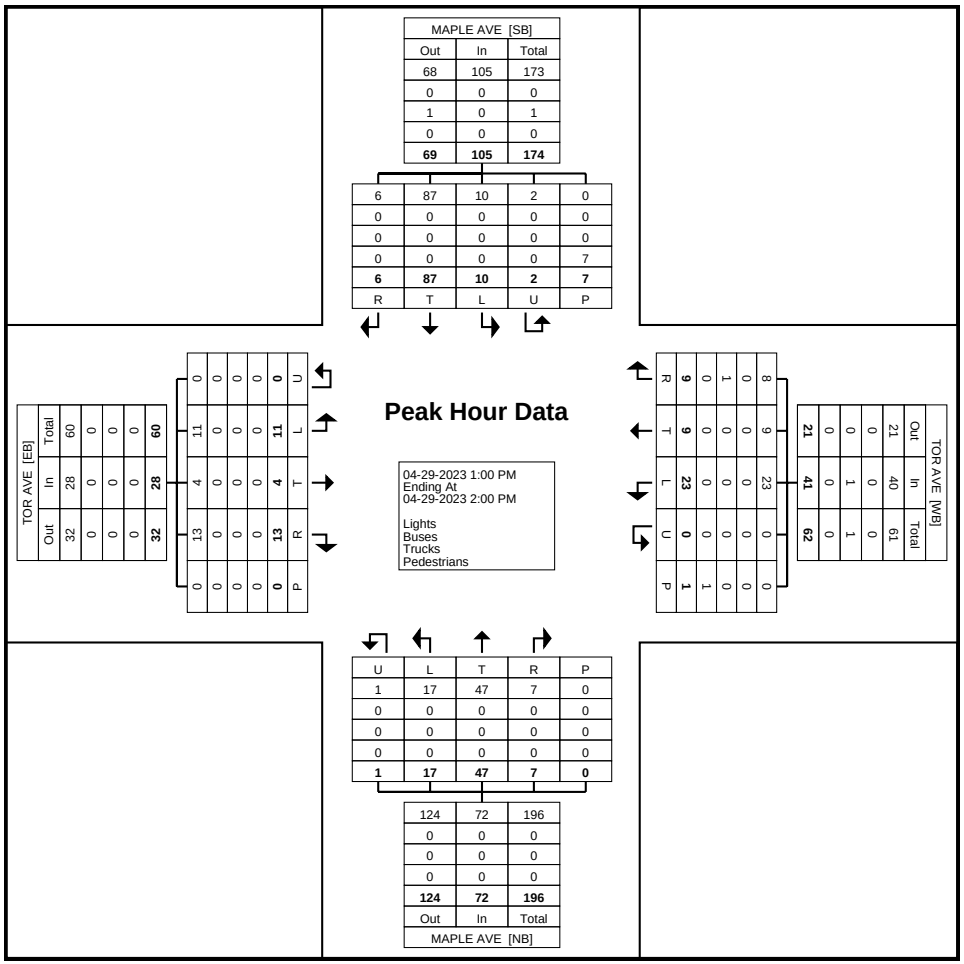
Count Name: 6-MAPLE AVE AT TOR AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (1:00 PM)

Start Time	MAPLE AVE Southbound						TOR AVE Westbound						MAPLE AVE Northbound						TOR AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
1:00 PM	3	17	1	1	3	22	7	1	4	0	0	12	2	13	1	1	0	17	4	1	3	0	0	8	59
1:15 PM	2	17	2	0	1	21	6	0	2	0	0	8	7	13	2	0	0	22	2	1	3	0	0	6	57
1:30 PM	2	26	2	1	3	31	5	6	1	0	0	12	5	14	3	0	0	22	2	0	2	0	0	4	69
1:45 PM	3	27	1	0	0	31	5	2	2	0	1	9	3	7	1	0	0	11	3	2	5	0	0	10	61
Total	10	87	6	2	7	105	23	9	9	0	1	41	17	47	7	1	0	72	11	4	13	0	0	28	246
Approach %	9.5	82.9	5.7	1.9	-	-	56.1	22.0	22.0	0.0	-	-	23.6	65.3	9.7	1.4	-	-	39.3	14.3	46.4	0.0	-	-	-
Total %	4.1	35.4	2.4	0.8	-	42.7	9.3	3.7	3.7	0.0	-	16.7	6.9	19.1	2.8	0.4	-	29.3	4.5	1.6	5.3	0.0	-	11.4	-
PHF	0.833	0.806	0.750	0.500	-	0.847	0.821	0.375	0.563	0.000	-	0.854	0.607	0.839	0.583	0.250	-	0.818	0.688	0.500	0.650	0.000	-	0.700	0.891
Lights	10	87	6	2	-	105	23	9	8	0	-	40	17	47	7	1	-	72	11	4	13	0	-	28	245
% Lights	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	88.9	-	-	97.6	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	99.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	11.1	-	-	2.4	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.4
Pedestrians	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (1:00 PM)

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Count Name: 7-MAPLE AVE AT FAIRMONT AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

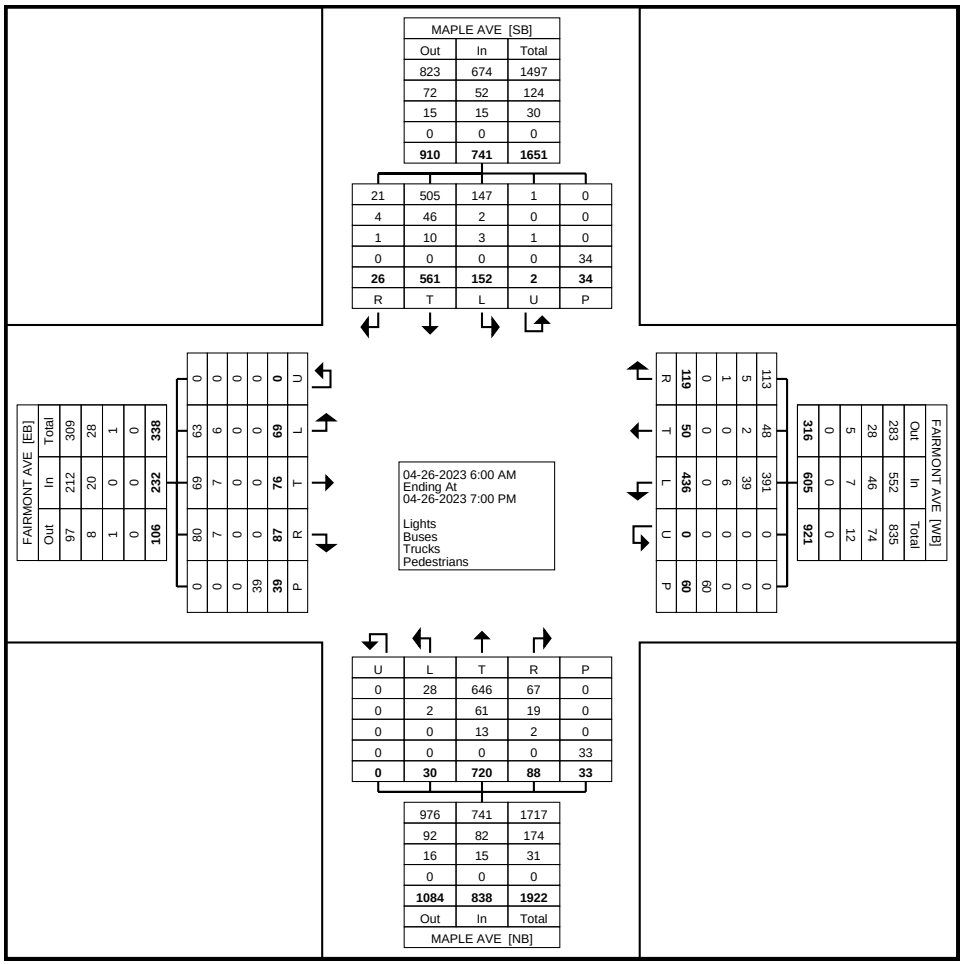
Start Time	MAPLE AVE Southbound						FAIRMONT AVE Westbound						MAPLE AVE Northbound						FAIRMONT AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	2	17	0	0	0	19	20	0	3	0	0	23	0	6	3	0	0	9	4	0	1	0	0	5	56
6:15 AM	3	23	0	0	0	26	25	1	4	0	4	30	0	13	5	0	1	18	0	1	4	0	3	5	79
6:30 AM	1	39	0	0	1	40	23	1	3	0	0	27	0	22	4	0	1	26	1	4	4	0	1	9	102
6:45 AM	1	18	0	0	2	19	18	2	3	0	1	23	3	13	6	0	3	22	0	4	2	0	2	6	70
Hourly Total	7	97	0	0	3	104	86	4	13	0	5	103	3	54	18	0	5	75	5	9	11	0	6	25	307
7:00 AM	1	26	1	0	0	28	17	1	1	0	1	19	1	17	1	0	0	19	3	0	4	0	1	7	73
7:15 AM	1	21	0	0	0	22	18	1	3	0	1	22	0	19	2	0	0	21	4	1	5	0	0	10	75
7:30 AM	7	23	0	1	1	31	32	4	6	0	2	42	0	21	1	0	1	22	2	1	6	0	4	9	104
7:45 AM	13	27	0	0	1	40	25	3	5	0	2	33	0	14	0	0	0	14	0	3	4	0	0	7	94
Hourly Total	22	97	1	1	2	121	92	9	15	0	6	116	1	71	4	0	1	76	9	5	19	0	5	33	346
8:00 AM	10	28	0	0	4	38	39	1	7	0	4	47	0	17	6	0	10	23	4	1	2	0	2	7	115
8:15 AM	16	23	0	0	0	39	31	6	9	0	0	46	0	26	7	0	1	33	3	3	6	0	1	12	130
8:30 AM	9	29	0	0	4	38	30	2	12	0	4	44	2	32	5	0	0	39	3	6	8	0	0	17	138
8:45 AM	20	26	1	0	3	47	23	3	6	0	9	32	1	25	0	0	1	26	2	6	10	0	1	18	123
Hourly Total	55	106	1	0	11	162	123	12	34	0	17	169	3	100	18	0	12	121	12	16	26	0	4	54	506
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	6	21	0	1	7	28	13	1	4	0	1	18	3	36	5	0	1	44	0	1	4	0	3	5	95
4:15 PM	7	20	2	0	2	29	19	2	3	0	3	24	0	48	3	0	0	51	6	2	7	0	2	15	119
4:30 PM	5	28	3	0	4	36	11	1	2	0	0	14	2	39	4	0	1	45	5	3	3	0	4	11	106
4:45 PM	5	24	2	0	0	31	11	5	2	0	0	18	2	40	3	0	0	45	3	2	0	0	2	5	99
Hourly Total	23	93	7	1	13	124	54	9	11	0	4	74	7	163	15	0	2	185	14	8	14	0	11	36	419
5:00 PM	4	20	0	0	1	24	8	0	4	0	6	12	0	49	7	0	2	56	2	4	0	0	2	6	98
5:15 PM	5	16	3	0	0	24	13	5	6	0	3	24	2	58	1	0	2	61	2	5	3	0	1	10	119
5:30 PM	8	20	1	0	0	29	13	3	5	0	2	21	0	34	3	0	0	37	5	2	3	0	4	10	97
5:45 PM	5	19	6	0	0	30	9	2	7	0	4	18	2	51	4	0	4	57	6	6	1	0	0	13	118
Hourly Total	22	75	10	0	1	107	43	10	22	0	15	75	4	192	15	0	8	211	15	17	7	0	7	39	432
6:00 PM	5	23	3	0	0	31	10	2	3	0	1	15	4	37	3	0	0	44	2	6	3	0	1	11	101
6:15 PM	4	20	3	0	1	27	3	1	8	0	6	12	4	53	7	0	2	64	5	4	4	0	3	13	116
6:30 PM	7	23	1	0	2	31	15	0	8	0	3	23	0	30	7	0	3	37	4	5	2	0	1	11	102
6:45 PM	7	27	0	0	1	34	10	3	5	0	3	18	4	20	1	0	0	25	3	6	1	0	1	10	87
Hourly Total	23	93	7	0	4	123	38	6	24	0	13	68	12	140	18	0	5	170	14	21	10	0	6	45	406
Grand Total	152	561	26	2	34	741	436	50	119	0	60	605	30	720	88	0	33	838	69	76	87	0	39	232	2416
Approach %	20.5	75.7	3.5	0.3	-	-	72.1	8.3	19.7	0.0	-	-	3.6	85.9	10.5	0.0	-	-	29.7	32.8	37.5	0.0	-	-	-
Total %	6.3	23.2	1.1	0.1	-	30.7	18.0	2.1	4.9	0.0	-	25.0	1.2	29.8	3.6	0.0	-	34.7	2.9	3.1	3.6	0.0	-	9.6	-
Lights	147	505	21	1	-	674	391	48	113	0	-	552	28	646	67	0	-	741	63	69	80	0	-	212	2179
% Lights	96.7	90.0	80.8	50.0	-	91.0	89.7	96.0	95.0	-	-	91.2	93.3	89.7	76.1	-	-	88.4	91.3	90.8	92.0	-	-	91.4	90.2
Buses	2	46	4	0	-	52	39	2	5	0	-	46	2	61	19	0	-	82	6	7	7	0	-	20	200
% Buses	1.3	8.2	15.4	0.0	-	7.0	8.9	4.0	4.2	-	-	7.6	6.7	8.5	21.6	-	-	9.8	8.7	9.2	8.0	-	-	8.6	8.3

Trucks	3	10	1	1	-	15	6	0	1	0	-	7	0	13	2	0	-	15	0	0	0	0	-	0	37
% Trucks	2.0	1.8	3.8	50.0	-	2.0	1.4	0.0	0.8	-	-	1.2	0.0	1.8	2.3	-	-	1.8	0.0	0.0	0.0	-	-	0.0	1.5
Pedestrians	-	-	-	-	34	-	-	-	-	-	60	-	-	-	-	-	33	-	-	-	-	-	39	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 7-MAPLE AVE AT FAIRMONT AVE-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

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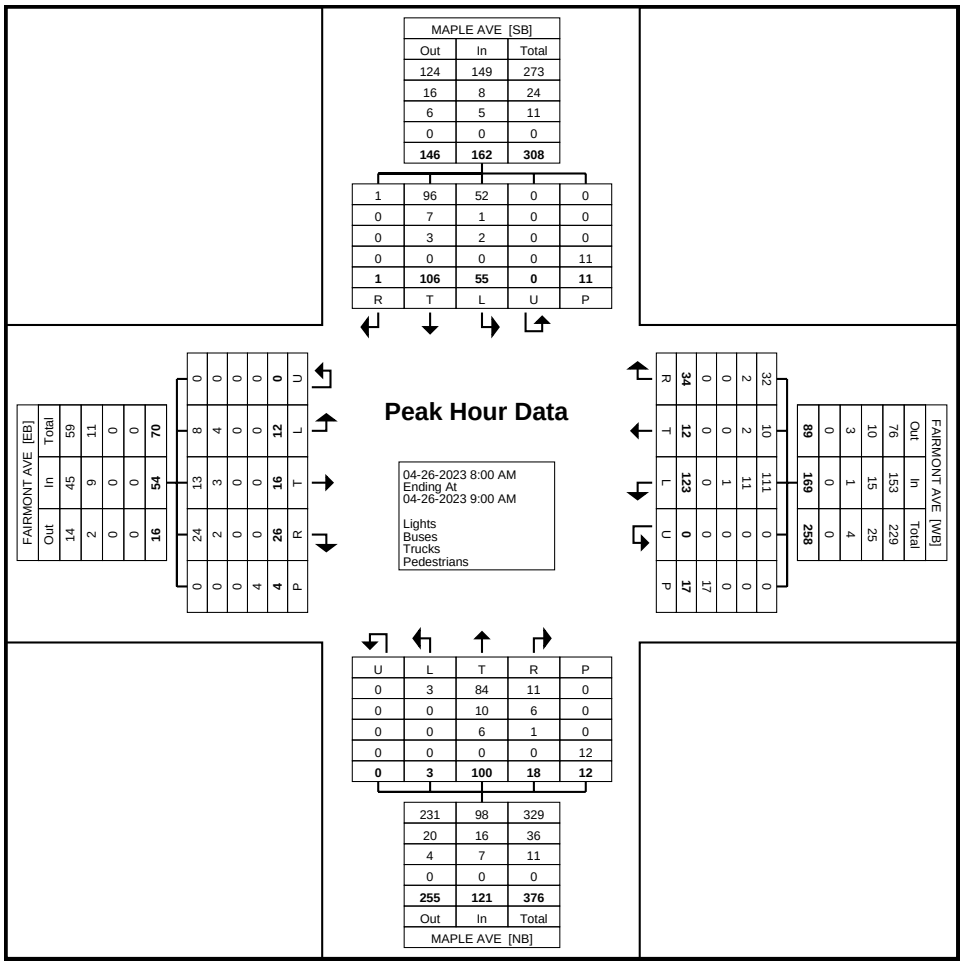
Count Name: 7-MAPLE AVE AT FAIRMONT AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	MAPLE AVE Southbound						FAIRMONT AVE Westbound						MAPLE AVE Northbound						FAIRMONT AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	10	28	0	0	4	38	39	1	7	0	4	47	0	17	6	0	10	23	4	1	2	0	2	7	115
8:15 AM	16	23	0	0	0	39	31	6	9	0	0	46	0	26	7	0	1	33	3	3	6	0	1	12	130
8:30 AM	9	29	0	0	4	38	30	2	12	0	4	44	2	32	5	0	0	39	3	6	8	0	0	17	138
8:45 AM	20	26	1	0	3	47	23	3	6	0	9	32	1	25	0	0	1	26	2	6	10	0	1	18	123
Total	55	106	1	0	11	162	123	12	34	0	17	169	3	100	18	0	12	121	12	16	26	0	4	54	506
Approach %	34.0	65.4	0.6	0.0	-	-	72.8	7.1	20.1	0.0	-	-	2.5	82.6	14.9	0.0	-	-	22.2	29.6	48.1	0.0	-	-	-
Total %	10.9	20.9	0.2	0.0	-	32.0	24.3	2.4	6.7	0.0	-	33.4	0.6	19.8	3.6	0.0	-	23.9	2.4	3.2	5.1	0.0	-	10.7	-
PHF	0.688	0.914	0.250	0.000	-	0.862	0.788	0.500	0.708	0.000	-	0.899	0.375	0.781	0.643	0.000	-	0.776	0.750	0.667	0.650	0.000	-	0.750	0.917
Lights	52	96	1	0	-	149	111	10	32	0	-	153	3	84	11	0	-	98	8	13	24	0	-	45	445
% Lights	94.5	90.6	100.0	-	-	92.0	90.2	83.3	94.1	-	-	90.5	100.0	84.0	61.1	-	-	81.0	66.7	81.3	92.3	-	-	83.3	87.9
Buses	1	7	0	0	-	8	11	2	2	0	-	15	0	10	6	0	-	16	4	3	2	0	-	9	48
% Buses	1.8	6.6	0.0	-	-	4.9	8.9	16.7	5.9	-	-	8.9	0.0	10.0	33.3	-	-	13.2	33.3	18.8	7.7	-	-	16.7	9.5
Trucks	2	3	0	0	-	5	1	0	0	0	-	1	0	6	1	0	-	7	0	0	0	0	-	0	13
% Trucks	3.6	2.8	0.0	-	-	3.1	0.8	0.0	0.0	-	-	0.6	0.0	6.0	5.6	-	-	5.8	0.0	0.0	0.0	-	-	0.0	2.6
Pedestrians	-	-	-	-	11	-	-	-	-	-	17	-	-	-	-	-	12	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Turning Movement Peak Hour Data Plot (8:00 AM)

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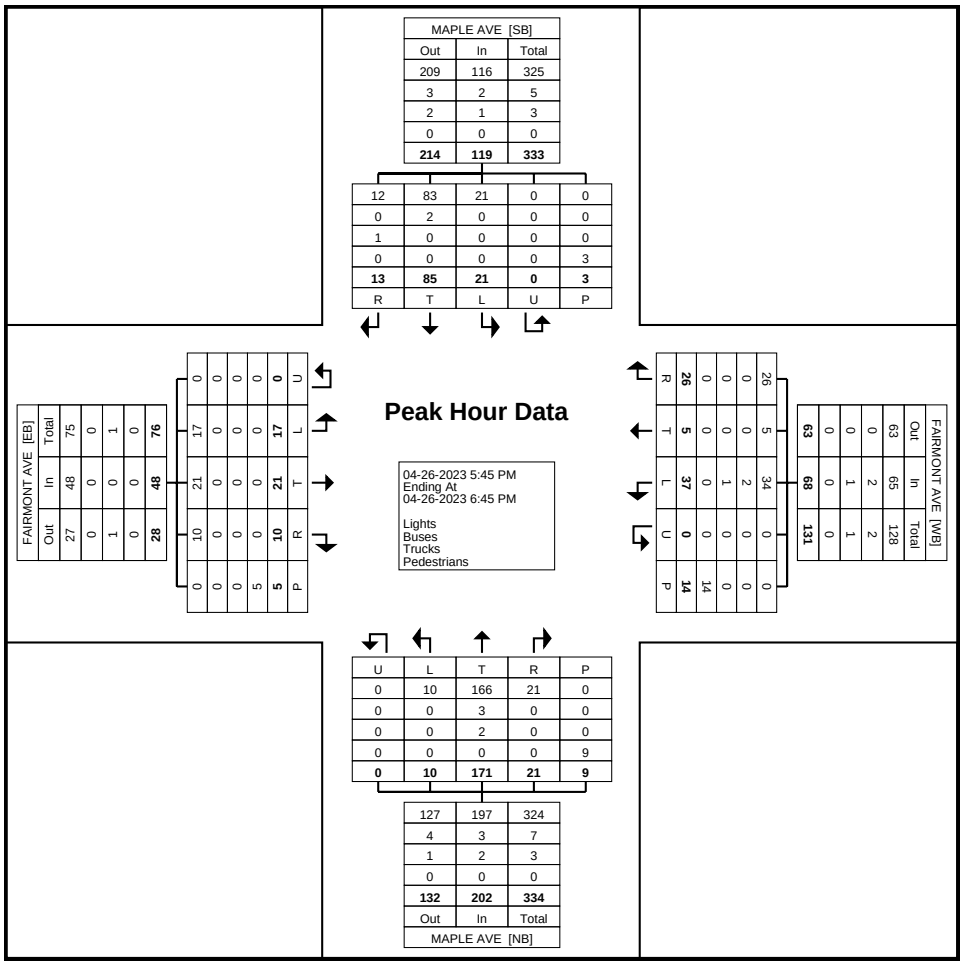
Count Name: 7-MAPLE AVE AT FAIRMONT AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (5:45 PM)

Start Time	MAPLE AVE Southbound						FAIRMONT AVE Westbound						MAPLE AVE Northbound						FAIRMONT AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:45 PM	5	19	6	0	0	30	9	2	7	0	4	18	2	51	4	0	4	57	6	6	1	0	0	13	118
6:00 PM	5	23	3	0	0	31	10	2	3	0	1	15	4	37	3	0	0	44	2	6	3	0	1	11	101
6:15 PM	4	20	3	0	1	27	3	1	8	0	6	12	4	53	7	0	2	64	5	4	4	0	3	13	116
6:30 PM	7	23	1	0	2	31	15	0	8	0	3	23	0	30	7	0	3	37	4	5	2	0	1	11	102
Total	21	85	13	0	3	119	37	5	26	0	14	68	10	171	21	0	9	202	17	21	10	0	5	48	437
Approach %	17.6	71.4	10.9	0.0	-	-	54.4	7.4	38.2	0.0	-	-	5.0	84.7	10.4	0.0	-	-	35.4	43.8	20.8	0.0	-	-	-
Total %	4.8	19.5	3.0	0.0	-	27.2	8.5	1.1	5.9	0.0	-	15.6	2.3	39.1	4.8	0.0	-	46.2	3.9	4.8	2.3	0.0	-	11.0	-
PHF	0.750	0.924	0.542	0.000	-	0.960	0.617	0.625	0.813	0.000	-	0.739	0.625	0.807	0.750	0.000	-	0.789	0.708	0.875	0.625	0.000	-	0.923	0.926
Lights	21	83	12	0	-	116	34	5	26	0	-	65	10	166	21	0	-	197	17	21	10	0	-	48	426
% Lights	100.0	97.6	92.3	-	-	97.5	91.9	100.0	100.0	-	-	95.6	100.0	97.1	100.0	-	-	97.5	100.0	100.0	100.0	-	-	100.0	97.5
Buses	0	2	0	0	-	2	2	0	0	0	-	2	0	3	0	0	-	3	0	0	0	0	-	0	7
% Buses	0.0	2.4	0.0	-	-	1.7	5.4	0.0	0.0	-	-	2.9	0.0	1.8	0.0	-	-	1.5	0.0	0.0	0.0	-	-	0.0	1.6
Trucks	0	0	1	0	-	1	1	0	0	0	-	1	0	2	0	0	-	2	0	0	0	0	-	0	4
% Trucks	0.0	0.0	7.7	-	-	0.8	2.7	0.0	0.0	-	-	1.5	0.0	1.2	0.0	-	-	1.0	0.0	0.0	0.0	-	-	0.0	0.9
Pedestrians	-	-	-	-	3	-	-	-	-	-	14	-	-	-	-	-	9	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (5:45 PM)

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Count Name: 7-MAPLE AVE AT FAIRMONT AVE-SAT
Site Code:
Start Date: 04-29-2023

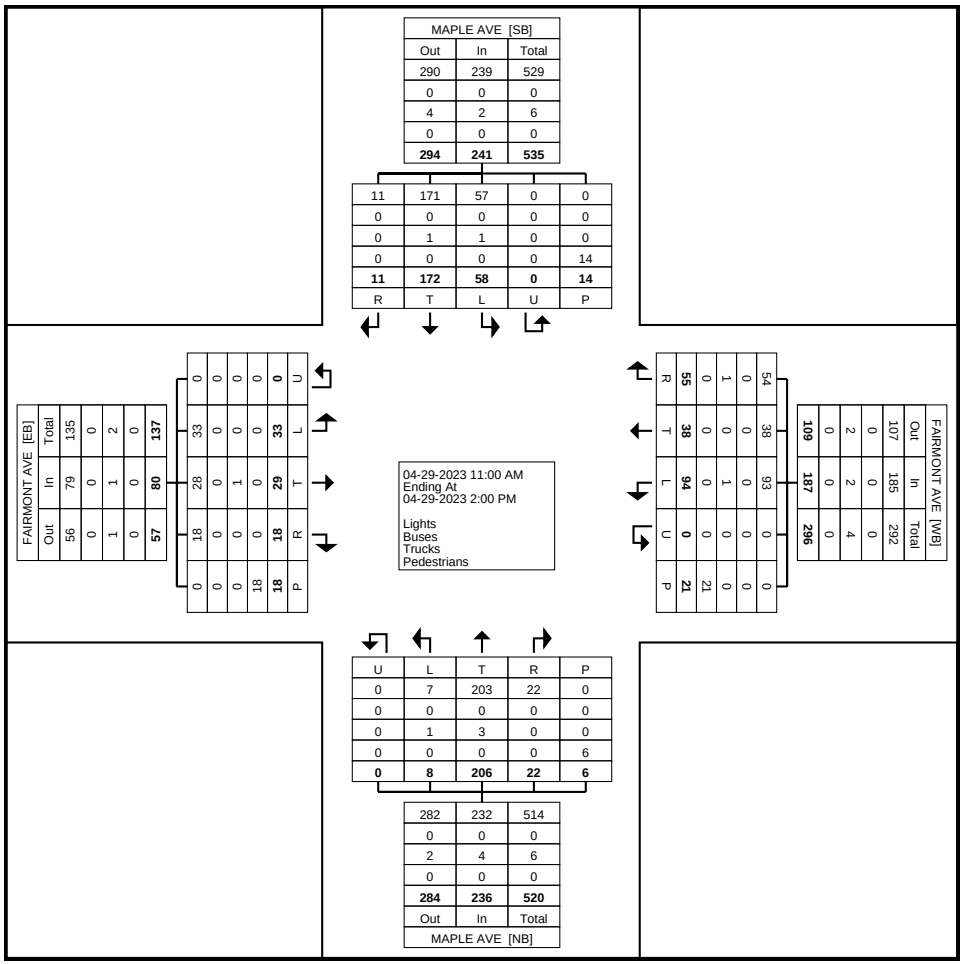
Turning Movement Data

Start Time	MAPLE AVE Southbound						FAIRMONT AVE Westbound						MAPLE AVE Northbound						FAIRMONT AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	2	15	0	0	0	17	5	5	5	0	3	15	0	18	3	0	0	21	4	5	1	0	1	10	63
11:15 AM	4	15	0	0	0	19	10	5	2	0	3	17	1	16	3	0	0	20	0	4	0	0	3	4	60
11:30 AM	6	17	0	0	0	23	6	0	9	0	1	15	1	14	0	0	0	15	2	2	2	0	0	6	59
11:45 AM	6	11	1	0	2	18	8	2	3	0	3	13	2	21	2	0	0	25	4	3	2	0	1	9	65
Hourly Total	18	58	1	0	2	77	29	12	19	0	10	60	4	69	8	0	0	81	10	14	5	0	5	29	247
12:00 PM	5	11	1	0	2	17	16	3	5	0	1	24	0	21	2	0	1	23	5	2	0	0	0	7	71
12:15 PM	3	8	2	0	2	13	4	2	5	0	2	11	0	20	0	0	0	20	1	0	4	0	2	5	49
12:30 PM	5	16	0	0	4	21	10	4	6	0	2	20	0	16	2	0	1	18	4	3	1	0	2	8	67
12:45 PM	2	13	3	0	1	18	4	5	2	0	0	11	2	18	0	0	1	20	0	3	2	0	1	5	54
Hourly Total	15	48	6	0	9	69	34	14	18	0	5	66	2	75	4	0	3	81	10	8	7	0	5	25	241
1:00 PM	8	17	0	0	0	25	4	1	4	0	1	9	1	19	4	0	2	24	2	2	1	0	3	5	63
1:15 PM	6	15	0	0	0	21	3	6	6	0	1	15	0	15	2	0	0	17	2	2	1	0	0	5	58
1:30 PM	5	18	3	0	1	26	12	0	2	0	2	14	0	16	0	0	0	16	5	1	2	0	0	8	64
1:45 PM	6	16	1	0	2	23	12	5	6	0	2	23	1	12	4	0	1	17	4	2	2	0	5	8	71
Hourly Total	25	66	4	0	3	95	31	12	18	0	6	61	2	62	10	0	3	74	13	7	6	0	8	26	256
Grand Total	58	172	11	0	14	241	94	38	55	0	21	187	8	206	22	0	6	236	33	29	18	0	18	80	744
Approach %	24.1	71.4	4.6	0.0	-	-	50.3	20.3	29.4	0.0	-	-	3.4	87.3	9.3	0.0	-	-	41.3	36.3	22.5	0.0	-	-	-
Total %	7.8	23.1	1.5	0.0	-	32.4	12.6	5.1	7.4	0.0	-	25.1	1.1	27.7	3.0	0.0	-	31.7	4.4	3.9	2.4	0.0	-	10.8	-
Lights	57	171	11	0	-	239	93	38	54	0	-	185	7	203	22	0	-	232	33	28	18	0	-	79	735
% Lights	98.3	99.4	100.0	-	-	99.2	98.9	100.0	98.2	-	-	98.9	87.5	98.5	100.0	-	-	98.3	100.0	96.6	100.0	-	-	98.8	98.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	1	1	0	0	-	2	1	0	1	0	-	2	1	3	0	0	-	4	0	1	0	0	-	1	9
% Trucks	1.7	0.6	0.0	-	-	0.8	1.1	0.0	1.8	-	-	1.1	12.5	1.5	0.0	-	-	1.7	0.0	3.4	0.0	-	-	1.3	1.2
Pedestrians	-	-	-	-	14	-	-	-	-	-	21	-	-	-	-	-	6	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 7-MAPLE AVE AT FAIRMONT AVE-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

Traffic Databank LLC
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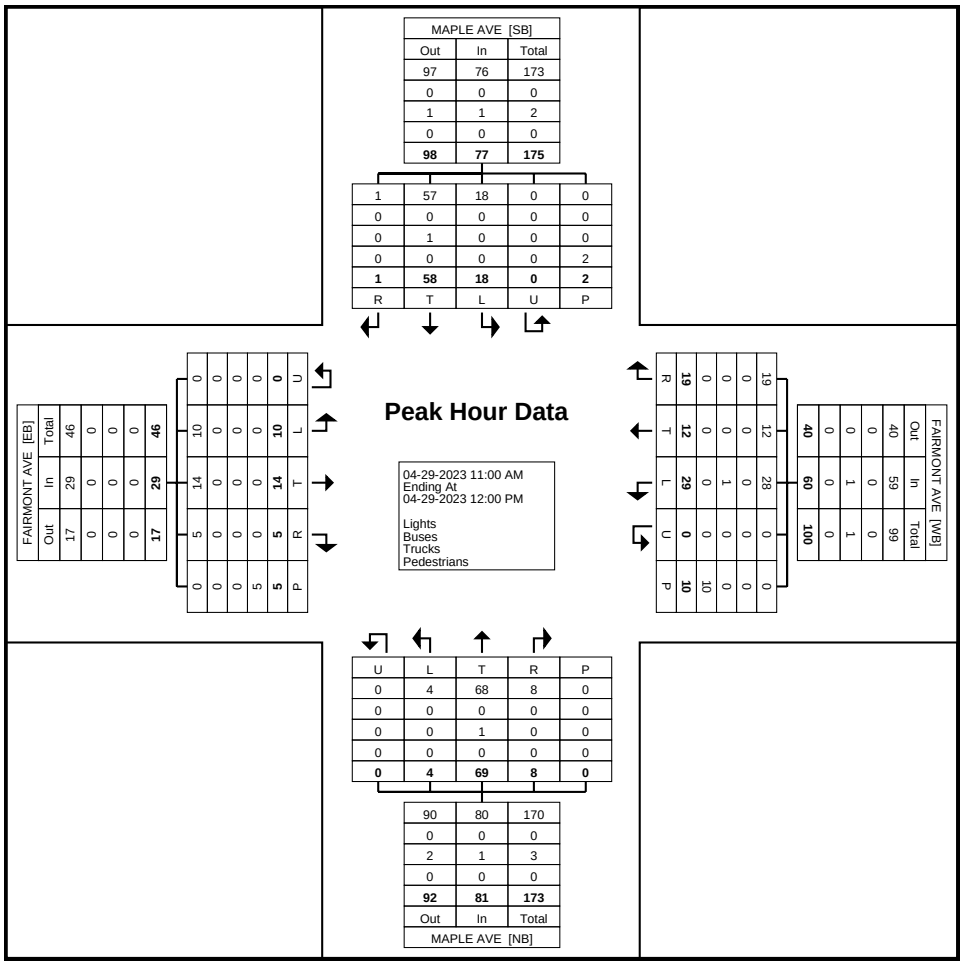
Count Name: 7-MAPLE AVE AT FAIRMONT AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	MAPLE AVE Southbound						FAIRMONT AVE Westbound						MAPLE AVE Northbound						FAIRMONT AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	2	15	0	0	0	17	5	5	5	0	3	15	0	18	3	0	0	21	4	5	1	0	1	10	63
11:15 AM	4	15	0	0	0	19	10	5	2	0	3	17	1	16	3	0	0	20	0	4	0	0	3	4	60
11:30 AM	6	17	0	0	0	23	6	0	9	0	1	15	1	14	0	0	0	15	2	2	2	0	0	6	59
11:45 AM	6	11	1	0	2	18	8	2	3	0	3	13	2	21	2	0	0	25	4	3	2	0	1	9	65
Total	18	58	1	0	2	77	29	12	19	0	10	60	4	69	8	0	0	81	10	14	5	0	5	29	247
Approach %	23.4	75.3	1.3	0.0	-	-	48.3	20.0	31.7	0.0	-	-	4.9	85.2	9.9	0.0	-	-	34.5	48.3	17.2	0.0	-	-	-
Total %	7.3	23.5	0.4	0.0	-	31.2	11.7	4.9	7.7	0.0	-	24.3	1.6	27.9	3.2	0.0	-	32.8	4.0	5.7	2.0	0.0	-	11.7	-
PHF	0.750	0.853	0.250	0.000	-	0.837	0.725	0.600	0.528	0.000	-	0.882	0.500	0.821	0.667	0.000	-	0.810	0.625	0.700	0.625	0.000	-	0.725	0.950
Lights	18	57	1	0	-	76	28	12	19	0	-	59	4	68	8	0	-	80	10	14	5	0	-	29	244
% Lights	100.0	98.3	100.0	-	-	98.7	96.6	100.0	100.0	-	-	98.3	100.0	98.6	100.0	-	-	98.8	100.0	100.0	100.0	-	-	100.0	98.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	1	0	0	-	1	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	3
% Trucks	0.0	1.7	0.0	-	-	1.3	3.4	0.0	0.0	-	-	1.7	0.0	1.4	0.0	-	-	1.2	0.0	0.0	0.0	-	-	0.0	1.2
Pedestrians	-	-	-	-	2	-	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (11:00 AM)

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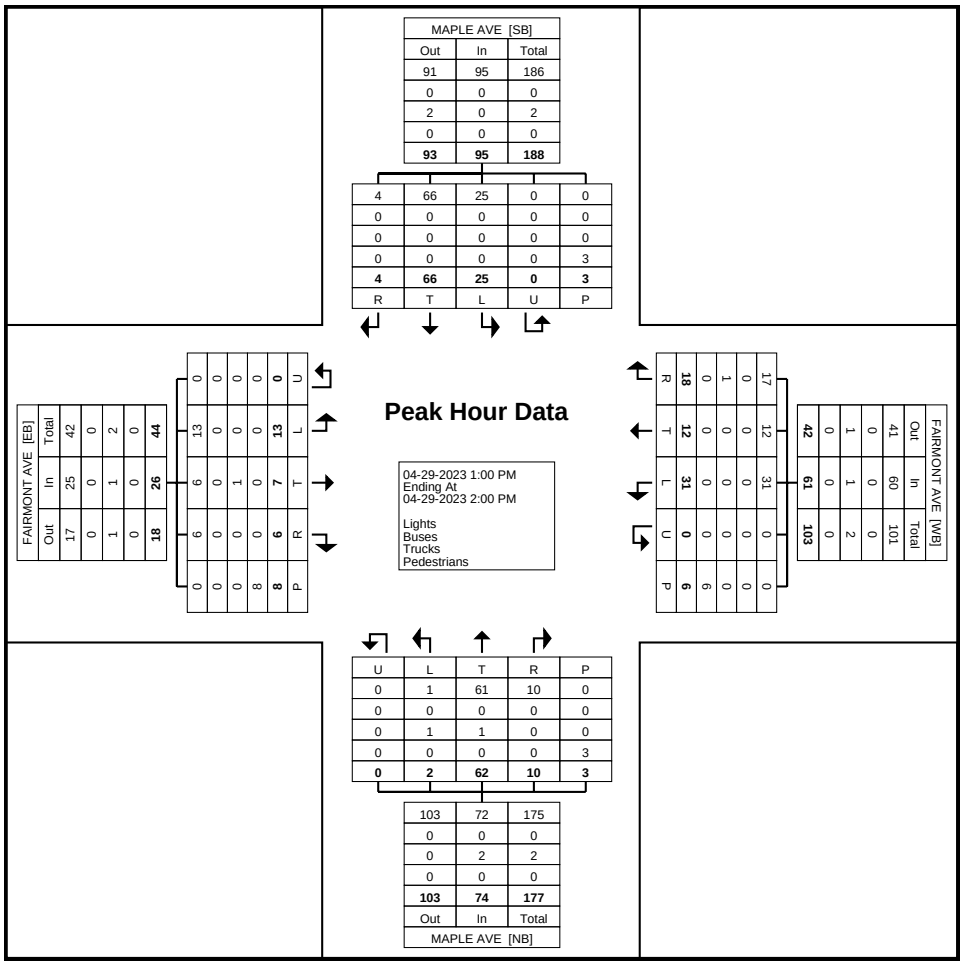
Count Name: 7-MAPLE AVE AT FAIRMONT AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (1:00 PM)

Start Time	MAPLE AVE Southbound						FAIRMONT AVE Westbound						MAPLE AVE Northbound						FAIRMONT AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
1:00 PM	8	17	0	0	0	25	4	1	4	0	1	9	1	19	4	0	2	24	2	2	1	0	3	5	63
1:15 PM	6	15	0	0	0	21	3	6	6	0	1	15	0	15	2	0	0	17	2	2	1	0	0	5	58
1:30 PM	5	18	3	0	1	26	12	0	2	0	2	14	0	16	0	0	0	16	5	1	2	0	0	8	64
1:45 PM	6	16	1	0	2	23	12	5	6	0	2	23	1	12	4	0	1	17	4	2	2	0	5	8	71
Total	25	66	4	0	3	95	31	12	18	0	6	61	2	62	10	0	3	74	13	7	6	0	8	26	256
Approach %	26.3	69.5	4.2	0.0	-	-	50.8	19.7	29.5	0.0	-	-	2.7	83.8	13.5	0.0	-	-	50.0	26.9	23.1	0.0	-	-	-
Total %	9.8	25.8	1.6	0.0	-	37.1	12.1	4.7	7.0	0.0	-	23.8	0.8	24.2	3.9	0.0	-	28.9	5.1	2.7	2.3	0.0	-	10.2	-
PHF	0.781	0.917	0.333	0.000	-	0.913	0.646	0.500	0.750	0.000	-	0.663	0.500	0.816	0.625	0.000	-	0.771	0.650	0.875	0.750	0.000	-	0.813	0.901
Lights	25	66	4	0	-	95	31	12	17	0	-	60	1	61	10	0	-	72	13	6	6	0	-	25	252
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	100.0	94.4	-	-	98.4	50.0	98.4	100.0	-	-	97.3	100.0	85.7	100.0	-	-	96.2	98.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	1	0	-	1	1	1	0	0	-	2	0	1	0	0	-	1	4
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	5.6	-	-	1.6	50.0	1.6	0.0	-	-	2.7	0.0	14.3	0.0	-	-	3.8	1.6
Pedestrians	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (1:00 PM)

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Count Name: 8-NEW MAIN ST AT ROUTE 9W-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

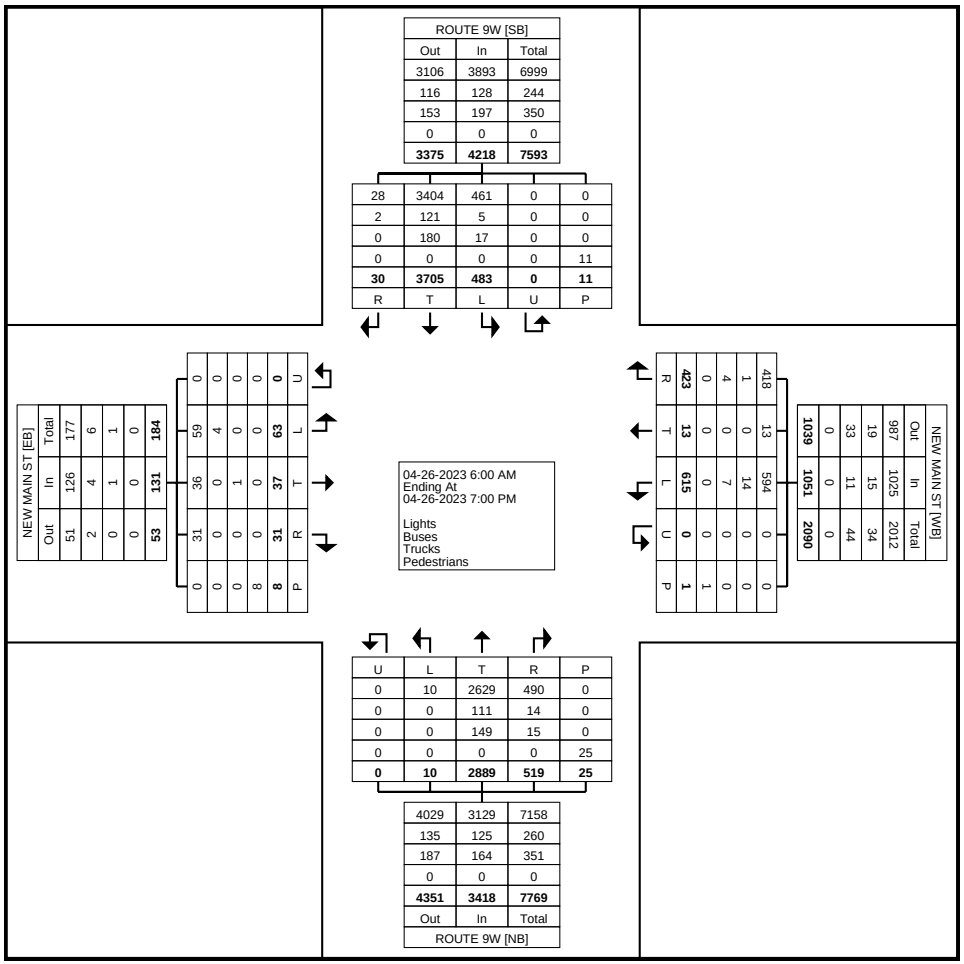
Start Time	ROUTE 9W Southbound						NEW MAIN ST Westbound						ROUTE 9W Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	8	132	0	0	0	140	20	0	6	0	0	26	0	32	8	0	0	40	0	0	0	0	0	0	206
6:15 AM	14	160	1	0	2	175	24	1	15	0	0	40	0	41	2	0	1	43	0	0	0	0	0	0	258
6:30 AM	9	202	0	0	0	211	51	1	15	0	0	67	0	63	5	0	1	68	2	3	2	0	0	7	353
6:45 AM	6	228	0	0	0	234	26	0	6	0	0	32	0	91	8	0	0	99	2	1	0	0	0	3	368
Hourly Total	37	722	1	0	2	760	121	2	42	0	0	165	0	227	23	0	2	250	4	4	2	0	0	10	1185
7:00 AM	12	205	1	0	0	218	16	2	17	0	0	35	0	54	8	0	0	62	3	1	0	0	0	4	319
7:15 AM	13	197	2	0	0	212	33	0	7	0	0	40	0	90	12	0	0	102	4	1	2	0	0	7	361
7:30 AM	14	208	0	0	0	222	40	0	22	0	0	62	0	96	11	0	0	107	5	1	0	0	1	6	397
7:45 AM	8	201	0	0	0	209	25	0	16	0	0	41	1	109	22	0	2	132	4	1	3	0	0	8	390
Hourly Total	47	811	3	0	0	861	114	2	62	0	0	178	1	349	53	0	2	403	16	4	5	0	1	25	1467
8:00 AM	24	191	0	0	0	215	18	0	13	0	0	31	0	93	32	0	1	125	3	0	3	0	0	6	377
8:15 AM	12	193	1	0	0	206	27	2	14	0	0	43	0	105	27	0	0	132	2	0	0	0	0	2	383
8:30 AM	14	186	2	0	0	202	33	0	14	0	0	47	0	109	23	0	0	132	4	3	0	0	0	7	388
8:45 AM	23	164	2	0	1	189	37	0	13	0	0	50	1	104	25	0	0	130	4	2	1	0	0	7	376
Hourly Total	73	734	5	0	1	812	115	2	54	0	0	171	1	411	107	0	1	519	13	5	4	0	0	22	1524
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	15	135	2	0	0	152	27	1	24	0	0	52	0	161	36	0	1	197	1	1	2	0	0	4	405
4:15 PM	17	129	3	0	0	149	23	1	27	0	0	51	2	166	27	0	1	195	1	1	2	0	0	4	399
4:30 PM	30	145	1	0	1	176	27	0	21	0	0	48	0	154	23	0	3	177	4	1	2	0	0	7	408
4:45 PM	30	126	3	0	1	159	22	2	19	0	0	43	3	161	29	0	4	193	6	1	3	0	1	10	405
Hourly Total	92	535	9	0	2	636	99	4	91	0	0	194	5	642	115	0	9	762	12	4	9	0	1	25	1617
5:00 PM	24	140	3	0	2	167	28	0	21	0	0	49	0	153	24	0	2	177	3	1	1	0	1	5	398
5:15 PM	30	121	0	0	2	151	12	0	18	0	0	30	0	175	24	0	0	199	2	3	0	0	0	5	385
5:30 PM	22	117	1	0	0	140	15	0	22	0	0	37	1	165	20	0	4	186	4	4	2	0	2	10	373
5:45 PM	28	104	1	0	0	133	27	0	20	0	0	47	0	161	30	0	1	191	2	3	3	0	1	8	379
Hourly Total	104	482	5	0	4	591	82	0	81	0	0	163	1	654	98	0	7	753	11	11	6	0	4	28	1535
6:00 PM	36	121	3	0	0	160	23	0	23	0	0	46	0	172	30	0	0	202	3	3	1	0	0	7	415
6:15 PM	41	95	1	0	1	137	18	0	23	0	0	41	0	155	32	0	2	187	1	2	2	0	1	5	370
6:30 PM	16	96	2	0	0	114	13	1	24	0	0	38	1	159	25	0	1	185	0	0	1	0	0	1	338
6:45 PM	37	109	1	0	1	147	30	2	23	0	1	55	1	120	36	0	1	157	3	4	1	0	1	8	367
Hourly Total	130	421	7	0	2	558	84	3	93	0	1	180	2	606	123	0	4	731	7	9	5	0	2	21	1490
Grand Total	483	3705	30	0	11	4218	615	13	423	0	1	1051	10	2889	519	0	25	3418	63	37	31	0	8	131	8818
Approach %	11.5	87.8	0.7	0.0	-	-	58.5	1.2	40.2	0.0	-	-	0.3	84.5	15.2	0.0	-	-	48.1	28.2	23.7	0.0	-	-	-
Total %	5.5	42.0	0.3	0.0	-	47.8	7.0	0.1	4.8	0.0	-	11.9	0.1	32.8	5.9	0.0	-	38.8	0.7	0.4	0.4	0.0	-	1.5	-
Lights	461	3404	28	0	-	3893	594	13	418	0	-	1025	10	2629	490	0	-	3129	59	36	31	0	-	126	8173
% Lights	95.4	91.9	93.3	-	-	92.3	96.6	100.0	98.8	-	-	97.5	100.0	91.0	94.4	-	-	91.5	93.7	97.3	100.0	-	-	96.2	92.7
Buses	5	121	2	0	-	128	14	0	1	0	-	15	0	111	14	0	-	125	4	0	0	0	-	4	272
% Buses	1.0	3.3	6.7	-	-	3.0	2.3	0.0	0.2	-	-	1.4	0.0	3.8	2.7	-	-	3.7	6.3	0.0	0.0	-	-	3.1	3.1

Trucks	17	180	0	0	-	197	7	0	4	0	-	11	0	149	15	0	-	164	0	1	0	0	-	1	373
% Trucks	3.5	4.9	0.0	-	-	4.7	1.1	0.0	0.9	-	-	1.0	0.0	5.2	2.9	-	-	4.8	0.0	2.7	0.0	-	-	0.8	4.2
Pedestrians	-	-	-	-	11	-	-	-	-	-	1	-	-	-	-	-	25	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Count Name: 8-NEW MAIN ST AT ROUTE 9W-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

Traffic Databank LLC
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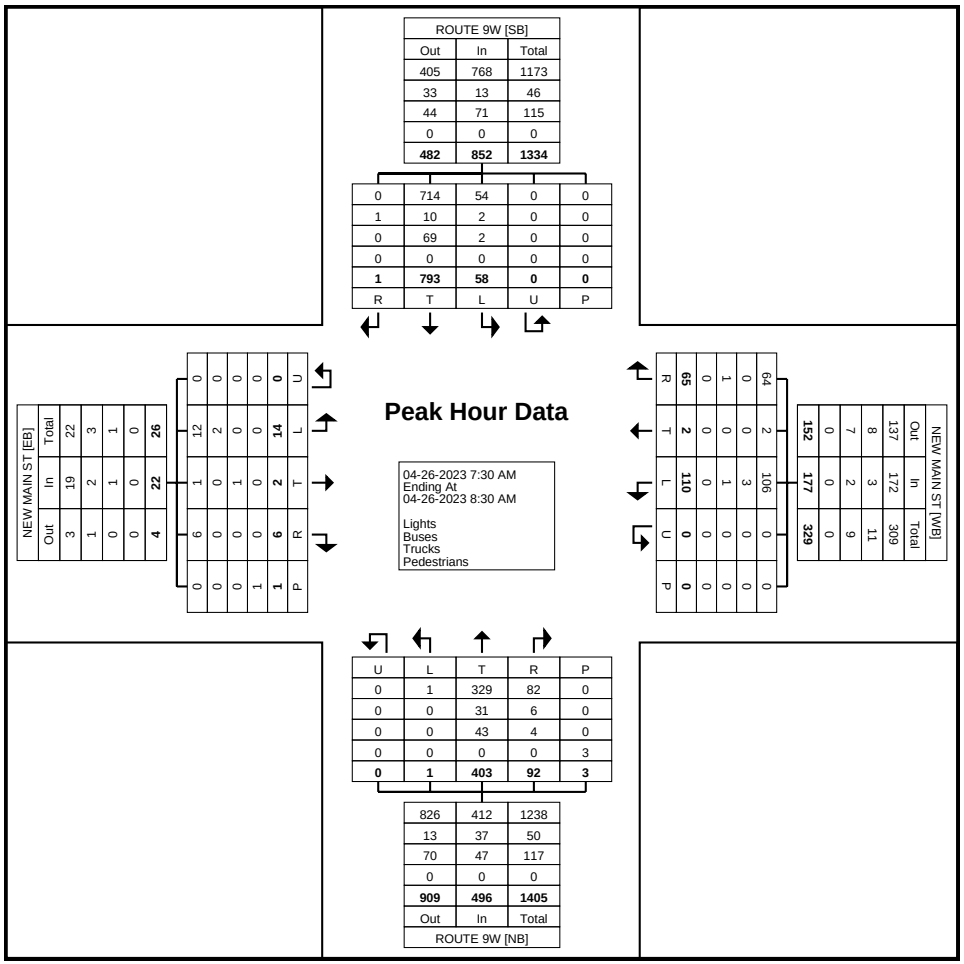
Count Name: 8-NEW MAIN ST AT ROUTE 9W-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	ROUTE 9W Southbound						NEW MAIN ST Westbound						ROUTE 9W Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	14	208	0	0	0	222	40	0	22	0	0	62	0	96	11	0	0	107	5	1	0	0	1	6	397
7:45 AM	8	201	0	0	0	209	25	0	16	0	0	41	1	109	22	0	2	132	4	1	3	0	0	8	390
8:00 AM	24	191	0	0	0	215	18	0	13	0	0	31	0	93	32	0	1	125	3	0	3	0	0	6	377
8:15 AM	12	193	1	0	0	206	27	2	14	0	0	43	0	105	27	0	0	132	2	0	0	0	0	2	383
Total	58	793	1	0	0	852	110	2	65	0	0	177	1	403	92	0	3	496	14	2	6	0	1	22	1547
Approach %	6.8	93.1	0.1	0.0	-	-	62.1	1.1	36.7	0.0	-	-	0.2	81.3	18.5	0.0	-	-	63.6	9.1	27.3	0.0	-	-	-
Total %	3.7	51.3	0.1	0.0	-	55.1	7.1	0.1	4.2	0.0	-	11.4	0.1	26.1	5.9	0.0	-	32.1	0.9	0.1	0.4	0.0	-	1.4	-
PHF	0.604	0.953	0.250	0.000	-	0.959	0.688	0.250	0.739	0.000	-	0.714	0.250	0.924	0.719	0.000	-	0.939	0.700	0.500	0.500	0.000	-	0.688	0.974
Lights	54	714	0	0	-	768	106	2	64	0	-	172	1	329	82	0	-	412	12	1	6	0	-	19	1371
% Lights	93.1	90.0	0.0	-	-	90.1	96.4	100.0	98.5	-	-	97.2	100.0	81.6	89.1	-	-	83.1	85.7	50.0	100.0	-	-	86.4	88.6
Buses	2	10	1	0	-	13	3	0	0	0	-	3	0	31	6	0	-	37	2	0	0	0	-	2	55
% Buses	3.4	1.3	100.0	-	-	1.5	2.7	0.0	0.0	-	-	1.7	0.0	7.7	6.5	-	-	7.5	14.3	0.0	0.0	-	-	9.1	3.6
Trucks	2	69	0	0	-	71	1	0	1	0	-	2	0	43	4	0	-	47	0	1	0	0	-	1	121
% Trucks	3.4	8.7	0.0	-	-	8.3	0.9	0.0	1.5	-	-	1.1	0.0	10.7	4.3	-	-	9.5	0.0	50.0	0.0	-	-	4.5	7.8
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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Count Name: 8-NEW MAIN ST AT ROUTE 9W-WED
Site Code:
Start Date: 04-26-2023

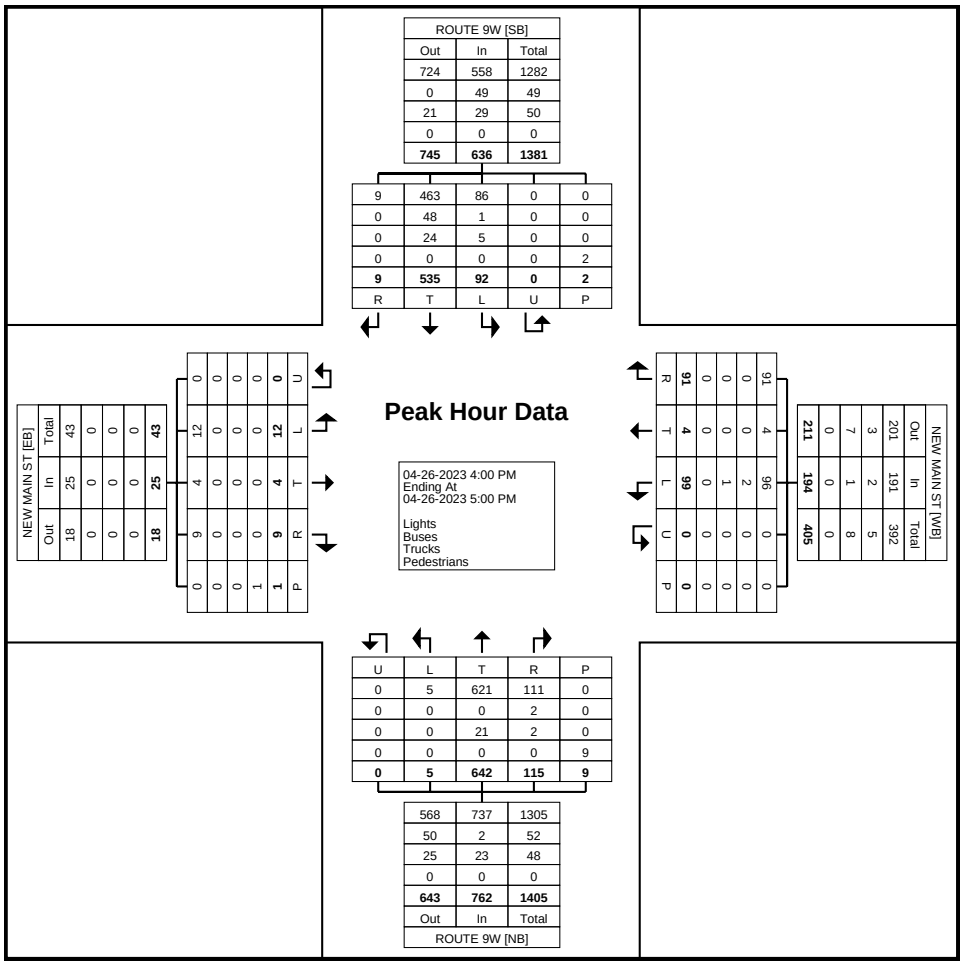
Turning Movement Peak Hour Data (4:00 PM)

Start Time	ROUTE 9W Southbound						NEW MAIN ST Westbound						ROUTE 9W Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:00 PM	15	135	2	0	0	152	27	1	24	0	0	52	0	161	36	0	1	197	1	1	2	0	0	4	405
4:15 PM	17	129	3	0	0	149	23	1	27	0	0	51	2	166	27	0	1	195	1	1	2	0	0	4	399
4:30 PM	30	145	1	0	1	176	27	0	21	0	0	48	0	154	23	0	3	177	4	1	2	0	0	7	408
4:45 PM	30	126	3	0	1	159	22	2	19	0	0	43	3	161	29	0	4	193	6	1	3	0	1	10	405
Total	92	535	9	0	2	636	99	4	91	0	0	194	5	642	115	0	9	762	12	4	9	0	1	25	1617
Approach %	14.5	84.1	1.4	0.0	-	-	51.0	2.1	46.9	0.0	-	-	0.7	84.3	15.1	0.0	-	-	48.0	16.0	36.0	0.0	-	-	-
Total %	5.7	33.1	0.6	0.0	-	39.3	6.1	0.2	5.6	0.0	-	12.0	0.3	39.7	7.1	0.0	-	47.1	0.7	0.2	0.6	0.0	-	1.5	-
PHF	0.767	0.922	0.750	0.000	-	0.903	0.917	0.500	0.843	0.000	-	0.933	0.417	0.967	0.799	0.000	-	0.967	0.500	1.000	0.750	0.000	-	0.625	0.991
Lights	86	463	9	0	-	558	96	4	91	0	-	191	5	621	111	0	-	737	12	4	9	0	-	25	1511
% Lights	93.5	86.5	100.0	-	-	87.7	97.0	100.0	100.0	-	-	98.5	100.0	96.7	96.5	-	-	96.7	100.0	100.0	100.0	-	-	100.0	93.4
Buses	1	48	0	0	-	49	2	0	0	0	-	2	0	0	2	0	-	2	0	0	0	0	-	0	53
% Buses	1.1	9.0	0.0	-	-	7.7	2.0	0.0	0.0	-	-	1.0	0.0	0.0	1.7	-	-	0.3	0.0	0.0	0.0	-	-	0.0	3.3
Trucks	5	24	0	0	-	29	1	0	0	0	-	1	0	21	2	0	-	23	0	0	0	0	-	0	53
% Trucks	5.4	4.5	0.0	-	-	4.6	1.0	0.0	0.0	-	-	0.5	0.0	3.3	1.7	-	-	3.0	0.0	0.0	0.0	-	-	0.0	3.3
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Count Name: 8-NEW MAIN ST AT ROUTE 9W-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Peak Hour Data Plot (4:00 PM)

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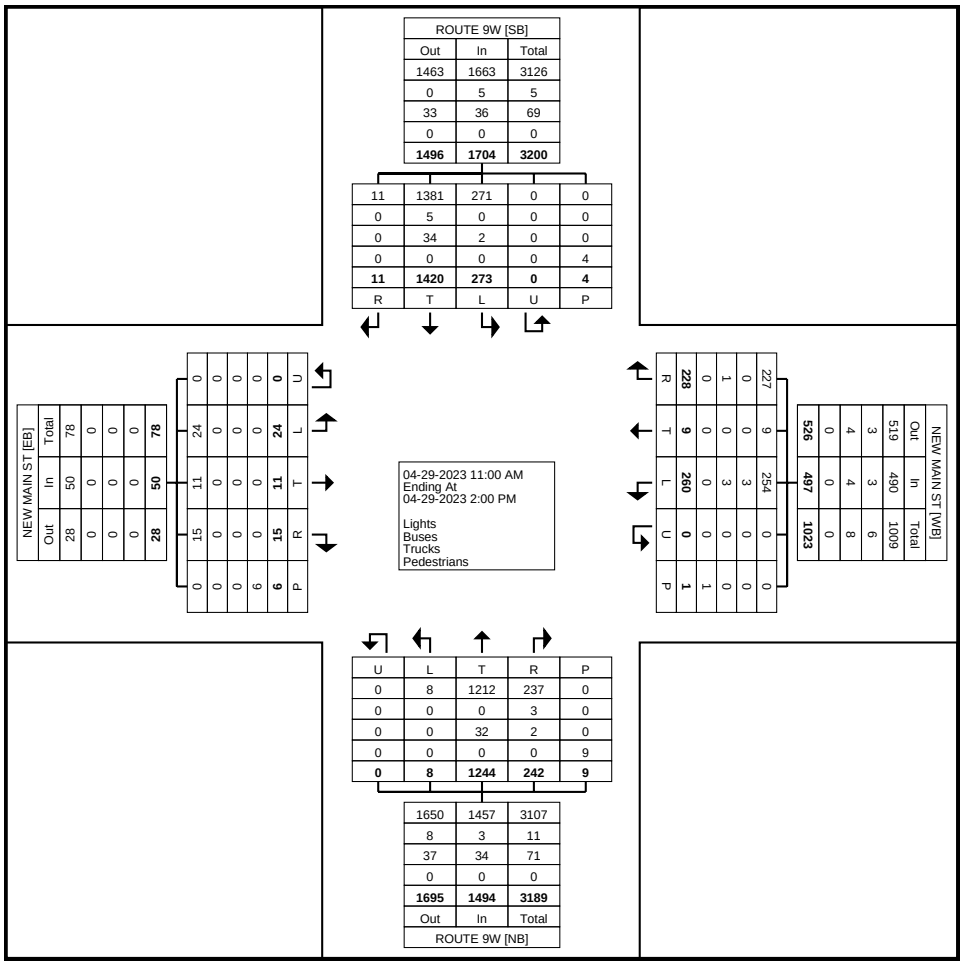
Count Name: 8-NEW MAIN ST AT ROUTE 9W-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Data

Start Time	ROUTE 9W Southbound						NEW MAIN ST Westbound						ROUTE 9W Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	15	126	2	0	0	143	21	0	15	0	0	36	1	86	18	0	0	105	2	0	1	0	0	3	287
11:15 AM	20	104	0	0	0	124	23	0	26	0	1	49	0	96	15	0	1	111	1	0	0	0	0	1	285
11:30 AM	19	109	1	0	0	129	19	0	22	0	0	41	1	116	20	0	1	137	2	0	0	0	0	2	309
11:45 AM	35	128	0	0	0	163	23	1	18	0	0	42	1	101	17	0	0	119	1	4	1	0	0	6	330
Hourly Total	89	467	3	0	0	559	86	1	81	0	1	168	3	399	70	0	2	472	6	4	2	0	0	12	1211
12:00 PM	19	110	1	0	0	130	17	1	20	0	0	38	0	92	25	0	1	117	1	0	1	0	0	2	287
12:15 PM	19	141	1	0	3	161	23	2	16	0	0	41	0	106	29	0	1	135	2	1	3	0	2	6	343
12:30 PM	29	125	1	0	0	155	24	1	13	0	0	38	1	106	23	0	0	130	4	1	2	0	1	7	330
12:45 PM	18	132	2	0	0	152	17	1	18	0	0	36	1	100	16	0	1	117	2	0	2	0	2	4	309
Hourly Total	85	508	5	0	3	598	81	5	67	0	0	153	2	404	93	0	3	499	9	2	8	0	5	19	1269
1:00 PM	17	114	1	0	0	132	24	1	33	0	0	58	2	112	16	0	0	130	2	0	1	0	0	3	323
1:15 PM	27	102	0	0	0	129	23	0	14	0	0	37	0	99	27	0	2	126	1	3	1	0	0	5	297
1:30 PM	28	114	2	0	0	144	23	2	22	0	0	47	1	110	18	0	0	129	4	0	3	0	0	7	327
1:45 PM	27	115	0	0	1	142	23	0	11	0	0	34	0	120	18	0	2	138	2	2	0	0	1	4	318
Hourly Total	99	445	3	0	1	547	93	3	80	0	0	176	3	441	79	0	4	523	9	5	5	0	1	19	1265
Grand Total	273	1420	11	0	4	1704	260	9	228	0	1	497	8	1244	242	0	9	1494	24	11	15	0	6	50	3745
Approach %	16.0	83.3	0.6	0.0	-	-	52.3	1.8	45.9	0.0	-	-	0.5	83.3	16.2	0.0	-	-	48.0	22.0	30.0	0.0	-	-	-
Total %	7.3	37.9	0.3	0.0	-	45.5	6.9	0.2	6.1	0.0	-	13.3	0.2	33.2	6.5	0.0	-	39.9	0.6	0.3	0.4	0.0	-	1.3	-
Lights	271	1381	11	0	-	1663	254	9	227	0	-	490	8	1212	237	0	-	1457	24	11	15	0	-	50	3660
% Lights	99.3	97.3	100.0	-	-	97.6	97.7	100.0	99.6	-	-	98.6	100.0	97.4	97.9	-	-	97.5	100.0	100.0	100.0	-	-	100.0	97.7
Buses	0	5	0	0	-	5	3	0	0	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	11
% Buses	0.0	0.4	0.0	-	-	0.3	1.2	0.0	0.0	-	-	0.6	0.0	0.0	1.2	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.3
Trucks	2	34	0	0	-	36	3	0	1	0	-	4	0	32	2	0	-	34	0	0	0	0	-	0	74
% Trucks	0.7	2.4	0.0	-	-	2.1	1.2	0.0	0.4	-	-	0.8	0.0	2.6	0.8	-	-	2.3	0.0	0.0	0.0	-	-	0.0	2.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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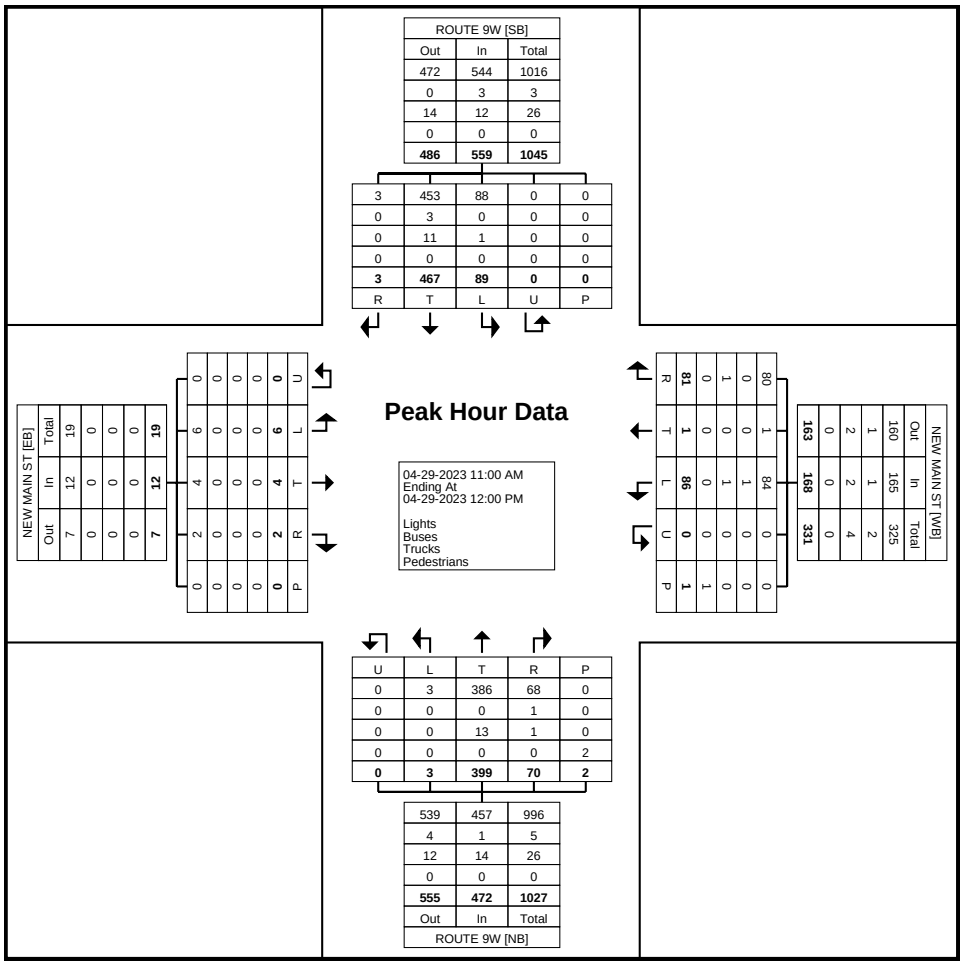
Count Name: 8-NEW MAIN ST AT ROUTE 9W-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	ROUTE 9W Southbound						NEW MAIN ST Westbound						ROUTE 9W Northbound						NEW MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	15	126	2	0	0	143	21	0	15	0	0	36	1	86	18	0	0	105	2	0	1	0	0	3	287
11:15 AM	20	104	0	0	0	124	23	0	26	0	1	49	0	96	15	0	1	111	1	0	0	0	0	1	285
11:30 AM	19	109	1	0	0	129	19	0	22	0	0	41	1	116	20	0	1	137	2	0	0	0	0	2	309
11:45 AM	35	128	0	0	0	163	23	1	18	0	0	42	1	101	17	0	0	119	1	4	1	0	0	6	330
Total	89	467	3	0	0	559	86	1	81	0	1	168	3	399	70	0	2	472	6	4	2	0	0	12	1211
Approach %	15.9	83.5	0.5	0.0	-	-	51.2	0.6	48.2	0.0	-	-	0.6	84.5	14.8	0.0	-	-	50.0	33.3	16.7	0.0	-	-	-
Total %	7.3	38.6	0.2	0.0	-	46.2	7.1	0.1	6.7	0.0	-	13.9	0.2	32.9	5.8	0.0	-	39.0	0.5	0.3	0.2	0.0	-	1.0	-
PHF	0.636	0.912	0.375	0.000	-	0.857	0.935	0.250	0.779	0.000	-	0.857	0.750	0.860	0.875	0.000	-	0.861	0.750	0.250	0.500	0.000	-	0.500	0.917
Lights	88	453	3	0	-	544	84	1	80	0	-	165	3	386	68	0	-	457	6	4	2	0	-	12	1178
% Lights	98.9	97.0	100.0	-	-	97.3	97.7	100.0	98.8	-	-	98.2	100.0	96.7	97.1	-	-	96.8	100.0	100.0	100.0	-	-	100.0	97.3
Buses	0	3	0	0	-	3	1	0	0	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	5
% Buses	0.0	0.6	0.0	-	-	0.5	1.2	0.0	0.0	-	-	0.6	0.0	0.0	1.4	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.4
Trucks	1	11	0	0	-	12	1	0	1	0	-	2	0	13	1	0	-	14	0	0	0	0	-	0	28
% Trucks	1.1	2.4	0.0	-	-	2.1	1.2	0.0	1.2	-	-	1.2	0.0	3.3	1.4	-	-	3.0	0.0	0.0	0.0	-	-	0.0	2.3
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (11:00 AM)

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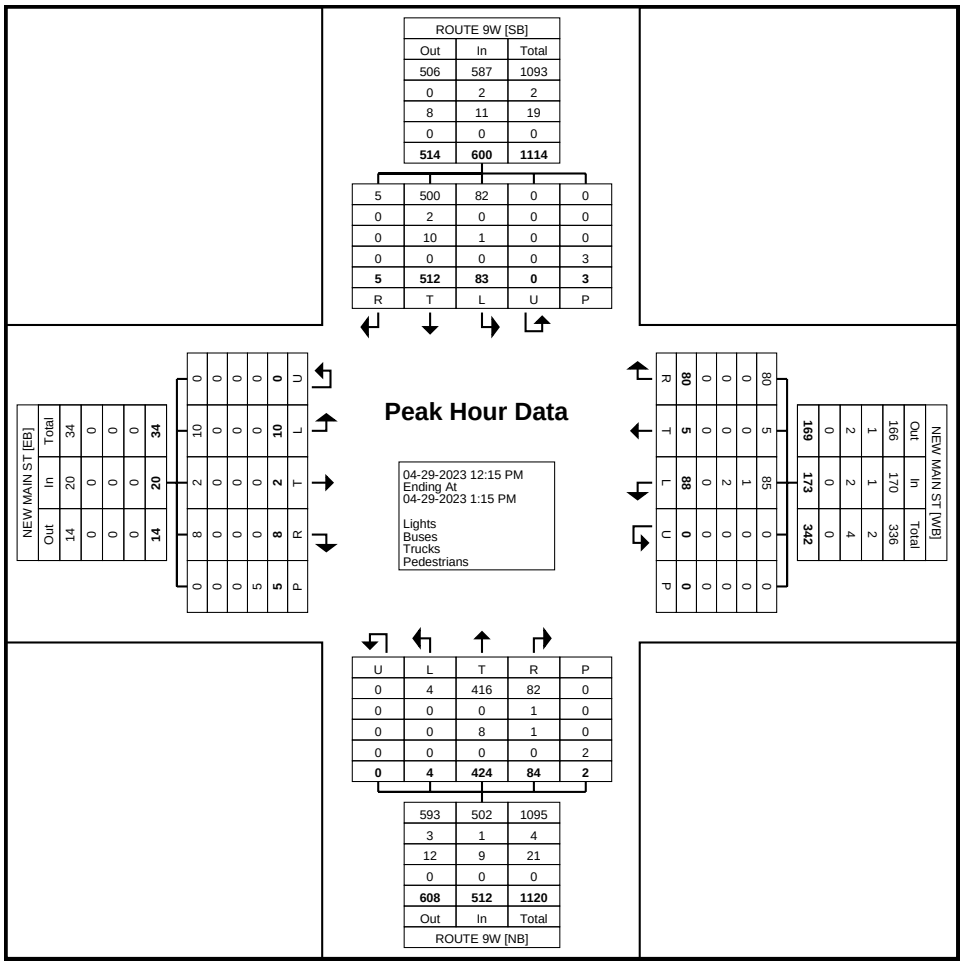
Count Name: 8-NEW MAIN ST AT ROUTE 9W-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:15 PM)

Start Time	ROUTE 9W Southbound						NEW MAIN ST Westbound						ROUTE 9W Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:15 PM	19	141	1	0	3	161	23	2	16	0	0	41	0	106	29	0	1	135	2	1	3	0	2	6	343
12:30 PM	29	125	1	0	0	155	24	1	13	0	0	38	1	106	23	0	0	130	4	1	2	0	1	7	330
12:45 PM	18	132	2	0	0	152	17	1	18	0	0	36	1	100	16	0	1	117	2	0	2	0	2	4	309
1:00 PM	17	114	1	0	0	132	24	1	33	0	0	58	2	112	16	0	0	130	2	0	1	0	0	3	323
Total	83	512	5	0	3	600	88	5	80	0	0	173	4	424	84	0	2	512	10	2	8	0	5	20	1305
Approach %	13.8	85.3	0.8	0.0	-	-	50.9	2.9	46.2	0.0	-	-	0.8	82.8	16.4	0.0	-	-	50.0	10.0	40.0	0.0	-	-	-
Total %	6.4	39.2	0.4	0.0	-	46.0	6.7	0.4	6.1	0.0	-	13.3	0.3	32.5	6.4	0.0	-	39.2	0.8	0.2	0.6	0.0	-	1.5	-
PHF	0.716	0.908	0.625	0.000	-	0.932	0.917	0.625	0.606	0.000	-	0.746	0.500	0.946	0.724	0.000	-	0.948	0.625	0.500	0.667	0.000	-	0.714	0.951
Lights	82	500	5	0	-	587	85	5	80	0	-	170	4	416	82	0	-	502	10	2	8	0	-	20	1279
% Lights	98.8	97.7	100.0	-	-	97.8	96.6	100.0	100.0	-	-	98.3	100.0	98.1	97.6	-	-	98.0	100.0	100.0	100.0	-	-	100.0	98.0
Buses	0	2	0	0	-	2	1	0	0	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	4
% Buses	0.0	0.4	0.0	-	-	0.3	1.1	0.0	0.0	-	-	0.6	0.0	0.0	1.2	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.3
Trucks	1	10	0	0	-	11	2	0	0	0	-	2	0	8	1	0	-	9	0	0	0	0	-	0	22
% Trucks	1.2	2.0	0.0	-	-	1.8	2.3	0.0	0.0	-	-	1.2	0.0	1.9	1.2	-	-	1.8	0.0	0.0	0.0	-	-	0.0	1.7
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (12:15 PM)

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Count Name: 9-NEW MAIN ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023

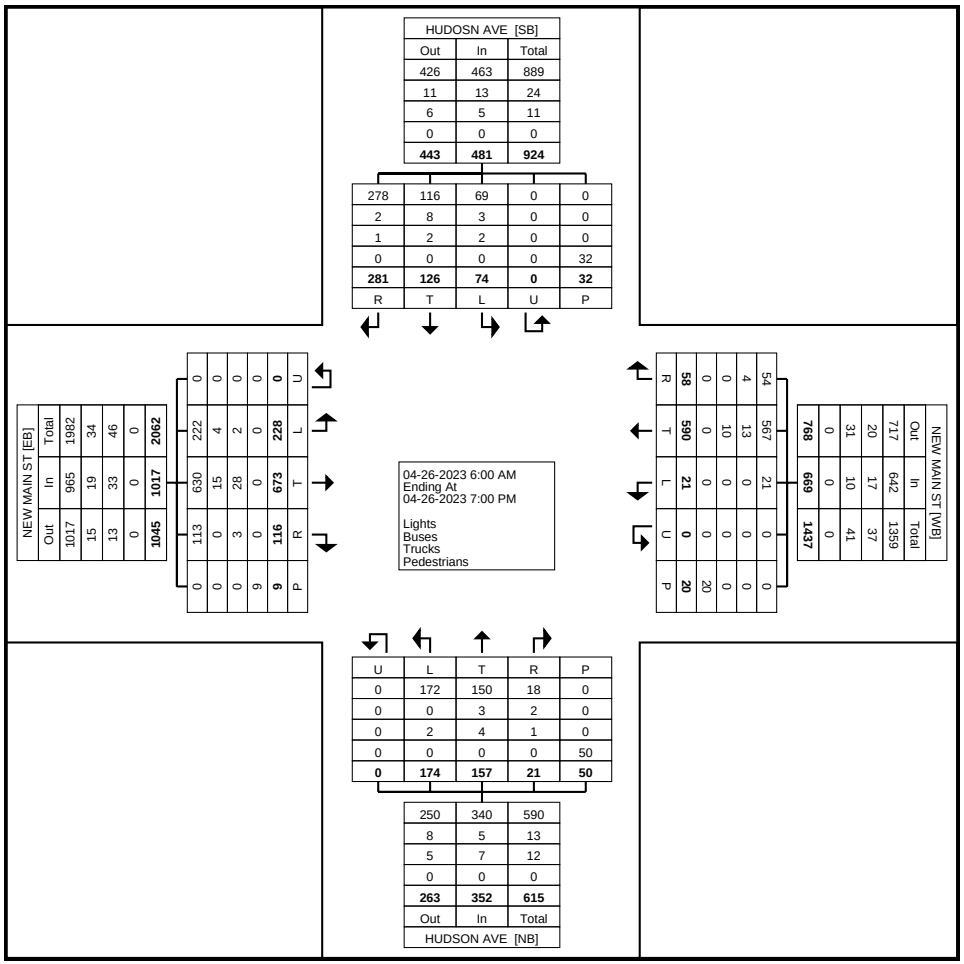
Turning Movement Data

Start Time	HUDOSN AVE Southbound						NEW MAIN ST Westbound						HUDSON AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	1	1	11	0	0	13	0	15	1	0	0	16	1	3	1	0	0	5	3	12	2	0	0	17	51
6:15 AM	0	1	10	0	2	11	2	26	1	0	0	29	10	4	0	0	1	14	1	9	6	0	0	16	70
6:30 AM	1	2	20	0	1	23	4	33	1	0	4	38	7	5	0	0	2	12	2	14	2	0	0	18	91
6:45 AM	4	2	11	0	0	17	2	18	3	0	0	23	4	12	1	0	0	17	2	11	4	0	1	17	74
Hourly Total	6	6	52	0	3	64	8	92	6	0	4	106	22	24	2	0	3	48	8	46	14	0	1	68	286
7:00 AM	0	6	10	0	1	16	0	23	1	0	0	24	6	5	0	0	1	11	5	14	4	0	0	23	74
7:15 AM	2	8	9	0	0	19	1	23	1	0	0	25	6	3	2	0	1	11	7	17	1	0	0	25	80
7:30 AM	3	5	27	0	1	35	0	22	1	0	0	23	19	7	1	0	2	27	6	17	1	0	0	24	109
7:45 AM	4	11	16	0	0	31	0	14	2	0	1	16	7	13	0	0	2	20	7	18	6	0	0	31	98
Hourly Total	9	30	62	0	2	101	1	82	5	0	1	88	38	28	3	0	6	69	25	66	12	0	0	103	361
8:00 AM	4	5	12	0	0	21	0	16	0	0	0	16	6	6	0	0	3	12	9	38	3	0	0	50	99
8:15 AM	6	1	19	0	0	26	0	15	4	0	2	19	9	5	2	0	2	16	11	21	3	0	0	35	96
8:30 AM	0	6	14	0	0	20	3	25	2	0	0	30	8	4	1	0	1	13	7	29	3	0	0	39	102
8:45 AM	3	8	23	0	3	34	0	21	1	0	0	22	9	7	0	0	1	16	7	37	4	0	0	48	120
Hourly Total	13	20	68	0	3	101	3	77	7	0	2	87	32	22	3	0	7	57	34	125	13	0	0	172	417
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	2	6	5	0	1	13	1	41	0	0	1	42	3	11	2	0	3	16	15	28	7	0	0	50	121
4:15 PM	4	11	6	0	3	21	1	34	2	0	2	37	6	3	0	0	1	9	12	30	4	0	0	46	113
4:30 PM	6	6	11	0	0	23	0	39	4	0	0	43	5	7	0	0	5	12	10	32	5	0	0	47	125
4:45 PM	1	3	12	0	1	16	0	21	3	0	0	24	8	5	1	0	2	14	16	33	10	0	0	59	113
Hourly Total	13	26	34	0	5	73	2	135	9	0	3	146	22	26	3	0	11	51	53	123	26	0	0	202	472
5:00 PM	4	7	14	0	1	25	0	16	7	0	0	23	9	4	0	0	3	13	9	36	8	0	0	53	114
5:15 PM	2	6	3	0	3	11	2	16	5	0	2	23	11	5	2	0	1	18	16	23	13	0	1	52	104
5:30 PM	6	7	13	0	6	26	0	28	5	0	4	33	6	4	1	0	10	11	12	38	5	0	2	55	125
5:45 PM	5	4	5	0	0	14	0	30	3	0	2	33	5	15	0	0	1	20	13	40	8	0	3	61	128
Hourly Total	17	24	35	0	10	76	2	90	20	0	8	112	31	28	3	0	15	62	50	137	34	0	6	221	471
6:00 PM	3	3	8	0	3	14	1	33	2	0	0	36	7	5	2	0	4	14	15	47	6	0	2	68	132
6:15 PM	6	3	5	0	2	14	2	30	2	0	1	34	5	9	3	0	3	17	18	53	5	0	0	76	141
6:30 PM	5	10	7	0	2	22	2	25	3	0	0	30	10	7	2	0	1	19	8	22	3	0	0	33	104
6:45 PM	2	4	10	0	2	16	0	26	4	0	1	30	7	8	0	0	0	15	17	54	3	0	0	74	135
Hourly Total	16	20	30	0	9	66	5	114	11	0	2	130	29	29	7	0	8	65	58	176	17	0	2	251	512
Grand Total	74	126	281	0	32	481	21	590	58	0	20	669	174	157	21	0	50	352	228	673	116	0	9	1017	2519
Approach %	15.4	26.2	58.4	0.0	-	-	3.1	88.2	8.7	0.0	-	-	49.4	44.6	6.0	0.0	-	-	22.4	66.2	11.4	0.0	-	-	-
Total %	2.9	5.0	11.2	0.0	-	19.1	0.8	23.4	2.3	0.0	-	26.6	6.9	6.2	0.8	0.0	-	14.0	9.1	26.7	4.6	0.0	-	40.4	-
Lights	69	116	278	0	-	463	21	567	54	0	-	642	172	150	18	0	-	340	222	630	113	0	-	965	2410
% Lights	93.2	92.1	98.9	-	-	96.3	100.0	96.1	93.1	-	-	96.0	98.9	95.5	85.7	-	-	96.6	97.4	93.6	97.4	-	-	94.9	95.7
Buses	3	8	2	0	-	13	0	13	4	0	-	17	0	3	2	0	-	5	4	15	0	0	-	19	54
% Buses	4.1	6.3	0.7	-	-	2.7	0.0	2.2	6.9	-	-	2.5	0.0	1.9	9.5	-	-	1.4	1.8	2.2	0.0	-	-	1.9	2.1

Trucks	2	2	1	0	-	5	0	10	0	0	-	10	2	4	1	0	-	7	2	28	3	0	-	33	55
% Trucks	2.7	1.6	0.4	-	-	1.0	0.0	1.7	0.0	-	-	1.5	1.1	2.5	4.8	-	-	2.0	0.9	4.2	2.6	-	-	3.2	2.2
Pedestrians	-	-	-	-	32	-	-	-	-	-	20	-	-	-	-	-	50	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Data Plot

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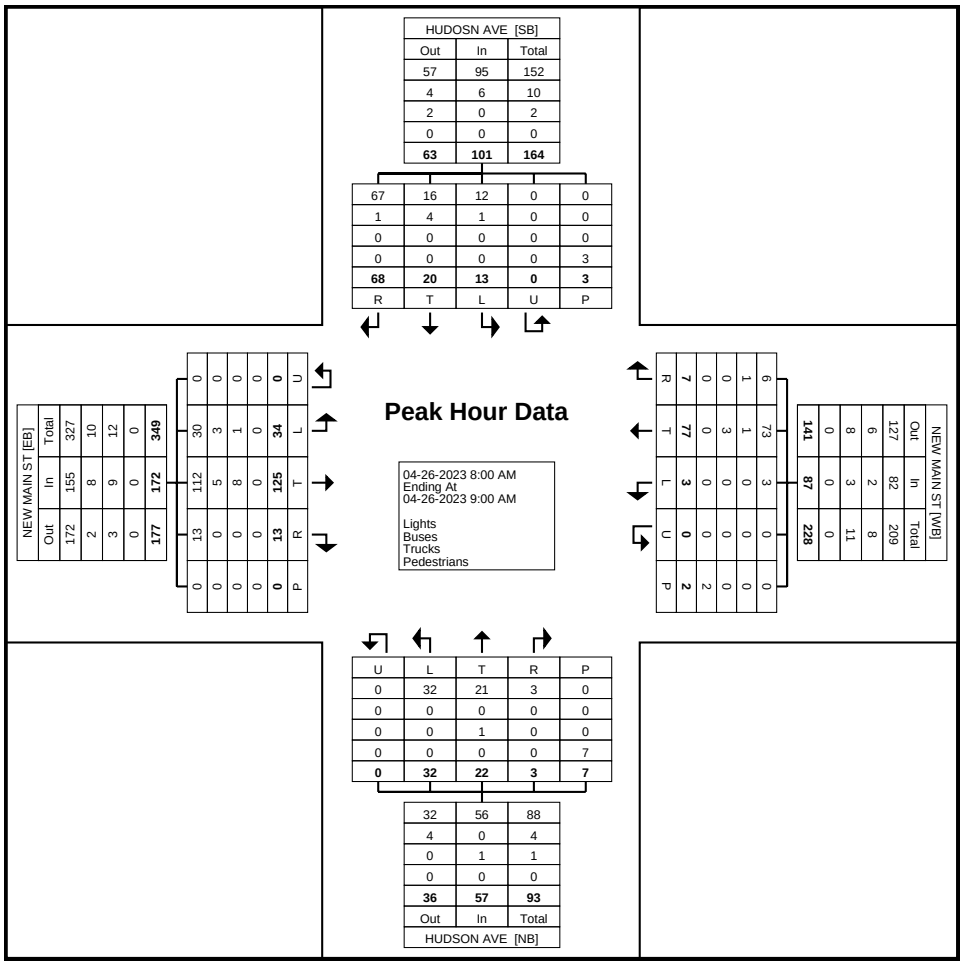
Count Name: 9-NEW MAIN ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	HUDOSN AVE Southbound						NEW MAIN ST Westbound						HUDSON AVE Northbound						NEW MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	4	5	12	0	0	21	0	16	0	0	0	16	6	6	0	0	3	12	9	38	3	0	0	50	99
8:15 AM	6	1	19	0	0	26	0	15	4	0	2	19	9	5	2	0	2	16	11	21	3	0	0	35	96
8:30 AM	0	6	14	0	0	20	3	25	2	0	0	30	8	4	1	0	1	13	7	29	3	0	0	39	102
8:45 AM	3	8	23	0	3	34	0	21	1	0	0	22	9	7	0	0	1	16	7	37	4	0	0	48	120
Total	13	20	68	0	3	101	3	77	7	0	2	87	32	22	3	0	7	57	34	125	13	0	0	172	417
Approach %	12.9	19.8	67.3	0.0	-	-	3.4	88.5	8.0	0.0	-	-	56.1	38.6	5.3	0.0	-	-	19.8	72.7	7.6	0.0	-	-	-
Total %	3.1	4.8	16.3	0.0	-	24.2	0.7	18.5	1.7	0.0	-	20.9	7.7	5.3	0.7	0.0	-	13.7	8.2	30.0	3.1	0.0	-	41.2	-
PHF	0.542	0.625	0.739	0.000	-	0.743	0.250	0.770	0.438	0.000	-	0.725	0.889	0.786	0.375	0.000	-	0.891	0.773	0.822	0.813	0.000	-	0.860	0.869
Lights	12	16	67	0	-	95	3	73	6	0	-	82	32	21	3	0	-	56	30	112	13	0	-	155	388
% Lights	92.3	80.0	98.5	-	-	94.1	100.0	94.8	85.7	-	-	94.3	100.0	95.5	100.0	-	-	98.2	88.2	89.6	100.0	-	-	90.1	93.0
Buses	1	4	1	0	-	6	0	1	1	0	-	2	0	0	0	0	-	0	3	5	0	0	-	8	16
% Buses	7.7	20.0	1.5	-	-	5.9	0.0	1.3	14.3	-	-	2.3	0.0	0.0	0.0	-	-	0.0	8.8	4.0	0.0	-	-	4.7	3.8
Trucks	0	0	0	0	-	0	0	3	0	0	-	3	0	1	0	0	-	1	1	8	0	0	-	9	13
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	3.9	0.0	-	-	3.4	0.0	4.5	0.0	-	-	1.8	2.9	6.4	0.0	-	-	5.2	3.1
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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Count Name: 9-NEW MAIN ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023

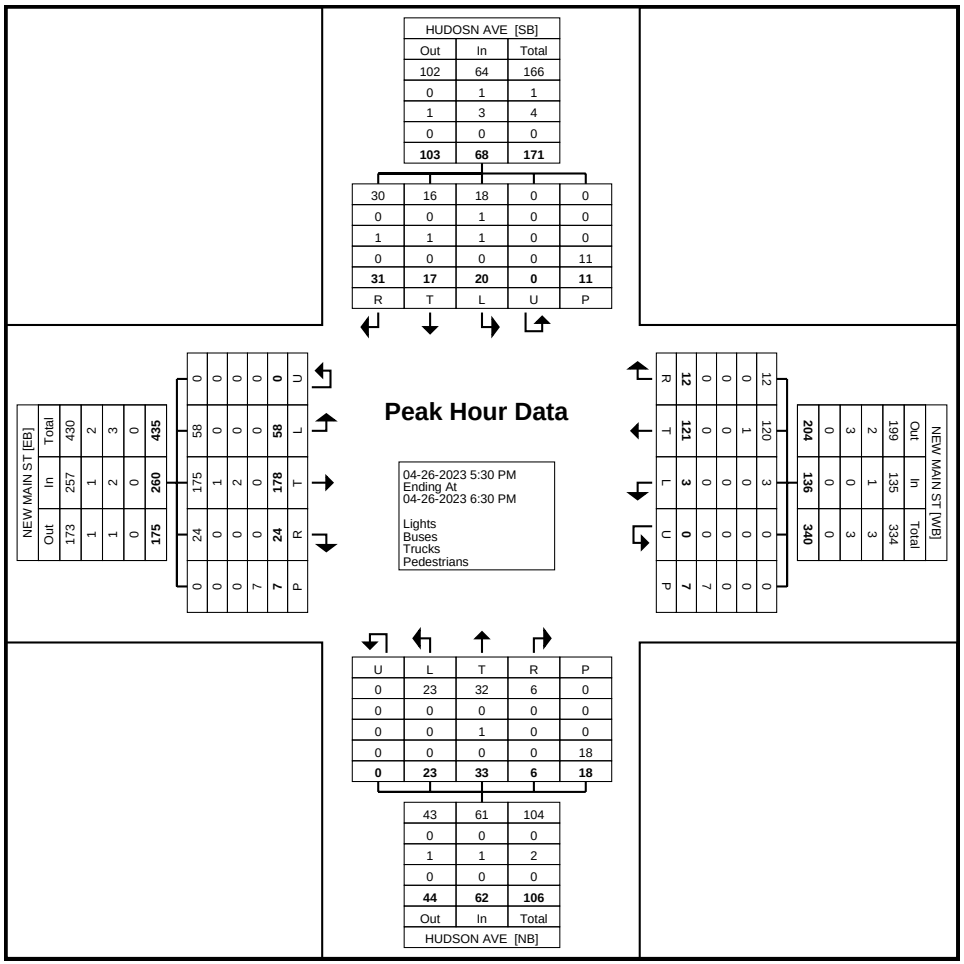
Turning Movement Peak Hour Data (5:30 PM)

Start Time	HUDOSN AVE Southbound						NEW MAIN ST Westbound						HUDSON AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	6	7	13	0	6	26	0	28	5	0	4	33	6	4	1	0	10	11	12	38	5	0	2	55	125
5:45 PM	5	4	5	0	0	14	0	30	3	0	2	33	5	15	0	0	1	20	13	40	8	0	3	61	128
6:00 PM	3	3	8	0	3	14	1	33	2	0	0	36	7	5	2	0	4	14	15	47	6	0	2	68	132
6:15 PM	6	3	5	0	2	14	2	30	2	0	1	34	5	9	3	0	3	17	18	53	5	0	0	76	141
Total	20	17	31	0	11	68	3	121	12	0	7	136	23	33	6	0	18	62	58	178	24	0	7	260	526
Approach %	29.4	25.0	45.6	0.0	-	-	2.2	89.0	8.8	0.0	-	-	37.1	53.2	9.7	0.0	-	-	22.3	68.5	9.2	0.0	-	-	-
Total %	3.8	3.2	5.9	0.0	-	12.9	0.6	23.0	2.3	0.0	-	25.9	4.4	6.3	1.1	0.0	-	11.8	11.0	33.8	4.6	0.0	-	49.4	-
PHF	0.833	0.607	0.596	0.000	-	0.654	0.375	0.917	0.600	0.000	-	0.944	0.821	0.550	0.500	0.000	-	0.775	0.806	0.840	0.750	0.000	-	0.855	0.933
Lights	18	16	30	0	-	64	3	120	12	0	-	135	23	32	6	0	-	61	58	175	24	0	-	257	517
% Lights	90.0	94.1	96.8	-	-	94.1	100.0	99.2	100.0	-	-	99.3	100.0	97.0	100.0	-	-	98.4	100.0	98.3	100.0	-	-	98.8	98.3
Buses	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	3
% Buses	5.0	0.0	0.0	-	-	1.5	0.0	0.8	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.4	0.6
Trucks	1	1	1	0	-	3	0	0	0	0	-	0	0	1	0	0	-	1	0	2	0	0	-	2	6
% Trucks	5.0	5.9	3.2	-	-	4.4	0.0	0.0	0.0	-	-	0.0	0.0	3.0	0.0	-	-	1.6	0.0	1.1	0.0	-	-	0.8	1.1
Pedestrians	-	-	-	-	11	-	-	-	-	-	7	-	-	-	-	-	18	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 9-NEW MAIN ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Peak Hour Data Plot (5:30 PM)

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 9-NEW MAIN ST AT HUDSON AVE-SAT
Site Code:
Start Date: 04-29-2023

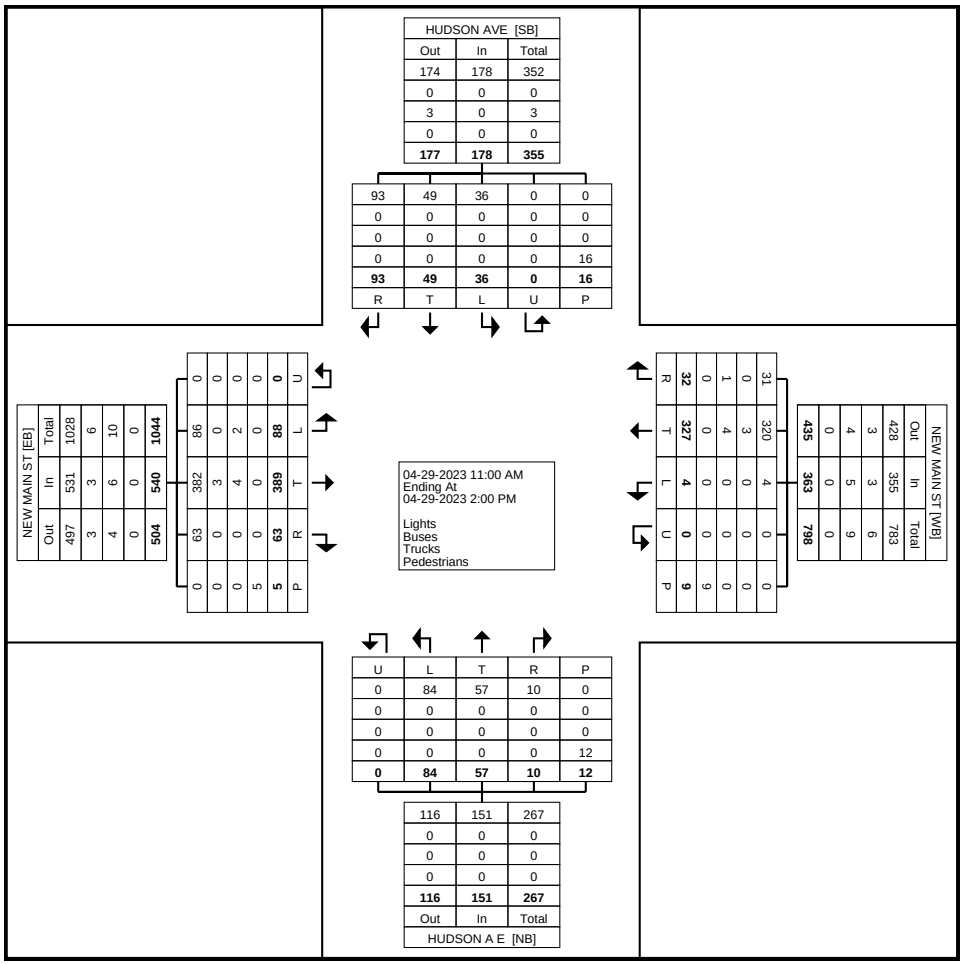
Turning Movement Data

Start Time	HUDSON AVE Southbound						NEW MAIN ST Westbound						HUDSON A E Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	1	4	6	0	0	11	0	26	8	0	1	34	6	5	0	0	0	11	11	23	3	0	0	37	93
11:15 AM	1	4	6	0	2	11	1	28	1	0	0	30	9	3	2	0	0	14	4	26	7	0	1	37	92
11:30 AM	3	4	9	0	1	16	0	26	3	0	0	29	7	5	1	0	1	13	7	23	7	0	1	37	95
11:45 AM	4	4	10	0	0	18	0	31	3	0	0	34	8	2	2	0	0	12	6	43	10	0	0	59	123
Hourly Total	9	16	31	0	3	56	1	111	15	0	1	127	30	15	5	0	1	50	28	115	27	0	2	170	403
12:00 PM	7	3	13	0	1	23	0	17	1	0	1	18	7	1	1	0	3	9	9	30	7	0	1	46	96
12:15 PM	4	5	3	0	6	12	0	28	3	0	1	31	6	6	0	0	1	12	9	35	7	0	2	51	106
12:30 PM	3	6	9	0	1	18	1	20	3	0	0	24	4	5	0	0	0	9	6	41	4	0	0	51	102
12:45 PM	0	5	6	0	2	11	1	27	0	0	3	28	8	8	0	0	3	16	6	28	5	0	0	39	94
Hourly Total	14	19	31	0	10	64	2	92	7	0	5	101	25	20	1	0	7	46	30	134	23	0	3	187	398
1:00 PM	7	3	6	0	0	16	0	39	4	0	2	43	8	6	1	0	3	15	6	27	2	0	0	35	109
1:15 PM	3	2	9	0	1	14	1	29	3	0	0	33	5	4	1	0	1	10	11	44	1	0	0	56	113
1:30 PM	1	4	9	0	1	14	0	31	3	0	1	34	9	5	0	0	0	14	9	32	6	0	0	47	109
1:45 PM	2	5	7	0	1	14	0	25	0	0	0	25	7	7	2	0	0	16	4	37	4	0	0	45	100
Hourly Total	13	14	31	0	3	58	1	124	10	0	3	135	29	22	4	0	4	55	30	140	13	0	0	183	431
Grand Total	36	49	93	0	16	178	4	327	32	0	9	363	84	57	10	0	12	151	88	389	63	0	5	540	1232
Approach %	20.2	27.5	52.2	0.0	-	-	1.1	90.1	8.8	0.0	-	-	55.6	37.7	6.6	0.0	-	-	16.3	72.0	11.7	0.0	-	-	-
Total %	2.9	4.0	7.5	0.0	-	14.4	0.3	26.5	2.6	0.0	-	29.5	6.8	4.6	0.8	0.0	-	12.3	7.1	31.6	5.1	0.0	-	43.8	-
Lights	36	49	93	0	-	178	4	320	31	0	-	355	84	57	10	0	-	151	86	382	63	0	-	531	1215
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	97.9	96.9	-	-	97.8	100.0	100.0	100.0	-	-	100.0	97.7	98.2	100.0	-	-	98.3	98.6
Buses	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	0	3	0	0	-	3	6
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	-	-	0.6	0.5
Trucks	0	0	0	0	-	0	0	4	1	0	-	5	0	0	0	0	-	0	2	4	0	0	-	6	11
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.2	3.1	-	-	1.4	0.0	0.0	0.0	-	-	0.0	2.3	1.0	0.0	-	-	1.1	0.9
Pedestrians	-	-	-	-	16	-	-	-	-	-	9	-	-	-	-	-	12	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Count Name: 9-NEW MAIN ST AT HUDSON AVE-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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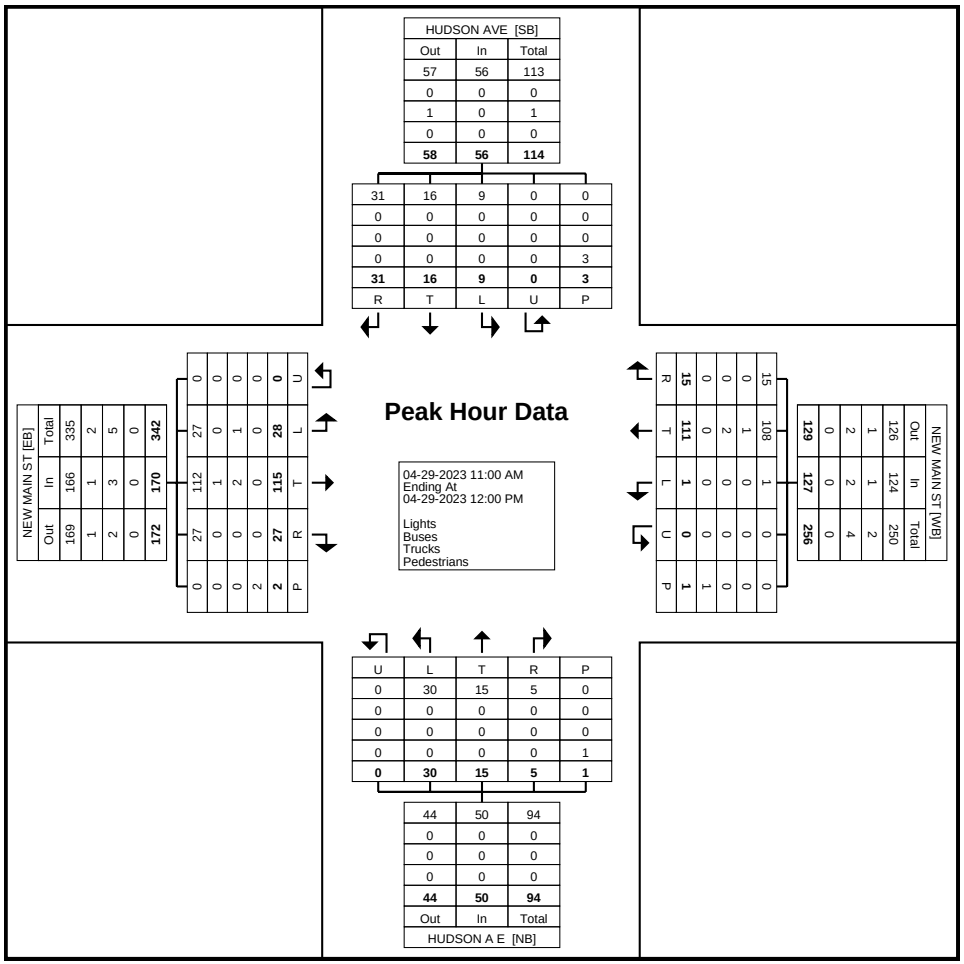
Turning Movement Peak Hour Data (11:00 AM)

Start Time	HUDSON AVE Southbound						NEW MAIN ST Westbound						HUDSON A E Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	1	4	6	0	0	11	0	26	8	0	1	34	6	5	0	0	0	11	11	23	3	0	0	37	93
11:15 AM	1	4	6	0	2	11	1	28	1	0	0	30	9	3	2	0	0	14	4	26	7	0	1	37	92
11:30 AM	3	4	9	0	1	16	0	26	3	0	0	29	7	5	1	0	1	13	7	23	7	0	1	37	95
11:45 AM	4	4	10	0	0	18	0	31	3	0	0	34	8	2	2	0	0	12	6	43	10	0	0	59	123
Total	9	16	31	0	3	56	1	111	15	0	1	127	30	15	5	0	1	50	28	115	27	0	2	170	403
Approach %	16.1	28.6	55.4	0.0	-	-	0.8	87.4	11.8	0.0	-	-	60.0	30.0	10.0	0.0	-	-	16.5	67.6	15.9	0.0	-	-	-
Total %	2.2	4.0	7.7	0.0	-	13.9	0.2	27.5	3.7	0.0	-	31.5	7.4	3.7	1.2	0.0	-	12.4	6.9	28.5	6.7	0.0	-	42.2	-
PHF	0.563	1.000	0.775	0.000	-	0.778	0.250	0.895	0.469	0.000	-	0.934	0.833	0.750	0.625	0.000	-	0.893	0.636	0.669	0.675	0.000	-	0.720	0.819
Lights	9	16	31	0	-	56	1	108	15	0	-	124	30	15	5	0	-	50	27	112	27	0	-	166	396
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	97.3	100.0	-	-	97.6	100.0	100.0	100.0	-	-	100.0	96.4	97.4	100.0	-	-	97.6	98.3
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.6	0.5
Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	1	2	0	0	-	3	5
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.8	0.0	-	-	1.6	0.0	0.0	0.0	-	-	0.0	3.6	1.7	0.0	-	-	1.8	1.2
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 9-NEW MAIN ST AT HUDSON AVE-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Peak Hour Data Plot (11:00 AM)

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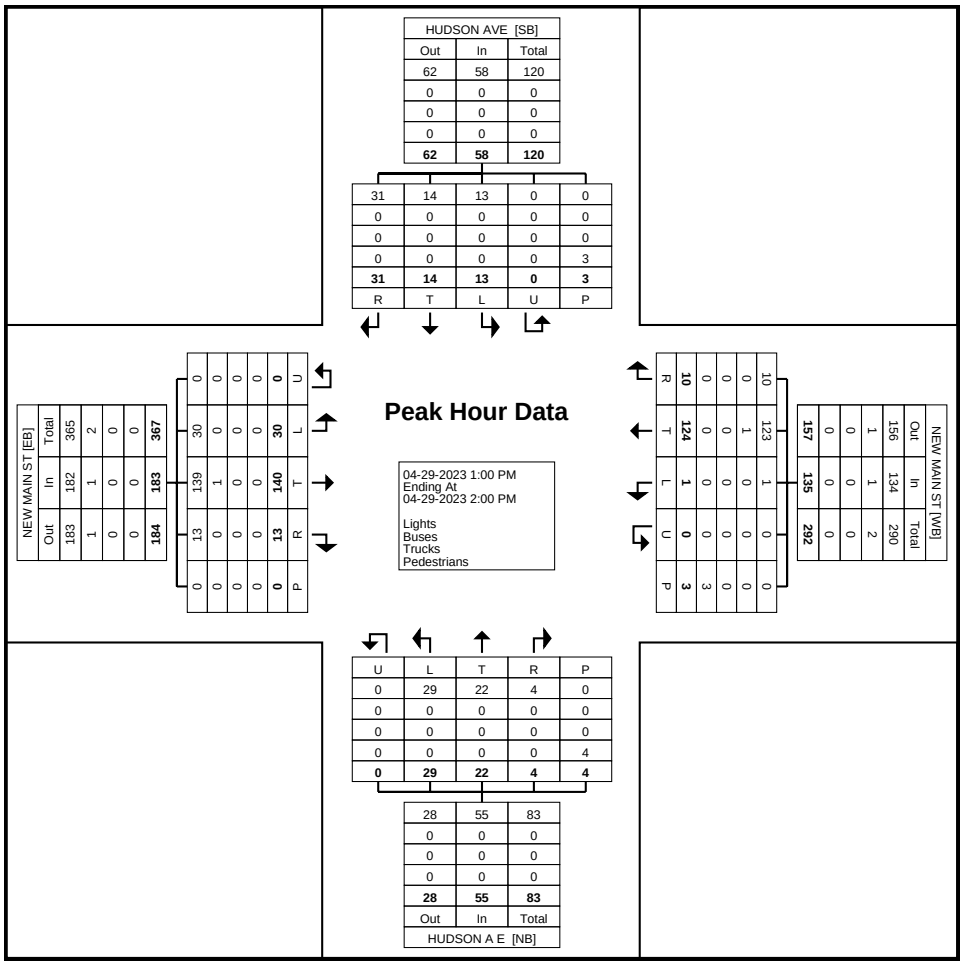
Count Name: 9-NEW MAIN ST AT HUDSON AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (1:00 PM)

Start Time	HUDSON AVE Southbound						NEW MAIN ST Westbound						HUDSON A E Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
1:00 PM	7	3	6	0	0	16	0	39	4	0	2	43	8	6	1	0	3	15	6	27	2	0	0	35	109
1:15 PM	3	2	9	0	1	14	1	29	3	0	0	33	5	4	1	0	1	10	11	44	1	0	0	56	113
1:30 PM	1	4	9	0	1	14	0	31	3	0	1	34	9	5	0	0	0	14	9	32	6	0	0	47	109
1:45 PM	2	5	7	0	1	14	0	25	0	0	0	25	7	7	2	0	0	16	4	37	4	0	0	45	100
Total	13	14	31	0	3	58	1	124	10	0	3	135	29	22	4	0	4	55	30	140	13	0	0	183	431
Approach %	22.4	24.1	53.4	0.0	-	-	0.7	91.9	7.4	0.0	-	-	52.7	40.0	7.3	0.0	-	-	16.4	76.5	7.1	0.0	-	-	-
Total %	3.0	3.2	7.2	0.0	-	13.5	0.2	28.8	2.3	0.0	-	31.3	6.7	5.1	0.9	0.0	-	12.8	7.0	32.5	3.0	0.0	-	42.5	-
PHF	0.464	0.700	0.861	0.000	-	0.906	0.250	0.795	0.625	0.000	-	0.785	0.806	0.786	0.500	0.000	-	0.859	0.682	0.795	0.542	0.000	-	0.817	0.954
Lights	13	14	31	0	-	58	1	123	10	0	-	134	29	22	4	0	-	55	30	139	13	0	-	182	429
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	99.2	100.0	-	-	99.3	100.0	100.0	100.0	-	-	100.0	100.0	99.3	100.0	-	-	99.5	99.5
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	0.7	0.0	-	-	0.5	0.5
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (1:00 PM)

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Count Name: 9-NEW MAIN ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023

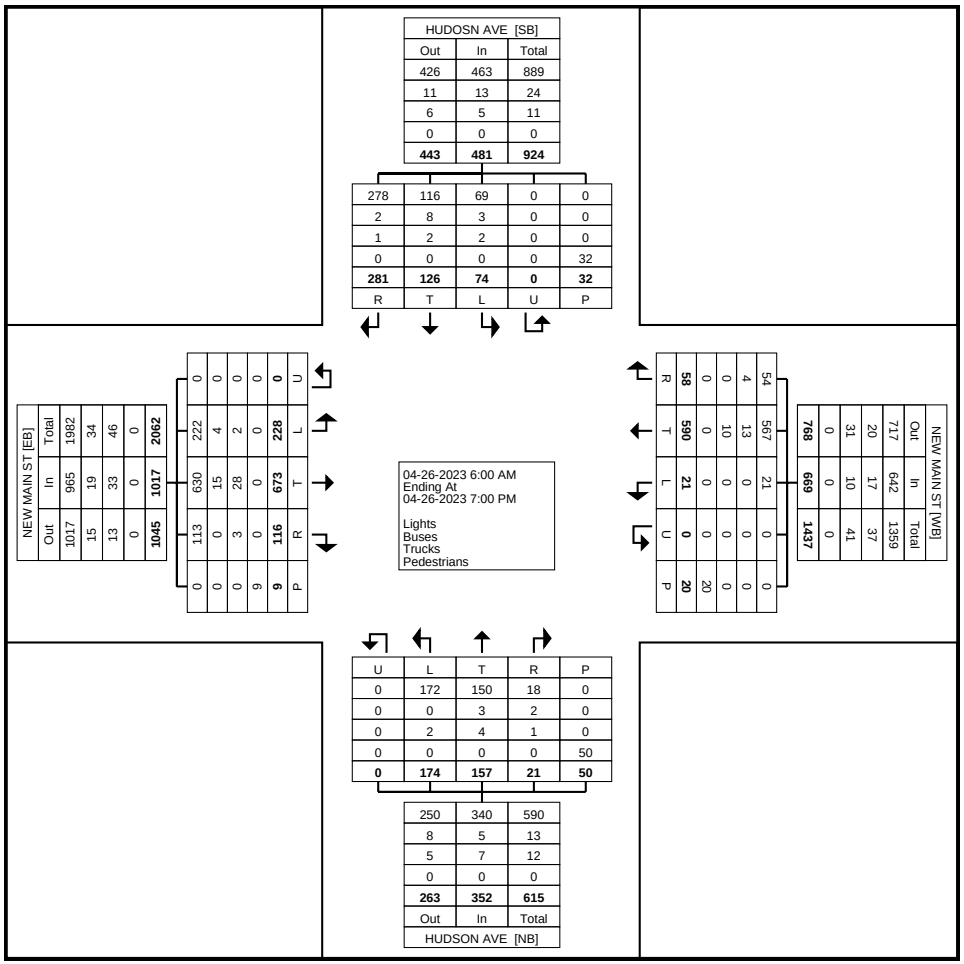
Turning Movement Data

Start Time	HUDOSN AVE Southbound						NEW MAIN ST Westbound						HUDSON AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	1	1	11	0	0	13	0	15	1	0	0	16	1	3	1	0	0	5	3	12	2	0	0	17	51
6:15 AM	0	1	10	0	2	11	2	26	1	0	0	29	10	4	0	0	1	14	1	9	6	0	0	16	70
6:30 AM	1	2	20	0	1	23	4	33	1	0	4	38	7	5	0	0	2	12	2	14	2	0	0	18	91
6:45 AM	4	2	11	0	0	17	2	18	3	0	0	23	4	12	1	0	0	17	2	11	4	0	1	17	74
Hourly Total	6	6	52	0	3	64	8	92	6	0	4	106	22	24	2	0	3	48	8	46	14	0	1	68	286
7:00 AM	0	6	10	0	1	16	0	23	1	0	0	24	6	5	0	0	1	11	5	14	4	0	0	23	74
7:15 AM	2	8	9	0	0	19	1	23	1	0	0	25	6	3	2	0	1	11	7	17	1	0	0	25	80
7:30 AM	3	5	27	0	1	35	0	22	1	0	0	23	19	7	1	0	2	27	6	17	1	0	0	24	109
7:45 AM	4	11	16	0	0	31	0	14	2	0	1	16	7	13	0	0	2	20	7	18	6	0	0	31	98
Hourly Total	9	30	62	0	2	101	1	82	5	0	1	88	38	28	3	0	6	69	25	66	12	0	0	103	361
8:00 AM	4	5	12	0	0	21	0	16	0	0	0	16	6	6	0	0	3	12	9	38	3	0	0	50	99
8:15 AM	6	1	19	0	0	26	0	15	4	0	2	19	9	5	2	0	2	16	11	21	3	0	0	35	96
8:30 AM	0	6	14	0	0	20	3	25	2	0	0	30	8	4	1	0	1	13	7	29	3	0	0	39	102
8:45 AM	3	8	23	0	3	34	0	21	1	0	0	22	9	7	0	0	1	16	7	37	4	0	0	48	120
Hourly Total	13	20	68	0	3	101	3	77	7	0	2	87	32	22	3	0	7	57	34	125	13	0	0	172	417
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	2	6	5	0	1	13	1	41	0	0	1	42	3	11	2	0	3	16	15	28	7	0	0	50	121
4:15 PM	4	11	6	0	3	21	1	34	2	0	2	37	6	3	0	0	1	9	12	30	4	0	0	46	113
4:30 PM	6	6	11	0	0	23	0	39	4	0	0	43	5	7	0	0	5	12	10	32	5	0	0	47	125
4:45 PM	1	3	12	0	1	16	0	21	3	0	0	24	8	5	1	0	2	14	16	33	10	0	0	59	113
Hourly Total	13	26	34	0	5	73	2	135	9	0	3	146	22	26	3	0	11	51	53	123	26	0	0	202	472
5:00 PM	4	7	14	0	1	25	0	16	7	0	0	23	9	4	0	0	3	13	9	36	8	0	0	53	114
5:15 PM	2	6	3	0	3	11	2	16	5	0	2	23	11	5	2	0	1	18	16	23	13	0	1	52	104
5:30 PM	6	7	13	0	6	26	0	28	5	0	4	33	6	4	1	0	10	11	12	38	5	0	2	55	125
5:45 PM	5	4	5	0	0	14	0	30	3	0	2	33	5	15	0	0	1	20	13	40	8	0	3	61	128
Hourly Total	17	24	35	0	10	76	2	90	20	0	8	112	31	28	3	0	15	62	50	137	34	0	6	221	471
6:00 PM	3	3	8	0	3	14	1	33	2	0	0	36	7	5	2	0	4	14	15	47	6	0	2	68	132
6:15 PM	6	3	5	0	2	14	2	30	2	0	1	34	5	9	3	0	3	17	18	53	5	0	0	76	141
6:30 PM	5	10	7	0	2	22	2	25	3	0	0	30	10	7	2	0	1	19	8	22	3	0	0	33	104
6:45 PM	2	4	10	0	2	16	0	26	4	0	1	30	7	8	0	0	0	15	17	54	3	0	0	74	135
Hourly Total	16	20	30	0	9	66	5	114	11	0	2	130	29	29	7	0	8	65	58	176	17	0	2	251	512
Grand Total	74	126	281	0	32	481	21	590	58	0	20	669	174	157	21	0	50	352	228	673	116	0	9	1017	2519
Approach %	15.4	26.2	58.4	0.0	-	-	3.1	88.2	8.7	0.0	-	-	49.4	44.6	6.0	0.0	-	-	22.4	66.2	11.4	0.0	-	-	-
Total %	2.9	5.0	11.2	0.0	-	19.1	0.8	23.4	2.3	0.0	-	26.6	6.9	6.2	0.8	0.0	-	14.0	9.1	26.7	4.6	0.0	-	40.4	-
Lights	69	116	278	0	-	463	21	567	54	0	-	642	172	150	18	0	-	340	222	630	113	0	-	965	2410
% Lights	93.2	92.1	98.9	-	-	96.3	100.0	96.1	93.1	-	-	96.0	98.9	95.5	85.7	-	-	96.6	97.4	93.6	97.4	-	-	94.9	95.7
Buses	3	8	2	0	-	13	0	13	4	0	-	17	0	3	2	0	-	5	4	15	0	0	-	19	54
% Buses	4.1	6.3	0.7	-	-	2.7	0.0	2.2	6.9	-	-	2.5	0.0	1.9	9.5	-	-	1.4	1.8	2.2	0.0	-	-	1.9	2.1

Trucks	2	2	1	0	-	5	0	10	0	0	-	10	2	4	1	0	-	7	2	28	3	0	-	33	55
% Trucks	2.7	1.6	0.4	-	-	1.0	0.0	1.7	0.0	-	-	1.5	1.1	2.5	4.8	-	-	2.0	0.9	4.2	2.6	-	-	3.2	2.2
Pedestrians	-	-	-	-	32	-	-	-	-	-	20	-	-	-	-	-	50	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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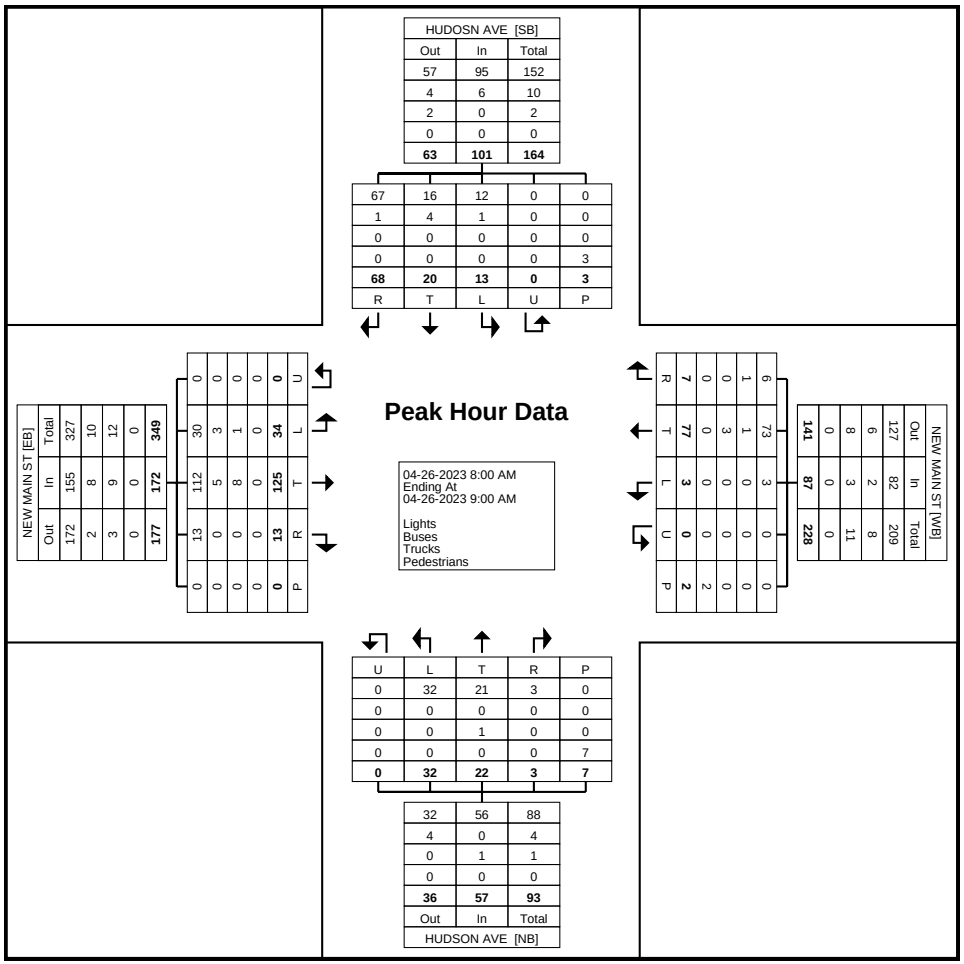
Count Name: 9-NEW MAIN ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	HUDOSN AVE Southbound						NEW MAIN ST Westbound						HUDSON AVE Northbound						NEW MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	4	5	12	0	0	21	0	16	0	0	0	16	6	6	0	0	3	12	9	38	3	0	0	50	99
8:15 AM	6	1	19	0	0	26	0	15	4	0	2	19	9	5	2	0	2	16	11	21	3	0	0	35	96
8:30 AM	0	6	14	0	0	20	3	25	2	0	0	30	8	4	1	0	1	13	7	29	3	0	0	39	102
8:45 AM	3	8	23	0	3	34	0	21	1	0	0	22	9	7	0	0	1	16	7	37	4	0	0	48	120
Total	13	20	68	0	3	101	3	77	7	0	2	87	32	22	3	0	7	57	34	125	13	0	0	172	417
Approach %	12.9	19.8	67.3	0.0	-	-	3.4	88.5	8.0	0.0	-	-	56.1	38.6	5.3	0.0	-	-	19.8	72.7	7.6	0.0	-	-	-
Total %	3.1	4.8	16.3	0.0	-	24.2	0.7	18.5	1.7	0.0	-	20.9	7.7	5.3	0.7	0.0	-	13.7	8.2	30.0	3.1	0.0	-	41.2	-
PHF	0.542	0.625	0.739	0.000	-	0.743	0.250	0.770	0.438	0.000	-	0.725	0.889	0.786	0.375	0.000	-	0.891	0.773	0.822	0.813	0.000	-	0.860	0.869
Lights	12	16	67	0	-	95	3	73	6	0	-	82	32	21	3	0	-	56	30	112	13	0	-	155	388
% Lights	92.3	80.0	98.5	-	-	94.1	100.0	94.8	85.7	-	-	94.3	100.0	95.5	100.0	-	-	98.2	88.2	89.6	100.0	-	-	90.1	93.0
Buses	1	4	1	0	-	6	0	1	1	0	-	2	0	0	0	0	-	0	3	5	0	0	-	8	16
% Buses	7.7	20.0	1.5	-	-	5.9	0.0	1.3	14.3	-	-	2.3	0.0	0.0	0.0	-	-	0.0	8.8	4.0	0.0	-	-	4.7	3.8
Trucks	0	0	0	0	-	0	0	3	0	0	-	3	0	1	0	0	-	1	1	8	0	0	-	9	13
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	3.9	0.0	-	-	3.4	0.0	4.5	0.0	-	-	1.8	2.9	6.4	0.0	-	-	5.2	3.1
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (8:00 AM)

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Count Name: 9-NEW MAIN ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023

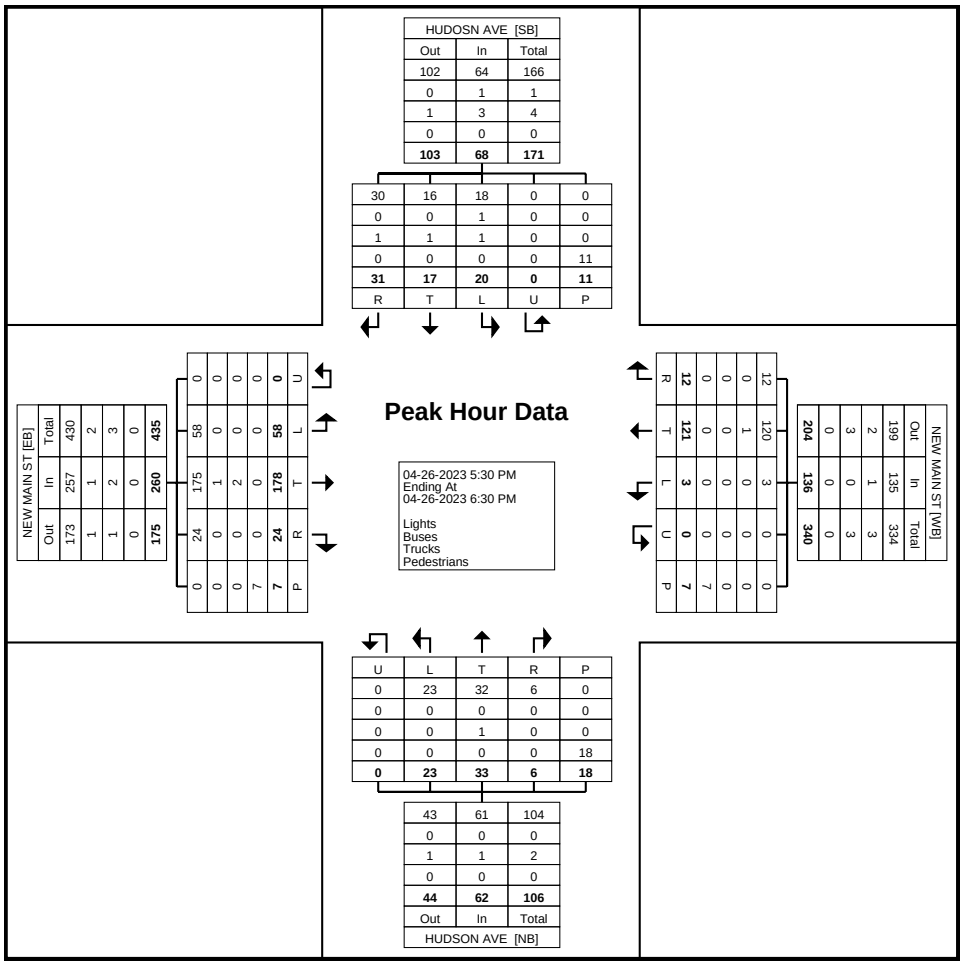
Turning Movement Peak Hour Data (5:30 PM)

Start Time	HUDOSN AVE Southbound						NEW MAIN ST Westbound						HUDSON AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	6	7	13	0	6	26	0	28	5	0	4	33	6	4	1	0	10	11	12	38	5	0	2	55	125
5:45 PM	5	4	5	0	0	14	0	30	3	0	2	33	5	15	0	0	1	20	13	40	8	0	3	61	128
6:00 PM	3	3	8	0	3	14	1	33	2	0	0	36	7	5	2	0	4	14	15	47	6	0	2	68	132
6:15 PM	6	3	5	0	2	14	2	30	2	0	1	34	5	9	3	0	3	17	18	53	5	0	0	76	141
Total	20	17	31	0	11	68	3	121	12	0	7	136	23	33	6	0	18	62	58	178	24	0	7	260	526
Approach %	29.4	25.0	45.6	0.0	-	-	2.2	89.0	8.8	0.0	-	-	37.1	53.2	9.7	0.0	-	-	22.3	68.5	9.2	0.0	-	-	-
Total %	3.8	3.2	5.9	0.0	-	12.9	0.6	23.0	2.3	0.0	-	25.9	4.4	6.3	1.1	0.0	-	11.8	11.0	33.8	4.6	0.0	-	49.4	-
PHF	0.833	0.607	0.596	0.000	-	0.654	0.375	0.917	0.600	0.000	-	0.944	0.821	0.550	0.500	0.000	-	0.775	0.806	0.840	0.750	0.000	-	0.855	0.933
Lights	18	16	30	0	-	64	3	120	12	0	-	135	23	32	6	0	-	61	58	175	24	0	-	257	517
% Lights	90.0	94.1	96.8	-	-	94.1	100.0	99.2	100.0	-	-	99.3	100.0	97.0	100.0	-	-	98.4	100.0	98.3	100.0	-	-	98.8	98.3
Buses	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	3
% Buses	5.0	0.0	0.0	-	-	1.5	0.0	0.8	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.4	0.6
Trucks	1	1	1	0	-	3	0	0	0	0	-	0	0	1	0	0	-	1	0	2	0	0	-	2	6
% Trucks	5.0	5.9	3.2	-	-	4.4	0.0	0.0	0.0	-	-	0.0	0.0	3.0	0.0	-	-	1.6	0.0	1.1	0.0	-	-	0.8	1.1
Pedestrians	-	-	-	-	11	-	-	-	-	-	7	-	-	-	-	-	18	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 9-NEW MAIN ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Peak Hour Data Plot (5:30 PM)

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Count Name: 9-NEW MAIN ST AT HUDSON AVE-SAT
Site Code:
Start Date: 04-29-2023

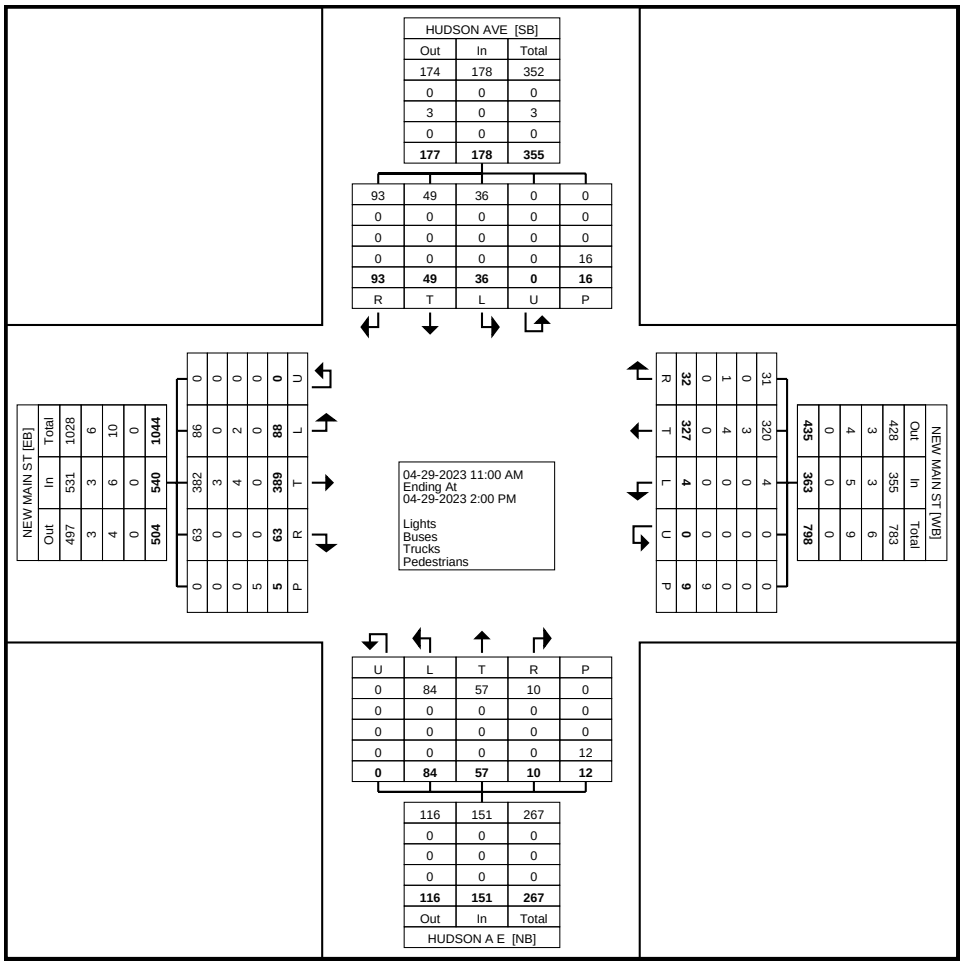
Turning Movement Data

Start Time	HUDSON AVE Southbound						NEW MAIN ST Westbound						HUDSON A E Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	1	4	6	0	0	11	0	26	8	0	1	34	6	5	0	0	0	11	11	23	3	0	0	37	93
11:15 AM	1	4	6	0	2	11	1	28	1	0	0	30	9	3	2	0	0	14	4	26	7	0	1	37	92
11:30 AM	3	4	9	0	1	16	0	26	3	0	0	29	7	5	1	0	1	13	7	23	7	0	1	37	95
11:45 AM	4	4	10	0	0	18	0	31	3	0	0	34	8	2	2	0	0	12	6	43	10	0	0	59	123
Hourly Total	9	16	31	0	3	56	1	111	15	0	1	127	30	15	5	0	1	50	28	115	27	0	2	170	403
12:00 PM	7	3	13	0	1	23	0	17	1	0	1	18	7	1	1	0	3	9	9	30	7	0	1	46	96
12:15 PM	4	5	3	0	6	12	0	28	3	0	1	31	6	6	0	0	1	12	9	35	7	0	2	51	106
12:30 PM	3	6	9	0	1	18	1	20	3	0	0	24	4	5	0	0	0	9	6	41	4	0	0	51	102
12:45 PM	0	5	6	0	2	11	1	27	0	0	3	28	8	8	0	0	3	16	6	28	5	0	0	39	94
Hourly Total	14	19	31	0	10	64	2	92	7	0	5	101	25	20	1	0	7	46	30	134	23	0	3	187	398
1:00 PM	7	3	6	0	0	16	0	39	4	0	2	43	8	6	1	0	3	15	6	27	2	0	0	35	109
1:15 PM	3	2	9	0	1	14	1	29	3	0	0	33	5	4	1	0	1	10	11	44	1	0	0	56	113
1:30 PM	1	4	9	0	1	14	0	31	3	0	1	34	9	5	0	0	0	14	9	32	6	0	0	47	109
1:45 PM	2	5	7	0	1	14	0	25	0	0	0	25	7	7	2	0	0	16	4	37	4	0	0	45	100
Hourly Total	13	14	31	0	3	58	1	124	10	0	3	135	29	22	4	0	4	55	30	140	13	0	0	183	431
Grand Total	36	49	93	0	16	178	4	327	32	0	9	363	84	57	10	0	12	151	88	389	63	0	5	540	1232
Approach %	20.2	27.5	52.2	0.0	-	-	1.1	90.1	8.8	0.0	-	-	55.6	37.7	6.6	0.0	-	-	16.3	72.0	11.7	0.0	-	-	-
Total %	2.9	4.0	7.5	0.0	-	14.4	0.3	26.5	2.6	0.0	-	29.5	6.8	4.6	0.8	0.0	-	12.3	7.1	31.6	5.1	0.0	-	43.8	-
Lights	36	49	93	0	-	178	4	320	31	0	-	355	84	57	10	0	-	151	86	382	63	0	-	531	1215
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	97.9	96.9	-	-	97.8	100.0	100.0	100.0	-	-	100.0	97.7	98.2	100.0	-	-	98.3	98.6
Buses	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	0	3	0	0	-	3	6
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	-	-	0.6	0.5
Trucks	0	0	0	0	-	0	0	4	1	0	-	5	0	0	0	0	-	0	2	4	0	0	-	6	11
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.2	3.1	-	-	1.4	0.0	0.0	0.0	-	-	0.0	2.3	1.0	0.0	-	-	1.1	0.9
Pedestrians	-	-	-	-	16	-	-	-	-	-	9	-	-	-	-	-	12	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 9-NEW MAIN ST AT HUDSON AVE-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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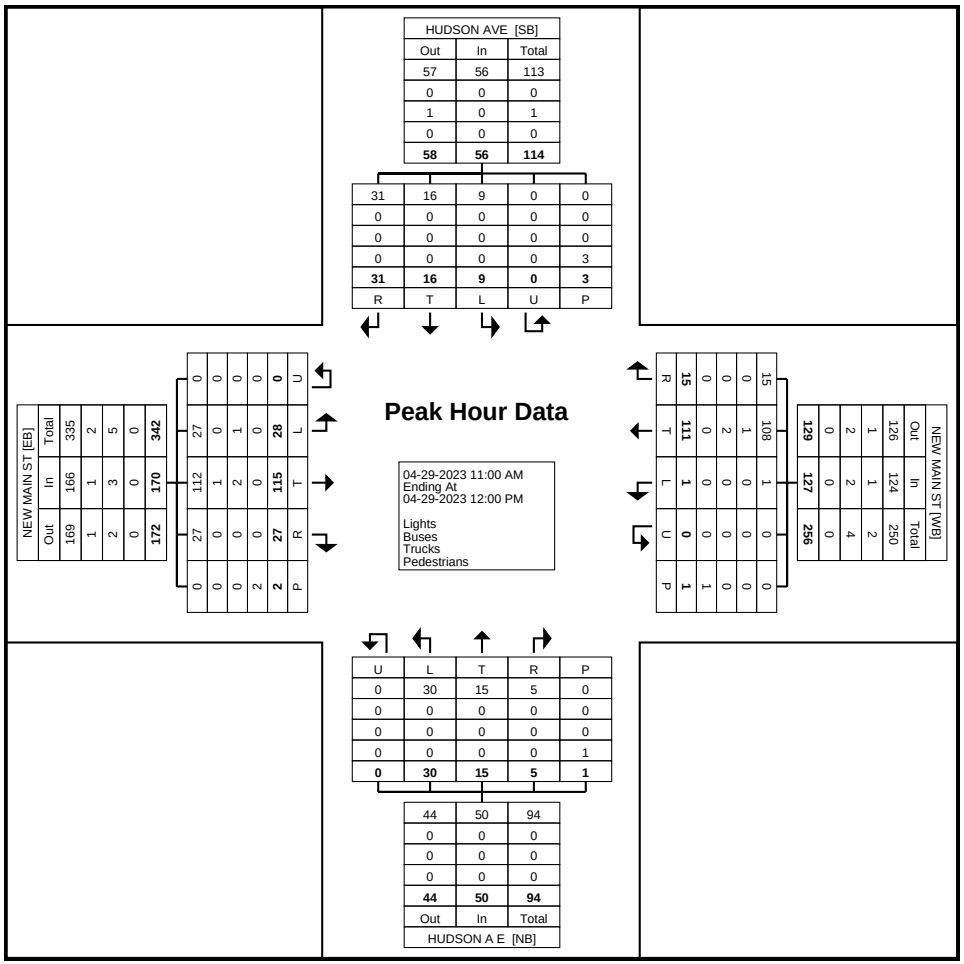
Turning Movement Peak Hour Data (11:00 AM)

Start Time	HUDSON AVE Southbound						NEW MAIN ST Westbound						HUDSON A E Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	1	4	6	0	0	11	0	26	8	0	1	34	6	5	0	0	0	11	11	23	3	0	0	37	93
11:15 AM	1	4	6	0	2	11	1	28	1	0	0	30	9	3	2	0	0	14	4	26	7	0	1	37	92
11:30 AM	3	4	9	0	1	16	0	26	3	0	0	29	7	5	1	0	1	13	7	23	7	0	1	37	95
11:45 AM	4	4	10	0	0	18	0	31	3	0	0	34	8	2	2	0	0	12	6	43	10	0	0	59	123
Total	9	16	31	0	3	56	1	111	15	0	1	127	30	15	5	0	1	50	28	115	27	0	2	170	403
Approach %	16.1	28.6	55.4	0.0	-	-	0.8	87.4	11.8	0.0	-	-	60.0	30.0	10.0	0.0	-	-	16.5	67.6	15.9	0.0	-	-	-
Total %	2.2	4.0	7.7	0.0	-	13.9	0.2	27.5	3.7	0.0	-	31.5	7.4	3.7	1.2	0.0	-	12.4	6.9	28.5	6.7	0.0	-	42.2	-
PHF	0.563	1.000	0.775	0.000	-	0.778	0.250	0.895	0.469	0.000	-	0.934	0.833	0.750	0.625	0.000	-	0.893	0.636	0.669	0.675	0.000	-	0.720	0.819
Lights	9	16	31	0	-	56	1	108	15	0	-	124	30	15	5	0	-	50	27	112	27	0	-	166	396
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	97.3	100.0	-	-	97.6	100.0	100.0	100.0	-	-	100.0	96.4	97.4	100.0	-	-	97.6	98.3
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.6	0.5
Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	1	2	0	0	-	3	5
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.8	0.0	-	-	1.6	0.0	0.0	0.0	-	-	0.0	3.6	1.7	0.0	-	-	1.8	1.2
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Start Date: 04-29-2023



Turning Movement Peak Hour Data Plot (11:00 AM)

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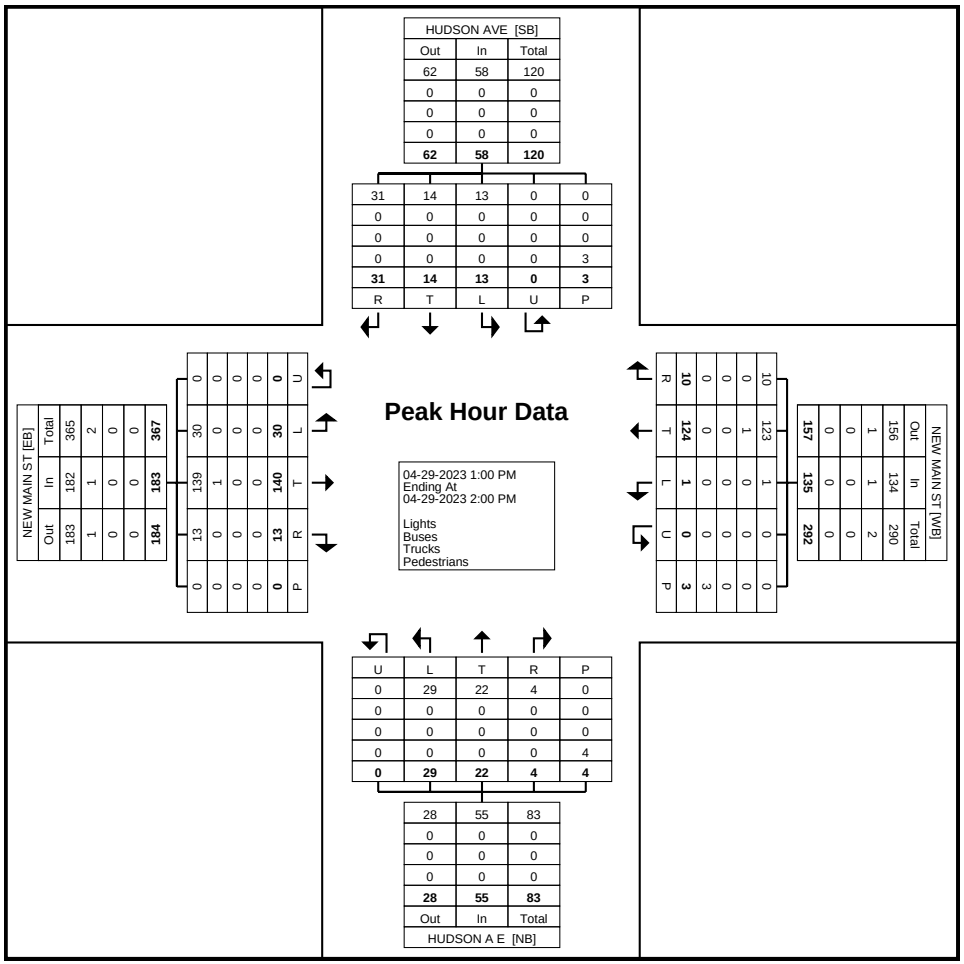
Count Name: 9-NEW MAIN ST AT HUDSON AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (1:00 PM)

Start Time	HUDSON AVE Southbound						NEW MAIN ST Westbound						HUDSON A E Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
1:00 PM	7	3	6	0	0	16	0	39	4	0	2	43	8	6	1	0	3	15	6	27	2	0	0	35	109
1:15 PM	3	2	9	0	1	14	1	29	3	0	0	33	5	4	1	0	1	10	11	44	1	0	0	56	113
1:30 PM	1	4	9	0	1	14	0	31	3	0	1	34	9	5	0	0	0	14	9	32	6	0	0	47	109
1:45 PM	2	5	7	0	1	14	0	25	0	0	0	25	7	7	2	0	0	16	4	37	4	0	0	45	100
Total	13	14	31	0	3	58	1	124	10	0	3	135	29	22	4	0	4	55	30	140	13	0	0	183	431
Approach %	22.4	24.1	53.4	0.0	-	-	0.7	91.9	7.4	0.0	-	-	52.7	40.0	7.3	0.0	-	-	16.4	76.5	7.1	0.0	-	-	-
Total %	3.0	3.2	7.2	0.0	-	13.5	0.2	28.8	2.3	0.0	-	31.3	6.7	5.1	0.9	0.0	-	12.8	7.0	32.5	3.0	0.0	-	42.5	-
PHF	0.464	0.700	0.861	0.000	-	0.906	0.250	0.795	0.625	0.000	-	0.785	0.806	0.786	0.500	0.000	-	0.859	0.682	0.795	0.542	0.000	-	0.817	0.954
Lights	13	14	31	0	-	58	1	123	10	0	-	134	29	22	4	0	-	55	30	139	13	0	-	182	429
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	99.2	100.0	-	-	99.3	100.0	100.0	100.0	-	-	100.0	100.0	99.3	100.0	-	-	99.5	99.5
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	0.7	0.0	-	-	0.5	0.5
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 10-NEW MAIN ST AT CLOVE AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

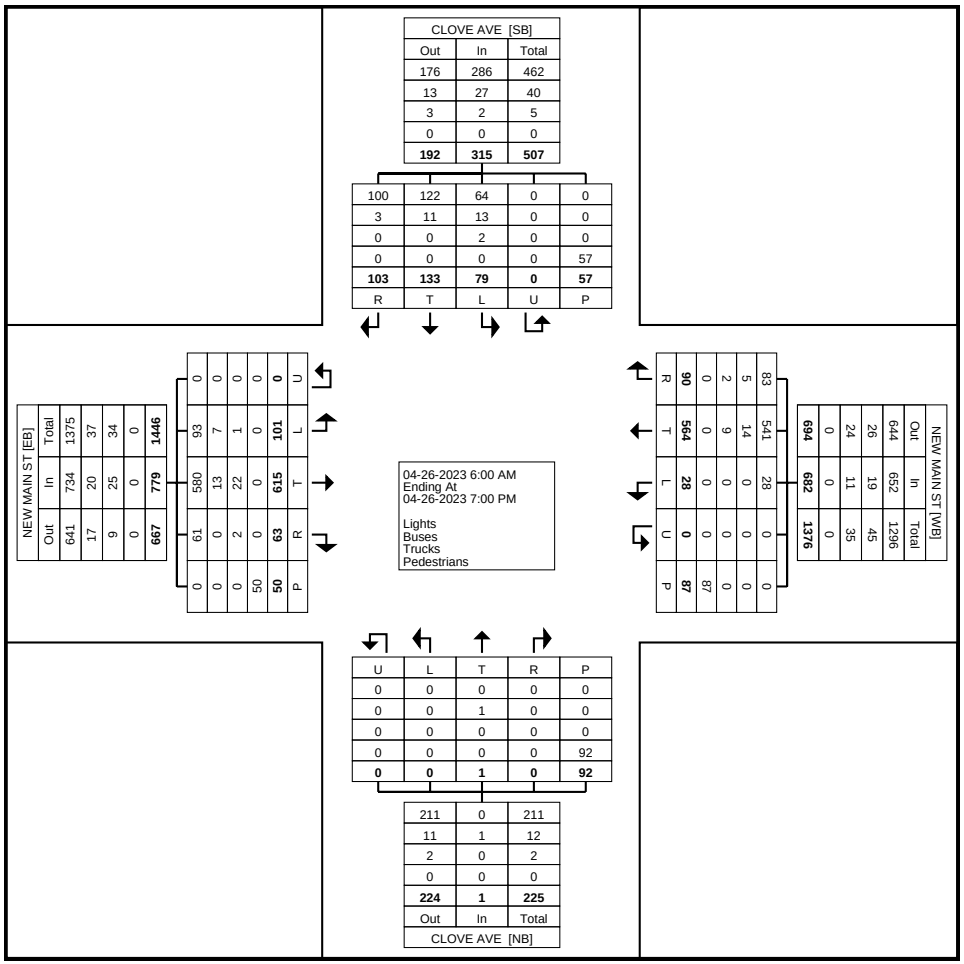
Start Time	CLOVE AVE Southbound						NEW MAIN ST Westbound						CLOVE AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	1	0	1	0	0	2	1	14	0	0	0	15	0	0	0	0	1	0	0	12	1	0	0	13	30
6:15 AM	0	3	3	0	1	6	0	25	3	0	0	28	0	0	0	0	1	0	1	10	0	0	0	11	45
6:30 AM	5	6	10	0	3	21	0	28	3	0	1	31	0	0	0	0	4	0	0	15	0	0	0	15	67
6:45 AM	1	5	3	0	1	9	1	20	2	0	11	23	0	0	0	0	4	0	1	10	1	0	1	12	44
Hourly Total	7	14	17	0	5	38	2	87	8	0	12	97	0	0	0	0	10	0	2	47	2	0	1	51	186
7:00 AM	3	2	3	0	0	8	0	21	2	0	0	23	0	1	0	0	3	1	0	15	1	0	4	16	48
7:15 AM	3	6	4	0	0	13	1	21	2	0	3	24	0	0	0	0	2	0	0	21	1	0	3	22	59
7:30 AM	2	5	6	0	1	13	1	17	3	0	2	21	0	0	0	0	2	0	3	14	3	0	3	20	54
7:45 AM	6	5	2	0	1	13	0	13	2	0	4	15	0	0	0	0	1	0	5	16	1	0	3	22	50
Hourly Total	14	18	15	0	2	47	2	72	9	0	9	83	0	1	0	0	8	1	8	66	6	0	13	80	211
8:00 AM	4	3	2	0	1	9	0	14	0	0	2	14	0	0	0	0	5	0	13	29	2	0	1	44	67
8:15 AM	2	6	0	0	2	8	3	18	1	0	0	22	0	0	0	0	4	0	8	19	2	0	3	29	59
8:30 AM	4	4	8	0	1	16	1	21	6	0	15	28	0	0	0	0	4	0	9	19	1	0	1	29	73
8:45 AM	4	11	7	0	2	22	0	16	6	0	0	22	0	0	0	0	4	0	4	35	4	0	2	43	87
Hourly Total	14	24	17	0	6	55	4	69	13	0	17	86	0	0	0	0	17	0	34	102	9	0	7	145	286
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	6	4	0	5	11	3	37	5	0	0	45	0	0	0	0	0	0	4	26	3	0	3	33	89
4:15 PM	2	6	6	0	2	14	1	31	9	0	1	41	0	0	0	0	4	0	8	26	3	0	1	37	92
4:30 PM	2	4	8	0	0	14	2	36	2	0	1	40	0	0	0	0	6	0	2	36	0	0	0	38	92
4:45 PM	3	6	7	0	2	16	1	17	2	0	0	20	0	0	0	0	2	0	5	26	3	0	2	34	70
Hourly Total	8	22	25	0	9	55	7	121	18	0	2	146	0	0	0	0	12	0	19	114	9	0	6	142	343
5:00 PM	6	6	0	0	2	12	2	23	8	0	2	33	0	0	0	0	7	0	4	33	2	0	2	39	84
5:15 PM	2	6	4	0	4	12	2	19	7	0	7	28	0	0	0	0	4	0	2	24	1	0	3	27	67
5:30 PM	5	7	4	0	4	16	2	28	3	0	6	33	0	0	0	0	9	0	5	34	4	0	1	43	92
5:45 PM	5	9	4	0	4	18	2	30	5	0	1	37	0	0	0	0	1	0	7	36	6	0	2	49	104
Hourly Total	18	28	12	0	14	58	8	100	23	0	16	131	0	0	0	0	21	0	18	127	13	0	8	158	347
6:00 PM	4	6	6	0	6	16	0	31	2	0	10	33	0	0	0	0	7	0	7	42	4	0	3	53	102
6:15 PM	4	12	5	0	4	21	2	31	5	0	8	38	0	0	0	0	12	0	4	42	8	0	1	54	113
6:30 PM	9	7	3	0	9	19	0	26	6	0	8	32	0	0	0	0	1	0	2	30	5	0	6	37	88
6:45 PM	1	2	3	0	2	6	3	27	6	0	5	36	0	0	0	0	4	0	7	45	7	0	5	59	101
Hourly Total	18	27	17	0	21	62	5	115	19	0	31	139	0	0	0	0	24	0	20	159	24	0	15	203	404
Grand Total	79	133	103	0	57	315	28	564	90	0	87	682	0	1	0	0	92	1	101	615	63	0	50	779	1777
Approach %	25.1	42.2	32.7	0.0	-	-	4.1	82.7	13.2	0.0	-	-	0.0	100.0	0.0	0.0	-	-	13.0	78.9	8.1	0.0	-	-	-
Total %	4.4	7.5	5.8	0.0	-	17.7	1.6	31.7	5.1	0.0	-	38.4	0.0	0.1	0.0	0.0	-	0.1	5.7	34.6	3.5	0.0	-	43.8	-
Lights	64	122	100	0	-	286	28	541	83	0	-	652	0	0	0	0	-	0	93	580	61	0	-	734	1672
% Lights	81.0	91.7	97.1	-	-	90.8	100.0	95.9	92.2	-	-	95.6	-	0.0	-	-	-	0.0	92.1	94.3	96.8	-	-	94.2	94.1
Buses	13	11	3	0	-	27	0	14	5	0	-	19	0	1	0	0	-	1	7	13	0	0	-	20	67
% Buses	16.5	8.3	2.9	-	-	8.6	0.0	2.5	5.6	-	-	2.8	-	100.0	-	-	-	100.0	6.9	2.1	0.0	-	-	2.6	3.8

Trucks	2	0	0	0	-	2	0	9	2	0	-	11	0	0	0	0	-	0	1	22	2	0	-	25	38
% Trucks	2.5	0.0	0.0	-	-	0.6	0.0	1.6	2.2	-	-	1.6	-	0.0	-	-	-	0.0	1.0	3.6	3.2	-	-	3.2	2.1
Pedestrians	-	-	-	-	57	-	-	-	-	-	87	-	-	-	-	-	92	-	-	-	-	-	50	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Count Name: 10-NEW MAIN ST AT CLOVE AVE-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

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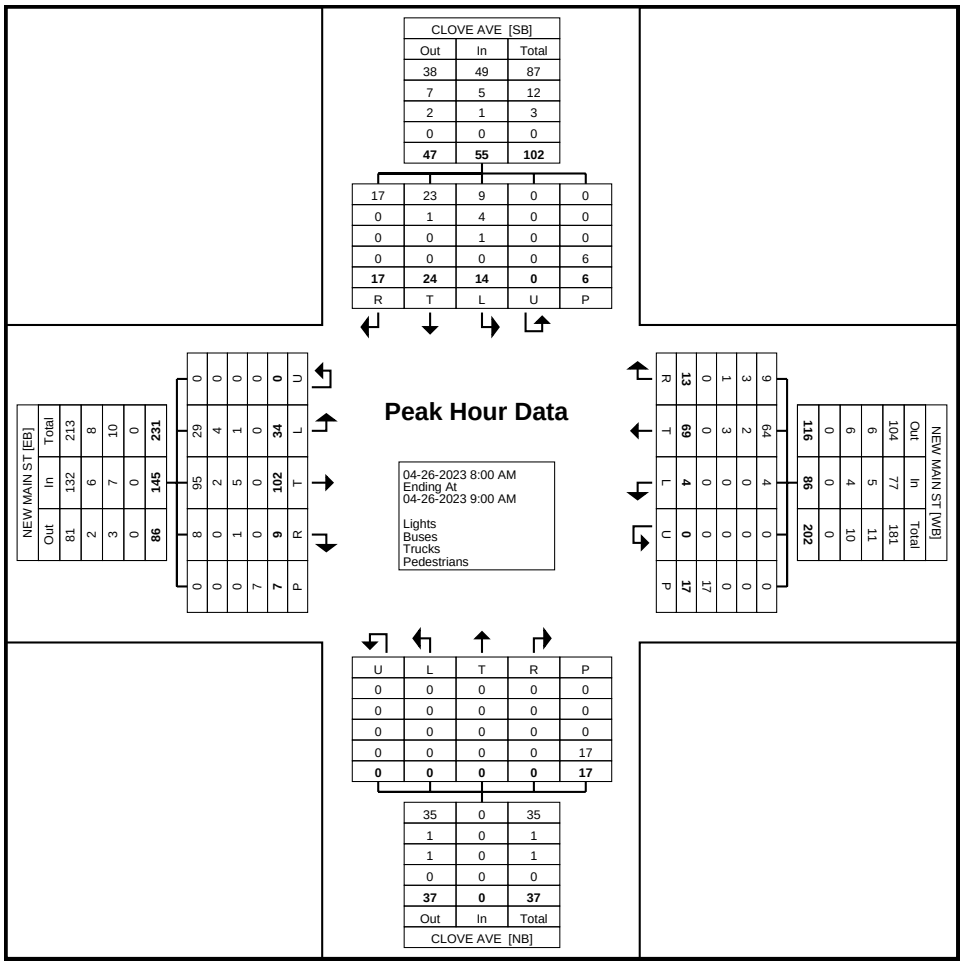
Count Name: 10-NEW MAIN ST AT CLOVE AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	CLOVE AVE Southbound						NEW MAIN ST Westbound						CLOVE AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	4	3	2	0	1	9	0	14	0	0	2	14	0	0	0	0	5	0	13	29	2	0	1	44	67
8:15 AM	2	6	0	0	2	8	3	18	1	0	0	22	0	0	0	0	4	0	8	19	2	0	3	29	59
8:30 AM	4	4	8	0	1	16	1	21	6	0	15	28	0	0	0	0	4	0	9	19	1	0	1	29	73
8:45 AM	4	11	7	0	2	22	0	16	6	0	0	22	0	0	0	0	4	0	4	35	4	0	2	43	87
Total	14	24	17	0	6	55	4	69	13	0	17	86	0	0	0	0	17	0	34	102	9	0	7	145	286
Approach %	25.5	43.6	30.9	0.0	-	-	4.7	80.2	15.1	0.0	-	-	0.0	0.0	0.0	0.0	-	-	23.4	70.3	6.2	0.0	-	-	-
Total %	4.9	8.4	5.9	0.0	-	19.2	1.4	24.1	4.5	0.0	-	30.1	0.0	0.0	0.0	0.0	-	0.0	11.9	35.7	3.1	0.0	-	50.7	-
PHF	0.875	0.545	0.531	0.000	-	0.625	0.333	0.821	0.542	0.000	-	0.768	0.000	0.000	0.000	0.000	-	0.000	0.654	0.729	0.563	0.000	-	0.824	0.822
Lights	9	23	17	0	-	49	4	64	9	0	-	77	0	0	0	0	-	0	29	95	8	0	-	132	258
% Lights	64.3	95.8	100.0	-	-	89.1	100.0	92.8	69.2	-	-	89.5	-	-	-	-	-	-	85.3	93.1	88.9	-	-	91.0	90.2
Buses	4	1	0	0	-	5	0	2	3	0	-	5	0	0	0	0	-	0	4	2	0	0	-	6	16
% Buses	28.6	4.2	0.0	-	-	9.1	0.0	2.9	23.1	-	-	5.8	-	-	-	-	-	-	11.8	2.0	0.0	-	-	4.1	5.6
Trucks	1	0	0	0	-	1	0	3	1	0	-	4	0	0	0	0	-	0	1	5	1	0	-	7	12
% Trucks	7.1	0.0	0.0	-	-	1.8	0.0	4.3	7.7	-	-	4.7	-	-	-	-	-	-	2.9	4.9	11.1	-	-	4.8	4.2
Pedestrians	-	-	-	-	6	-	-	-	-	-	17	-	-	-	-	-	17	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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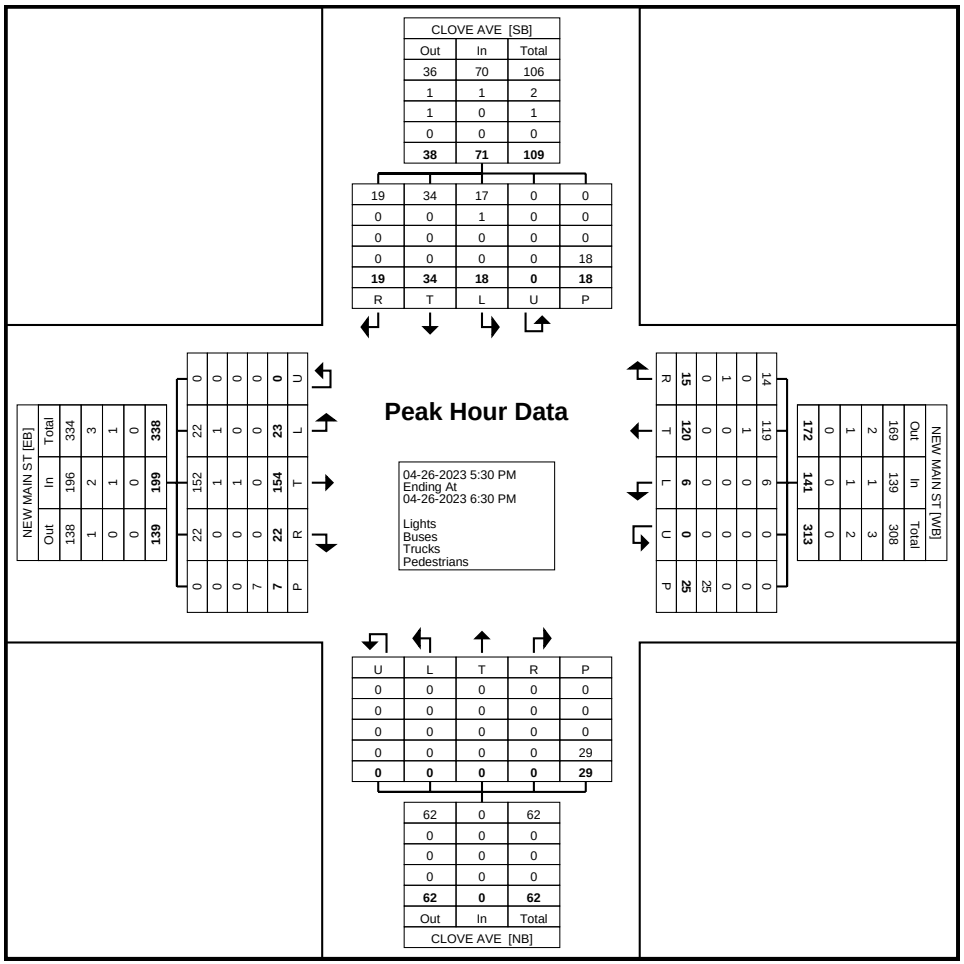
Count Name: 10-NEW MAIN ST AT CLOVE AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (5:30 PM)

Start Time	CLOVE AVE Southbound						NEW MAIN ST Westbound						CLOVE AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	5	7	4	0	4	16	2	28	3	0	6	33	0	0	0	0	9	0	5	34	4	0	1	43	92
5:45 PM	5	9	4	0	4	18	2	30	5	0	1	37	0	0	0	0	1	0	7	36	6	0	2	49	104
6:00 PM	4	6	6	0	6	16	0	31	2	0	10	33	0	0	0	0	7	0	7	42	4	0	3	53	102
6:15 PM	4	12	5	0	4	21	2	31	5	0	8	38	0	0	0	0	12	0	4	42	8	0	1	54	113
Total	18	34	19	0	18	71	6	120	15	0	25	141	0	0	0	0	29	0	23	154	22	0	7	199	411
Approach %	25.4	47.9	26.8	0.0	-	-	4.3	85.1	10.6	0.0	-	-	0.0	0.0	0.0	0.0	-	-	11.6	77.4	11.1	0.0	-	-	-
Total %	4.4	8.3	4.6	0.0	-	17.3	1.5	29.2	3.6	0.0	-	34.3	0.0	0.0	0.0	0.0	-	0.0	5.6	37.5	5.4	0.0	-	48.4	-
PHF	0.900	0.708	0.792	0.000	-	0.845	0.750	0.968	0.750	0.000	-	0.928	0.000	0.000	0.000	0.000	-	0.000	0.821	0.917	0.688	0.000	-	0.921	0.909
Lights	17	34	19	0	-	70	6	119	14	0	-	139	0	0	0	0	-	0	22	152	22	0	-	196	405
% Lights	94.4	100.0	100.0	-	-	98.6	100.0	99.2	93.3	-	-	98.6	-	-	-	-	-	-	95.7	98.7	100.0	-	-	98.5	98.5
Buses	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	1	1	0	0	-	2	4
% Buses	5.6	0.0	0.0	-	-	1.4	0.0	0.8	0.0	-	-	0.7	-	-	-	-	-	-	4.3	0.6	0.0	-	-	1.0	1.0
Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	6.7	-	-	0.7	-	-	-	-	-	-	0.0	0.6	0.0	-	-	0.5	0.5
Pedestrians	-	-	-	-	18	-	-	-	-	-	25	-	-	-	-	-	29	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (5:30 PM)

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716 S 6th Avenue

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Count Name: 10-NEW MAIN ST AT CLOVE AVE-SAT
Site Code:
Start Date: 04-29-2023

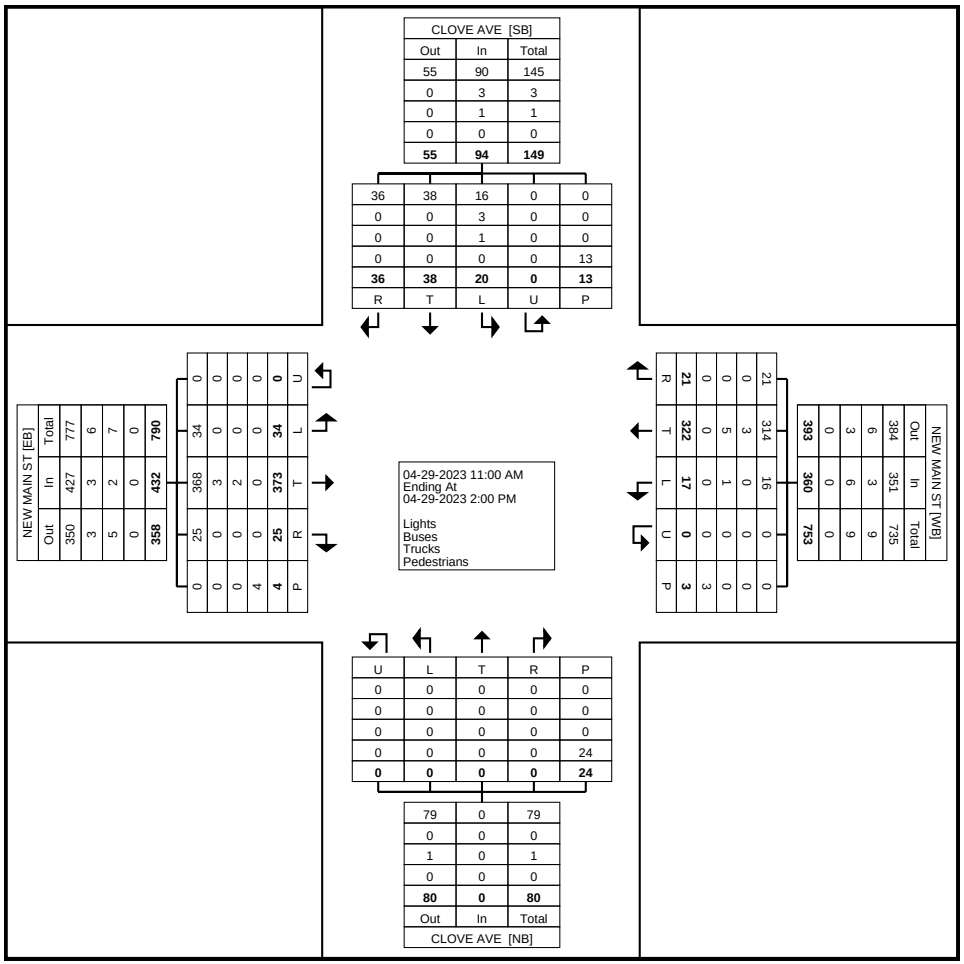
Turning Movement Data

Start Time	CLOVE AVE Southbound						NEW MAIN ST Westbound						CLOVE AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	1	3	0	2	4	4	31	2	0	0	37	0	0	0	0	1	0	1	23	1	0	0	25	66
11:15 AM	2	4	6	0	1	12	1	24	0	0	0	25	0	0	0	0	0	0	2	23	0	0	0	25	62
11:30 AM	2	5	4	0	0	11	1	25	2	0	1	28	0	0	0	0	3	0	5	24	2	0	0	31	70
11:45 AM	2	5	3	0	1	10	1	30	3	0	1	34	0	0	0	0	1	0	4	38	4	0	0	46	90
Hourly Total	6	15	16	0	4	37	7	110	7	0	2	124	0	0	0	0	5	0	12	108	7	0	0	127	288
12:00 PM	1	2	2	0	1	5	1	17	1	0	0	19	0	0	0	0	5	0	3	33	3	0	0	39	63
12:15 PM	1	2	4	0	5	7	0	27	2	0	0	29	0	0	0	0	1	0	6	32	2	0	2	40	76
12:30 PM	3	4	2	0	0	9	2	21	2	0	0	25	0	0	0	0	4	0	3	38	4	0	1	45	79
12:45 PM	1	5	2	0	1	8	0	26	4	0	0	30	0	0	0	0	2	0	4	21	3	0	1	28	66
Hourly Total	6	13	10	0	7	29	3	91	9	0	0	103	0	0	0	0	12	0	16	124	12	0	4	152	284
1:00 PM	0	1	1	0	0	2	3	41	1	0	1	45	0	0	0	0	4	0	1	31	2	0	0	34	81
1:15 PM	3	4	4	0	0	11	1	29	2	0	0	32	0	0	0	0	3	0	1	42	0	0	0	43	86
1:30 PM	2	1	3	0	1	6	2	28	2	0	0	32	0	0	0	0	0	0	2	31	3	0	0	36	74
1:45 PM	3	4	2	0	1	9	1	23	0	0	0	24	0	0	0	0	0	0	2	37	1	0	0	40	73
Hourly Total	8	10	10	0	2	28	7	121	5	0	1	133	0	0	0	0	7	0	6	141	6	0	0	153	314
Grand Total	20	38	36	0	13	94	17	322	21	0	3	360	0	0	0	0	24	0	34	373	25	0	4	432	886
Approach %	21.3	40.4	38.3	0.0	-	-	4.7	89.4	5.8	0.0	-	-	0.0	0.0	0.0	0.0	-	-	7.9	86.3	5.8	0.0	-	-	-
Total %	2.3	4.3	4.1	0.0	-	10.6	1.9	36.3	2.4	0.0	-	40.6	0.0	0.0	0.0	0.0	-	0.0	3.8	42.1	2.8	0.0	-	48.8	-
Lights	16	38	36	0	-	90	16	314	21	0	-	351	0	0	0	0	-	0	34	368	25	0	-	427	868
% Lights	80.0	100.0	100.0	-	-	95.7	94.1	97.5	100.0	-	-	97.5	-	-	-	-	-	-	100.0	98.7	100.0	-	-	98.8	98.0
Buses	3	0	0	0	-	3	0	3	0	0	-	3	0	0	0	0	-	0	0	3	0	0	-	3	9
% Buses	15.0	0.0	0.0	-	-	3.2	0.0	0.9	0.0	-	-	0.8	-	-	-	-	-	-	0.0	0.8	0.0	-	-	0.7	1.0
Trucks	1	0	0	0	-	1	1	5	0	0	-	6	0	0	0	0	-	0	0	2	0	0	-	2	9
% Trucks	5.0	0.0	0.0	-	-	1.1	5.9	1.6	0.0	-	-	1.7	-	-	-	-	-	-	0.0	0.5	0.0	-	-	0.5	1.0
Pedestrians	-	-	-	-	13	-	-	-	-	-	3	-	-	-	-	-	24	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 10-NEW MAIN ST AT CLOVE AVE-SAT
Site Code:
Start Date: 04-29-2023



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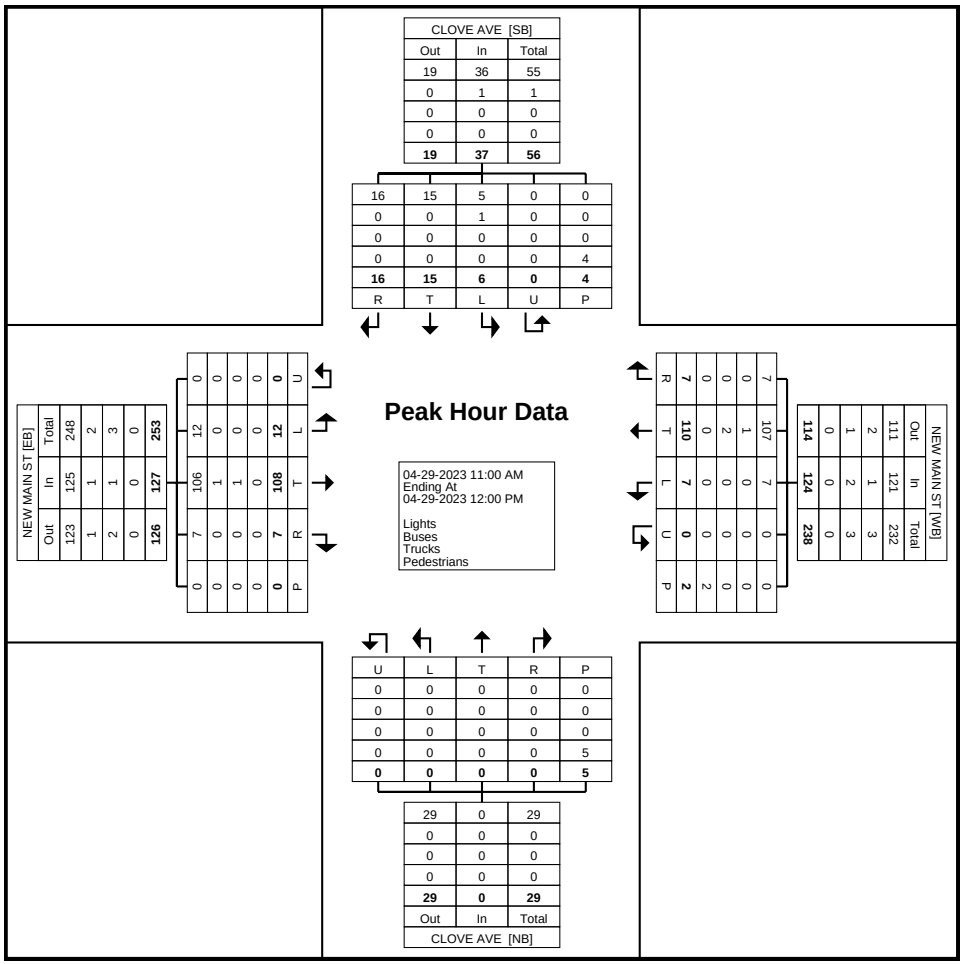
Count Name: 10-NEW MAIN ST AT CLOVE AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	CLOVE AVE Southbound						NEW MAIN ST Westbound						CLOVE AVE Northbound						NEW MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	0	1	3	0	2	4	4	31	2	0	0	37	0	0	0	0	1	0	1	23	1	0	0	25	66
11:15 AM	2	4	6	0	1	12	1	24	0	0	0	25	0	0	0	0	0	0	2	23	0	0	0	25	62
11:30 AM	2	5	4	0	0	11	1	25	2	0	1	28	0	0	0	0	3	0	5	24	2	0	0	31	70
11:45 AM	2	5	3	0	1	10	1	30	3	0	1	34	0	0	0	0	1	0	4	38	4	0	0	46	90
Total	6	15	16	0	4	37	7	110	7	0	2	124	0	0	0	0	5	0	12	108	7	0	0	127	288
Approach %	16.2	40.5	43.2	0.0	-	-	5.6	88.7	5.6	0.0	-	-	0.0	0.0	0.0	0.0	-	-	9.4	85.0	5.5	0.0	-	-	-
Total %	2.1	5.2	5.6	0.0	-	12.8	2.4	38.2	2.4	0.0	-	43.1	0.0	0.0	0.0	0.0	-	0.0	4.2	37.5	2.4	0.0	-	44.1	-
PHF	0.750	0.750	0.667	0.000	-	0.771	0.438	0.887	0.583	0.000	-	0.838	0.000	0.000	0.000	0.000	-	0.000	0.600	0.711	0.438	0.000	-	0.690	0.800
Lights	5	15	16	0	-	36	7	107	7	0	-	121	0	0	0	0	-	0	12	106	7	0	-	125	282
% Lights	83.3	100.0	100.0	-	-	97.3	100.0	97.3	100.0	-	-	97.6	-	-	-	-	-	-	100.0	98.1	100.0	-	-	98.4	97.9
Buses	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	3
% Buses	16.7	0.0	0.0	-	-	2.7	0.0	0.9	0.0	-	-	0.8	-	-	-	-	-	-	0.0	0.9	0.0	-	-	0.8	1.0
Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	3
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.8	0.0	-	-	1.6	-	-	-	-	-	-	0.0	0.9	0.0	-	-	0.8	1.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (11:00 AM)

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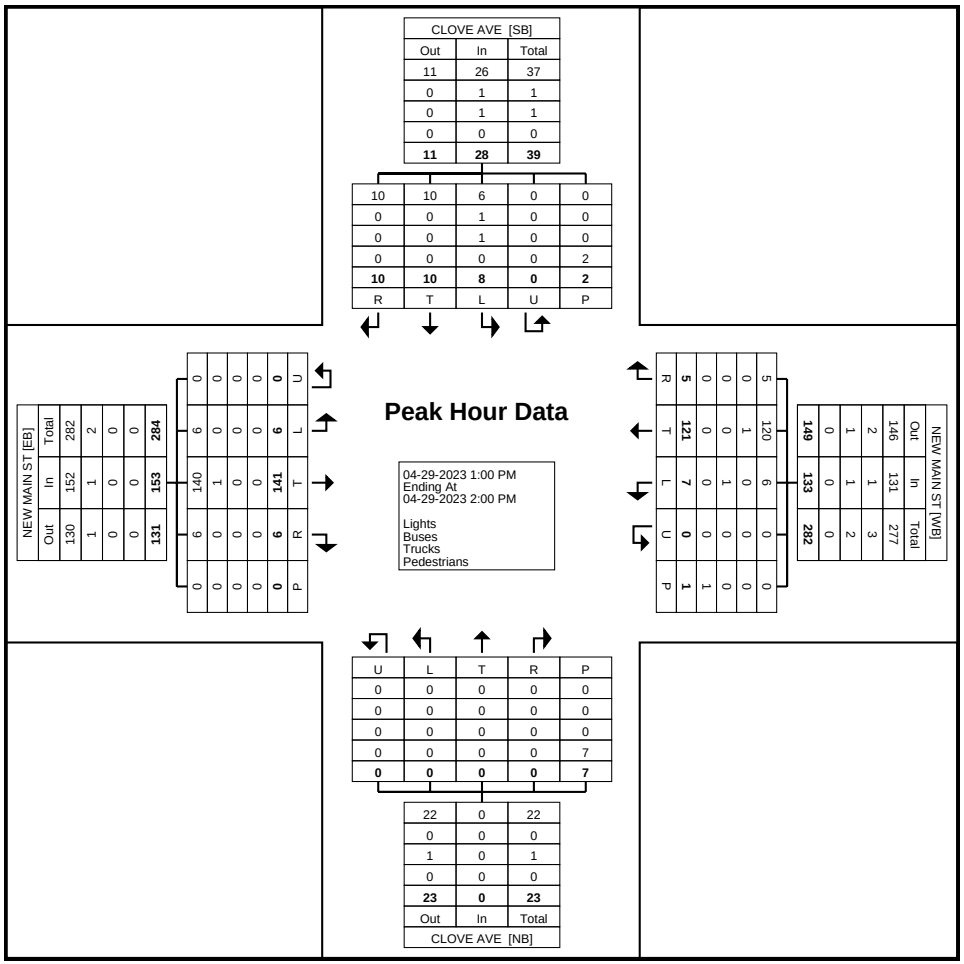
Count Name: 10-NEW MAIN ST AT CLOVE AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (1:00 PM)

Start Time	CLOVE AVE Southbound						NEW MAIN ST Westbound						CLOVE AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
1:00 PM	0	1	1	0	0	2	3	41	1	0	1	45	0	0	0	0	4	0	1	31	2	0	0	34	81
1:15 PM	3	4	4	0	0	11	1	29	2	0	0	32	0	0	0	0	3	0	1	42	0	0	0	43	86
1:30 PM	2	1	3	0	1	6	2	28	2	0	0	32	0	0	0	0	0	0	2	31	3	0	0	36	74
1:45 PM	3	4	2	0	1	9	1	23	0	0	0	24	0	0	0	0	0	0	2	37	1	0	0	40	73
Total	8	10	10	0	2	28	7	121	5	0	1	133	0	0	0	0	7	0	6	141	6	0	0	153	314
Approach %	28.6	35.7	35.7	0.0	-	-	5.3	91.0	3.8	0.0	-	-	0.0	0.0	0.0	0.0	-	-	3.9	92.2	3.9	0.0	-	-	-
Total %	2.5	3.2	3.2	0.0	-	8.9	2.2	38.5	1.6	0.0	-	42.4	0.0	0.0	0.0	0.0	-	0.0	1.9	44.9	1.9	0.0	-	48.7	-
PHF	0.667	0.625	0.625	0.000	-	0.636	0.583	0.738	0.625	0.000	-	0.739	0.000	0.000	0.000	0.000	-	0.000	0.750	0.839	0.500	0.000	-	0.890	0.913
Lights	6	10	10	0	-	26	6	120	5	0	-	131	0	0	0	0	-	0	6	140	6	0	-	152	309
% Lights	75.0	100.0	100.0	-	-	92.9	85.7	99.2	100.0	-	-	98.5	-	-	-	-	-	-	100.0	99.3	100.0	-	-	99.3	98.4
Buses	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	3
% Buses	12.5	0.0	0.0	-	-	3.6	0.0	0.8	0.0	-	-	0.8	-	-	-	-	-	-	0.0	0.7	0.0	-	-	0.7	1.0
Trucks	1	0	0	0	-	1	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Trucks	12.5	0.0	0.0	-	-	3.6	14.3	0.0	0.0	-	-	0.8	-	-	-	-	-	-	0.0	0.0	0.0	-	-	0.0	0.6
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (1:00 PM)

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Count Name: 11-NEW MAIN ST AT MAPLE AVE-WED
Site Code:
Start Date: 04-26-2023

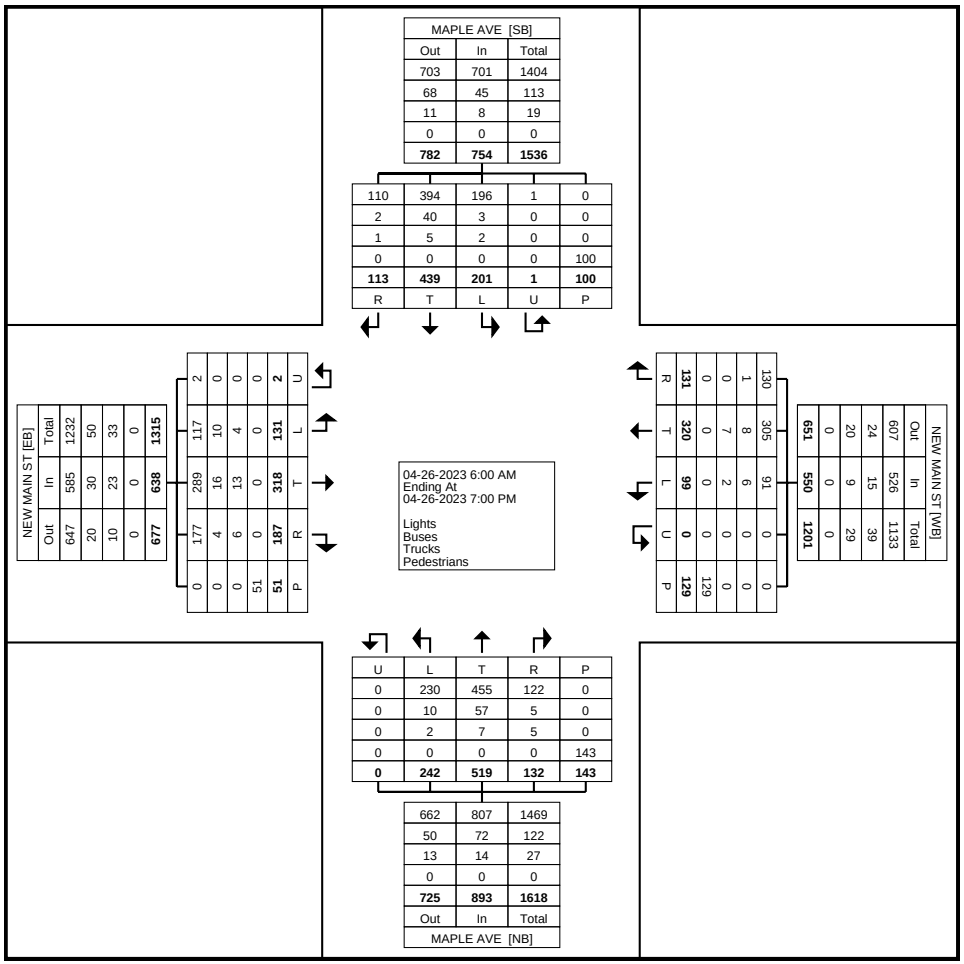
Turning Movement Data

Start Time	MAPLE AVE Southbound						NEW MAIN ST Westbound						MAPLE AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	12	2	0	0	14	1	9	6	0	1	16	2	5	4	0	3	11	0	8	5	0	0	13	54
6:15 AM	4	8	3	0	2	15	3	13	6	0	1	22	11	6	0	0	0	17	0	3	9	0	2	12	66
6:30 AM	4	25	2	0	1	31	8	25	4	0	0	37	6	17	0	0	3	23	0	9	8	0	1	17	108
6:45 AM	2	17	3	0	2	22	2	11	4	0	4	17	6	7	3	0	1	16	2	6	4	0	3	12	67
Hourly Total	10	62	10	0	5	82	14	58	20	0	6	92	25	35	7	0	7	67	2	26	26	0	6	54	295
7:00 AM	5	12	1	0	0	18	7	15	4	0	2	26	7	9	4	0	1	20	1	11	8	0	0	20	84
7:15 AM	9	19	2	0	0	30	0	19	1	0	0	20	5	14	2	0	1	21	2	14	4	0	0	20	91
7:30 AM	4	20	4	0	7	28	1	8	3	0	6	12	8	22	1	0	2	31	2	4	9	0	2	15	86
7:45 AM	1	29	4	0	3	34	0	1	0	0	4	1	9	16	1	0	2	26	8	1	12	0	0	21	82
Hourly Total	19	80	11	0	10	110	8	43	8	0	12	59	29	61	8	0	6	98	13	30	33	0	2	76	343
8:00 AM	0	21	6	0	3	27	1	1	0	0	2	2	9	13	0	0	4	22	14	0	20	0	1	34	85
8:15 AM	0	33	6	0	3	39	0	1	0	0	10	1	14	27	0	0	2	41	12	1	8	0	1	21	102
8:30 AM	2	27	10	0	1	39	1	0	0	0	4	1	18	28	0	0	4	46	12	0	9	0	0	21	107
8:45 AM	1	30	7	1	3	39	0	0	0	0	4	0	13	21	2	0	5	36	11	1	20	0	1	32	107
Hourly Total	3	111	29	1	10	144	2	2	0	0	20	4	54	89	2	0	15	145	49	2	57	0	3	108	401
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	16	17	6	0	8	39	5	23	6	0	9	34	10	17	8	0	5	35	4	23	4	0	4	31	139
4:15 PM	9	14	6	0	7	29	8	22	8	0	10	38	15	34	13	0	3	62	3	19	5	0	3	27	156
4:30 PM	11	16	8	0	5	35	6	21	10	0	6	37	8	22	7	0	12	37	5	18	7	0	3	30	139
4:45 PM	14	20	3	0	10	37	2	11	13	0	9	26	7	28	4	0	10	39	3	19	3	0	4	25	127
Hourly Total	50	67	23	0	30	140	21	77	37	0	34	135	40	101	32	0	30	173	15	79	19	0	14	113	561
5:00 PM	16	17	2	0	6	35	2	22	7	0	7	31	8	37	8	0	13	53	6	30	8	0	4	44	163
5:15 PM	22	15	2	0	9	39	3	11	8	0	8	22	14	32	19	0	14	65	3	16	4	0	4	23	149
5:30 PM	8	16	7	0	3	31	6	15	12	0	9	33	15	25	11	0	14	51	3	19	7	0	3	29	144
5:45 PM	14	16	6	0	2	36	7	17	9	0	6	33	17	31	14	0	8	62	8	17	8	0	3	33	164
Hourly Total	60	64	17	0	20	141	18	65	36	0	30	119	54	125	52	0	49	231	20	82	27	0	14	129	620
6:00 PM	16	23	3	0	7	42	6	17	5	0	6	28	10	23	6	0	7	39	14	19	8	1	3	42	151
6:15 PM	16	10	5	0	5	31	6	18	7	0	9	31	14	36	6	0	11	56	10	21	5	0	6	36	154
6:30 PM	13	11	6	0	4	30	13	17	7	0	5	37	10	26	14	0	8	50	1	32	3	0	1	36	153
6:45 PM	14	11	9	0	9	34	11	23	11	0	7	45	6	23	5	0	10	34	7	27	9	1	2	44	157
Hourly Total	59	55	23	0	25	137	36	75	30	0	27	141	40	108	31	0	36	179	32	99	25	2	12	158	615
Grand Total	201	439	113	1	100	754	99	320	131	0	129	550	242	519	132	0	143	893	131	318	187	2	51	638	2835
Approach %	26.7	58.2	15.0	0.1	-	-	18.0	58.2	23.8	0.0	-	-	27.1	58.1	14.8	0.0	-	-	20.5	49.8	29.3	0.3	-	-	-
Total %	7.1	15.5	4.0	0.0	-	26.6	3.5	11.3	4.6	0.0	-	19.4	8.5	18.3	4.7	0.0	-	31.5	4.6	11.2	6.6	0.1	-	22.5	-
Lights	196	394	110	1	-	701	91	305	130	0	-	526	230	455	122	0	-	807	117	289	177	2	-	585	2619
% Lights	97.5	89.7	97.3	100.0	-	93.0	91.9	95.3	99.2	-	-	95.6	95.0	87.7	92.4	-	-	90.4	89.3	90.9	94.7	100.0	-	91.7	92.4
Buses	3	40	2	0	-	45	6	8	1	0	-	15	10	57	5	0	-	72	10	16	4	0	-	30	162
% Buses	1.5	9.1	1.8	0.0	-	6.0	6.1	2.5	0.8	-	-	2.7	4.1	11.0	3.8	-	-	8.1	7.6	5.0	2.1	0.0	-	4.7	5.7

Trucks	2	5	1	0	-	8	2	7	0	0	-	9	2	7	5	0	-	14	4	13	6	0	-	23	54
% Trucks	1.0	1.1	0.9	0.0	-	1.1	2.0	2.2	0.0	-	-	1.6	0.8	1.3	3.8	-	-	1.6	3.1	4.1	3.2	0.0	-	3.6	1.9
Pedestrians	-	-	-	-	100	-	-	-	-	-	129	-	-	-	-	-	143	-	-	-	-	-	51	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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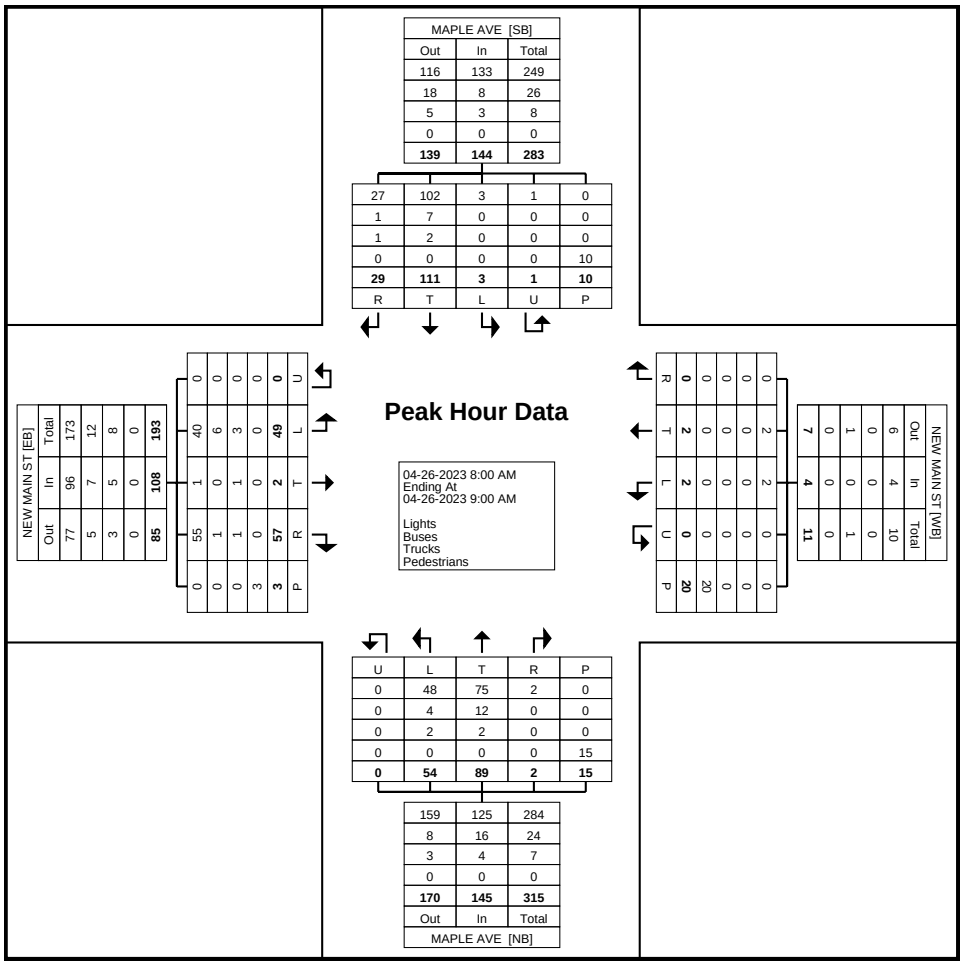
Count Name: 11-NEW MAIN ST AT MAPLE AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	MAPLE AVE Southbound						NEW MAIN ST Westbound						MAPLE AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	0	21	6	0	3	27	1	1	0	0	2	2	9	13	0	0	4	22	14	0	20	0	1	34	85
8:15 AM	0	33	6	0	3	39	0	1	0	0	10	1	14	27	0	0	2	41	12	1	8	0	1	21	102
8:30 AM	2	27	10	0	1	39	1	0	0	0	4	1	18	28	0	0	4	46	12	0	9	0	0	21	107
8:45 AM	1	30	7	1	3	39	0	0	0	0	4	0	13	21	2	0	5	36	11	1	20	0	1	32	107
Total	3	111	29	1	10	144	2	2	0	0	20	4	54	89	2	0	15	145	49	2	57	0	3	108	401
Approach %	2.1	77.1	20.1	0.7	-	-	50.0	50.0	0.0	0.0	-	-	37.2	61.4	1.4	0.0	-	-	45.4	1.9	52.8	0.0	-	-	-
Total %	0.7	27.7	7.2	0.2	-	35.9	0.5	0.5	0.0	0.0	-	1.0	13.5	22.2	0.5	0.0	-	36.2	12.2	0.5	14.2	0.0	-	26.9	-
PHF	0.375	0.841	0.725	0.250	-	0.923	0.500	0.500	0.000	0.000	-	0.500	0.750	0.795	0.250	0.000	-	0.788	0.875	0.500	0.713	0.000	-	0.794	0.937
Lights	3	102	27	1	-	133	2	2	0	0	-	4	48	75	2	0	-	125	40	1	55	0	-	96	358
% Lights	100.0	91.9	93.1	100.0	-	92.4	100.0	100.0	-	-	-	100.0	88.9	84.3	100.0	-	-	86.2	81.6	50.0	96.5	-	-	88.9	89.3
Buses	0	7	1	0	-	8	0	0	0	0	-	0	4	12	0	0	-	16	6	0	1	0	-	7	31
% Buses	0.0	6.3	3.4	0.0	-	5.6	0.0	0.0	-	-	-	0.0	7.4	13.5	0.0	-	-	11.0	12.2	0.0	1.8	-	-	6.5	7.7
Trucks	0	2	1	0	-	3	0	0	0	0	-	0	2	2	0	0	-	4	3	1	1	0	-	5	12
% Trucks	0.0	1.8	3.4	0.0	-	2.1	0.0	0.0	-	-	-	0.0	3.7	2.2	0.0	-	-	2.8	6.1	50.0	1.8	-	-	4.6	3.0
Pedestrians	-	-	-	-	10	-	-	-	-	-	20	-	-	-	-	-	15	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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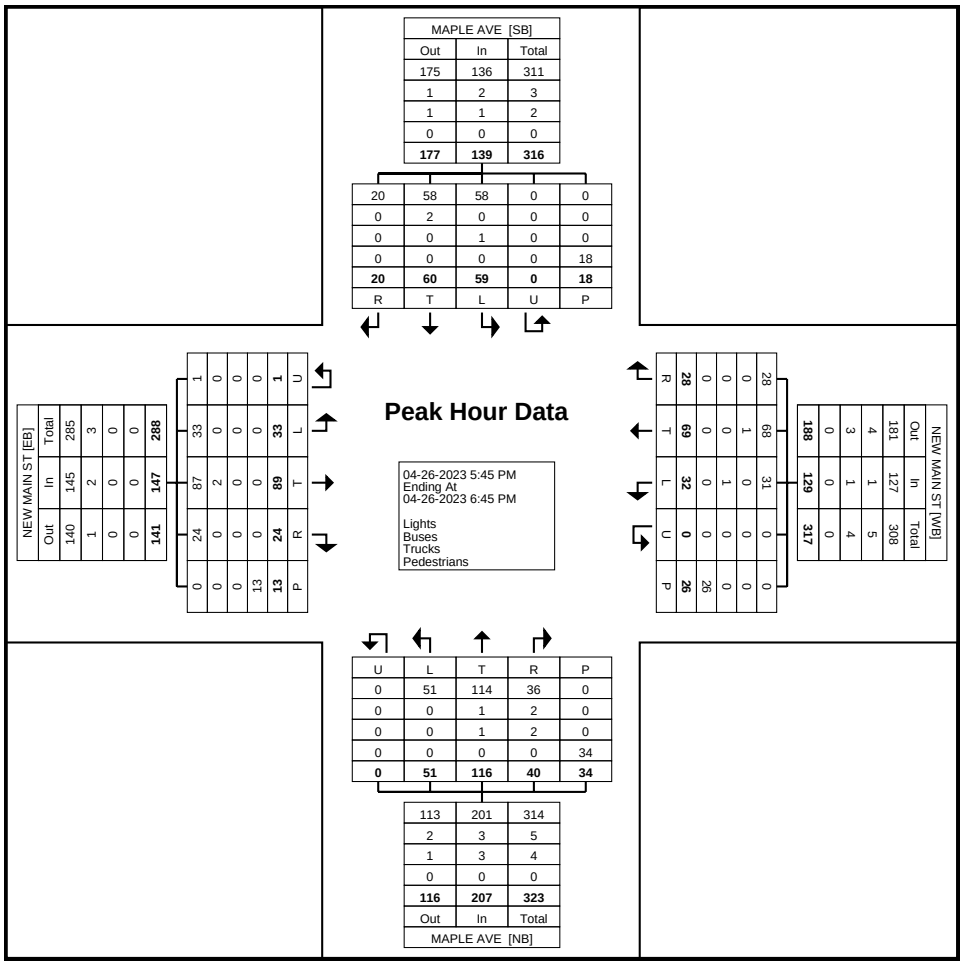
Count Name: 11-NEW MAIN ST AT MAPLE AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (5:45 PM)

Start Time	MAPLE AVE Southbound						NEW MAIN ST Westbound						MAPLE AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:45 PM	14	16	6	0	2	36	7	17	9	0	6	33	17	31	14	0	8	62	8	17	8	0	3	33	164
6:00 PM	16	23	3	0	7	42	6	17	5	0	6	28	10	23	6	0	7	39	14	19	8	1	3	42	151
6:15 PM	16	10	5	0	5	31	6	18	7	0	9	31	14	36	6	0	11	56	10	21	5	0	6	36	154
6:30 PM	13	11	6	0	4	30	13	17	7	0	5	37	10	26	14	0	8	50	1	32	3	0	1	36	153
Total	59	60	20	0	18	139	32	69	28	0	26	129	51	116	40	0	34	207	33	89	24	1	13	147	622
Approach %	42.4	43.2	14.4	0.0	-	-	24.8	53.5	21.7	0.0	-	-	24.6	56.0	19.3	0.0	-	-	22.4	60.5	16.3	0.7	-	-	-
Total %	9.5	9.6	3.2	0.0	-	22.3	5.1	11.1	4.5	0.0	-	20.7	8.2	18.6	6.4	0.0	-	33.3	5.3	14.3	3.9	0.2	-	23.6	-
PHF	0.922	0.652	0.833	0.000	-	0.827	0.615	0.958	0.778	0.000	-	0.872	0.750	0.806	0.714	0.000	-	0.835	0.589	0.695	0.750	0.250	-	0.875	0.948
Lights	58	58	20	0	-	136	31	68	28	0	-	127	51	114	36	0	-	201	33	87	24	1	-	145	609
% Lights	98.3	96.7	100.0	-	-	97.8	96.9	98.6	100.0	-	-	98.4	100.0	98.3	90.0	-	-	97.1	100.0	97.8	100.0	100.0	-	98.6	97.9
Buses	0	2	0	0	-	2	0	1	0	0	-	1	0	1	2	0	-	3	0	2	0	0	-	2	8
% Buses	0.0	3.3	0.0	-	-	1.4	0.0	1.4	0.0	-	-	0.8	0.0	0.9	5.0	-	-	1.4	0.0	2.2	0.0	0.0	-	1.4	1.3
Trucks	1	0	0	0	-	1	1	0	0	0	-	1	0	1	2	0	-	3	0	0	0	0	-	0	5
% Trucks	1.7	0.0	0.0	-	-	0.7	3.1	0.0	0.0	-	-	0.8	0.0	0.9	5.0	-	-	1.4	0.0	0.0	0.0	0.0	-	0.0	0.8
Pedestrians	-	-	-	-	18	-	-	-	-	-	26	-	-	-	-	-	34	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (5:45 PM)

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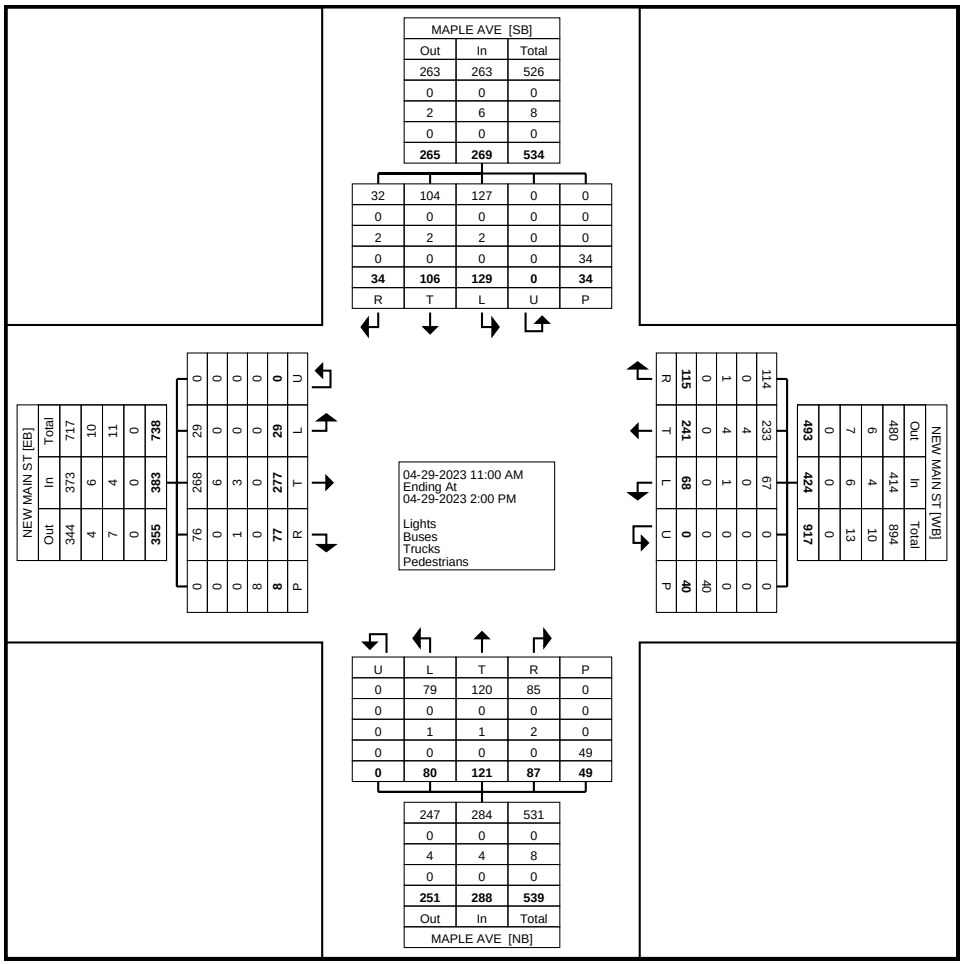
Count Name: 11-NEW MAIN ST AT MAPLE AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Data

Start Time	MAPLE AVE Southbound						NEW MAIN ST Westbound						MAPLE AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	13	10	5	0	4	28	3	26	5	0	2	34	7	12	5	0	1	24	3	15	3	0	0	21	107
11:15 AM	10	9	3	0	3	22	8	19	12	0	5	39	3	12	6	0	0	21	3	22	2	0	0	27	109
11:30 AM	11	11	3	0	4	25	8	20	5	0	5	33	6	8	5	0	5	19	0	19	7	0	0	26	103
11:45 AM	10	9	2	0	1	21	2	18	12	0	6	32	10	4	14	0	2	28	3	21	6	0	0	30	111
Hourly Total	44	39	13	0	12	96	21	83	34	0	18	138	26	36	30	0	8	92	9	77	18	0	0	104	430
12:00 PM	11	7	1	0	5	19	10	11	7	0	1	28	8	17	7	0	6	32	0	33	3	0	1	36	115
12:15 PM	10	7	3	0	4	20	1	20	13	0	2	34	3	14	6	0	3	23	2	28	4	0	0	34	111
12:30 PM	14	6	2	0	0	22	9	14	6	0	8	29	10	14	7	0	8	31	3	26	8	0	3	37	119
12:45 PM	16	6	2	0	2	24	7	23	21	0	2	51	5	6	10	0	3	21	2	21	4	0	2	27	123
Hourly Total	51	26	8	0	11	85	27	68	47	0	13	142	26	51	30	0	20	107	7	108	19	0	6	134	468
1:00 PM	12	11	4	0	0	27	5	29	13	0	4	47	11	11	6	0	4	28	3	17	13	0	1	33	135
1:15 PM	10	11	3	0	2	24	3	23	7	0	2	33	6	5	7	0	6	18	3	25	9	0	0	37	112
1:30 PM	7	13	4	0	5	24	4	21	4	0	2	29	8	12	8	0	4	28	3	24	9	0	0	36	117
1:45 PM	5	6	2	0	4	13	8	17	10	0	1	35	3	6	6	0	7	15	4	26	9	0	1	39	102
Hourly Total	34	41	13	0	11	88	20	90	34	0	9	144	28	34	27	0	21	89	13	92	40	0	2	145	466
Grand Total	129	106	34	0	34	269	68	241	115	0	40	424	80	121	87	0	49	288	29	277	77	0	8	383	1364
Approach %	48.0	39.4	12.6	0.0	-	-	16.0	56.8	27.1	0.0	-	-	27.8	42.0	30.2	0.0	-	-	7.6	72.3	20.1	0.0	-	-	-
Total %	9.5	7.8	2.5	0.0	-	19.7	5.0	17.7	8.4	0.0	-	31.1	5.9	8.9	6.4	0.0	-	21.1	2.1	20.3	5.6	0.0	-	28.1	-
Lights	127	104	32	0	-	263	67	233	114	0	-	414	79	120	85	0	-	284	29	268	76	0	-	373	1334
% Lights	98.4	98.1	94.1	-	-	97.8	98.5	96.7	99.1	-	-	97.6	98.8	99.2	97.7	-	-	98.6	100.0	96.8	98.7	-	-	97.4	97.8
Buses	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	0	6	0	0	-	6	10
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	1.7	0.0	-	-	0.9	0.0	0.0	0.0	-	-	0.0	0.0	2.2	0.0	-	-	1.6	0.7
Trucks	2	2	2	0	-	6	1	4	1	0	-	6	1	1	2	0	-	4	0	3	1	0	-	4	20
% Trucks	1.6	1.9	5.9	-	-	2.2	1.5	1.7	0.9	-	-	1.4	1.3	0.8	2.3	-	-	1.4	0.0	1.1	1.3	-	-	1.0	1.5
Pedestrians	-	-	-	-	34	-	-	-	-	-	40	-	-	-	-	-	49	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Data Plot

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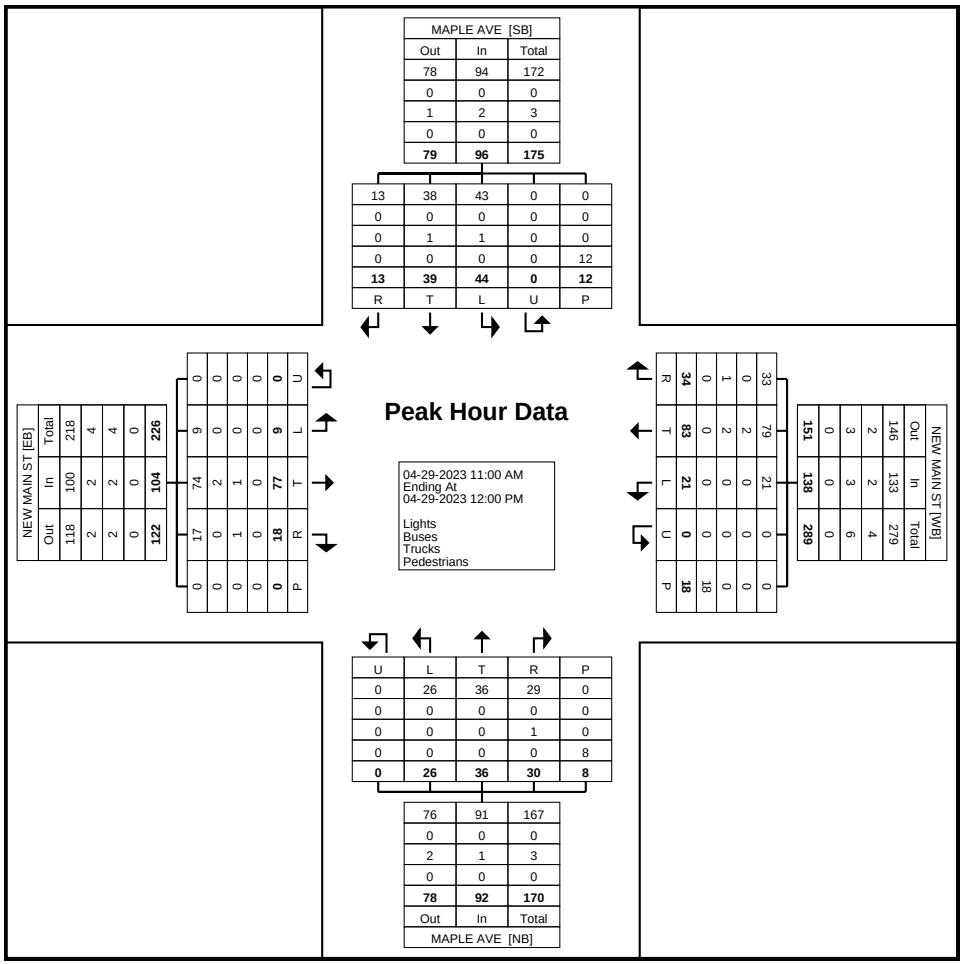
Count Name: 11-NEW MAIN ST AT MAPLE AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	MAPLE AVE Southbound						NEW MAIN ST Westbound						MAPLE AVE Northbound						NEW MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	13	10	5	0	4	28	3	26	5	0	2	34	7	12	5	0	1	24	3	15	3	0	0	21	107
11:15 AM	10	9	3	0	3	22	8	19	12	0	5	39	3	12	6	0	0	21	3	22	2	0	0	27	109
11:30 AM	11	11	3	0	4	25	8	20	5	0	5	33	6	8	5	0	5	19	0	19	7	0	0	26	103
11:45 AM	10	9	2	0	1	21	2	18	12	0	6	32	10	4	14	0	2	28	3	21	6	0	0	30	111
Total	44	39	13	0	12	96	21	83	34	0	18	138	26	36	30	0	8	92	9	77	18	0	0	104	430
Approach %	45.8	40.6	13.5	0.0	-	-	15.2	60.1	24.6	0.0	-	-	28.3	39.1	32.6	0.0	-	-	8.7	74.0	17.3	0.0	-	-	-
Total %	10.2	9.1	3.0	0.0	-	22.3	4.9	19.3	7.9	0.0	-	32.1	6.0	8.4	7.0	0.0	-	21.4	2.1	17.9	4.2	0.0	-	24.2	-
PHF	0.846	0.886	0.650	0.000	-	0.857	0.656	0.798	0.708	0.000	-	0.885	0.650	0.750	0.536	0.000	-	0.821	0.750	0.875	0.643	0.000	-	0.867	0.968
Lights	43	38	13	0	-	94	21	79	33	0	-	133	26	36	29	0	-	91	9	74	17	0	-	100	418
% Lights	97.7	97.4	100.0	-	-	97.9	100.0	95.2	97.1	-	-	96.4	100.0	100.0	96.7	-	-	98.9	100.0	96.1	94.4	-	-	96.2	97.2
Buses	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	4
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	2.4	0.0	-	-	1.4	0.0	0.0	0.0	-	-	0.0	0.0	2.6	0.0	-	-	1.9	0.9
Trucks	1	1	0	0	-	2	0	2	1	0	-	3	0	0	1	0	-	1	0	1	1	0	-	2	8
% Trucks	2.3	2.6	0.0	-	-	2.1	0.0	2.4	2.9	-	-	2.2	0.0	0.0	3.3	-	-	1.1	0.0	1.3	5.6	-	-	1.9	1.9
Pedestrians	-	-	-	-	12	-	-	-	-	-	18	-	-	-	-	-	8	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (11:00 AM)

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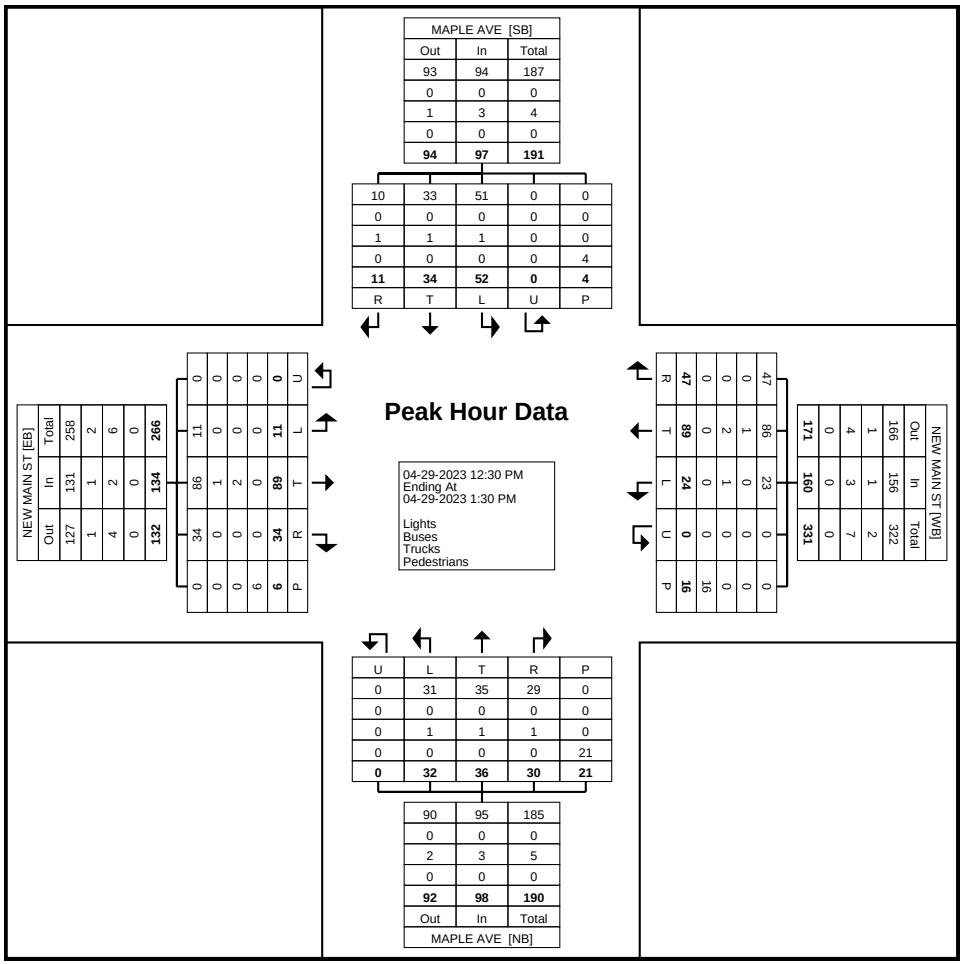
Count Name: 11-NEW MAIN ST AT MAPLE AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:30 PM)

Start Time	MAPLE AVE Southbound						NEW MAIN ST Westbound						MAPLE AVE Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	14	6	2	0	0	22	9	14	6	0	8	29	10	14	7	0	8	31	3	26	8	0	3	37	119
12:45 PM	16	6	2	0	2	24	7	23	21	0	2	51	5	6	10	0	3	21	2	21	4	0	2	27	123
1:00 PM	12	11	4	0	0	27	5	29	13	0	4	47	11	11	6	0	4	28	3	17	13	0	1	33	135
1:15 PM	10	11	3	0	2	24	3	23	7	0	2	33	6	5	7	0	6	18	3	25	9	0	0	37	112
Total	52	34	11	0	4	97	24	89	47	0	16	160	32	36	30	0	21	98	11	89	34	0	6	134	489
Approach %	53.6	35.1	11.3	0.0	-	-	15.0	55.6	29.4	0.0	-	-	32.7	36.7	30.6	0.0	-	-	8.2	66.4	25.4	0.0	-	-	-
Total %	10.6	7.0	2.2	0.0	-	19.8	4.9	18.2	9.6	0.0	-	32.7	6.5	7.4	6.1	0.0	-	20.0	2.2	18.2	7.0	0.0	-	27.4	-
PHF	0.813	0.773	0.688	0.000	-	0.898	0.667	0.767	0.560	0.000	-	0.784	0.727	0.643	0.750	0.000	-	0.790	0.917	0.856	0.654	0.000	-	0.905	0.906
Lights	51	33	10	0	-	94	23	86	47	0	-	156	31	35	29	0	-	95	11	86	34	0	-	131	476
% Lights	98.1	97.1	90.9	-	-	96.9	95.8	96.6	100.0	-	-	97.5	96.9	97.2	96.7	-	-	96.9	100.0	96.6	100.0	-	-	97.8	97.3
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	1.1	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.0	1.1	0.0	-	-	0.7	0.4
Trucks	1	1	1	0	-	3	1	2	0	0	-	3	1	1	1	0	-	3	0	2	0	0	-	2	11
% Trucks	1.9	2.9	9.1	-	-	3.1	4.2	2.2	0.0	-	-	1.9	3.1	2.8	3.3	-	-	3.1	0.0	2.2	0.0	-	-	1.5	2.2
Pedestrians	-	-	-	-	4	-	-	-	-	-	16	-	-	-	-	-	21	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (12:30 PM)

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Count Name: 12-NEW MAIN ST AT WEST ST/BROADWAY-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

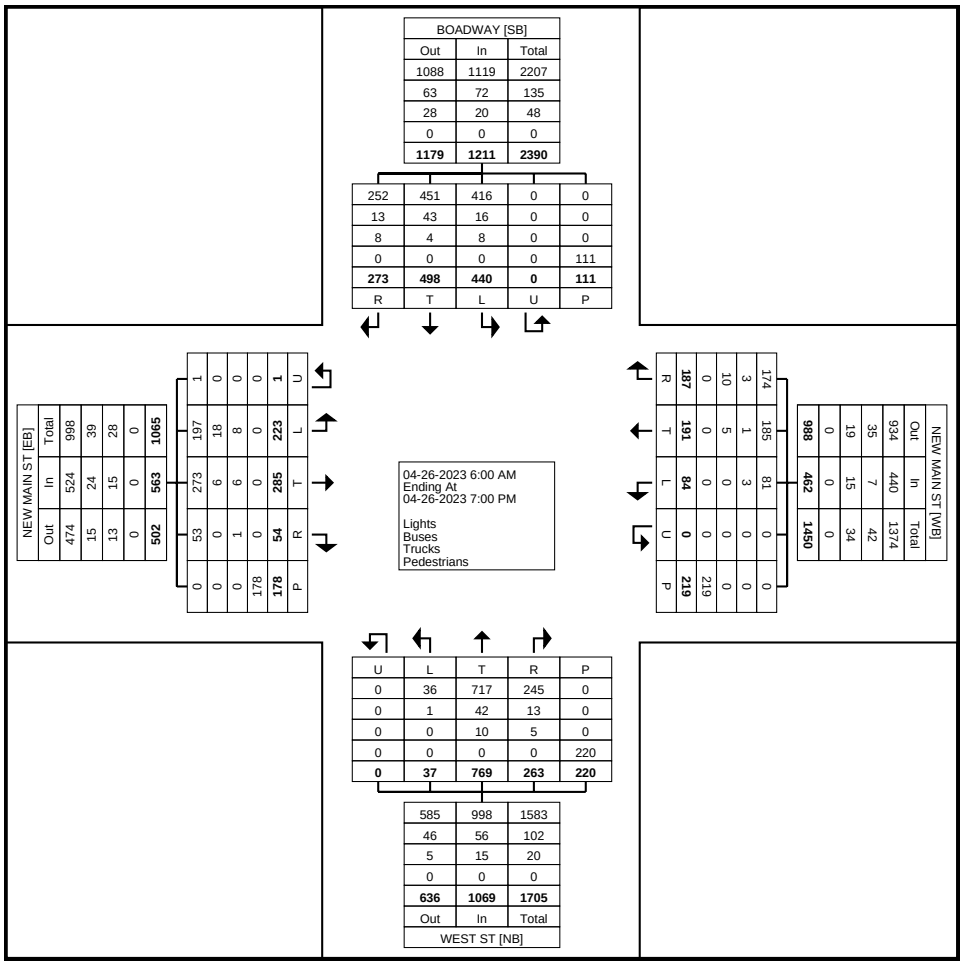
Start Time	BOADWAY Southbound						NEW MAIN ST Westbound						WEST ST Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	9	20	6	0	1	35	1	8	4	0	2	13	1	7	4	0	2	12	3	7	0	0	2	10	70
6:15 AM	12	24	13	0	3	49	6	8	5	0	1	19	1	11	3	0	3	15	2	5	1	0	3	8	91
6:30 AM	12	14	16	0	2	42	4	14	4	0	7	22	1	18	5	0	5	24	1	6	2	0	4	9	97
6:45 AM	14	18	4	0	5	36	3	14	3	0	0	20	0	17	9	0	2	26	4	3	1	0	5	8	90
Hourly Total	47	76	39	0	11	162	14	44	16	0	10	74	3	53	21	0	12	77	10	21	4	0	14	35	348
7:00 AM	8	22	15	0	0	45	2	9	6	0	1	17	1	13	5	0	1	19	9	8	0	0	2	17	98
7:15 AM	10	10	7	0	1	27	5	8	7	0	2	20	0	23	2	0	2	25	8	14	2	0	1	24	96
7:30 AM	13	23	5	0	2	41	10	6	3	0	3	19	1	22	9	0	3	32	2	6	1	0	0	9	101
7:45 AM	12	30	1	0	1	43	4	0	6	0	3	10	0	12	17	0	0	29	1	0	1	0	1	2	84
Hourly Total	43	85	28	0	4	156	21	23	22	0	9	66	2	70	33	0	6	105	20	28	4	0	4	52	379
8:00 AM	21	33	0	0	6	54	9	0	10	0	3	19	0	22	15	0	4	37	0	0	0	0	1	0	110
8:15 AM	13	38	0	0	1	51	14	0	6	0	7	20	0	33	20	0	7	53	0	0	0	0	5	0	124
8:30 AM	22	35	1	0	2	58	4	0	9	0	11	13	0	33	15	0	7	48	1	0	1	0	9	2	121
8:45 AM	19	25	1	0	4	45	5	0	17	0	6	22	0	21	17	0	7	38	1	0	1	0	5	2	107
Hourly Total	75	131	2	0	13	208	32	0	42	0	27	74	0	109	67	0	25	176	2	0	2	0	20	4	462
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	15	20	13	0	6	48	0	13	9	0	14	22	1	47	13	0	24	61	21	20	1	0	8	42	173
4:15 PM	24	21	17	0	5	62	1	14	5	0	13	20	3	46	12	0	6	61	14	13	0	0	10	27	170
4:30 PM	23	18	20	0	11	61	0	5	8	0	17	13	2	38	16	0	13	56	5	21	4	0	12	30	160
4:45 PM	23	12	13	0	14	48	4	9	9	0	13	22	4	44	10	0	13	58	11	17	4	0	13	32	160
Hourly Total	85	71	63	0	36	219	5	41	31	0	57	77	10	175	51	0	56	236	51	71	9	0	43	131	663
5:00 PM	24	13	18	0	5	55	3	8	9	0	15	20	2	63	14	0	15	79	18	22	0	0	25	40	194
5:15 PM	33	20	11	0	11	64	5	12	5	0	6	22	3	51	10	0	10	64	17	26	7	1	11	51	201
5:30 PM	18	18	17	0	5	53	0	10	7	0	15	17	4	45	10	0	7	59	17	17	3	0	4	37	166
5:45 PM	16	15	16	0	1	47	1	11	17	0	11	29	2	45	6	0	22	53	13	11	9	0	12	33	162
Hourly Total	91	66	62	0	22	219	9	41	38	0	47	88	11	204	40	0	54	255	65	76	19	1	52	161	723
6:00 PM	25	19	15	0	12	59	0	7	9	0	13	16	3	44	17	0	15	64	15	20	5	0	11	40	179
6:15 PM	27	14	18	0	8	59	1	10	13	0	18	24	3	37	11	0	20	51	24	21	1	0	13	46	180
6:30 PM	25	21	23	0	3	69	1	14	11	0	18	26	3	44	15	0	20	62	21	25	6	0	11	52	209
6:45 PM	22	15	23	0	2	60	1	11	5	0	20	17	2	33	8	0	12	43	15	23	4	0	10	42	162
Hourly Total	99	69	79	0	25	247	3	42	38	0	69	83	11	158	51	0	67	220	75	89	16	0	45	180	730
Grand Total	440	498	273	0	111	1211	84	191	187	0	219	462	37	769	263	0	220	1069	223	285	54	1	178	563	3305
Approach %	36.3	41.1	22.5	0.0	-	-	18.2	41.3	40.5	0.0	-	-	3.5	71.9	24.6	0.0	-	-	39.6	50.6	9.6	0.2	-	-	-
Total %	13.3	15.1	8.3	0.0	-	36.6	2.5	5.8	5.7	0.0	-	14.0	1.1	23.3	8.0	0.0	-	32.3	6.7	8.6	1.6	0.0	-	17.0	-
Lights	416	451	252	0	-	1119	81	185	174	0	-	440	36	717	245	0	-	998	197	273	53	1	-	524	3081
% Lights	94.5	90.6	92.3	-	-	92.4	96.4	96.9	93.0	-	-	95.2	97.3	93.2	93.2	-	-	93.4	88.3	95.8	98.1	100.0	-	93.1	93.2
Buses	16	43	13	0	-	72	3	1	3	0	-	7	1	42	13	0	-	56	18	6	0	0	-	24	159
% Buses	3.6	8.6	4.8	-	-	5.9	3.6	0.5	1.6	-	-	1.5	2.7	5.5	4.9	-	-	5.2	8.1	2.1	0.0	0.0	-	4.3	4.8

Trucks	8	4	8	0	-	20	0	5	10	0	-	15	0	10	5	0	-	15	8	6	1	0	-	15	65
% Trucks	1.8	0.8	2.9	-	-	1.7	0.0	2.6	5.3	-	-	3.2	0.0	1.3	1.9	-	-	1.4	3.6	2.1	1.9	0.0	-	2.7	2.0
Pedestrians	-	-	-	-	111	-	-	-	-	-	219	-	-	-	-	-	220	-	-	-	-	-	178	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 12-NEW MAIN ST AT WEST ST/BROADWAY-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 12-NEW MAIN ST AT WEST ST/BROADWAY-WED
Site Code:
Start Date: 04-26-2023

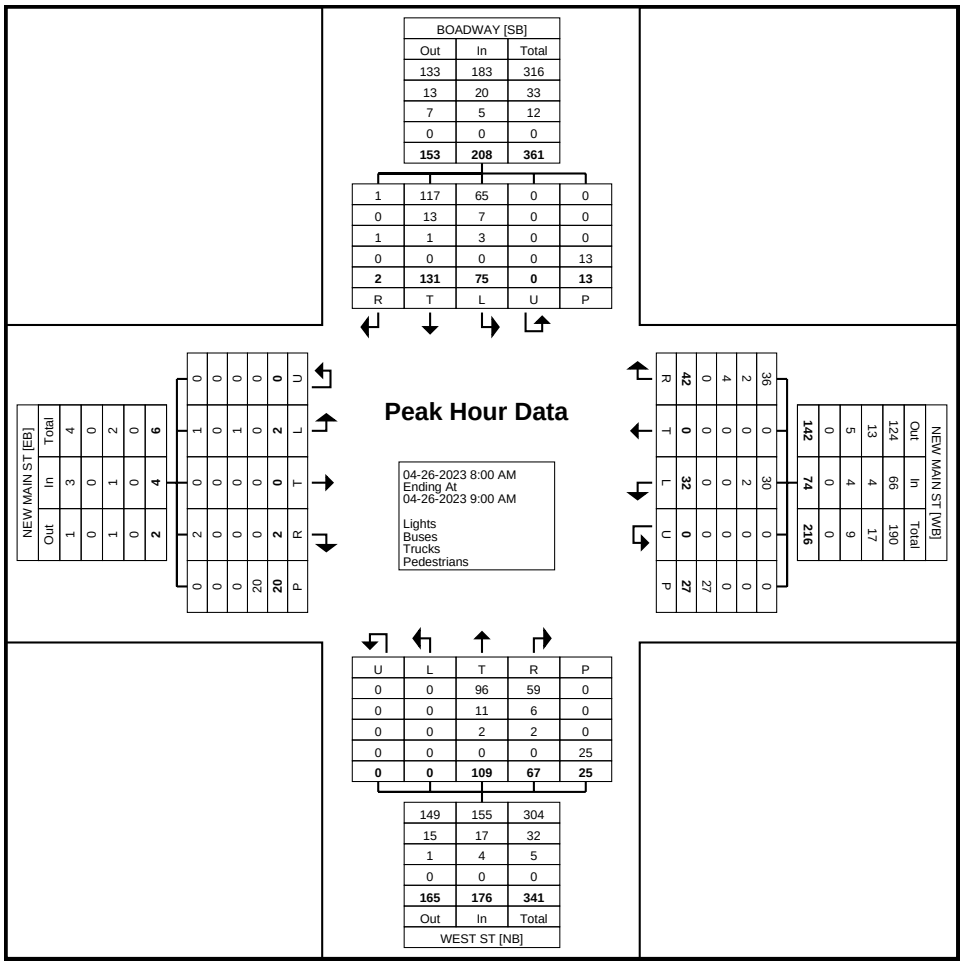
Turning Movement Peak Hour Data (8:00 AM)

Start Time	BOADWAY Southbound						NEW MAIN ST Westbound						WEST ST Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	21	33	0	0	6	54	9	0	10	0	3	19	0	22	15	0	4	37	0	0	0	0	1	0	110
8:15 AM	13	38	0	0	1	51	14	0	6	0	7	20	0	33	20	0	7	53	0	0	0	0	5	0	124
8:30 AM	22	35	1	0	2	58	4	0	9	0	11	13	0	33	15	0	7	48	1	0	1	0	9	2	121
8:45 AM	19	25	1	0	4	45	5	0	17	0	6	22	0	21	17	0	7	38	1	0	1	0	5	2	107
Total	75	131	2	0	13	208	32	0	42	0	27	74	0	109	67	0	25	176	2	0	2	0	20	4	462
Approach %	36.1	63.0	1.0	0.0	-	-	43.2	0.0	56.8	0.0	-	-	0.0	61.9	38.1	0.0	-	-	50.0	0.0	50.0	0.0	-	-	-
Total %	16.2	28.4	0.4	0.0	-	45.0	6.9	0.0	9.1	0.0	-	16.0	0.0	23.6	14.5	0.0	-	38.1	0.4	0.0	0.4	0.0	-	0.9	-
PHF	0.852	0.862	0.500	0.000	-	0.897	0.571	0.000	0.618	0.000	-	0.841	0.000	0.826	0.838	0.000	-	0.830	0.500	0.000	0.500	0.000	-	0.500	0.931
Lights	65	117	1	0	-	183	30	0	36	0	-	66	0	96	59	0	-	155	1	0	2	0	-	3	407
% Lights	86.7	89.3	50.0	-	-	88.0	93.8	-	85.7	-	-	89.2	-	88.1	88.1	-	-	88.1	50.0	-	100.0	-	-	75.0	88.1
Buses	7	13	0	0	-	20	2	0	2	0	-	4	0	11	6	0	-	17	0	0	0	0	-	0	41
% Buses	9.3	9.9	0.0	-	-	9.6	6.3	-	4.8	-	-	5.4	-	10.1	9.0	-	-	9.7	0.0	-	0.0	-	-	0.0	8.9
Trucks	3	1	1	0	-	5	0	0	4	0	-	4	0	2	2	0	-	4	1	0	0	0	-	1	14
% Trucks	4.0	0.8	50.0	-	-	2.4	0.0	-	9.5	-	-	5.4	-	1.8	3.0	-	-	2.3	50.0	-	0.0	-	-	25.0	3.0
Pedestrians	-	-	-	-	13	-	-	-	-	-	27	-	-	-	-	-	25	-	-	-	-	-	20	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 12-NEW MAIN ST AT WEST ST/BROADWAY-WED
Site Code:
Start Date: 04-26-2023



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

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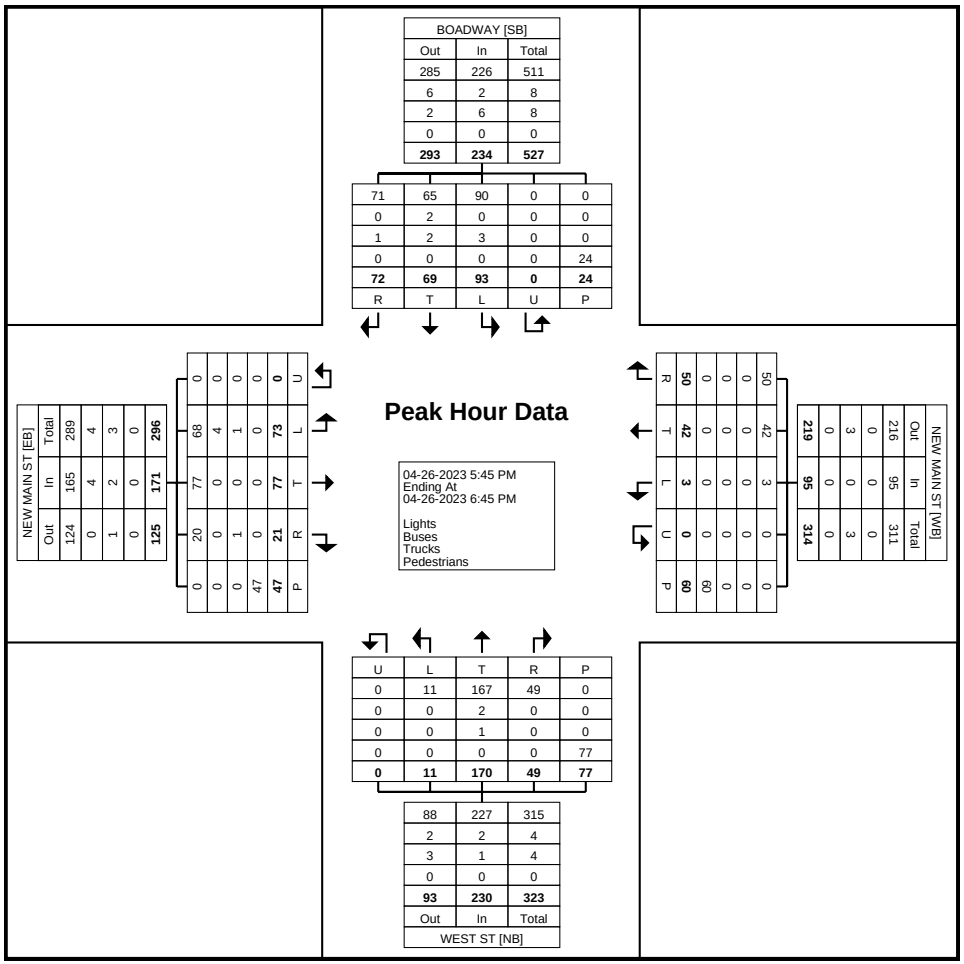
Count Name: 12-NEW MAIN ST AT WEST ST/BROADWAY-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (5:45 PM)

Start Time	BOADWAY Southbound						NEW MAIN ST Westbound						WEST ST Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:45 PM	16	15	16	0	1	47	1	11	17	0	11	29	2	45	6	0	22	53	13	11	9	0	12	33	162
6:00 PM	25	19	15	0	12	59	0	7	9	0	13	16	3	44	17	0	15	64	15	20	5	0	11	40	179
6:15 PM	27	14	18	0	8	59	1	10	13	0	18	24	3	37	11	0	20	51	24	21	1	0	13	46	180
6:30 PM	25	21	23	0	3	69	1	14	11	0	18	26	3	44	15	0	20	62	21	25	6	0	11	52	209
Total	93	69	72	0	24	234	3	42	50	0	60	95	11	170	49	0	77	230	73	77	21	0	47	171	730
Approach %	39.7	29.5	30.8	0.0	-	-	3.2	44.2	52.6	0.0	-	-	4.8	73.9	21.3	0.0	-	-	42.7	45.0	12.3	0.0	-	-	-
Total %	12.7	9.5	9.9	0.0	-	32.1	0.4	5.8	6.8	0.0	-	13.0	1.5	23.3	6.7	0.0	-	31.5	10.0	10.5	2.9	0.0	-	23.4	-
PHF	0.861	0.821	0.783	0.000	-	0.848	0.750	0.750	0.735	0.000	-	0.819	0.917	0.944	0.721	0.000	-	0.898	0.760	0.770	0.583	0.000	-	0.822	0.873
Lights	90	65	71	0	-	226	3	42	50	0	-	95	11	167	49	0	-	227	68	77	20	0	-	165	713
% Lights	96.8	94.2	98.6	-	-	96.6	100.0	100.0	100.0	-	-	100.0	100.0	98.2	100.0	-	-	98.7	93.2	100.0	95.2	-	-	96.5	97.7
Buses	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	4	0	0	0	-	4	8
% Buses	0.0	2.9	0.0	-	-	0.9	0.0	0.0	0.0	-	-	0.0	0.0	1.2	0.0	-	-	0.9	5.5	0.0	0.0	-	-	2.3	1.1
Trucks	3	2	1	0	-	6	0	0	0	0	-	0	0	1	0	0	-	1	1	0	1	0	-	2	9
% Trucks	3.2	2.9	1.4	-	-	2.6	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.4	1.4	0.0	4.8	-	-	1.2	1.2
Pedestrians	-	-	-	-	24	-	-	-	-	-	60	-	-	-	-	-	77	-	-	-	-	-	47	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (5:45 PM)

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Count Name: 12-NEW MAIN ST AT WEST ST/BROADWAY-SAT
Site Code:
Start Date: 04-29-2023

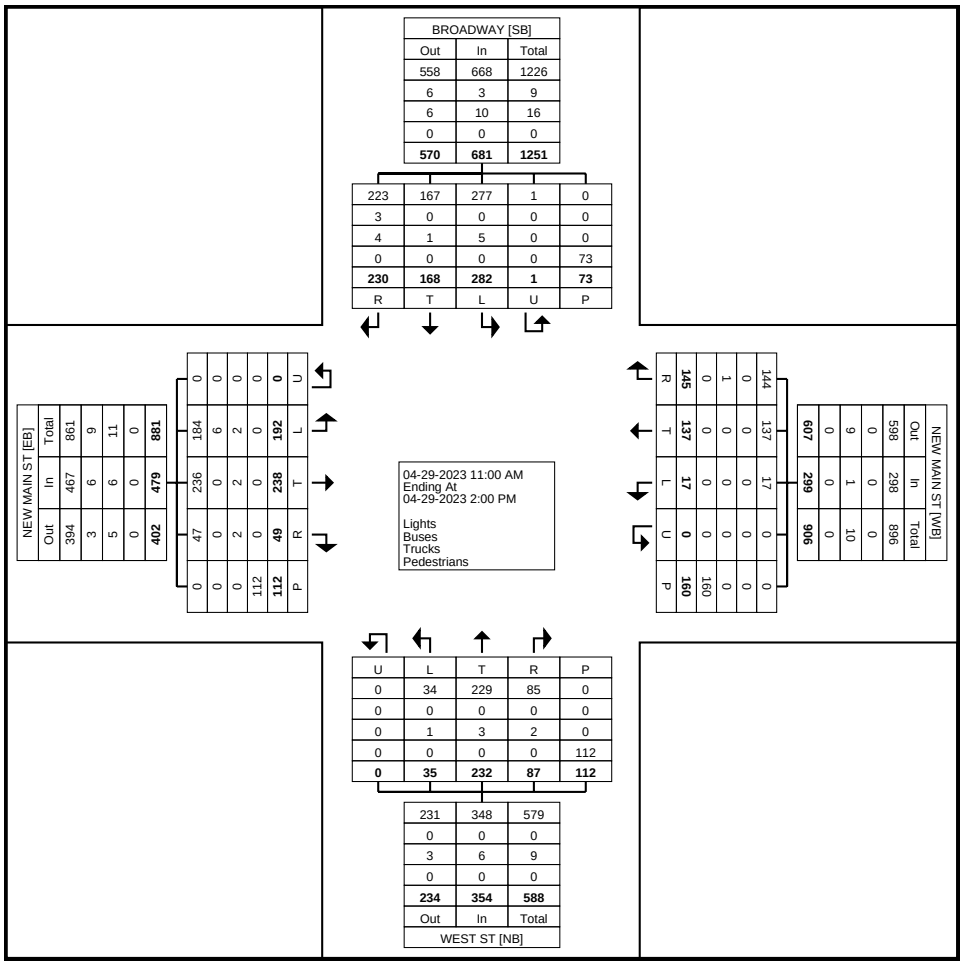
Turning Movement Data

Start Time	BROADWAY Southbound						NEW MAIN ST Westbound						WEST ST Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	32	13	22	0	2	67	1	10	12	0	8	23	4	16	8	0	5	28	8	21	2	0	2	31	149
11:15 AM	19	12	20	0	5	51	2	10	18	0	8	30	4	19	12	0	9	35	17	16	0	0	6	33	149
11:30 AM	20	18	19	0	6	57	1	10	11	0	21	22	2	15	6	0	15	23	21	14	2	0	7	37	139
11:45 AM	30	10	21	0	4	61	1	10	11	0	15	22	3	17	7	0	15	27	21	19	4	0	7	44	154
Hourly Total	101	53	82	0	17	236	5	40	52	0	52	97	13	67	33	0	44	113	67	70	8	0	22	145	591
12:00 PM	29	13	10	0	5	52	3	9	10	0	10	22	3	16	9	0	8	28	15	27	5	0	17	47	149
12:15 PM	24	19	10	0	11	53	1	20	12	0	10	33	2	29	8	0	9	39	17	25	6	0	1	48	173
12:30 PM	20	16	20	0	4	56	2	9	15	0	8	26	1	24	5	0	7	30	21	25	8	0	13	54	166
12:45 PM	27	14	30	0	3	71	0	12	11	0	8	23	3	26	8	0	7	37	13	19	4	0	12	36	167
Hourly Total	100	62	70	0	23	232	6	50	48	0	36	104	9	95	30	0	31	134	66	96	23	0	43	185	655
1:00 PM	21	12	21	1	13	55	1	23	13	0	17	37	3	21	4	0	4	28	19	19	2	0	9	40	160
1:15 PM	29	9	22	0	7	60	2	6	10	0	15	18	3	12	5	0	7	20	12	19	7	0	8	38	136
1:30 PM	14	15	16	0	1	45	1	6	15	0	19	22	3	19	6	0	8	28	17	16	5	0	13	38	133
1:45 PM	17	17	19	0	12	53	2	12	7	0	21	21	4	18	9	0	18	31	11	18	4	0	17	33	138
Hourly Total	81	53	78	1	33	213	6	47	45	0	72	98	13	70	24	0	37	107	59	72	18	0	47	149	567
Grand Total	282	168	230	1	73	681	17	137	145	0	160	299	35	232	87	0	112	354	192	238	49	0	112	479	1813
Approach %	41.4	24.7	33.8	0.1	-	-	5.7	45.8	48.5	0.0	-	-	9.9	65.5	24.6	0.0	-	-	40.1	49.7	10.2	0.0	-	-	-
Total %	15.6	9.3	12.7	0.1	-	37.6	0.9	7.6	8.0	0.0	-	16.5	1.9	12.8	4.8	0.0	-	19.5	10.6	13.1	2.7	0.0	-	26.4	-
Lights	277	167	223	1	-	668	17	137	144	0	-	298	34	229	85	0	-	348	184	236	47	0	-	467	1781
% Lights	98.2	99.4	97.0	100.0	-	98.1	100.0	100.0	99.3	-	-	99.7	97.1	98.7	97.7	-	-	98.3	95.8	99.2	95.9	-	-	97.5	98.2
Buses	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6	0	0	0	-	6	9
% Buses	0.0	0.0	1.3	0.0	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	3.1	0.0	0.0	-	-	1.3	0.5
Trucks	5	1	4	0	-	10	0	0	1	0	-	1	1	3	2	0	-	6	2	2	2	0	-	6	23
% Trucks	1.8	0.6	1.7	0.0	-	1.5	0.0	0.0	0.7	-	-	0.3	2.9	1.3	2.3	-	-	1.7	1.0	0.8	4.1	-	-	1.3	1.3
Pedestrians	-	-	-	-	73	-	-	-	-	-	160	-	-	-	-	-	112	-	-	-	-	-	112	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 12-NEW MAIN ST AT WEST ST/BROADWAY-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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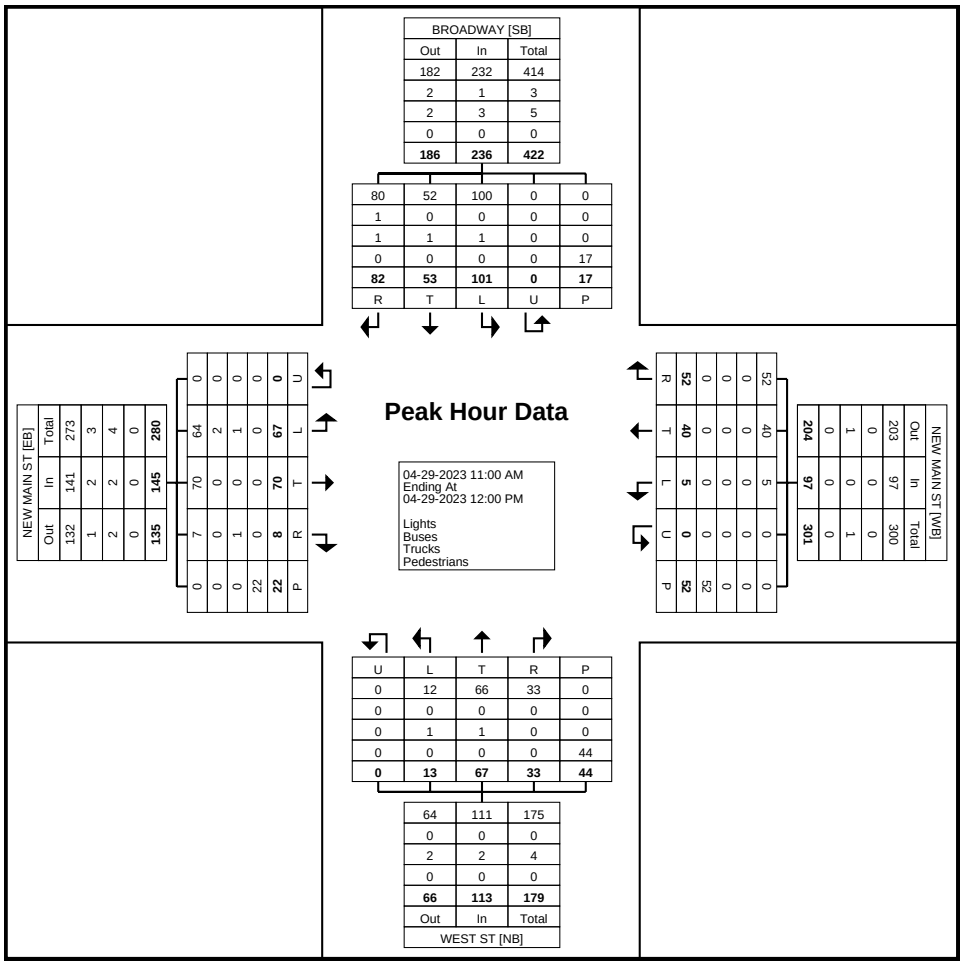
Count Name: 12-NEW MAIN ST AT WEST ST/BROADWAY-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	BROADWAY Southbound						NEW MAIN ST Westbound						WEST ST Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	32	13	22	0	2	67	1	10	12	0	8	23	4	16	8	0	5	28	8	21	2	0	2	31	149
11:15 AM	19	12	20	0	5	51	2	10	18	0	8	30	4	19	12	0	9	35	17	16	0	0	6	33	149
11:30 AM	20	18	19	0	6	57	1	10	11	0	21	22	2	15	6	0	15	23	21	14	2	0	7	37	139
11:45 AM	30	10	21	0	4	61	1	10	11	0	15	22	3	17	7	0	15	27	21	19	4	0	7	44	154
Total	101	53	82	0	17	236	5	40	52	0	52	97	13	67	33	0	44	113	67	70	8	0	22	145	591
Approach %	42.8	22.5	34.7	0.0	-	-	5.2	41.2	53.6	0.0	-	-	11.5	59.3	29.2	0.0	-	-	46.2	48.3	5.5	0.0	-	-	-
Total %	17.1	9.0	13.9	0.0	-	39.9	0.8	6.8	8.8	0.0	-	16.4	2.2	11.3	5.6	0.0	-	19.1	11.3	11.8	1.4	0.0	-	24.5	-
PHF	0.789	0.736	0.932	0.000	-	0.881	0.625	1.000	0.722	0.000	-	0.808	0.813	0.882	0.688	0.000	-	0.807	0.798	0.833	0.500	0.000	-	0.824	0.959
Lights	100	52	80	0	-	232	5	40	52	0	-	97	12	66	33	0	-	111	64	70	7	0	-	141	581
% Lights	99.0	98.1	97.6	-	-	98.3	100.0	100.0	100.0	-	-	100.0	92.3	98.5	100.0	-	-	98.2	95.5	100.0	87.5	-	-	97.2	98.3
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	0	-	2	3
% Buses	0.0	0.0	1.2	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	3.0	0.0	0.0	-	-	1.4	0.5
Trucks	1	1	1	0	-	3	0	0	0	0	-	0	1	1	0	0	-	2	1	0	1	0	-	2	7
% Trucks	1.0	1.9	1.2	-	-	1.3	0.0	0.0	0.0	-	-	0.0	7.7	1.5	0.0	-	-	1.8	1.5	0.0	12.5	-	-	1.4	1.2
Pedestrians	-	-	-	-	17	-	-	-	-	-	52	-	-	-	-	-	44	-	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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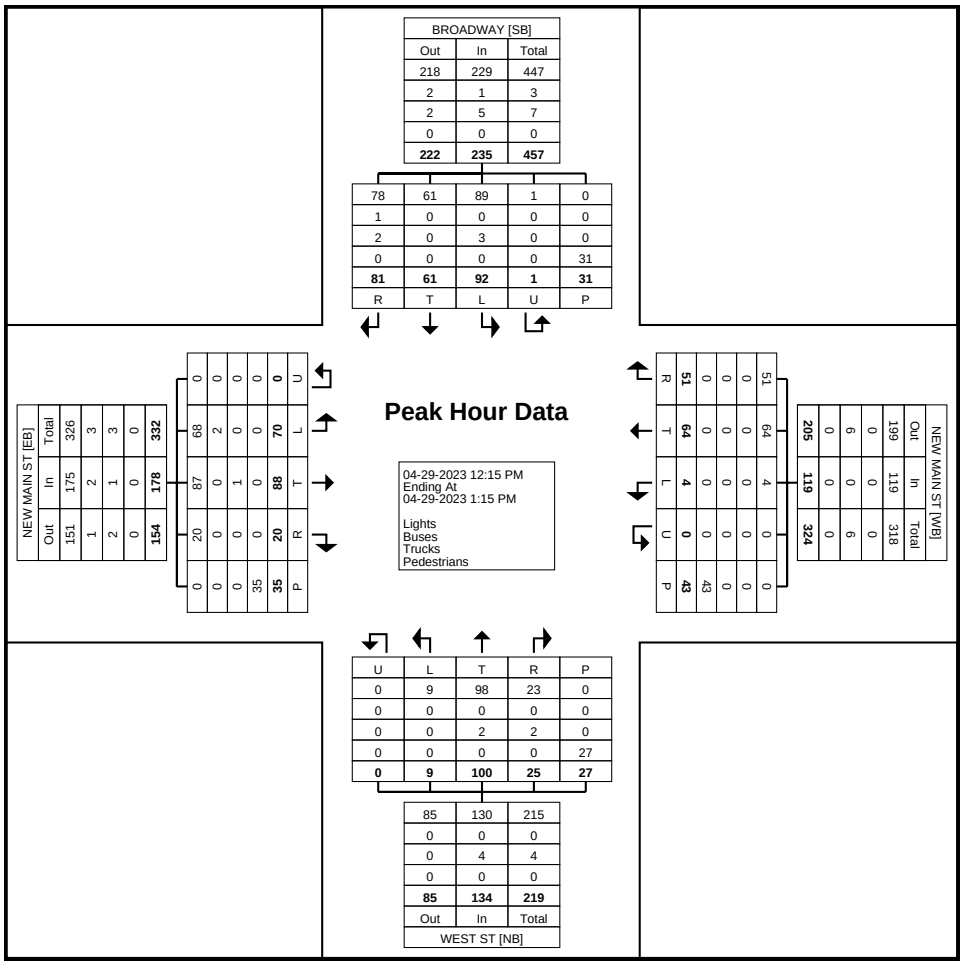
Count Name: 12-NEW MAIN ST AT WEST ST/BROADWAY-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:15 PM)

Start Time	BROADWAY Southbound						NEW MAIN ST Westbound						WEST ST Northbound						NEW MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:15 PM	24	19	10	0	11	53	1	20	12	0	10	33	2	29	8	0	9	39	17	25	6	0	1	48	173
12:30 PM	20	16	20	0	4	56	2	9	15	0	8	26	1	24	5	0	7	30	21	25	8	0	13	54	166
12:45 PM	27	14	30	0	3	71	0	12	11	0	8	23	3	26	8	0	7	37	13	19	4	0	12	36	167
1:00 PM	21	12	21	1	13	55	1	23	13	0	17	37	3	21	4	0	4	28	19	19	2	0	9	40	160
Total	92	61	81	1	31	235	4	64	51	0	43	119	9	100	25	0	27	134	70	88	20	0	35	178	666
Approach %	39.1	26.0	34.5	0.4	-	-	3.4	53.8	42.9	0.0	-	-	6.7	74.6	18.7	0.0	-	-	39.3	49.4	11.2	0.0	-	-	-
Total %	13.8	9.2	12.2	0.2	-	35.3	0.6	9.6	7.7	0.0	-	17.9	1.4	15.0	3.8	0.0	-	20.1	10.5	13.2	3.0	0.0	-	26.7	-
PHF	0.852	0.803	0.675	0.250	-	0.827	0.500	0.696	0.850	0.000	-	0.804	0.750	0.862	0.781	0.000	-	0.859	0.833	0.880	0.625	0.000	-	0.824	0.962
Lights	89	61	78	1	-	229	4	64	51	0	-	119	9	98	23	0	-	130	68	87	20	0	-	175	653
% Lights	96.7	100.0	96.3	100.0	-	97.4	100.0	100.0	100.0	-	-	100.0	100.0	98.0	92.0	-	-	97.0	97.1	98.9	100.0	-	-	98.3	98.0
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	0	-	2	3
% Buses	0.0	0.0	1.2	0.0	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	2.9	0.0	0.0	-	-	1.1	0.5
Trucks	3	0	2	0	-	5	0	0	0	0	-	0	0	2	2	0	-	4	0	1	0	0	-	1	10
% Trucks	3.3	0.0	2.5	0.0	-	2.1	0.0	0.0	0.0	-	-	0.0	0.0	2.0	8.0	-	-	3.0	0.0	1.1	0.0	-	-	0.6	1.5
Pedestrians	-	-	-	-	31	-	-	-	-	-	43	-	-	-	-	-	27	-	-	-	-	-	35	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

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Turning Movement Peak Hour Data Plot (12:15 PM)

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 13-WEST BROAD ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

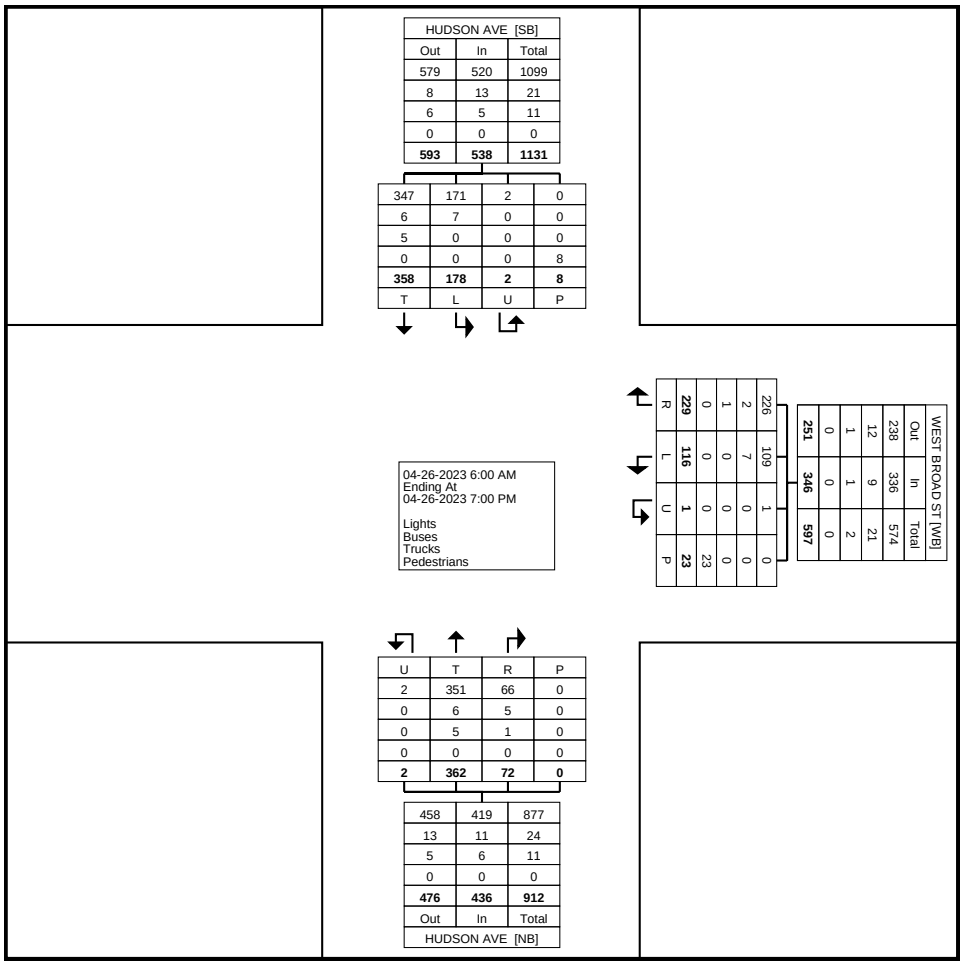
Start Time	HUDSON AVE Southbound					WEST BROAD ST Westbound					HUDSON AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
6:00 AM	6	9	0	0	15	4	3	0	0	7	7	0	0	0	7	29
6:15 AM	3	10	1	0	14	2	4	0	0	6	5	1	0	0	6	26
6:30 AM	4	16	0	0	20	6	4	0	0	10	8	1	0	0	9	39
6:45 AM	2	15	0	0	17	3	11	0	0	14	15	3	0	0	18	49
Hourly Total	15	50	1	0	66	15	22	0	0	37	35	5	0	0	40	143
7:00 AM	6	13	0	1	19	2	5	0	1	7	7	1	0	0	8	34
7:15 AM	2	16	0	0	18	4	7	0	0	11	9	1	0	0	10	39
7:30 AM	4	30	0	0	34	4	9	0	2	13	14	1	0	0	15	62
7:45 AM	6	29	0	0	35	2	6	0	2	8	17	3	0	0	20	63
Hourly Total	18	88	0	1	106	12	27	0	5	39	47	6	0	0	53	198
8:00 AM	10	17	0	0	27	5	9	0	0	14	10	6	0	0	16	57
8:15 AM	14	15	0	0	29	10	6	0	1	16	16	2	1	0	19	64
8:30 AM	11	14	0	0	25	6	12	0	0	18	10	4	1	0	15	58
8:45 AM	15	24	0	0	39	9	10	0	0	19	13	2	0	0	15	73
Hourly Total	50	70	0	0	120	30	37	0	1	67	49	14	2	0	65	252
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	5	5	0	1	10	6	11	0	3	17	22	3	0	0	25	52
4:15 PM	5	19	0	3	24	4	15	0	1	19	16	1	0	0	17	60
4:30 PM	7	15	0	0	22	7	12	0	2	19	16	2	0	0	18	59
4:45 PM	9	14	0	0	23	2	12	0	1	14	18	7	0	0	25	62
Hourly Total	26	53	0	4	79	19	50	0	7	69	72	13	0	0	85	233
5:00 PM	9	13	0	0	22	7	14	0	1	21	15	3	0	0	18	61
5:15 PM	7	7	0	0	14	4	9	0	2	13	23	4	0	0	27	54
5:30 PM	7	19	0	1	26	7	10	0	0	17	18	5	0	0	23	66
5:45 PM	14	10	0	0	24	2	11	1	0	14	23	6	0	0	29	67
Hourly Total	37	49	0	1	86	20	44	1	3	65	79	18	0	0	97	248
6:00 PM	13	8	0	0	21	6	9	0	4	15	17	5	0	0	22	58
6:15 PM	5	10	1	2	16	4	14	0	1	18	23	4	0	0	27	61
6:30 PM	9	20	0	0	29	4	15	0	0	19	15	4	0	0	19	67
6:45 PM	5	10	0	0	15	6	11	0	2	17	25	3	0	0	28	60
Hourly Total	32	48	1	2	81	20	49	0	7	69	80	16	0	0	96	246
Grand Total	178	358	2	8	538	116	229	1	23	346	362	72	2	0	436	1320
Approach %	33.1	66.5	0.4	-	-	33.5	66.2	0.3	-	-	83.0	16.5	0.5	-	-	-
Total %	13.5	27.1	0.2	-	40.8	8.8	17.3	0.1	-	26.2	27.4	5.5	0.2	-	33.0	-
Lights	171	347	2	-	520	109	226	1	-	336	351	66	2	-	419	1275
% Lights	96.1	96.9	100.0	-	96.7	94.0	98.7	100.0	-	97.1	97.0	91.7	100.0	-	96.1	96.6
Buses	7	6	0	-	13	7	2	0	-	9	6	5	0	-	11	33
% Buses	3.9	1.7	0.0	-	2.4	6.0	0.9	0.0	-	2.6	1.7	6.9	0.0	-	2.5	2.5
Trucks	0	5	0	-	5	0	1	0	-	1	5	1	0	-	6	12

% Trucks	0.0	1.4	0.0	-	0.9	0.0	0.4	0.0	-	0.3	1.4	1.4	0.0	-	1.4	0.9
Pedestrians	-	-	-	8	-	-	-	-	23	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 13-WEST BROAD ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

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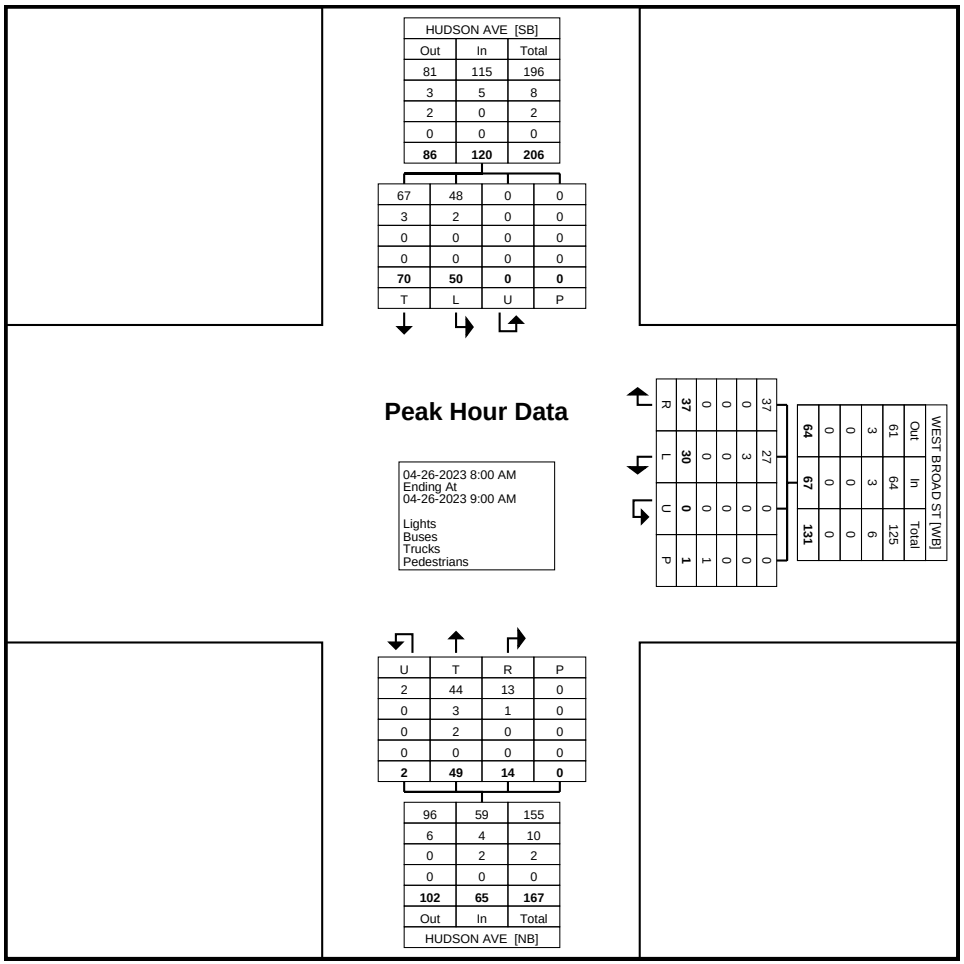
Count Name: 13-WEST BROAD ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	HUDSON AVE Southbound					WEST BROAD ST Westbound					HUDSON AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	10	17	0	0	27	5	9	0	0	14	10	6	0	0	16	57
8:15 AM	14	15	0	0	29	10	6	0	1	16	16	2	1	0	19	64
8:30 AM	11	14	0	0	25	6	12	0	0	18	10	4	1	0	15	58
8:45 AM	15	24	0	0	39	9	10	0	0	19	13	2	0	0	15	73
Total	50	70	0	0	120	30	37	0	1	67	49	14	2	0	65	252
Approach %	41.7	58.3	0.0	-	-	44.8	55.2	0.0	-	-	75.4	21.5	3.1	-	-	-
Total %	19.8	27.8	0.0	-	47.6	11.9	14.7	0.0	-	26.6	19.4	5.6	0.8	-	25.8	-
PHF	0.833	0.729	0.000	-	0.769	0.750	0.771	0.000	-	0.882	0.766	0.583	0.500	-	0.855	0.863
Lights	48	67	0	-	115	27	37	0	-	64	44	13	2	-	59	238
% Lights	96.0	95.7	-	-	95.8	90.0	100.0	-	-	95.5	89.8	92.9	100.0	-	90.8	94.4
Buses	2	3	0	-	5	3	0	0	-	3	3	1	0	-	4	12
% Buses	4.0	4.3	-	-	4.2	10.0	0.0	-	-	4.5	6.1	7.1	0.0	-	6.2	4.8
Trucks	0	0	0	-	0	0	0	0	-	0	2	0	0	-	2	2
% Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	4.1	0.0	0.0	-	3.1	0.8
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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

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Count Name: 13-WEST BROAD ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023

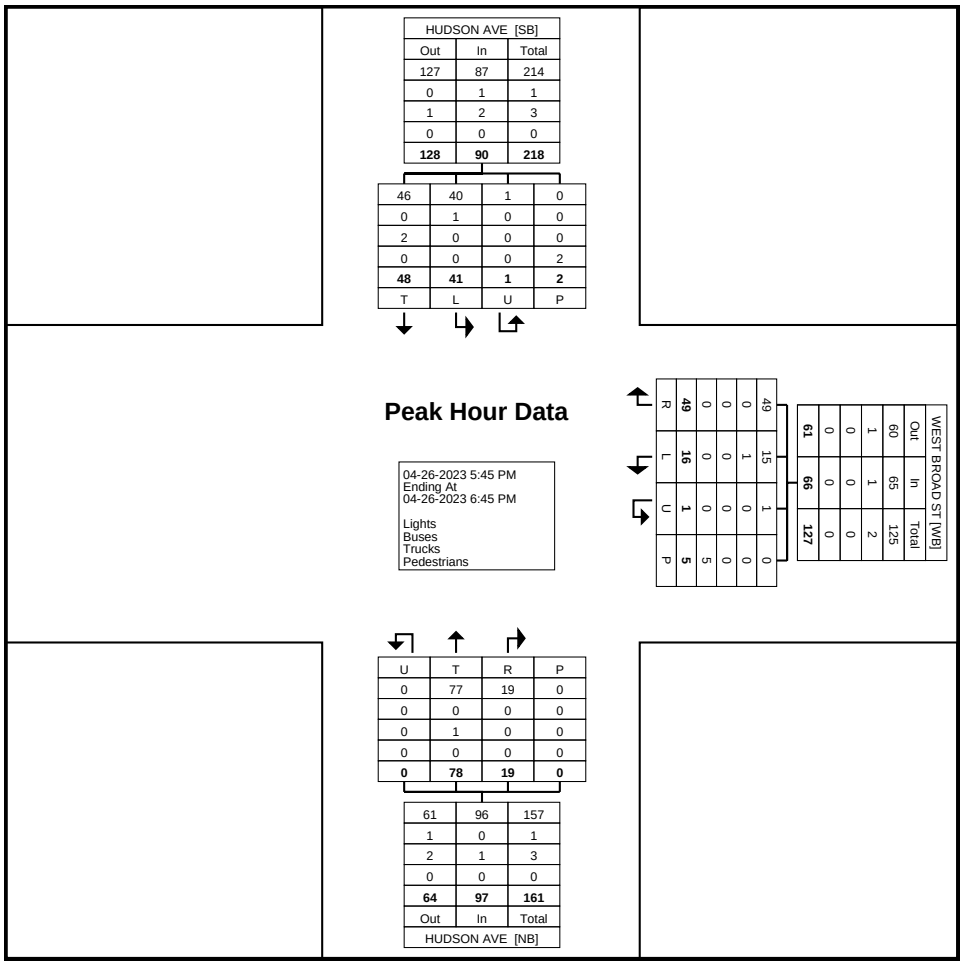
Turning Movement Peak Hour Data (5:45 PM)

Start Time	HUDSON AVE Southbound					WEST BROAD ST Westbound					HUDSON AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:45 PM	14	10	0	0	24	2	11	1	0	14	23	6	0	0	29	67
6:00 PM	13	8	0	0	21	6	9	0	4	15	17	5	0	0	22	58
6:15 PM	5	10	1	2	16	4	14	0	1	18	23	4	0	0	27	61
6:30 PM	9	20	0	0	29	4	15	0	0	19	15	4	0	0	19	67
Total	41	48	1	2	90	16	49	1	5	66	78	19	0	0	97	253
Approach %	45.6	53.3	1.1	-	-	24.2	74.2	1.5	-	-	80.4	19.6	0.0	-	-	-
Total %	16.2	19.0	0.4	-	35.6	6.3	19.4	0.4	-	26.1	30.8	7.5	0.0	-	38.3	-
PHF	0.732	0.600	0.250	-	0.776	0.667	0.817	0.250	-	0.868	0.848	0.792	0.000	-	0.836	0.944
Lights	40	46	1	-	87	15	49	1	-	65	77	19	0	-	96	248
% Lights	97.6	95.8	100.0	-	96.7	93.8	100.0	100.0	-	98.5	98.7	100.0	-	-	99.0	98.0
Buses	1	0	0	-	1	1	0	0	-	1	0	0	0	-	0	2
% Buses	2.4	0.0	0.0	-	1.1	6.3	0.0	0.0	-	1.5	0.0	0.0	-	-	0.0	0.8
Trucks	0	2	0	-	2	0	0	0	-	0	1	0	0	-	1	3
% Trucks	0.0	4.2	0.0	-	2.2	0.0	0.0	0.0	-	0.0	1.3	0.0	-	-	1.0	1.2
Pedestrians	-	-	-	2	-	-	-	-	5	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Traffic Databank LLC
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Count Name: 13-WEST BROAD ST AT HUDSON AVE-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Peak Hour Data Plot (5:45 PM)

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716 S 6th Avenue

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(914) 815-5379 traffic.databank@gmail.com

Count Name: 13-WEST BROAD ST AT HUDSON AVE-SAT
Site Code:
Start Date: 04-29-2023

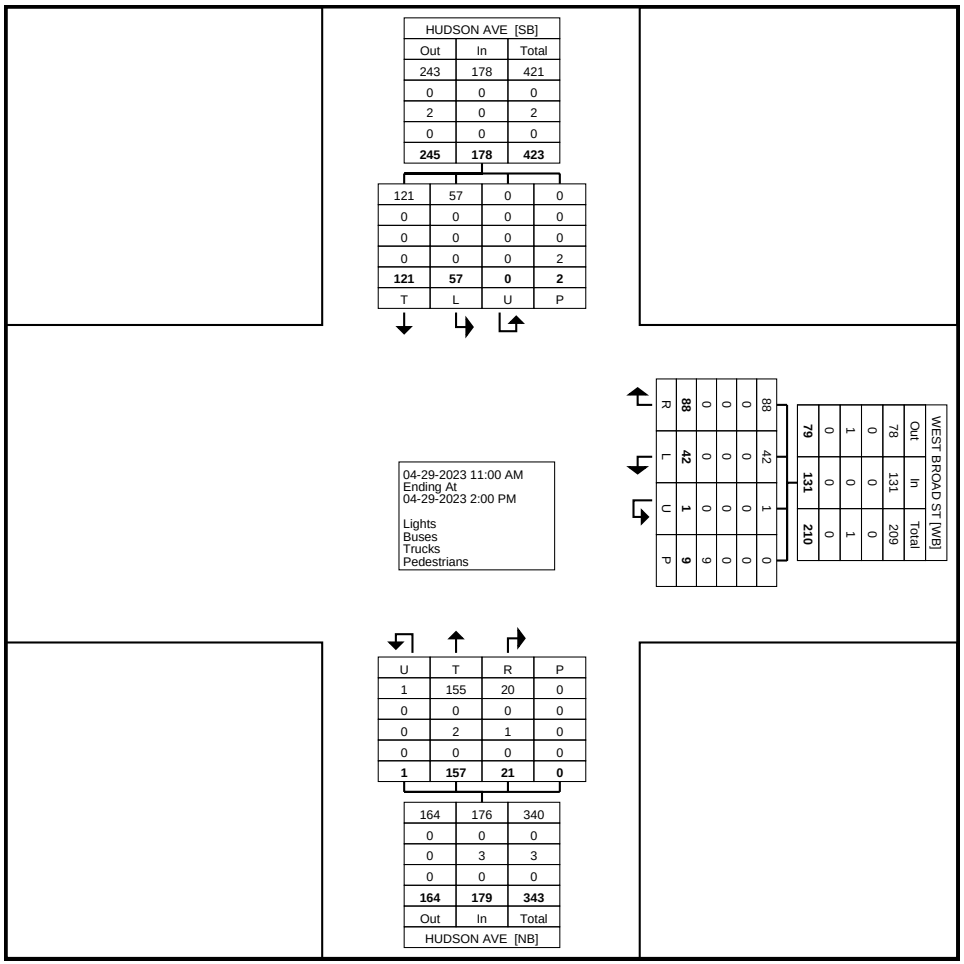
Turning Movement Data

Start Time	HUDSON AVE Southbound					WEST BROAD ST Westbound					HUDSON AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	6	5	0	0	11	3	5	0	0	8	22	1	0	0	23	42
11:15 AM	2	7	0	1	9	2	11	1	3	14	6	2	0	0	8	31
11:30 AM	1	13	0	0	14	2	10	0	0	12	12	2	0	0	14	40
11:45 AM	8	14	0	0	22	3	3	0	1	6	10	1	0	0	11	39
Hourly Total	17	39	0	1	56	10	29	1	4	40	50	6	0	0	56	152
12:00 PM	4	16	0	0	20	5	5	0	0	10	11	0	0	0	11	41
12:15 PM	4	10	0	0	14	2	11	0	1	13	15	2	0	0	17	44
12:30 PM	5	10	0	0	15	5	6	0	0	11	12	1	1	0	14	40
12:45 PM	8	6	0	0	14	3	9	0	2	12	8	4	0	0	12	38
Hourly Total	21	42	0	0	63	15	31	0	3	46	46	7	1	0	54	163
1:00 PM	5	13	0	0	18	4	6	0	0	10	17	3	0	0	20	48
1:15 PM	1	6	0	1	7	6	7	0	1	13	17	1	0	0	18	38
1:30 PM	7	11	0	0	18	3	7	0	1	10	15	3	0	0	18	46
1:45 PM	6	10	0	0	16	4	8	0	0	12	12	1	0	0	13	41
Hourly Total	19	40	0	1	59	17	28	0	2	45	61	8	0	0	69	173
Grand Total	57	121	0	2	178	42	88	1	9	131	157	21	1	0	179	488
Approach %	32.0	68.0	0.0	-	-	32.1	67.2	0.8	-	-	87.7	11.7	0.6	-	-	-
Total %	11.7	24.8	0.0	-	36.5	8.6	18.0	0.2	-	26.8	32.2	4.3	0.2	-	36.7	-
Lights	57	121	0	-	178	42	88	1	-	131	155	20	1	-	176	485
% Lights	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	98.7	95.2	100.0	-	98.3	99.4
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	2	1	0	-	3	3
% Trucks	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	1.3	4.8	0.0	-	1.7	0.6
Pedestrians	-	-	-	2	-	-	-	-	9	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Traffic Databank LLC
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Count Name: 13-WEST BROAD ST AT HUDSON AVE-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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Count Name: 13-WEST BROAD ST AT HUDSON AVE-SAT
Site Code:
Start Date: 04-29-2023

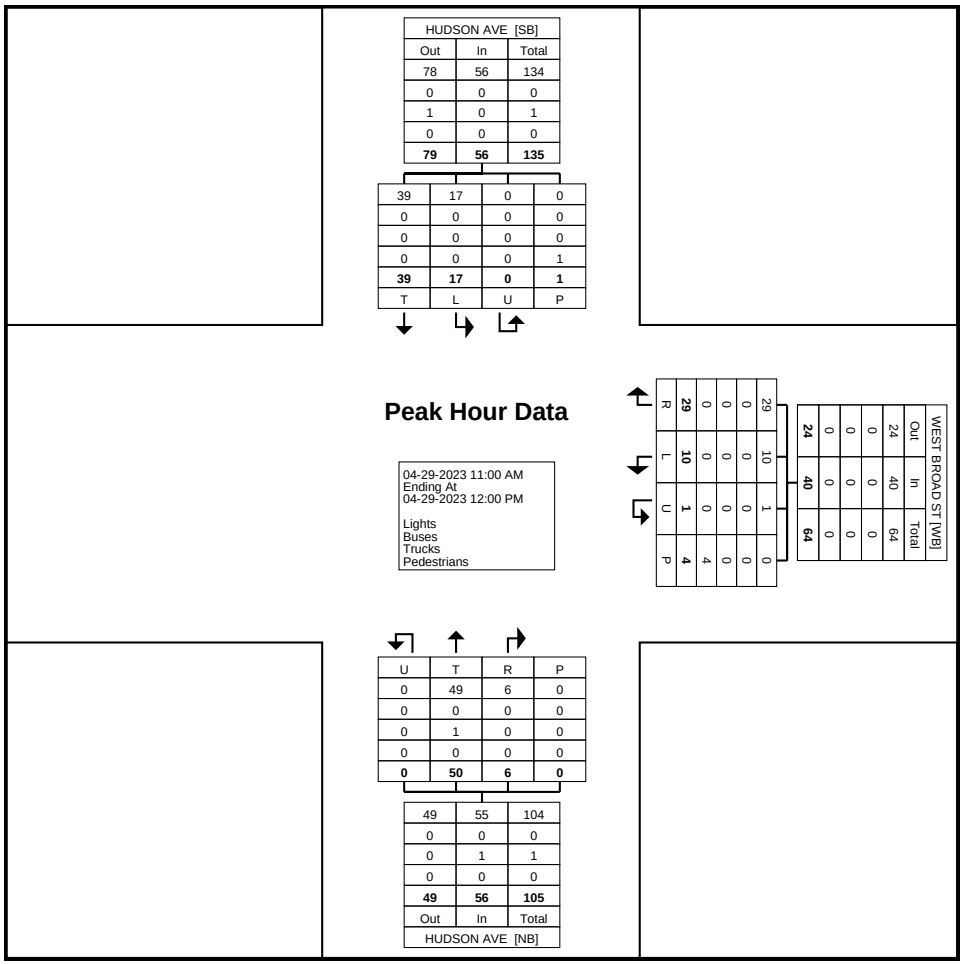
Turning Movement Peak Hour Data (11:00 AM)

Start Time	HUDSON AVE Southbound					WEST BROAD ST Westbound					HUDSON AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	6	5	0	0	11	3	5	0	0	8	22	1	0	0	23	42
11:15 AM	2	7	0	1	9	2	11	1	3	14	6	2	0	0	8	31
11:30 AM	1	13	0	0	14	2	10	0	0	12	12	2	0	0	14	40
11:45 AM	8	14	0	0	22	3	3	0	1	6	10	1	0	0	11	39
Total	17	39	0	1	56	10	29	1	4	40	50	6	0	0	56	152
Approach %	30.4	69.6	0.0	-	-	25.0	72.5	2.5	-	-	89.3	10.7	0.0	-	-	-
Total %	11.2	25.7	0.0	-	36.8	6.6	19.1	0.7	-	26.3	32.9	3.9	0.0	-	36.8	-
PHF	0.531	0.696	0.000	-	0.636	0.833	0.659	0.250	-	0.714	0.568	0.750	0.000	-	0.609	0.905
Lights	17	39	0	-	56	10	29	1	-	40	49	6	0	-	55	151
% Lights	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	98.0	100.0	-	-	98.2	99.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	1	0	0	-	1	1
% Trucks	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	2.0	0.0	-	-	1.8	0.7
Pedestrians	-	-	-	1	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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Site Code:
Start Date: 04-29-2023



Turning Movement Peak Hour Data Plot (11:00 AM)

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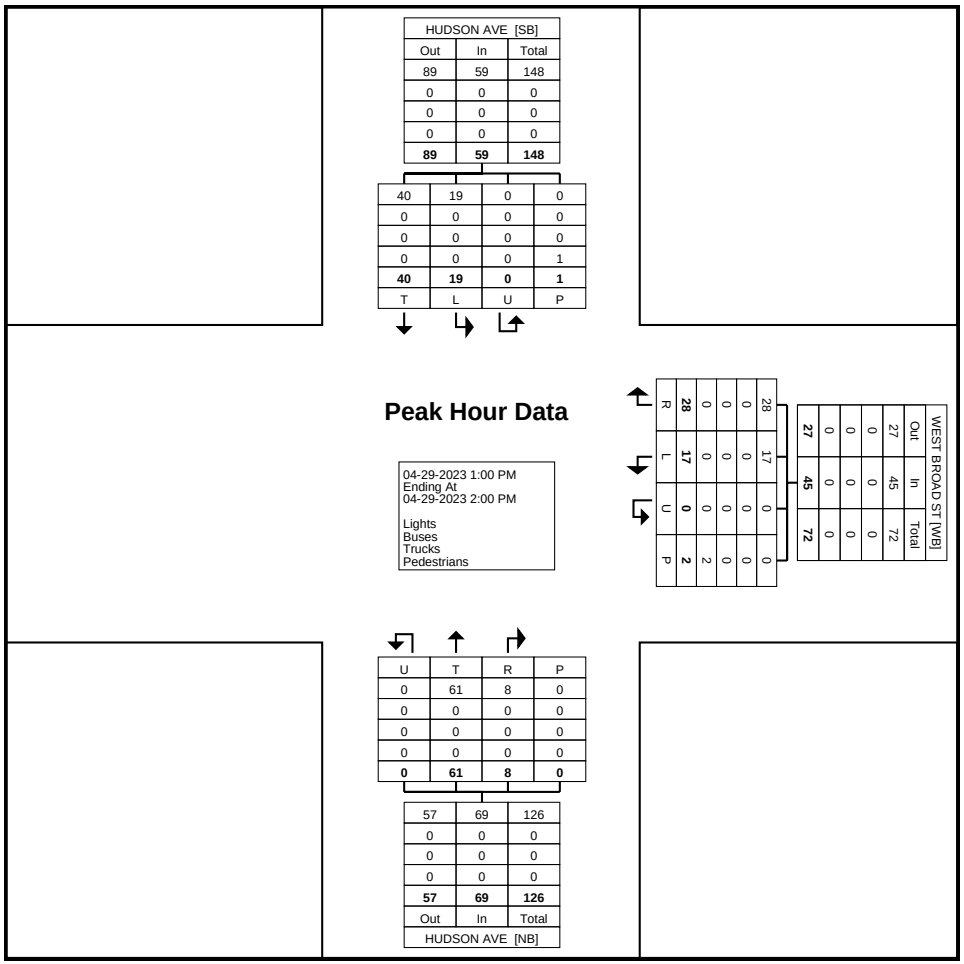
Count Name: 13-WEST BROAD ST AT HUDSON AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (1:00 PM)

Start Time	HUDSON AVE Southbound					WEST BROAD ST Westbound					HUDSON AVE Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
1:00 PM	5	13	0	0	18	4	6	0	0	10	17	3	0	0	20	48
1:15 PM	1	6	0	1	7	6	7	0	1	13	17	1	0	0	18	38
1:30 PM	7	11	0	0	18	3	7	0	1	10	15	3	0	0	18	46
1:45 PM	6	10	0	0	16	4	8	0	0	12	12	1	0	0	13	41
Total	19	40	0	1	59	17	28	0	2	45	61	8	0	0	69	173
Approach %	32.2	67.8	0.0	-	-	37.8	62.2	0.0	-	-	88.4	11.6	0.0	-	-	-
Total %	11.0	23.1	0.0	-	34.1	9.8	16.2	0.0	-	26.0	35.3	4.6	0.0	-	39.9	-
PHF	0.679	0.769	0.000	-	0.819	0.708	0.875	0.000	-	0.865	0.897	0.667	0.000	-	0.863	0.901
Lights	19	40	0	-	59	17	28	0	-	45	61	8	0	-	69	173
% Lights	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Traffic Databank LLC
716 S 6th Avenue

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Turning Movement Peak Hour Data Plot (1:00 PM)

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Count Name: 14-WEST BROAD ST AT CONKLIN AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

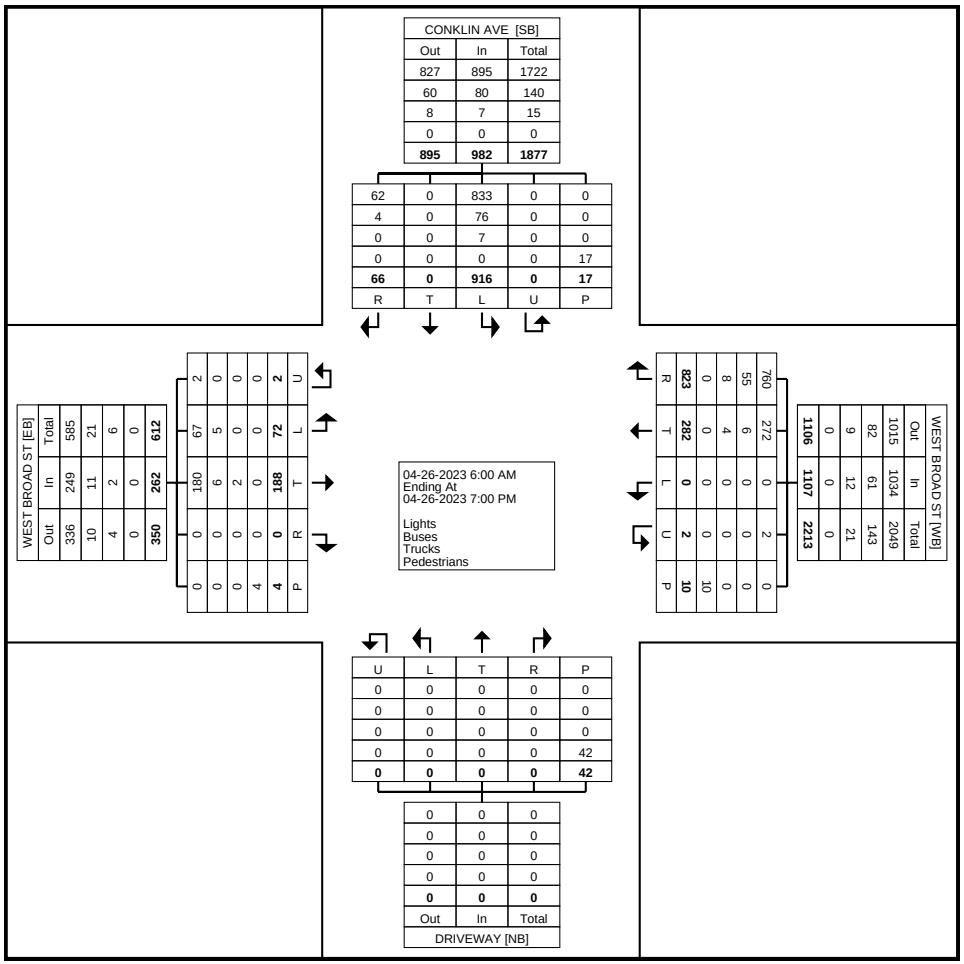
Start Time	CONKLIN AVE Southbound						WEST BROAD ST Westbound						DRIVEWAY Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	12	0	4	0	0	16	0	3	6	0	0	9	0	0	0	0	1	0	0	6	0	0	0	6	31
6:15 AM	20	0	3	0	0	23	0	4	17	0	0	21	0	0	0	0	0	0	0	4	0	0	0	4	48
6:30 AM	35	0	3	0	0	38	0	7	20	0	0	27	0	0	0	0	0	0	1	6	0	0	0	7	72
6:45 AM	26	0	4	0	0	30	0	10	16	0	0	26	0	0	0	0	0	0	3	3	0	0	0	6	62
Hourly Total	93	0	14	0	0	107	0	24	59	0	0	83	0	0	0	0	1	0	4	19	0	0	0	23	213
7:00 AM	19	0	2	0	1	21	0	4	17	0	0	21	0	0	0	0	1	0	2	6	0	0	0	8	50
7:15 AM	31	0	3	0	1	34	0	12	22	0	0	34	0	0	0	0	0	0	1	4	0	0	0	5	73
7:30 AM	29	0	3	0	0	32	0	8	29	0	0	37	0	0	0	0	2	0	1	5	0	0	0	6	75
7:45 AM	38	0	1	0	0	39	0	8	19	0	0	27	0	0	0	0	0	0	5	8	0	0	0	13	79
Hourly Total	117	0	9	0	2	126	0	32	87	0	0	119	0	0	0	0	3	0	9	23	0	0	0	32	277
8:00 AM	39	0	2	0	2	41	0	12	21	0	0	33	0	0	0	0	0	0	7	9	0	0	0	16	90
8:15 AM	51	0	5	0	2	56	0	12	30	0	0	42	0	0	0	0	2	0	2	14	0	0	0	16	114
8:30 AM	51	0	2	0	1	53	0	15	43	0	0	58	0	0	0	0	0	0	7	8	0	0	0	15	126
8:45 AM	41	0	3	0	1	44	0	15	32	0	0	47	0	0	0	0	1	0	1	16	0	1	0	18	109
Hourly Total	182	0	12	0	6	194	0	54	126	0	0	180	0	0	0	0	3	0	17	47	0	1	0	65	439
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	40	0	1	0	0	41	0	15	46	1	0	62	0	0	0	0	4	0	4	6	0	0	0	10	113
4:15 PM	38	0	2	0	0	40	0	20	58	0	0	78	0	0	0	0	6	0	1	5	0	0	1	6	124
4:30 PM	41	0	1	0	0	42	0	16	37	0	0	53	0	0	0	0	1	0	1	9	0	0	0	10	105
4:45 PM	42	0	0	0	0	42	0	15	43	0	0	58	0	0	0	0	3	0	6	10	0	0	0	16	116
Hourly Total	161	0	4	0	0	165	0	66	184	1	0	251	0	0	0	0	14	0	12	30	0	0	1	42	458
5:00 PM	41	0	6	0	0	47	0	13	54	0	0	67	0	0	0	0	4	0	4	5	0	0	1	9	123
5:15 PM	48	0	3	0	4	51	0	13	40	0	3	53	0	0	0	0	0	0	4	7	0	0	1	11	115
5:30 PM	35	0	6	0	1	41	0	12	48	0	0	60	0	0	0	0	1	0	7	6	0	0	0	13	114
5:45 PM	55	0	3	0	0	58	0	11	42	1	1	54	0	0	0	0	0	0	6	14	0	0	0	20	132
Hourly Total	179	0	18	0	5	197	0	49	184	1	4	234	0	0	0	0	5	0	21	32	0	0	2	53	484
6:00 PM	63	0	1	0	0	64	0	12	46	0	3	58	0	0	0	0	5	0	3	14	0	0	0	17	139
6:15 PM	37	0	1	0	0	38	0	18	51	0	2	69	0	0	0	0	5	0	3	6	0	1	0	10	117
6:30 PM	46	0	4	0	2	50	0	15	38	0	1	53	0	0	0	0	3	0	1	10	0	0	1	11	114
6:45 PM	38	0	3	0	2	41	0	12	48	0	0	60	0	0	0	0	3	0	2	7	0	0	0	9	110
Hourly Total	184	0	9	0	4	193	0	57	183	0	6	240	0	0	0	0	16	0	9	37	0	1	1	47	480
Grand Total	916	0	66	0	17	982	0	282	823	2	10	1107	0	0	0	0	42	0	72	188	0	2	4	262	2351
Approach %	93.3	0.0	6.7	0.0	-	-	0.0	25.5	74.3	0.2	-	-	0.0	0.0	0.0	0.0	-	-	27.5	71.8	0.0	0.8	-	-	-
Total %	39.0	0.0	2.8	0.0	-	41.8	0.0	12.0	35.0	0.1	-	47.1	0.0	0.0	0.0	0.0	-	0.0	3.1	8.0	0.0	0.1	-	11.1	-
Lights	833	0	62	0	-	895	0	272	760	2	-	1034	0	0	0	0	-	0	67	180	0	2	-	249	2178
% Lights	90.9	-	93.9	-	-	91.1	-	96.5	92.3	100.0	-	93.4	-	-	-	-	-	-	93.1	95.7	-	100.0	-	95.0	92.6
Buses	76	0	4	0	-	80	0	6	55	0	-	61	0	0	0	0	-	0	5	6	0	0	-	11	152
% Buses	8.3	-	6.1	-	-	8.1	-	2.1	6.7	0.0	-	5.5	-	-	-	-	-	-	6.9	3.2	-	0.0	-	4.2	6.5

Trucks	7	0	0	0	-	7	0	4	8	0	-	12	0	0	0	0	-	0	0	2	0	0	-	2	21
% Trucks	0.8	-	0.0	-	-	0.7	-	1.4	1.0	0.0	-	1.1	-	-	-	-	-	-	0.0	1.1	-	0.0	-	0.8	0.9
Pedestrians	-	-	-	-	17	-	-	-	-	-	10	-	-	-	-	-	42	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Count Name: 14-WEST BROAD ST AT CONKLIN AVE-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

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Count Name: 14-WEST BROAD ST AT CONKLIN AVE-WED
Site Code:
Start Date: 04-26-2023

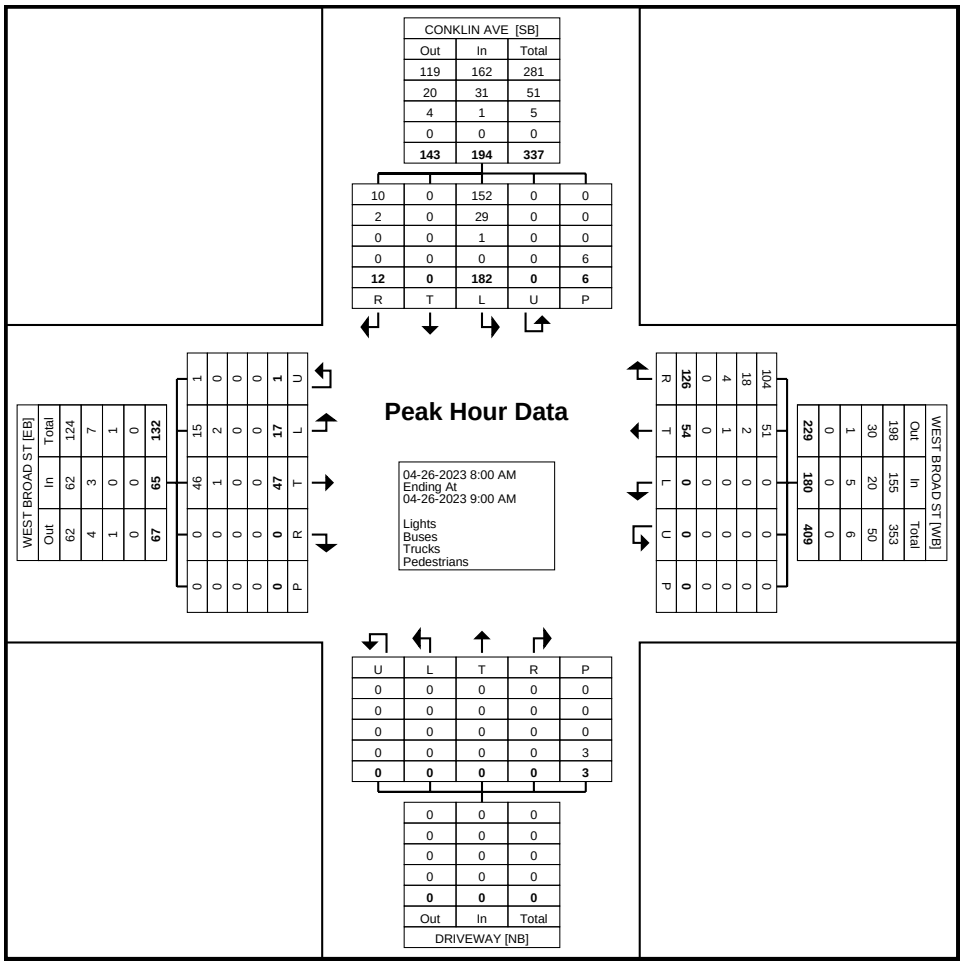
Turning Movement Peak Hour Data (8:00 AM)

Start Time	CONKLIN AVE Southbound						WEST BROAD ST Westbound						DRIVEWAY Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	39	0	2	0	2	41	0	12	21	0	0	33	0	0	0	0	0	0	7	9	0	0	0	16	90
8:15 AM	51	0	5	0	2	56	0	12	30	0	0	42	0	0	0	0	2	0	2	14	0	0	0	16	114
8:30 AM	51	0	2	0	1	53	0	15	43	0	0	58	0	0	0	0	0	0	7	8	0	0	0	15	126
8:45 AM	41	0	3	0	1	44	0	15	32	0	0	47	0	0	0	0	1	0	1	16	0	1	0	18	109
Total	182	0	12	0	6	194	0	54	126	0	0	180	0	0	0	0	3	0	17	47	0	1	0	65	439
Approach %	93.8	0.0	6.2	0.0	-	-	0.0	30.0	70.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	26.2	72.3	0.0	1.5	-	-	-
Total %	41.5	0.0	2.7	0.0	-	44.2	0.0	12.3	28.7	0.0	-	41.0	0.0	0.0	0.0	0.0	-	0.0	3.9	10.7	0.0	0.2	-	14.8	-
PHF	0.892	0.000	0.600	0.000	-	0.866	0.000	0.900	0.733	0.000	-	0.776	0.000	0.000	0.000	0.000	-	0.000	0.607	0.734	0.000	0.250	-	0.903	0.871
Lights	152	0	10	0	-	162	0	51	104	0	-	155	0	0	0	0	-	0	15	46	0	1	-	62	379
% Lights	83.5	-	83.3	-	-	83.5	-	94.4	82.5	-	-	86.1	-	-	-	-	-	-	88.2	97.9	-	100.0	-	95.4	86.3
Buses	29	0	2	0	-	31	0	2	18	0	-	20	0	0	0	0	-	0	2	1	0	0	-	3	54
% Buses	15.9	-	16.7	-	-	16.0	-	3.7	14.3	-	-	11.1	-	-	-	-	-	-	11.8	2.1	-	0.0	-	4.6	12.3
Trucks	1	0	0	0	-	1	0	1	4	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	6
% Trucks	0.5	-	0.0	-	-	0.5	-	1.9	3.2	-	-	2.8	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	1.4
Pedestrians	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Count Name: 14-WEST BROAD ST AT CONKLIN AVE-WED
Site Code:
Start Date: 04-26-2023



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

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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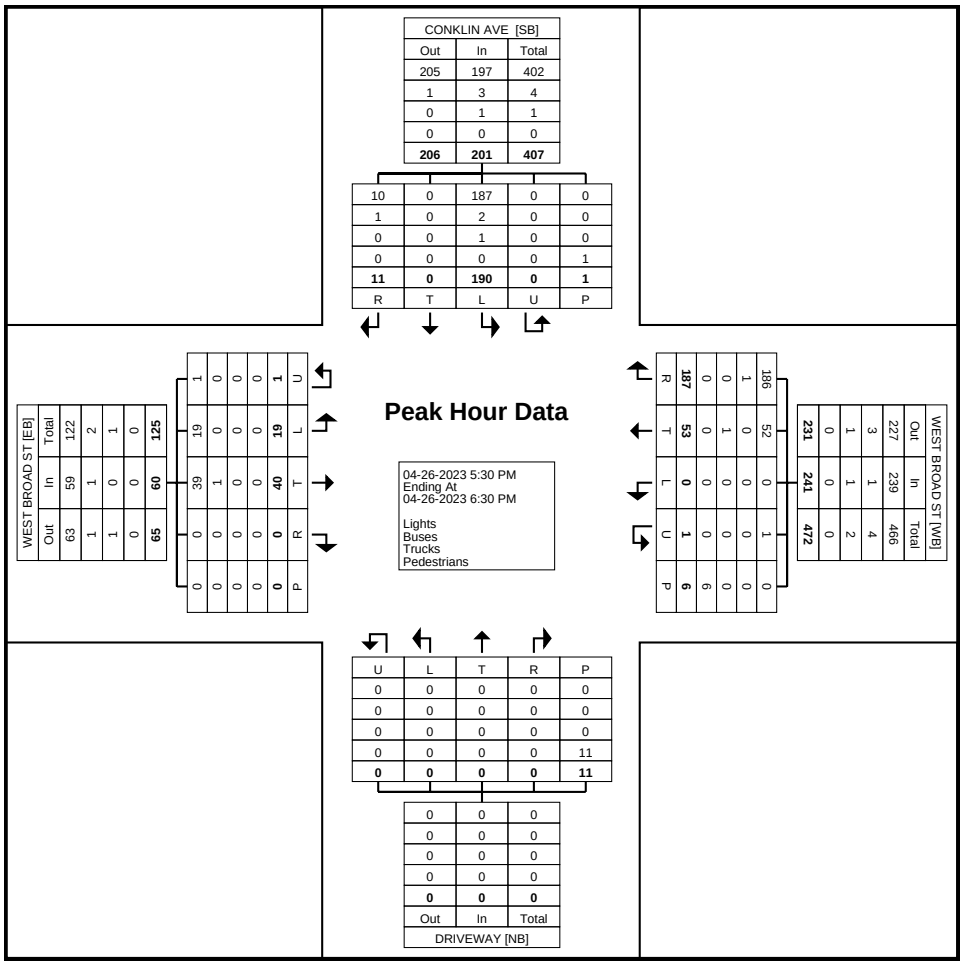
Count Name: 14-WEST BROAD ST AT CONKLIN AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (5:30 PM)

Start Time	CONKLIN AVE Southbound						WEST BROAD ST Westbound						DRIVEWAY Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	35	0	6	0	1	41	0	12	48	0	0	60	0	0	0	0	1	0	7	6	0	0	0	13	114
5:45 PM	55	0	3	0	0	58	0	11	42	1	1	54	0	0	0	0	0	0	6	14	0	0	0	20	132
6:00 PM	63	0	1	0	0	64	0	12	46	0	3	58	0	0	0	0	5	0	3	14	0	0	0	17	139
6:15 PM	37	0	1	0	0	38	0	18	51	0	2	69	0	0	0	0	5	0	3	6	0	1	0	10	117
Total	190	0	11	0	1	201	0	53	187	1	6	241	0	0	0	0	11	0	19	40	0	1	0	60	502
Approach %	94.5	0.0	5.5	0.0	-	-	0.0	22.0	77.6	0.4	-	-	0.0	0.0	0.0	0.0	-	-	31.7	66.7	0.0	1.7	-	-	-
Total %	37.8	0.0	2.2	0.0	-	40.0	0.0	10.6	37.3	0.2	-	48.0	0.0	0.0	0.0	0.0	-	0.0	3.8	8.0	0.0	0.2	-	12.0	-
PHF	0.754	0.000	0.458	0.000	-	0.785	0.000	0.736	0.917	0.250	-	0.873	0.000	0.000	0.000	0.000	-	0.000	0.679	0.714	0.000	0.250	-	0.750	0.903
Lights	187	0	10	0	-	197	0	52	186	1	-	239	0	0	0	0	-	0	19	39	0	1	-	59	495
% Lights	98.4	-	90.9	-	-	98.0	-	98.1	99.5	100.0	-	99.2	-	-	-	-	-	-	100.0	97.5	-	100.0	-	98.3	98.6
Buses	2	0	1	0	-	3	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	5
% Buses	1.1	-	9.1	-	-	1.5	-	0.0	0.5	0.0	-	0.4	-	-	-	-	-	-	0.0	2.5	-	0.0	-	1.7	1.0
Trucks	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Trucks	0.5	-	0.0	-	-	0.5	-	1.9	0.0	0.0	-	0.4	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.4
Pedestrians	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (5:30 PM)

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Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 14-WEST BROAD ST AT CONKLIN AVE-SAT
Site Code:
Start Date: 04-29-2023

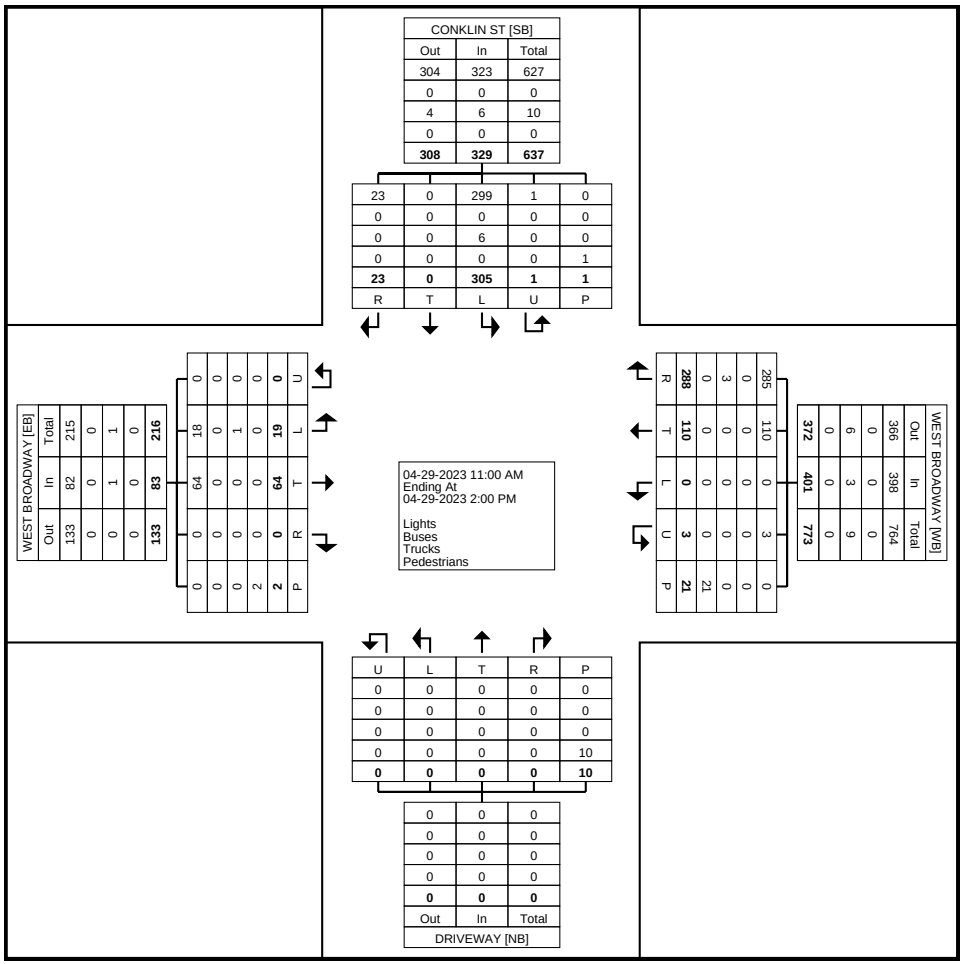
Turning Movement Data

Start Time	CONKLIN ST Southbound						WEST BROADWAY Westbound						DRIVEWAY Northbound						WEST BROADWAY Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	28	0	3	0	0	31	0	5	16	0	0	21	0	0	0	0	1	0	0	6	0	0	1	6	58
11:15 AM	22	0	1	0	0	23	0	14	20	0	0	34	0	0	0	0	2	0	2	4	0	0	0	6	63
11:30 AM	27	0	4	0	0	31	0	9	17	0	0	26	0	0	0	0	2	0	3	1	0	0	0	4	61
11:45 AM	28	0	1	0	1	29	0	5	27	0	0	32	0	0	0	0	0	0	2	7	0	0	0	9	70
Hourly Total	105	0	9	0	1	114	0	33	80	0	0	113	0	0	0	0	5	0	7	18	0	0	1	25	252
12:00 PM	27	0	2	0	0	29	0	8	32	0	3	40	0	0	0	0	0	0	0	4	0	0	1	4	73
12:15 PM	26	0	3	0	0	29	0	13	29	1	5	43	0	0	0	0	1	0	4	2	0	0	0	6	78
12:30 PM	23	0	1	0	0	24	0	8	25	0	3	33	0	0	0	0	1	0	0	5	0	0	0	5	62
12:45 PM	30	0	3	0	0	33	0	12	26	0	2	38	0	0	0	0	1	0	2	11	0	0	0	13	84
Hourly Total	106	0	9	0	0	115	0	41	112	1	13	154	0	0	0	0	3	0	6	22	0	0	1	28	297
1:00 PM	31	0	1	0	0	32	0	8	33	0	1	41	0	0	0	0	0	0	1	6	0	0	0	7	80
1:15 PM	26	0	2	1	0	29	0	11	15	0	5	26	0	0	0	0	2	0	2	2	0	0	0	4	59
1:30 PM	19	0	0	0	0	19	0	9	21	2	1	32	0	0	0	0	0	0	2	8	0	0	0	10	61
1:45 PM	18	0	2	0	0	20	0	8	27	0	1	35	0	0	0	0	0	0	1	8	0	0	0	9	64
Hourly Total	94	0	5	1	0	100	0	36	96	2	8	134	0	0	0	0	2	0	6	24	0	0	0	30	264
Grand Total	305	0	23	1	1	329	0	110	288	3	21	401	0	0	0	0	10	0	19	64	0	0	2	83	813
Approach %	92.7	0.0	7.0	0.3	-	-	0.0	27.4	71.8	0.7	-	-	0.0	0.0	0.0	0.0	-	-	22.9	77.1	0.0	0.0	-	-	-
Total %	37.5	0.0	2.8	0.1	-	40.5	0.0	13.5	35.4	0.4	-	49.3	0.0	0.0	0.0	0.0	-	0.0	2.3	7.9	0.0	0.0	-	10.2	-
Lights	299	0	23	1	-	323	0	110	285	3	-	398	0	0	0	0	-	0	18	64	0	0	-	82	803
% Lights	98.0	-	100.0	100.0	-	98.2	-	100.0	99.0	100.0	-	99.3	-	-	-	-	-	-	94.7	100.0	-	-	-	98.8	98.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	0.0
Trucks	6	0	0	0	-	6	0	0	3	0	-	3	0	0	0	0	-	0	1	0	0	0	-	1	10
% Trucks	2.0	-	0.0	0.0	-	1.8	-	0.0	1.0	0.0	-	0.7	-	-	-	-	-	-	5.3	0.0	-	-	-	1.2	1.2
Pedestrians	-	-	-	-	1	-	-	-	-	-	21	-	-	-	-	-	10	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 14-WEST BROAD ST AT CONKLIN AVE-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

Traffic Databank LLC
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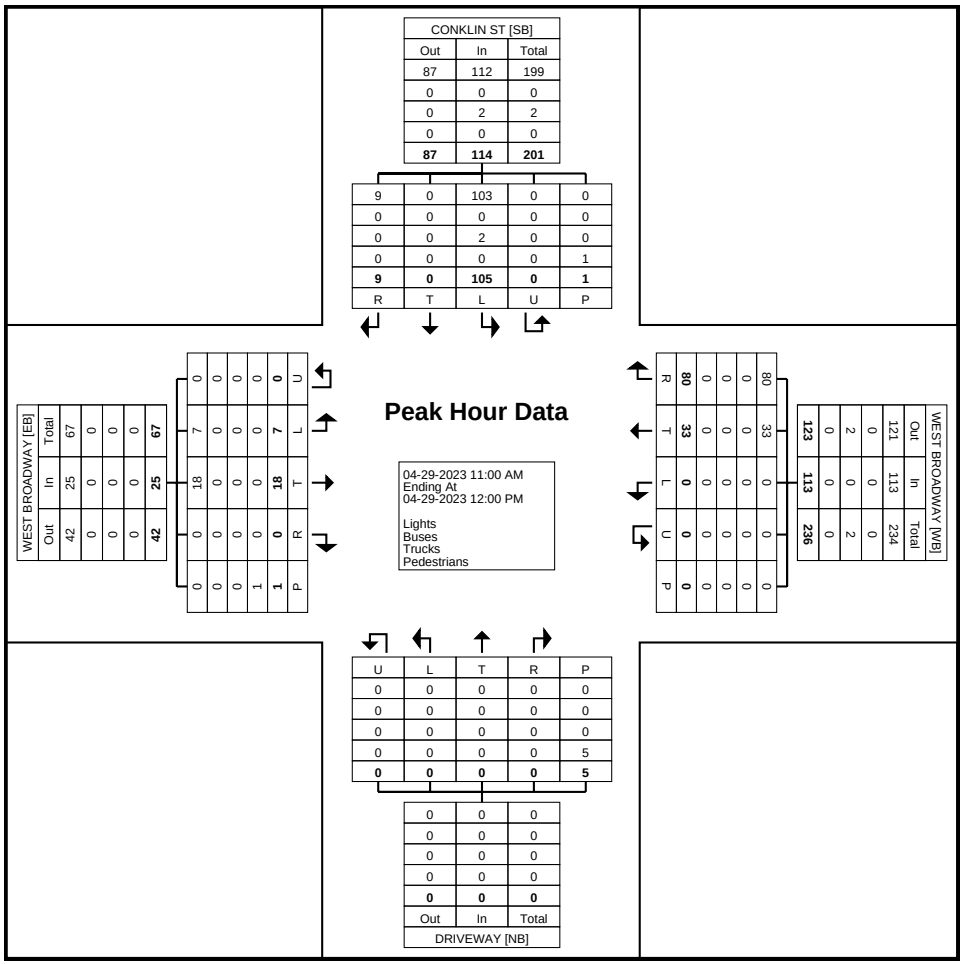
Count Name: 14-WEST BROAD ST AT CONKLIN AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	CONKLIN ST Southbound						WEST BROADWAY Westbound						DRIVEWAY Northbound						WEST BROADWAY Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	28	0	3	0	0	31	0	5	16	0	0	21	0	0	0	0	1	0	0	6	0	0	1	6	58
11:15 AM	22	0	1	0	0	23	0	14	20	0	0	34	0	0	0	0	2	0	2	4	0	0	0	6	63
11:30 AM	27	0	4	0	0	31	0	9	17	0	0	26	0	0	0	0	2	0	3	1	0	0	0	4	61
11:45 AM	28	0	1	0	1	29	0	5	27	0	0	32	0	0	0	0	0	0	2	7	0	0	0	9	70
Total	105	0	9	0	1	114	0	33	80	0	0	113	0	0	0	0	5	0	7	18	0	0	1	25	252
Approach %	92.1	0.0	7.9	0.0	-	-	0.0	29.2	70.8	0.0	-	-	0.0	0.0	0.0	0.0	-	-	28.0	72.0	0.0	0.0	-	-	-
Total %	41.7	0.0	3.6	0.0	-	45.2	0.0	13.1	31.7	0.0	-	44.8	0.0	0.0	0.0	0.0	-	0.0	2.8	7.1	0.0	0.0	-	9.9	-
PHF	0.938	0.000	0.563	0.000	-	0.919	0.000	0.589	0.741	0.000	-	0.831	0.000	0.000	0.000	0.000	-	0.000	0.583	0.643	0.000	0.000	-	0.694	0.900
Lights	103	0	9	0	-	112	0	33	80	0	-	113	0	0	0	0	-	0	7	18	0	0	-	25	250
% Lights	98.1	-	100.0	-	-	98.2	-	100.0	100.0	-	-	100.0	-	-	-	-	-	-	100.0	100.0	-	-	-	100.0	99.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	0.0
Trucks	2	0	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Trucks	1.9	-	0.0	-	-	1.8	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	0.8
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (11:00 AM)

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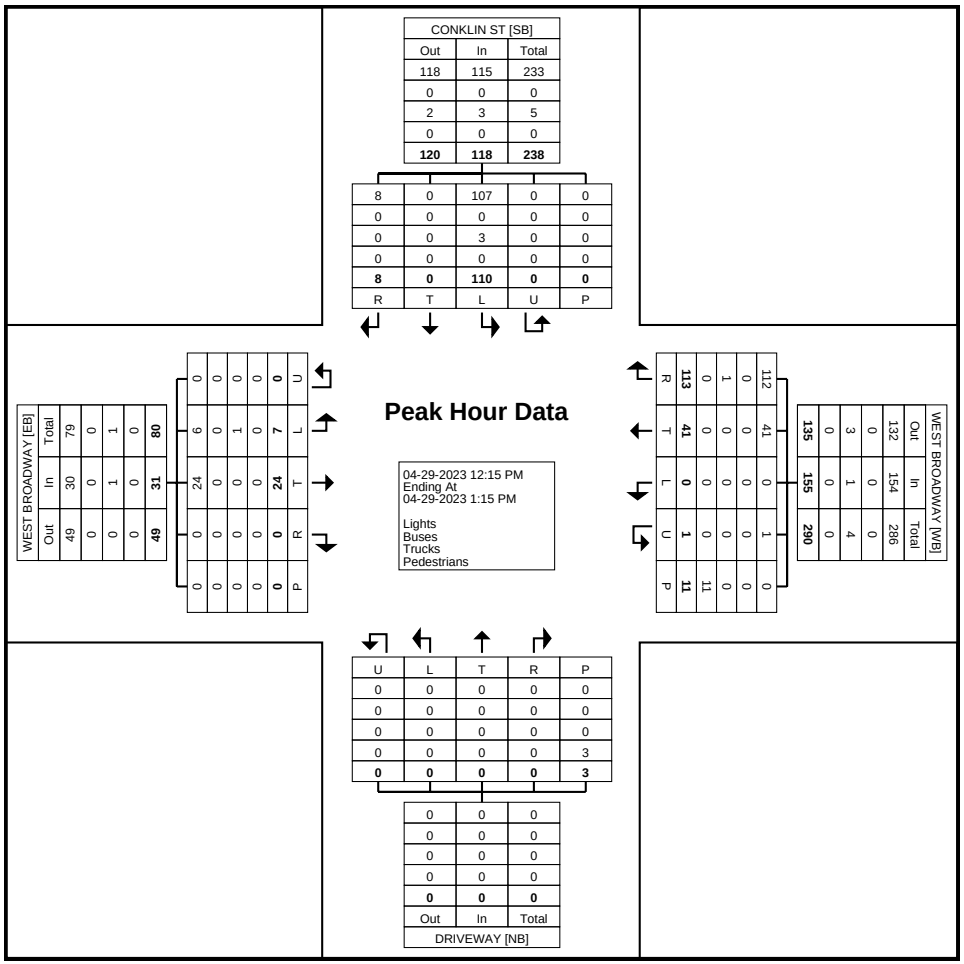
Count Name: 14-WEST BROAD ST AT CONKLIN AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:15 PM)

Start Time	CONKLIN ST Southbound						WEST BROADWAY Westbound						DRIVEWAY Northbound						WEST BROADWAY Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:15 PM	26	0	3	0	0	29	0	13	29	1	5	43	0	0	0	0	1	0	4	2	0	0	0	6	78
12:30 PM	23	0	1	0	0	24	0	8	25	0	3	33	0	0	0	0	1	0	0	5	0	0	0	5	62
12:45 PM	30	0	3	0	0	33	0	12	26	0	2	38	0	0	0	0	1	0	2	11	0	0	0	13	84
1:00 PM	31	0	1	0	0	32	0	8	33	0	1	41	0	0	0	0	0	0	1	6	0	0	0	7	80
Total	110	0	8	0	0	118	0	41	113	1	11	155	0	0	0	0	3	0	7	24	0	0	0	31	304
Approach %	93.2	0.0	6.8	0.0	-	-	0.0	26.5	72.9	0.6	-	-	0.0	0.0	0.0	0.0	-	-	22.6	77.4	0.0	0.0	-	-	-
Total %	36.2	0.0	2.6	0.0	-	38.8	0.0	13.5	37.2	0.3	-	51.0	0.0	0.0	0.0	0.0	-	0.0	2.3	7.9	0.0	0.0	-	10.2	-
PHF	0.887	0.000	0.667	0.000	-	0.894	0.000	0.788	0.856	0.250	-	0.901	0.000	0.000	0.000	0.000	-	0.000	0.438	0.545	0.000	0.000	-	0.596	0.905
Lights	107	0	8	0	-	115	0	41	112	1	-	154	0	0	0	0	-	0	6	24	0	0	-	30	299
% Lights	97.3	-	100.0	-	-	97.5	-	100.0	99.1	100.0	-	99.4	-	-	-	-	-	-	85.7	100.0	-	-	-	96.8	98.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	0.0
Trucks	3	0	0	0	-	3	0	0	1	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	5
% Trucks	2.7	-	0.0	-	-	2.5	-	0.0	0.9	0.0	-	0.6	-	-	-	-	-	-	14.3	0.0	-	-	-	3.2	1.6
Pedestrians	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (12:15 PM)

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Count Name: 15-WEST BROAD ST AT MAPLE AVE-WED
Site Code:
Start Date: 04-26-2023

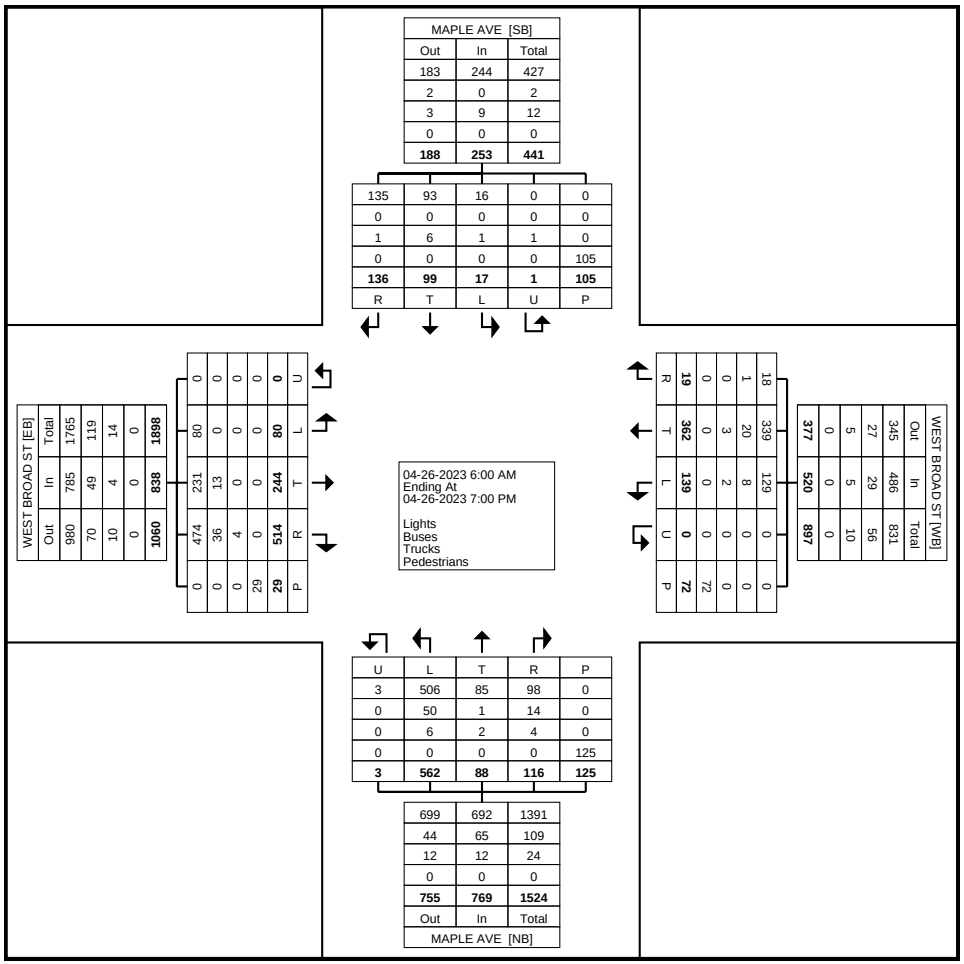
Turning Movement Data

Start Time	MAPLE AVE Southbound						WEST BROAD ST Westbound						MAPLE AVE Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	2	2	1	0	2	5	2	1	1	0	0	4	9	0	3	0	1	12	1	5	11	0	0	17	38
6:15 AM	0	1	0	0	0	1	3	9	1	0	1	13	9	1	1	0	1	11	3	5	13	0	0	21	46
6:30 AM	0	3	0	0	1	3	4	16	0	0	0	20	17	4	2	0	1	23	1	7	23	0	1	31	77
6:45 AM	1	4	3	0	3	8	3	11	0	0	2	14	12	1	0	0	4	13	1	12	13	0	0	26	61
Hourly Total	3	10	4	0	6	17	12	37	2	0	3	51	47	6	6	0	7	59	6	29	60	0	1	95	222
7:00 AM	0	1	0	0	2	1	4	12	1	0	2	17	10	2	2	0	2	14	1	5	16	0	1	22	54
7:15 AM	0	1	6	1	3	8	3	15	0	0	0	18	15	1	2	0	1	18	0	6	19	0	1	25	69
7:30 AM	0	2	6	0	2	8	6	16	0	0	0	22	21	0	0	0	3	21	2	10	22	0	1	34	85
7:45 AM	2	4	5	0	2	11	3	10	0	0	3	13	10	6	6	0	2	22	3	10	27	0	0	40	86
Hourly Total	2	8	17	1	9	28	16	53	1	0	5	70	56	9	10	0	8	75	6	31	84	0	3	121	294
8:00 AM	0	5	7	0	3	12	5	13	1	0	1	19	10	5	12	1	4	28	5	14	14	0	0	33	92
8:15 AM	0	7	5	0	1	12	5	19	2	0	6	26	23	5	12	0	9	40	3	12	28	0	1	43	121
8:30 AM	2	9	15	0	0	26	7	15	1	0	2	23	20	8	9	0	9	37	7	5	24	0	2	36	122
8:45 AM	0	3	6	0	3	9	12	20	2	0	3	34	19	3	7	0	11	29	0	7	24	0	2	31	103
Hourly Total	2	24	33	0	7	59	29	67	6	0	12	102	72	21	40	1	33	134	15	38	90	0	5	143	438
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	7	15	0	7	23	8	12	2	0	6	22	21	2	3	1	5	27	2	10	22	0	4	34	106
4:15 PM	1	4	5	0	10	10	5	23	2	0	13	30	41	2	5	0	12	48	3	11	21	0	0	35	123
4:30 PM	2	8	5	0	6	15	7	16	2	0	2	25	23	5	6	0	12	34	5	14	21	0	1	40	114
4:45 PM	2	4	6	0	11	12	3	19	1	0	8	23	38	4	5	0	5	47	5	9	30	0	3	44	126
Hourly Total	6	23	31	0	34	60	23	70	7	0	29	100	123	13	19	1	34	156	15	44	94	0	8	153	469
5:00 PM	0	2	9	0	7	11	9	5	0	0	3	14	42	2	6	0	9	50	4	15	22	0	0	41	116
5:15 PM	0	4	11	0	3	15	5	11	2	0	2	18	31	3	7	0	4	41	3	13	30	0	2	46	120
5:30 PM	1	7	5	0	8	13	13	12	0	0	0	25	31	2	4	0	9	37	9	9	14	0	2	32	107
5:45 PM	2	3	4	0	7	9	5	22	1	0	3	28	33	5	5	0	6	43	9	11	28	0	2	48	128
Hourly Total	3	16	29	0	25	48	32	50	3	0	8	85	137	12	22	0	28	171	25	48	94	0	6	167	471
6:00 PM	0	6	7	0	8	13	6	20	0	0	4	26	36	7	3	0	2	46	7	18	25	0	3	50	135
6:15 PM	1	4	6	0	4	11	9	27	0	0	2	36	40	7	5	1	3	53	2	12	20	0	2	34	134
6:30 PM	0	3	3	0	4	6	4	21	0	0	3	25	26	4	6	0	5	36	2	12	24	0	1	38	105
6:45 PM	0	5	6	0	8	11	8	17	0	0	6	25	25	9	5	0	5	39	2	12	23	0	0	37	112
Hourly Total	1	18	22	0	24	41	27	85	0	0	15	112	127	27	19	1	15	174	13	54	92	0	6	159	486
Grand Total	17	99	136	1	105	253	139	362	19	0	72	520	562	88	116	3	125	769	80	244	514	0	29	838	2380
Approach %	6.7	39.1	53.8	0.4	-	-	26.7	69.6	3.7	0.0	-	-	73.1	11.4	15.1	0.4	-	-	9.5	29.1	61.3	0.0	-	-	-
Total %	0.7	4.2	5.7	0.0	-	10.6	5.8	15.2	0.8	0.0	-	21.8	23.6	3.7	4.9	0.1	-	32.3	3.4	10.3	21.6	0.0	-	35.2	-
Lights	16	93	135	0	-	244	129	339	18	0	-	486	506	85	98	3	-	692	80	231	474	0	-	785	2207
% Lights	94.1	93.9	99.3	0.0	-	96.4	92.8	93.6	94.7	-	-	93.5	90.0	96.6	84.5	100.0	-	90.0	100.0	94.7	92.2	-	-	93.7	92.7
Buses	0	0	0	0	-	0	8	20	1	0	-	29	50	1	14	0	-	65	0	13	36	0	-	49	143
% Buses	0.0	0.0	0.0	0.0	-	0.0	5.8	5.5	5.3	-	-	5.6	8.9	1.1	12.1	0.0	-	8.5	0.0	5.3	7.0	-	-	5.8	6.0

Trucks	1	6	1	1	-	9	2	3	0	0	-	5	6	2	4	0	-	12	0	0	4	0	-	4	30
% Trucks	5.9	6.1	0.7	100.0	-	3.6	1.4	0.8	0.0	-	-	1.0	1.1	2.3	3.4	0.0	-	1.6	0.0	0.0	0.8	-	-	0.5	1.3
Pedestrians	-	-	-	-	105	-	-	-	-	-	72	-	-	-	-	-	125	-	-	-	-	-	29	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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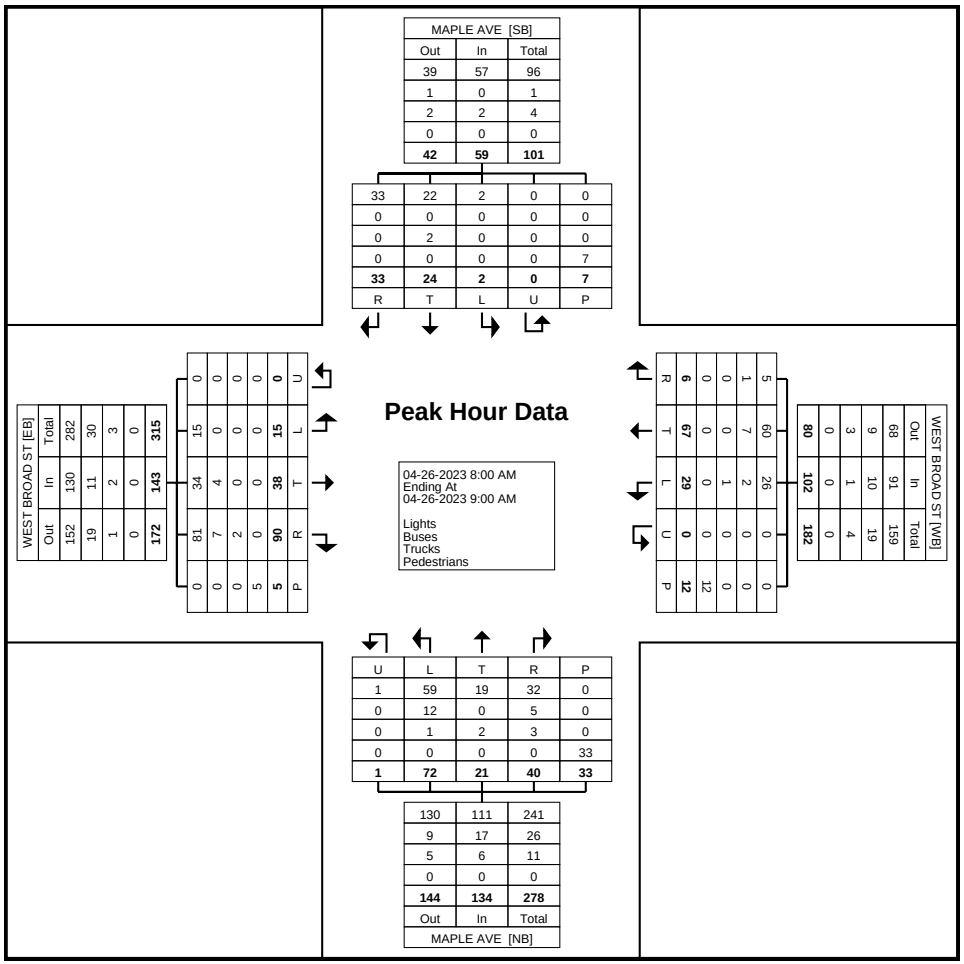
Count Name: 15-WEST BROAD ST AT MAPLE AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	MAPLE AVE Southbound						WEST BROAD ST Westbound						MAPLE AVE Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	0	5	7	0	3	12	5	13	1	0	1	19	10	5	12	1	4	28	5	14	14	0	0	33	92
8:15 AM	0	7	5	0	1	12	5	19	2	0	6	26	23	5	12	0	9	40	3	12	28	0	1	43	121
8:30 AM	2	9	15	0	0	26	7	15	1	0	2	23	20	8	9	0	9	37	7	5	24	0	2	36	122
8:45 AM	0	3	6	0	3	9	12	20	2	0	3	34	19	3	7	0	11	29	0	7	24	0	2	31	103
Total	2	24	33	0	7	59	29	67	6	0	12	102	72	21	40	1	33	134	15	38	90	0	5	143	438
Approach %	3.4	40.7	55.9	0.0	-	-	28.4	65.7	5.9	0.0	-	-	53.7	15.7	29.9	0.7	-	-	10.5	26.6	62.9	0.0	-	-	-
Total %	0.5	5.5	7.5	0.0	-	13.5	6.6	15.3	1.4	0.0	-	23.3	16.4	4.8	9.1	0.2	-	30.6	3.4	8.7	20.5	0.0	-	32.6	-
PHF	0.250	0.667	0.550	0.000	-	0.567	0.604	0.838	0.750	0.000	-	0.750	0.783	0.656	0.833	0.250	-	0.838	0.536	0.679	0.804	0.000	-	0.831	0.898
Lights	2	22	33	0	-	57	26	60	5	0	-	91	59	19	32	1	-	111	15	34	81	0	-	130	389
% Lights	100.0	91.7	100.0	-	-	96.6	89.7	89.6	83.3	-	-	89.2	81.9	90.5	80.0	100.0	-	82.8	100.0	89.5	90.0	-	-	90.9	88.8
Buses	0	0	0	0	-	0	2	7	1	0	-	10	12	0	5	0	-	17	0	4	7	0	-	11	38
% Buses	0.0	0.0	0.0	-	-	0.0	6.9	10.4	16.7	-	-	9.8	16.7	0.0	12.5	0.0	-	12.7	0.0	10.5	7.8	-	-	7.7	8.7
Trucks	0	2	0	0	-	2	1	0	0	0	-	1	1	2	3	0	-	6	0	0	2	0	-	2	11
% Trucks	0.0	8.3	0.0	-	-	3.4	3.4	0.0	0.0	-	-	1.0	1.4	9.5	7.5	0.0	-	4.5	0.0	0.0	2.2	-	-	1.4	2.5
Pedestrians	-	-	-	-	7	-	-	-	-	-	12	-	-	-	-	-	33	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Turning Movement Peak Hour Data Plot (8:00 AM)

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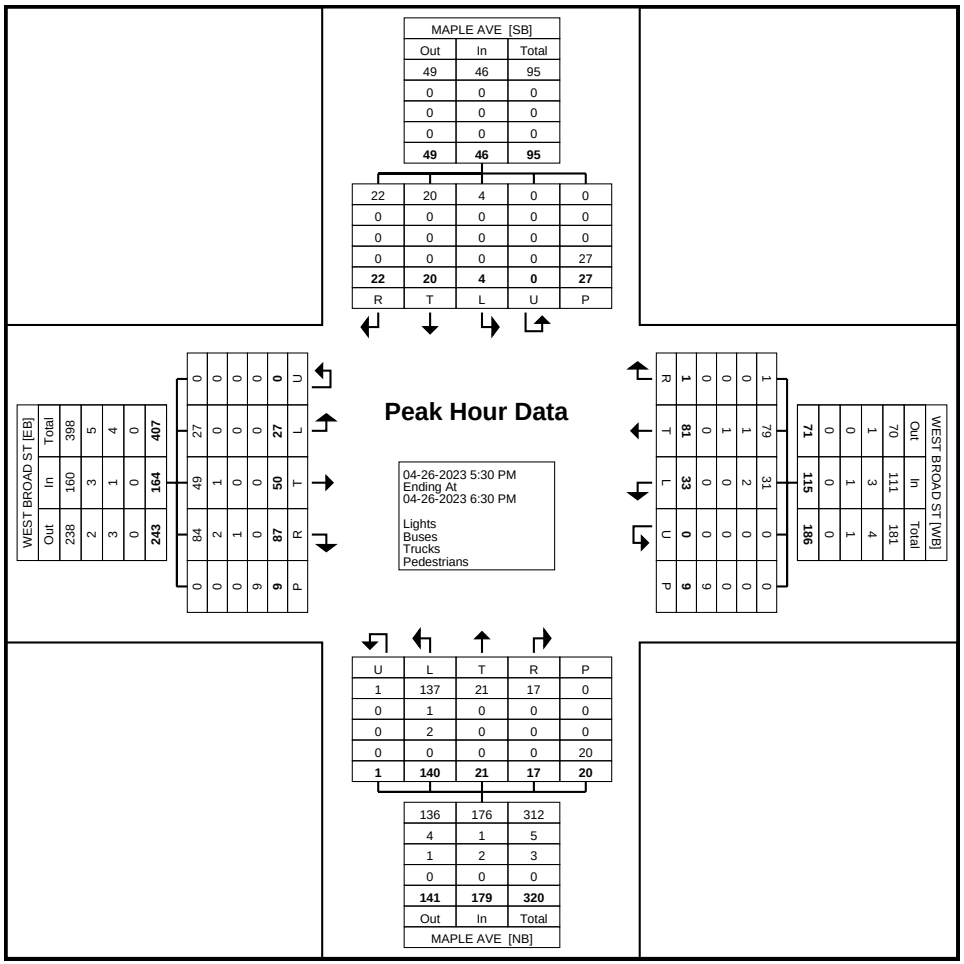
Count Name: 15-WEST BROAD ST AT MAPLE AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (5:30 PM)

Start Time	MAPLE AVE Southbound						WEST BROAD ST Westbound						MAPLE AVE Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	1	7	5	0	8	13	13	12	0	0	0	25	31	2	4	0	9	37	9	9	14	0	2	32	107
5:45 PM	2	3	4	0	7	9	5	22	1	0	3	28	33	5	5	0	6	43	9	11	28	0	2	48	128
6:00 PM	0	6	7	0	8	13	6	20	0	0	4	26	36	7	3	0	2	46	7	18	25	0	3	50	135
6:15 PM	1	4	6	0	4	11	9	27	0	0	2	36	40	7	5	1	3	53	2	12	20	0	2	34	134
Total	4	20	22	0	27	46	33	81	1	0	9	115	140	21	17	1	20	179	27	50	87	0	9	164	504
Approach %	8.7	43.5	47.8	0.0	-	-	28.7	70.4	0.9	0.0	-	-	78.2	11.7	9.5	0.6	-	-	16.5	30.5	53.0	0.0	-	-	-
Total %	0.8	4.0	4.4	0.0	-	9.1	6.5	16.1	0.2	0.0	-	22.8	27.8	4.2	3.4	0.2	-	35.5	5.4	9.9	17.3	0.0	-	32.5	-
PHF	0.500	0.714	0.786	0.000	-	0.885	0.635	0.750	0.250	0.000	-	0.799	0.875	0.750	0.850	0.250	-	0.844	0.750	0.694	0.777	0.000	-	0.820	0.933
Lights	4	20	22	0	-	46	31	79	1	0	-	111	137	21	17	1	-	176	27	49	84	0	-	160	493
% Lights	100.0	100.0	100.0	-	-	100.0	93.9	97.5	100.0	-	-	96.5	97.9	100.0	100.0	100.0	-	98.3	100.0	98.0	96.6	-	-	97.6	97.8
Buses	0	0	0	0	-	0	2	1	0	0	-	3	1	0	0	0	-	1	0	1	2	0	-	3	7
% Buses	0.0	0.0	0.0	-	-	0.0	6.1	1.2	0.0	-	-	2.6	0.7	0.0	0.0	0.0	-	0.6	0.0	2.0	2.3	-	-	1.8	1.4
Trucks	0	0	0	0	-	0	0	1	0	0	-	1	2	0	0	0	-	2	0	0	1	0	-	1	4
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.2	0.0	-	-	0.9	1.4	0.0	0.0	0.0	-	1.1	0.0	0.0	1.1	-	-	0.6	0.8
Pedestrians	-	-	-	-	27	-	-	-	-	-	9	-	-	-	-	-	20	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (5:30 PM)

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Count Name: 15-WEST BROAD ST AT MAPLE AVE-SAT
Site Code:
Start Date: 04-29-2023

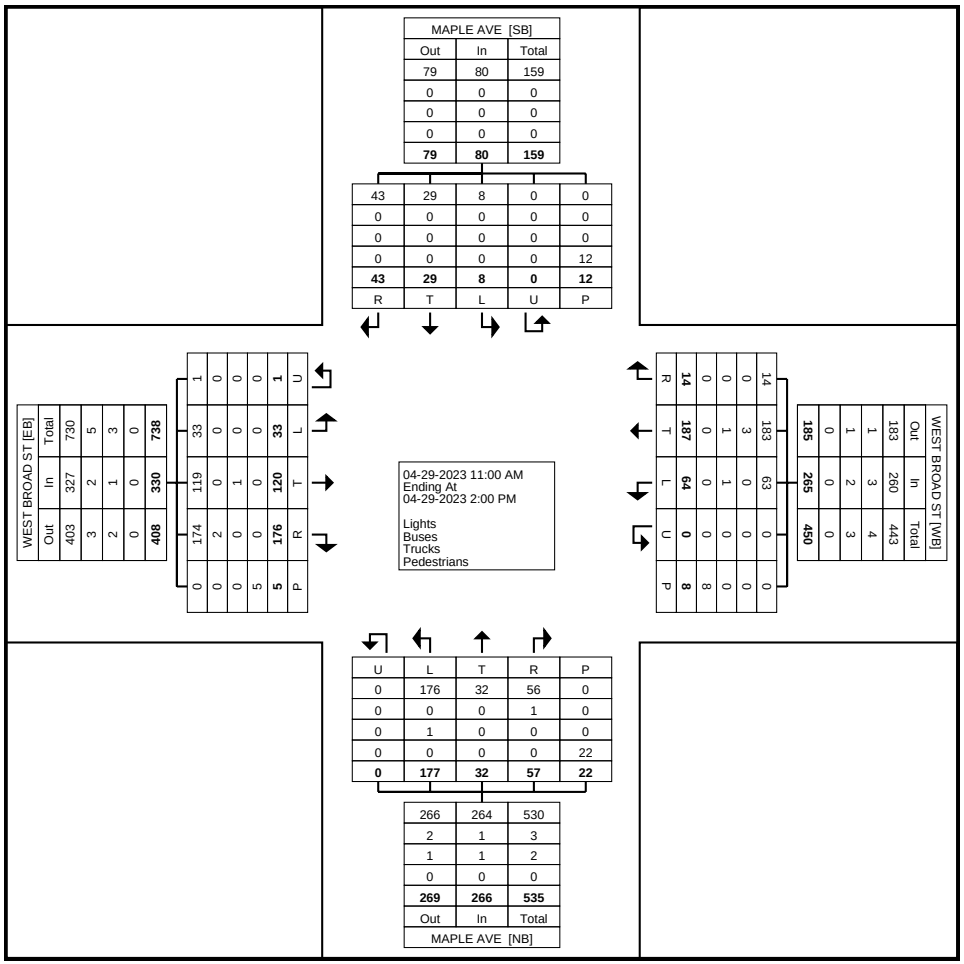
Turning Movement Data

Start Time	MAPLE AVE Southbound						WEST BROAD ST Westbound						MAPLE AVE Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	1	5	2	0	3	8	3	8	3	0	1	14	12	2	7	0	0	21	2	14	19	0	0	35	78
11:15 AM	0	1	3	0	0	4	9	14	0	0	2	23	18	2	6	0	4	26	2	4	12	0	1	18	71
11:30 AM	1	2	3	0	1	6	4	19	2	0	0	25	10	2	2	0	4	14	4	7	16	0	0	27	72
11:45 AM	0	4	5	0	0	9	4	14	1	0	0	19	10	3	4	0	0	17	4	11	16	0	0	31	76
Hourly Total	2	12	13	0	4	27	20	55	6	0	3	81	50	9	19	0	8	78	12	36	63	0	1	111	297
12:00 PM	1	1	3	0	1	5	6	21	3	0	2	30	20	2	5	0	2	27	6	11	14	0	2	31	93
12:15 PM	0	0	3	0	1	3	6	19	1	0	3	26	25	3	2	0	2	30	1	11	14	1	0	27	86
12:30 PM	0	4	3	0	1	7	4	16	0	0	0	20	13	2	6	0	0	21	3	9	13	0	0	25	73
12:45 PM	2	2	4	0	2	8	2	16	1	0	0	19	18	3	8	0	3	29	1	16	22	0	1	39	95
Hourly Total	3	7	13	0	5	23	18	72	5	0	5	95	76	10	21	0	7	107	11	47	63	1	3	122	347
1:00 PM	1	4	5	0	1	10	5	15	1	0	0	21	21	4	3	0	5	28	0	13	21	0	0	34	93
1:15 PM	1	1	4	0	0	6	7	10	0	0	0	17	8	5	3	0	2	16	4	7	14	0	1	25	64
1:30 PM	1	4	5	0	1	10	10	15	1	0	0	26	10	1	6	0	0	17	1	10	8	0	0	19	72
1:45 PM	0	1	3	0	1	4	4	20	1	0	0	25	12	3	5	0	0	20	5	7	7	0	0	19	68
Hourly Total	3	10	17	0	3	30	26	60	3	0	0	89	51	13	17	0	7	81	10	37	50	0	1	97	297
Grand Total	8	29	43	0	12	80	64	187	14	0	8	265	177	32	57	0	22	266	33	120	176	1	5	330	941
Approach %	10.0	36.3	53.8	0.0	-	-	24.2	70.6	5.3	0.0	-	-	66.5	12.0	21.4	0.0	-	-	10.0	36.4	53.3	0.3	-	-	-
Total %	0.9	3.1	4.6	0.0	-	8.5	6.8	19.9	1.5	0.0	-	28.2	18.8	3.4	6.1	0.0	-	28.3	3.5	12.8	18.7	0.1	-	35.1	-
Lights	8	29	43	0	-	80	63	183	14	0	-	260	176	32	56	0	-	264	33	119	174	1	-	327	931
% Lights	100.0	100.0	100.0	-	-	100.0	98.4	97.9	100.0	-	-	98.1	99.4	100.0	98.2	-	-	99.2	100.0	99.2	98.9	100.0	-	99.1	98.9
Buses	0	0	0	0	-	0	0	3	0	0	-	3	0	0	1	0	-	1	0	0	2	0	-	2	6
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	1.6	0.0	-	-	1.1	0.0	0.0	1.8	-	-	0.4	0.0	0.0	1.1	0.0	-	0.6	0.6
Trucks	0	0	0	0	-	0	1	1	0	0	-	2	1	0	0	0	-	1	0	1	0	0	-	1	4
% Trucks	0.0	0.0	0.0	-	-	0.0	1.6	0.5	0.0	-	-	0.8	0.6	0.0	0.0	-	-	0.4	0.0	0.8	0.0	0.0	-	0.3	0.4
Pedestrians	-	-	-	-	12	-	-	-	-	-	8	-	-	-	-	-	22	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

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Count Name: 15-WEST BROAD ST AT MAPLE AVE-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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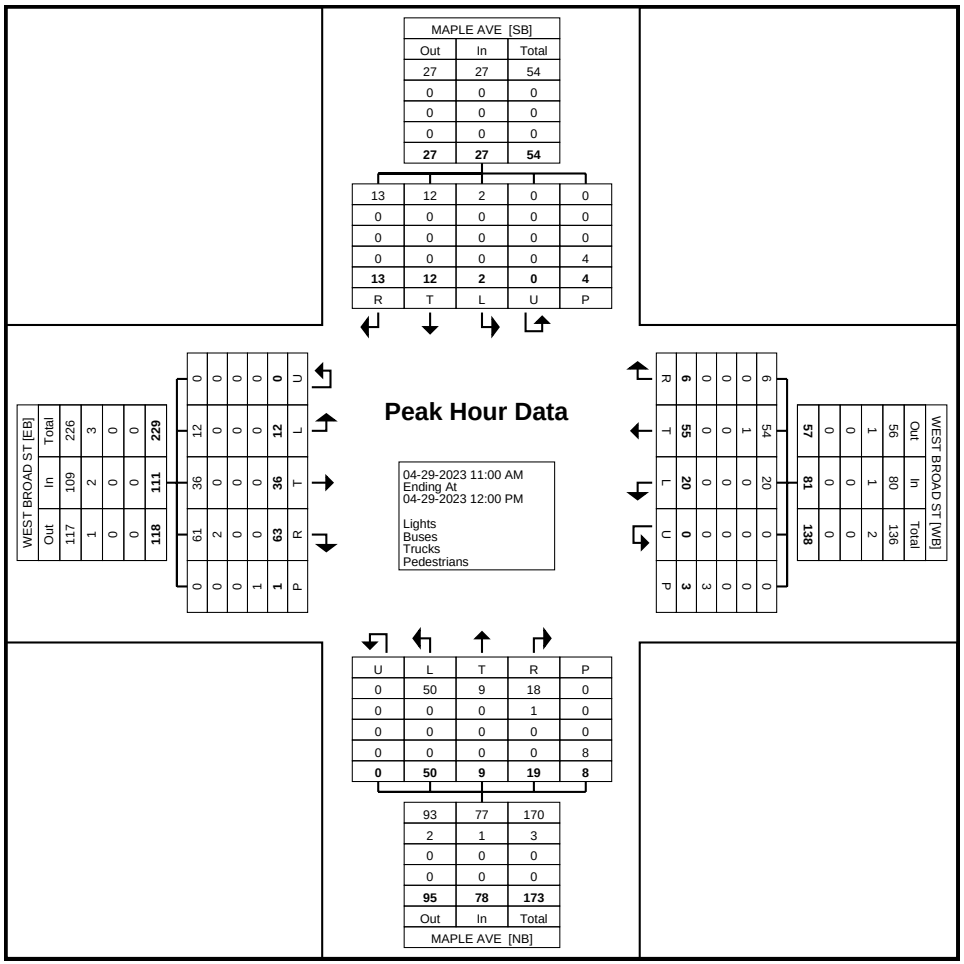
Count Name: 15-WEST BROAD ST AT MAPLE AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	MAPLE AVE Southbound						WEST BROAD ST Westbound						MAPLE AVE Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	1	5	2	0	3	8	3	8	3	0	1	14	12	2	7	0	0	21	2	14	19	0	0	35	78
11:15 AM	0	1	3	0	0	4	9	14	0	0	2	23	18	2	6	0	4	26	2	4	12	0	1	18	71
11:30 AM	1	2	3	0	1	6	4	19	2	0	0	25	10	2	2	0	4	14	4	7	16	0	0	27	72
11:45 AM	0	4	5	0	0	9	4	14	1	0	0	19	10	3	4	0	0	17	4	11	16	0	0	31	76
Total	2	12	13	0	4	27	20	55	6	0	3	81	50	9	19	0	8	78	12	36	63	0	1	111	297
Approach %	7.4	44.4	48.1	0.0	-	-	24.7	67.9	7.4	0.0	-	-	64.1	11.5	24.4	0.0	-	-	10.8	32.4	56.8	0.0	-	-	-
Total %	0.7	4.0	4.4	0.0	-	9.1	6.7	18.5	2.0	0.0	-	27.3	16.8	3.0	6.4	0.0	-	26.3	4.0	12.1	21.2	0.0	-	37.4	-
PHF	0.500	0.600	0.650	0.000	-	0.750	0.556	0.724	0.500	0.000	-	0.810	0.694	0.750	0.679	0.000	-	0.750	0.750	0.643	0.829	0.000	-	0.793	0.952
Lights	2	12	13	0	-	27	20	54	6	0	-	80	50	9	18	0	-	77	12	36	61	0	-	109	293
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	98.2	100.0	-	-	98.8	100.0	100.0	94.7	-	-	98.7	100.0	100.0	96.8	-	-	98.2	98.7
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	0	-	1	0	0	2	0	-	2	4
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	1.8	0.0	-	-	1.2	0.0	0.0	5.3	-	-	1.3	0.0	0.0	3.2	-	-	1.8	1.3
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	8	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (11:00 AM)

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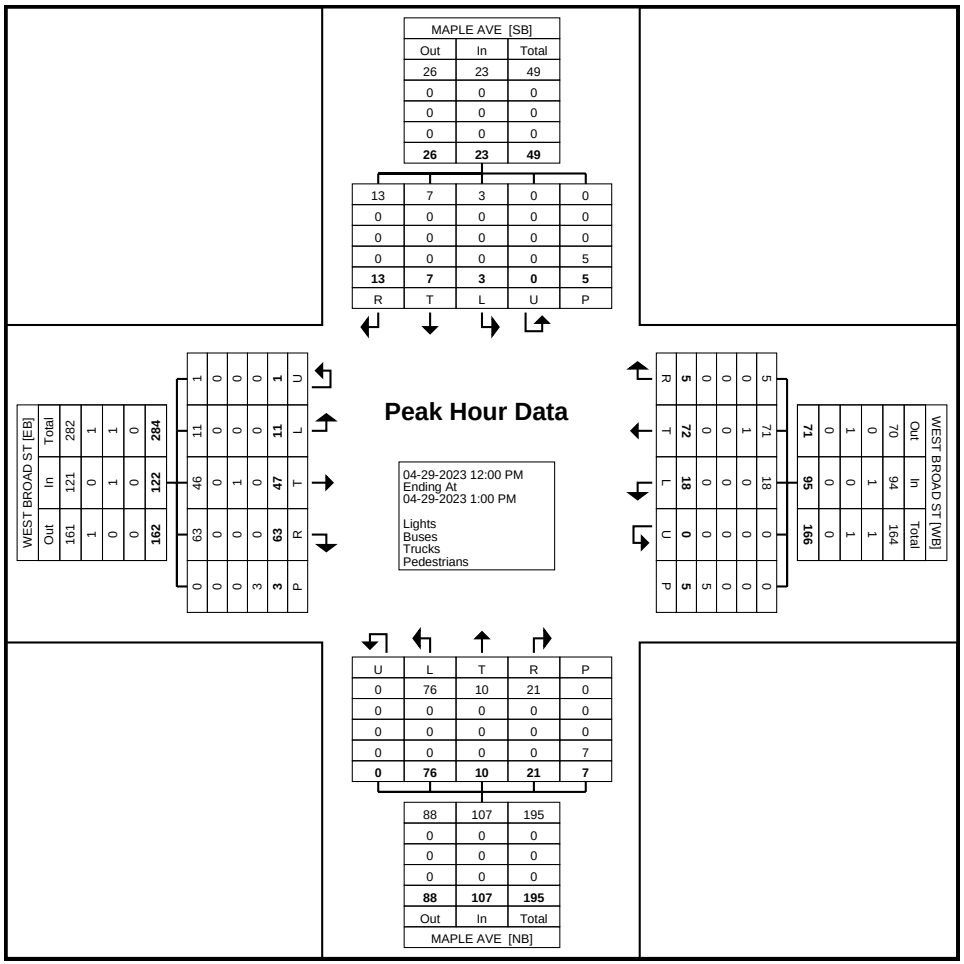
Count Name: 15-WEST BROAD ST AT MAPLE AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:00 PM)

Start Time	MAPLE AVE Southbound						WEST BROAD ST Westbound						MAPLE AVE Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:00 PM	1	1	3	0	1	5	6	21	3	0	2	30	20	2	5	0	2	27	6	11	14	0	2	31	93
12:15 PM	0	0	3	0	1	3	6	19	1	0	3	26	25	3	2	0	2	30	1	11	14	1	0	27	86
12:30 PM	0	4	3	0	1	7	4	16	0	0	0	20	13	2	6	0	0	21	3	9	13	0	0	25	73
12:45 PM	2	2	4	0	2	8	2	16	1	0	0	19	18	3	8	0	3	29	1	16	22	0	1	39	95
Total	3	7	13	0	5	23	18	72	5	0	5	95	76	10	21	0	7	107	11	47	63	1	3	122	347
Approach %	13.0	30.4	56.5	0.0	-	-	18.9	75.8	5.3	0.0	-	-	71.0	9.3	19.6	0.0	-	-	9.0	38.5	51.6	0.8	-	-	-
Total %	0.9	2.0	3.7	0.0	-	6.6	5.2	20.7	1.4	0.0	-	27.4	21.9	2.9	6.1	0.0	-	30.8	3.2	13.5	18.2	0.3	-	35.2	-
PHF	0.375	0.438	0.813	0.000	-	0.719	0.750	0.857	0.417	0.000	-	0.792	0.760	0.833	0.656	0.000	-	0.892	0.458	0.734	0.716	0.250	-	0.782	0.913
Lights	3	7	13	0	-	23	18	71	5	0	-	94	76	10	21	0	-	107	11	46	63	1	-	121	345
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	98.6	100.0	-	-	98.9	100.0	100.0	100.0	-	-	100.0	100.0	97.9	100.0	100.0	-	99.2	99.4
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	1.4	0.0	-	-	1.1	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	2.1	0.0	0.0	-	0.8	0.3
Pedestrians	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (12:00 PM)

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Mt Vernon, New York, United States 10550
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Count Name: 16-WEST BROAD ST/BROAD ST AT BROADWAY-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

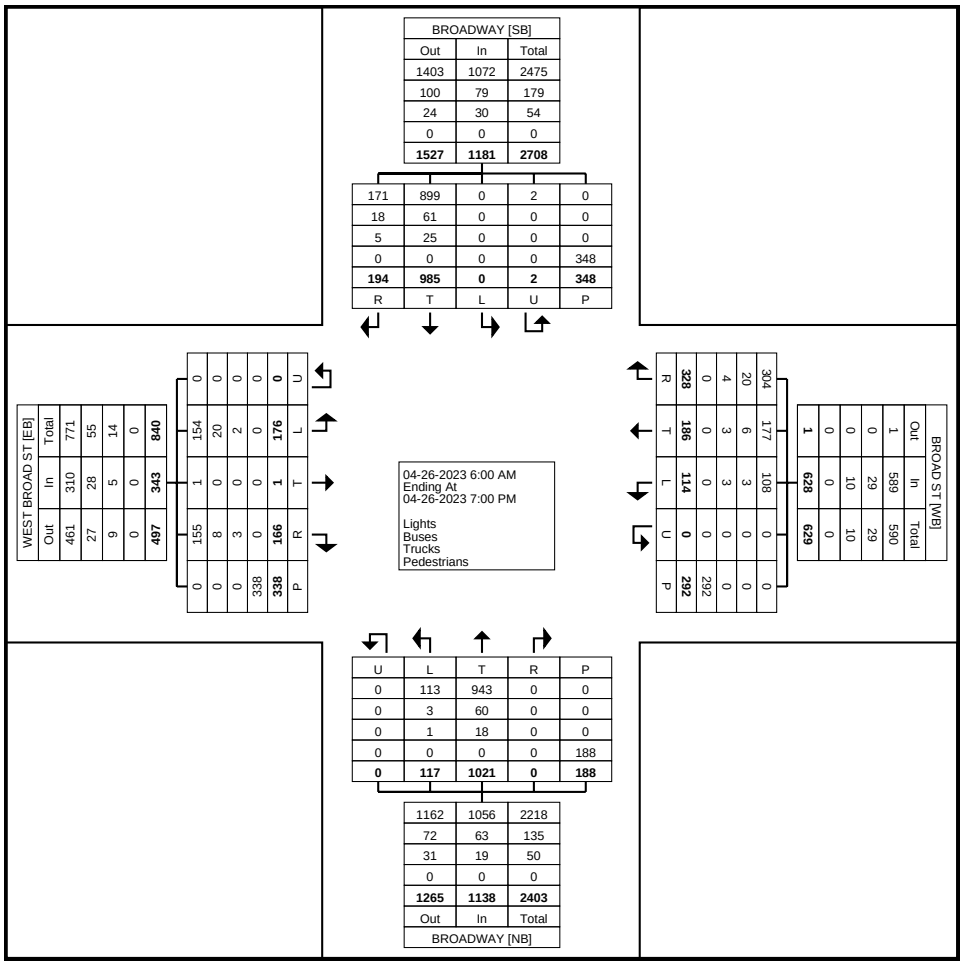
Start Time	BROADWAY Southbound						BROAD ST Westbound						BROADWAY Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	27	2	0	3	29	4	1	7	0	2	12	1	13	0	0	0	14	4	0	5	0	2	9	64
6:15 AM	0	46	3	0	5	49	5	8	5	0	5	18	1	16	0	0	0	17	2	0	4	0	6	6	90
6:30 AM	0	34	10	0	5	44	3	9	11	0	7	23	1	21	0	0	1	22	5	0	4	0	5	9	98
6:45 AM	0	30	4	0	6	34	8	4	14	0	7	26	3	22	0	0	1	25	7	0	4	0	16	11	96
Hourly Total	0	137	19	0	19	156	20	22	37	0	21	79	6	72	0	0	2	78	18	0	17	0	29	35	348
7:00 AM	0	32	3	0	11	35	4	8	8	0	2	20	3	24	0	0	1	27	5	0	2	0	10	7	89
7:15 AM	0	23	8	0	6	31	4	8	7	0	3	19	1	37	0	0	1	38	2	0	5	0	4	7	95
7:30 AM	0	33	7	1	8	41	4	6	8	0	5	18	4	24	0	0	2	28	4	0	5	0	5	9	96
7:45 AM	0	36	5	0	11	41	2	4	12	0	14	18	3	21	0	0	1	24	9	0	6	0	16	15	98
Hourly Total	0	124	23	1	36	148	14	26	35	0	24	75	11	106	0	0	5	117	20	0	18	0	35	38	378
8:00 AM	0	40	7	0	13	47	7	6	17	0	8	30	6	21	0	0	0	27	12	0	12	0	6	24	128
8:15 AM	0	40	6	0	8	46	1	5	8	0	21	14	10	29	0	0	32	39	8	0	12	0	9	20	119
8:30 AM	0	44	8	0	17	52	6	7	16	0	17	29	6	38	0	0	2	44	12	0	5	0	5	17	142
8:45 AM	0	38	13	0	11	51	5	12	14	0	9	31	9	33	0	0	4	42	5	0	9	0	5	14	138
Hourly Total	0	162	34	0	49	196	19	30	55	0	55	104	31	121	0	0	38	152	37	0	38	0	25	75	527
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	41	9	0	32	50	6	10	13	0	17	29	6	64	0	0	11	70	4	0	2	0	21	6	155
4:15 PM	0	55	14	0	18	69	2	6	17	0	15	25	3	56	0	0	10	59	8	0	6	0	10	14	167
4:30 PM	0	44	10	0	18	54	5	6	19	0	8	30	2	48	0	0	12	50	10	0	5	0	18	15	149
4:45 PM	0	39	9	0	22	48	4	10	20	0	19	34	5	53	0	0	13	58	8	0	6	0	20	14	154
Hourly Total	0	179	42	0	90	221	17	32	69	0	59	118	16	221	0	0	46	237	30	0	19	0	69	49	625
5:00 PM	0	44	5	0	11	49	5	8	17	0	15	30	9	78	0	0	6	87	10	1	11	0	27	22	188
5:15 PM	0	55	8	0	9	63	5	7	25	0	15	37	3	69	0	0	21	72	7	0	14	0	20	21	193
5:30 PM	0	48	9	0	30	57	1	13	16	0	23	30	9	56	0	0	14	65	7	0	6	0	20	13	165
5:45 PM	0	33	16	0	21	49	9	5	18	0	13	32	8	63	0	0	14	71	9	0	12	0	22	21	173
Hourly Total	0	180	38	0	71	218	20	33	76	0	66	129	29	266	0	0	55	295	33	1	43	0	89	77	719
6:00 PM	0	50	6	0	14	56	4	10	16	0	10	30	5	61	0	0	8	66	12	0	8	0	21	20	172
6:15 PM	0	51	9	0	15	60	5	15	14	0	11	34	13	59	0	0	13	72	6	0	6	0	20	12	178
6:30 PM	0	54	11	1	17	66	7	9	12	0	18	28	4	70	0	0	10	74	11	0	10	0	23	21	189
6:45 PM	0	48	12	0	37	60	8	9	14	0	28	31	2	45	0	0	11	47	9	0	7	0	27	16	154
Hourly Total	0	203	38	1	83	242	24	43	56	0	67	123	24	235	0	0	42	259	38	0	31	0	91	69	693
Grand Total	0	985	194	2	348	1181	114	186	328	0	292	628	117	1021	0	0	188	1138	176	1	166	0	338	343	3290
Approach %	0.0	83.4	16.4	0.2	-	-	18.2	29.6	52.2	0.0	-	-	10.3	89.7	0.0	0.0	-	-	51.3	0.3	48.4	0.0	-	-	-
Total %	0.0	29.9	5.9	0.1	-	35.9	3.5	5.7	10.0	0.0	-	19.1	3.6	31.0	0.0	0.0	-	34.6	5.3	0.0	5.0	0.0	-	10.4	-
Lights	0	899	171	2	-	1072	108	177	304	0	-	589	113	943	0	0	-	1056	154	1	155	0	-	310	3027
% Lights	-	91.3	88.1	100.0	-	90.8	94.7	95.2	92.7	-	-	93.8	96.6	92.4	-	-	-	92.8	87.5	100.0	93.4	-	-	90.4	92.0
Buses	0	61	18	0	-	79	3	6	20	0	-	29	3	60	0	0	-	63	20	0	8	0	-	28	199
% Buses	-	6.2	9.3	0.0	-	6.7	2.6	3.2	6.1	-	-	4.6	2.6	5.9	-	-	-	5.5	11.4	0.0	4.8	-	-	8.2	6.0

Trucks	0	25	5	0	-	30	3	3	4	0	-	10	1	18	0	0	-	19	2	0	3	0	-	5	64
% Trucks	-	2.5	2.6	0.0	-	2.5	2.6	1.6	1.2	-	-	1.6	0.9	1.8	-	-	-	1.7	1.1	0.0	1.8	-	-	1.5	1.9
Pedestrians	-	-	-	-	348	-	-	-	-	-	292	-	-	-	-	-	188	-	-	-	-	-	338	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Count Name: 16-WEST BROAD ST/BROAD ST AT BROADWAY-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

Traffic Databank LLC
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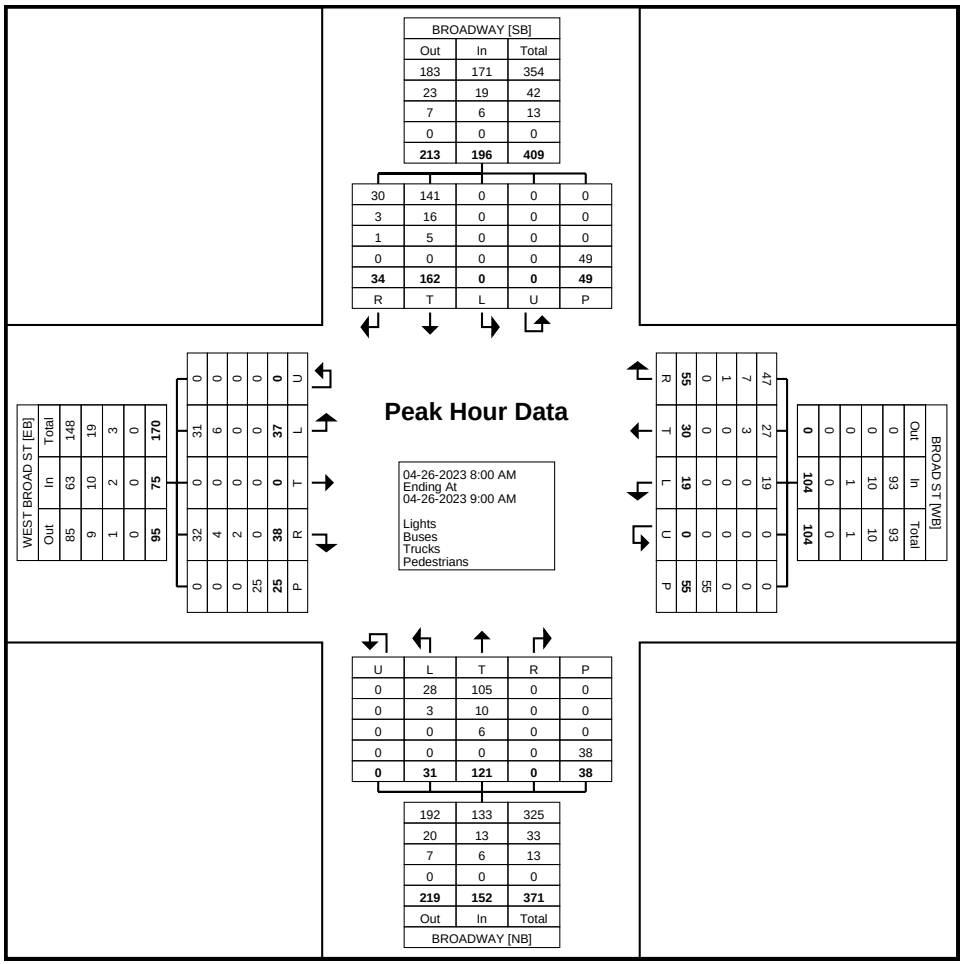
Count Name: 16-WEST BROAD ST/BROAD ST AT BROADWAY-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	BROADWAY Southbound						BROAD ST Westbound						BROADWAY Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	0	40	7	0	13	47	7	6	17	0	8	30	6	21	0	0	0	27	12	0	12	0	6	24	128
8:15 AM	0	40	6	0	8	46	1	5	8	0	21	14	10	29	0	0	32	39	8	0	12	0	9	20	119
8:30 AM	0	44	8	0	17	52	6	7	16	0	17	29	6	38	0	0	2	44	12	0	5	0	5	17	142
8:45 AM	0	38	13	0	11	51	5	12	14	0	9	31	9	33	0	0	4	42	5	0	9	0	5	14	138
Total	0	162	34	0	49	196	19	30	55	0	55	104	31	121	0	0	38	152	37	0	38	0	25	75	527
Approach %	0.0	82.7	17.3	0.0	-	-	18.3	28.8	52.9	0.0	-	-	20.4	79.6	0.0	0.0	-	-	49.3	0.0	50.7	0.0	-	-	-
Total %	0.0	30.7	6.5	0.0	-	37.2	3.6	5.7	10.4	0.0	-	19.7	5.9	23.0	0.0	0.0	-	28.8	7.0	0.0	7.2	0.0	-	14.2	-
PHF	0.000	0.920	0.654	0.000	-	0.942	0.679	0.625	0.809	0.000	-	0.839	0.775	0.796	0.000	0.000	-	0.864	0.771	0.000	0.792	0.000	-	0.781	0.928
Lights	0	141	30	0	-	171	19	27	47	0	-	93	28	105	0	0	-	133	31	0	32	0	-	63	460
% Lights	-	87.0	88.2	-	-	87.2	100.0	90.0	85.5	-	-	89.4	90.3	86.8	-	-	-	87.5	83.8	-	84.2	-	-	84.0	87.3
Buses	0	16	3	0	-	19	0	3	7	0	-	10	3	10	0	0	-	13	6	0	4	0	-	10	52
% Buses	-	9.9	8.8	-	-	9.7	0.0	10.0	12.7	-	-	9.6	9.7	8.3	-	-	-	8.6	16.2	-	10.5	-	-	13.3	9.9
Trucks	0	5	1	0	-	6	0	0	1	0	-	1	0	6	0	0	-	6	0	0	2	0	-	2	15
% Trucks	-	3.1	2.9	-	-	3.1	0.0	0.0	1.8	-	-	1.0	0.0	5.0	-	-	-	3.9	0.0	-	5.3	-	-	2.7	2.8
Pedestrians	-	-	-	-	49	-	-	-	-	-	55	-	-	-	-	-	38	-	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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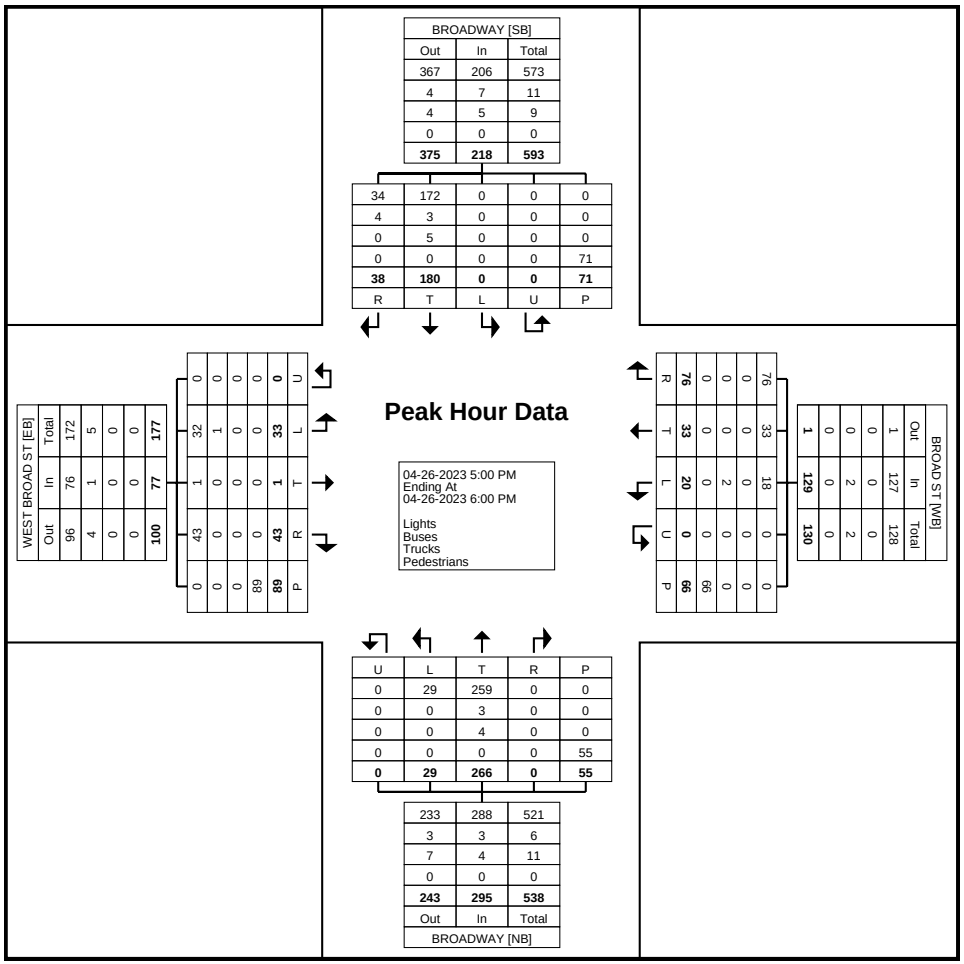
Count Name: 16-WEST BROAD ST/BROAD ST AT BROADWAY-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (5:00 PM)

Start Time	BROADWAY Southbound						BROAD ST Westbound						BROADWAY Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	0	44	5	0	11	49	5	8	17	0	15	30	9	78	0	0	6	87	10	1	11	0	27	22	188
5:15 PM	0	55	8	0	9	63	5	7	25	0	15	37	3	69	0	0	21	72	7	0	14	0	20	21	193
5:30 PM	0	48	9	0	30	57	1	13	16	0	23	30	9	56	0	0	14	65	7	0	6	0	20	13	165
5:45 PM	0	33	16	0	21	49	9	5	18	0	13	32	8	63	0	0	14	71	9	0	12	0	22	21	173
Total	0	180	38	0	71	218	20	33	76	0	66	129	29	266	0	0	55	295	33	1	43	0	89	77	719
Approach %	0.0	82.6	17.4	0.0	-	-	15.5	25.6	58.9	0.0	-	-	9.8	90.2	0.0	0.0	-	-	42.9	1.3	55.8	0.0	-	-	-
Total %	0.0	25.0	5.3	0.0	-	30.3	2.8	4.6	10.6	0.0	-	17.9	4.0	37.0	0.0	0.0	-	41.0	4.6	0.1	6.0	0.0	-	10.7	-
PHF	0.000	0.818	0.594	0.000	-	0.865	0.556	0.635	0.760	0.000	-	0.872	0.806	0.853	0.000	0.000	-	0.848	0.825	0.250	0.768	0.000	-	0.875	0.931
Lights	0	172	34	0	-	206	18	33	76	0	-	127	29	259	0	0	-	288	32	1	43	0	-	76	697
% Lights	-	95.6	89.5	-	-	94.5	90.0	100.0	100.0	-	-	98.4	100.0	97.4	-	-	-	97.6	97.0	100.0	100.0	-	-	98.7	96.9
Buses	0	3	4	0	-	7	0	0	0	0	-	0	0	3	0	0	-	3	1	0	0	0	-	1	11
% Buses	-	1.7	10.5	-	-	3.2	0.0	0.0	0.0	-	-	0.0	0.0	1.1	-	-	-	1.0	3.0	0.0	0.0	-	-	1.3	1.5
Trucks	0	5	0	0	-	5	2	0	0	0	-	2	0	4	0	0	-	4	0	0	0	0	-	0	11
% Trucks	-	2.8	0.0	-	-	2.3	10.0	0.0	0.0	-	-	1.6	0.0	1.5	-	-	-	1.4	0.0	0.0	0.0	-	-	0.0	1.5
Pedestrians	-	-	-	-	71	-	-	-	-	-	66	-	-	-	-	-	55	-	-	-	-	-	89	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 16-WEST BROAD ST/BROAD ST AT BROADWAY-SAT
Site Code:
Start Date: 04-29-2023

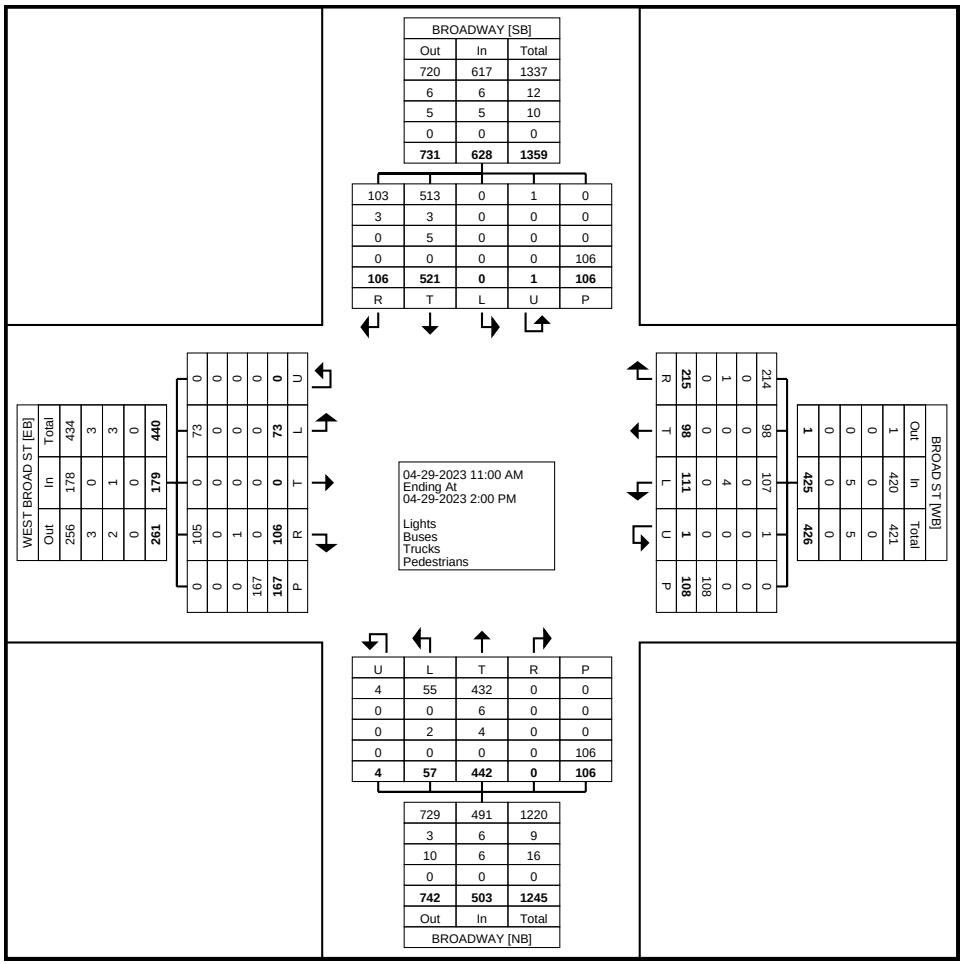
Turning Movement Data

Start Time	BROADWAY Southbound						BROAD ST Westbound						BROADWAY Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	59	11	0	4	70	10	5	16	0	5	31	1	33	0	0	1	34	10	0	10	0	9	20	155
11:15 AM	0	42	9	0	8	51	5	7	14	0	11	26	9	37	0	0	6	46	3	0	9	0	12	12	135
11:30 AM	0	47	10	0	15	57	8	11	13	0	10	32	7	37	0	1	4	45	3	0	9	0	8	12	146
11:45 AM	0	33	10	0	4	43	19	7	12	0	12	38	1	43	0	0	1	44	3	0	14	0	10	17	142
Hourly Total	0	181	40	0	31	221	42	30	55	0	38	127	18	150	0	1	12	169	19	0	42	0	39	61	578
12:00 PM	0	48	10	0	12	58	8	15	16	0	10	39	7	31	0	0	6	38	5	0	7	0	10	12	147
12:15 PM	0	39	13	0	11	52	8	8	22	0	12	38	5	47	0	0	11	52	7	0	5	0	17	12	154
12:30 PM	0	36	7	1	14	44	10	8	18	0	9	36	5	43	0	1	10	49	3	0	12	0	18	15	144
12:45 PM	0	48	7	0	7	55	8	9	13	0	10	30	4	36	0	0	16	40	12	0	6	0	12	18	143
Hourly Total	0	171	37	1	44	209	34	40	69	0	41	143	21	157	0	1	43	179	27	0	30	0	57	57	588
1:00 PM	0	46	7	0	10	53	12	4	23	0	15	39	4	41	0	2	16	47	7	0	12	0	14	19	158
1:15 PM	0	49	8	0	1	57	5	6	28	0	5	39	6	28	0	0	12	34	9	0	6	0	17	15	145
1:30 PM	0	28	6	0	10	34	12	13	19	1	5	45	4	38	0	0	12	42	6	0	10	0	20	16	137
1:45 PM	0	46	8	0	10	54	6	5	21	0	4	32	4	28	0	0	11	32	5	0	6	0	20	11	129
Hourly Total	0	169	29	0	31	198	35	28	91	1	29	155	18	135	0	2	51	155	27	0	34	0	71	61	569
Grand Total	0	521	106	1	106	628	111	98	215	1	108	425	57	442	0	4	106	503	73	0	106	0	167	179	1735
Approach %	0.0	83.0	16.9	0.2	-	-	26.1	23.1	50.6	0.2	-	-	11.3	87.9	0.0	0.8	-	-	40.8	0.0	59.2	0.0	-	-	-
Total %	0.0	30.0	6.1	0.1	-	36.2	6.4	5.6	12.4	0.1	-	24.5	3.3	25.5	0.0	0.2	-	29.0	4.2	0.0	6.1	0.0	-	10.3	-
Lights	0	513	103	1	-	617	107	98	214	1	-	420	55	432	0	4	-	491	73	0	105	0	-	178	1706
% Lights	-	98.5	97.2	100.0	-	98.2	96.4	100.0	99.5	100.0	-	98.8	96.5	97.7	-	100.0	-	97.6	100.0	-	99.1	-	-	99.4	98.3
Buses	0	3	3	0	-	6	0	0	0	0	-	0	0	6	0	0	-	6	0	0	0	0	-	0	12
% Buses	-	0.6	2.8	0.0	-	1.0	0.0	0.0	0.0	0.0	-	0.0	0.0	1.4	-	0.0	-	1.2	0.0	-	0.0	-	-	0.0	0.7
Trucks	0	5	0	0	-	5	4	0	1	0	-	5	2	4	0	0	-	6	0	0	1	0	-	1	17
% Trucks	-	1.0	0.0	0.0	-	0.8	3.6	0.0	0.5	0.0	-	1.2	3.5	0.9	-	0.0	-	1.2	0.0	-	0.9	-	-	0.6	1.0
Pedestrians	-	-	-	-	106	-	-	-	-	-	108	-	-	-	-	-	106	-	-	-	-	-	167	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 16-WEST BROAD ST/BROAD ST AT BROADWAY-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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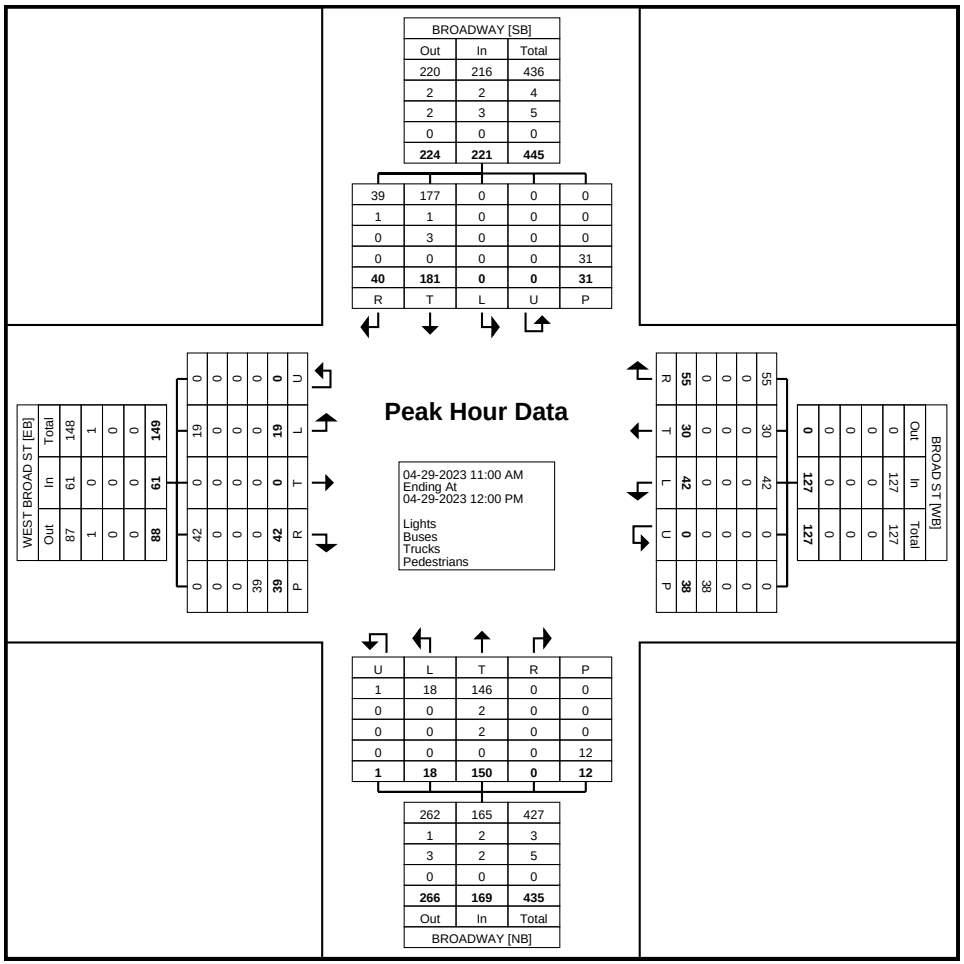
Count Name: 16-WEST BROAD ST/BROAD ST AT BROADWAY-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	BROADWAY Southbound						BROAD ST Westbound						BROADWAY Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	59	11	0	4	70	10	5	16	0	5	31	1	33	0	0	1	34	10	0	10	0	9	20	155
11:15 AM	0	42	9	0	8	51	5	7	14	0	11	26	9	37	0	0	6	46	3	0	9	0	12	12	135
11:30 AM	0	47	10	0	15	57	8	11	13	0	10	32	7	37	0	1	4	45	3	0	9	0	8	12	146
11:45 AM	0	33	10	0	4	43	19	7	12	0	12	38	1	43	0	0	1	44	3	0	14	0	10	17	142
Total	0	181	40	0	31	221	42	30	55	0	38	127	18	150	0	1	12	169	19	0	42	0	39	61	578
Approach %	0.0	81.9	18.1	0.0	-	-	33.1	23.6	43.3	0.0	-	-	10.7	88.8	0.0	0.6	-	-	31.1	0.0	68.9	0.0	-	-	-
Total %	0.0	31.3	6.9	0.0	-	38.2	7.3	5.2	9.5	0.0	-	22.0	3.1	26.0	0.0	0.2	-	29.2	3.3	0.0	7.3	0.0	-	10.6	-
PHF	0.000	0.767	0.909	0.000	-	0.789	0.553	0.682	0.859	0.000	-	0.836	0.500	0.872	0.000	0.250	-	0.918	0.475	0.000	0.750	0.000	-	0.763	0.932
Lights	0	177	39	0	-	216	42	30	55	0	-	127	18	146	0	1	-	165	19	0	42	0	-	61	569
% Lights	-	97.8	97.5	-	-	97.7	100.0	100.0	100.0	-	-	100.0	100.0	97.3	-	100.0	-	97.6	100.0	-	100.0	-	-	100.0	98.4
Buses	0	1	1	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	4
% Buses	-	0.6	2.5	-	-	0.9	0.0	0.0	0.0	-	-	0.0	0.0	1.3	-	0.0	-	1.2	0.0	-	0.0	-	-	0.0	0.7
Trucks	0	3	0	0	-	3	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	5
% Trucks	-	1.7	0.0	-	-	1.4	0.0	0.0	0.0	-	-	0.0	0.0	1.3	-	0.0	-	1.2	0.0	-	0.0	-	-	0.0	0.9
Pedestrians	-	-	-	-	31	-	-	-	-	-	38	-	-	-	-	-	12	-	-	-	-	-	39	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com



Turning Movement Peak Hour Data Plot (11:00 AM)

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

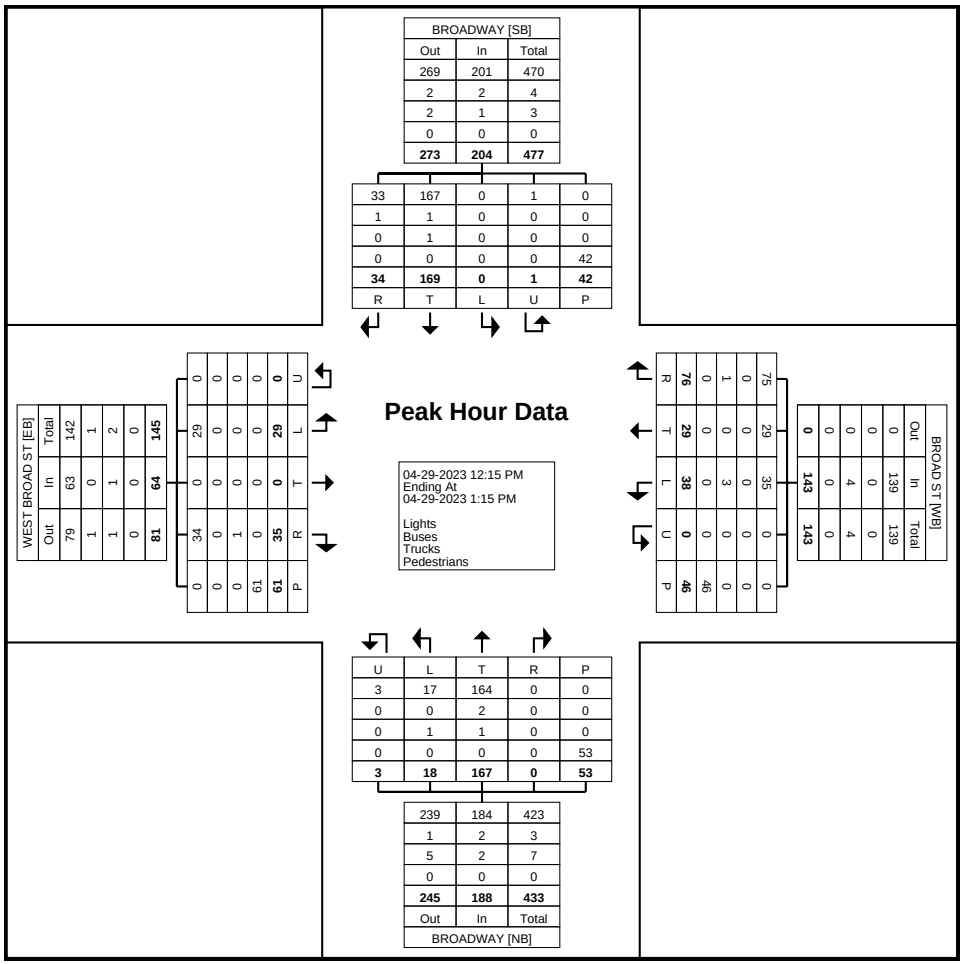
Count Name: 16-WEST BROAD ST/BROAD ST AT BROADWAY-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:15 PM)

Start Time	BROADWAY Southbound						BROAD ST Westbound						BROADWAY Northbound						WEST BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:15 PM	0	39	13	0	11	52	8	8	22	0	12	38	5	47	0	0	11	52	7	0	5	0	17	12	154
12:30 PM	0	36	7	1	14	44	10	8	18	0	9	36	5	43	0	1	10	49	3	0	12	0	18	15	144
12:45 PM	0	48	7	0	7	55	8	9	13	0	10	30	4	36	0	0	16	40	12	0	6	0	12	18	143
1:00 PM	0	46	7	0	10	53	12	4	23	0	15	39	4	41	0	2	16	47	7	0	12	0	14	19	158
Total	0	169	34	1	42	204	38	29	76	0	46	143	18	167	0	3	53	188	29	0	35	0	61	64	599
Approach %	0.0	82.8	16.7	0.5	-	-	26.6	20.3	53.1	0.0	-	-	9.6	88.8	0.0	1.6	-	-	45.3	0.0	54.7	0.0	-	-	-
Total %	0.0	28.2	5.7	0.2	-	34.1	6.3	4.8	12.7	0.0	-	23.9	3.0	27.9	0.0	0.5	-	31.4	4.8	0.0	5.8	0.0	-	10.7	-
PHF	0.000	0.880	0.654	0.250	-	0.927	0.792	0.806	0.826	0.000	-	0.917	0.900	0.888	0.000	0.375	-	0.904	0.604	0.000	0.729	0.000	-	0.842	0.948
Lights	0	167	33	1	-	201	35	29	75	0	-	139	17	164	0	3	-	184	29	0	34	0	-	63	587
% Lights	-	98.8	97.1	100.0	-	98.5	92.1	100.0	98.7	-	-	97.2	94.4	98.2	-	100.0	-	97.9	100.0	-	97.1	-	-	98.4	98.0
Buses	0	1	1	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	4
% Buses	-	0.6	2.9	0.0	-	1.0	0.0	0.0	0.0	-	-	0.0	0.0	1.2	-	0.0	-	1.1	0.0	-	0.0	-	-	0.0	0.7
Trucks	0	1	0	0	-	1	3	0	1	0	-	4	1	1	0	0	-	2	0	0	1	0	-	1	8
% Trucks	-	0.6	0.0	0.0	-	0.5	7.9	0.0	1.3	-	-	2.8	5.6	0.6	-	0.0	-	1.1	0.0	-	2.9	-	-	1.6	1.3
Pedestrians	-	-	-	-	42	-	-	-	-	-	46	-	-	-	-	-	53	-	-	-	-	-	61	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (12:15 PM)

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(914) 815-5379 traffic.databank@gmail.com

Count Name: 17-WESTSIDE AVE AT ROUTE 9W-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

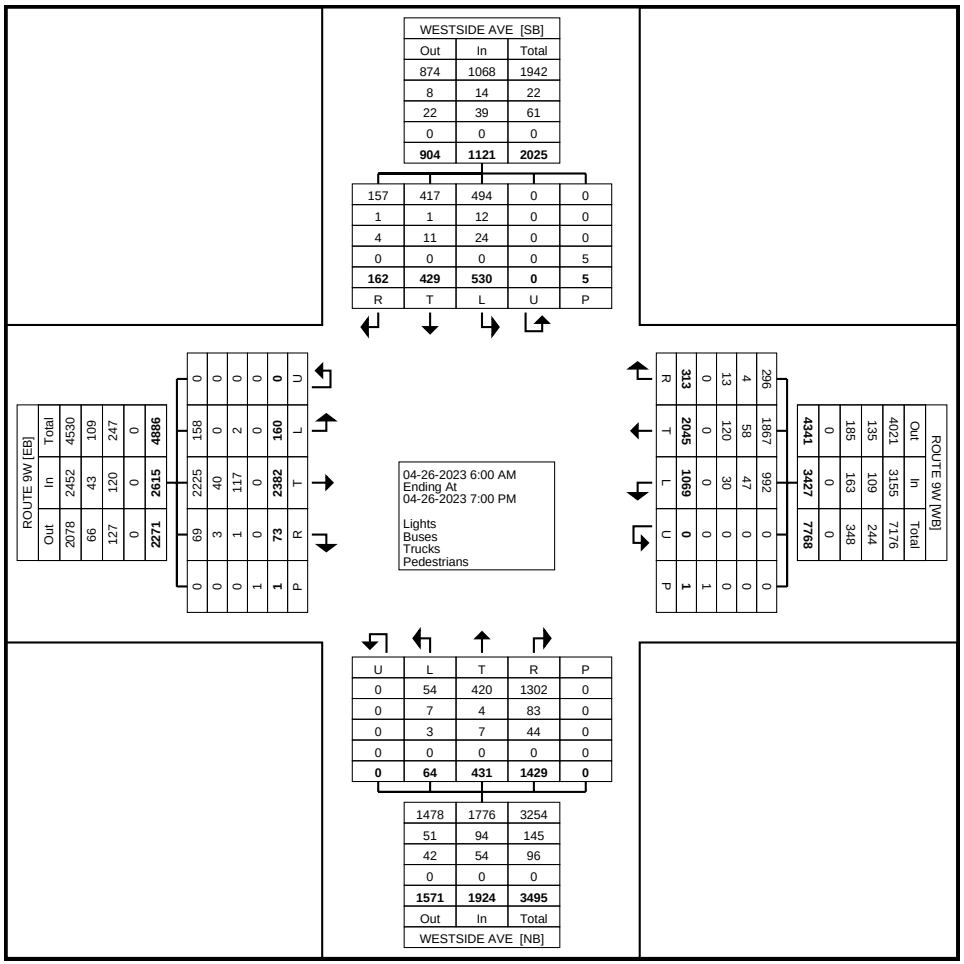
Start Time	WESTSIDE AVE Southbound						ROUTE 9W Westbound						WESTSIDE AVE Northbound						ROUTE 9W Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	25	5	2	0	0	32	13	22	4	0	0	39	4	2	39	0	0	45	0	81	1	0	0	82	198
6:15 AM	28	10	3	0	0	41	18	34	4	0	0	56	1	10	62	0	0	73	0	101	2	0	0	103	273
6:30 AM	28	9	3	0	0	40	30	39	7	0	0	76	1	13	76	0	0	90	3	125	3	0	0	131	337
6:45 AM	27	9	6	0	0	42	41	63	6	0	0	110	3	5	66	0	0	74	4	120	1	0	0	125	351
Hourly Total	108	33	14	0	0	155	102	158	21	0	0	281	9	30	243	0	0	282	7	427	7	0	0	441	1159
7:00 AM	32	8	6	0	0	46	31	41	6	0	0	78	0	13	73	0	0	86	2	124	3	0	0	129	339
7:15 AM	20	15	3	0	0	38	25	60	9	0	0	94	4	6	95	0	0	105	6	108	2	0	0	116	353
7:30 AM	27	22	7	0	0	56	34	82	12	0	0	128	1	10	71	0	0	82	3	135	1	0	0	139	405
7:45 AM	20	23	4	0	0	47	32	93	14	0	0	139	5	14	78	0	0	97	7	98	3	0	0	108	391
Hourly Total	99	68	20	0	0	187	122	276	41	0	0	439	10	43	317	0	0	370	18	465	9	0	0	492	1488
8:00 AM	33	20	7	0	0	60	28	71	9	0	0	108	2	19	71	0	0	92	7	116	1	0	0	124	384
8:15 AM	29	28	6	0	0	63	33	67	12	0	0	112	2	20	78	0	0	100	10	109	1	0	0	120	395
8:30 AM	30	18	3	0	0	51	39	84	14	0	0	137	3	19	67	0	0	89	7	115	2	0	0	124	401
8:45 AM	30	15	12	0	0	57	30	87	13	0	0	130	4	28	55	0	0	87	8	101	1	0	0	110	384
Hourly Total	122	81	28	0	0	231	130	309	48	0	0	487	11	86	271	0	0	368	32	441	5	0	0	478	1564
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	14	22	6	0	1	42	59	104	23	0	0	186	1	18	47	0	0	66	6	97	5	0	0	108	402
4:15 PM	21	25	10	0	1	56	73	110	15	0	0	198	3	28	43	0	0	74	6	82	6	0	0	94	422
4:30 PM	23	23	9	0	0	55	60	97	20	0	1	177	4	15	53	0	0	72	12	103	5	0	0	120	424
4:45 PM	12	14	12	0	1	38	56	110	19	0	0	185	5	13	59	0	0	77	8	99	7	0	0	114	414
Hourly Total	70	84	37	0	3	191	248	421	77	0	1	746	13	74	202	0	0	289	32	381	23	0	0	436	1662
5:00 PM	21	27	10	0	0	58	71	100	10	0	0	181	3	25	50	0	0	78	10	97	4	0	1	111	428
5:15 PM	18	21	7	0	0	46	69	114	12	0	0	195	2	26	48	0	0	76	10	95	3	0	0	108	425
5:30 PM	16	16	7	0	0	39	73	111	16	0	0	200	1	19	43	0	0	63	8	76	5	0	0	89	391
5:45 PM	19	23	10	0	0	52	51	112	9	0	0	172	2	28	53	0	0	83	5	83	5	0	0	93	400
Hourly Total	74	87	34	0	0	195	264	437	47	0	0	748	8	98	194	0	0	300	33	351	17	0	1	401	1644
6:00 PM	14	22	6	0	0	42	69	118	18	0	0	205	4	23	62	0	0	89	9	86	5	0	0	100	436
6:15 PM	11	19	7	0	0	37	48	118	20	0	0	186	3	25	45	0	0	73	8	84	2	0	0	94	390
6:30 PM	9	20	4	0	2	33	45	109	22	0	0	176	3	28	44	0	0	75	12	60	3	0	0	75	359
6:45 PM	23	15	12	0	0	50	41	99	19	0	0	159	3	24	51	0	0	78	9	87	2	0	0	98	385
Hourly Total	57	76	29	0	2	162	203	444	79	0	0	726	13	100	202	0	0	315	38	317	12	0	0	367	1570
Grand Total	530	429	162	0	5	1121	1069	2045	313	0	1	3427	64	431	1429	0	0	1924	160	2382	73	0	1	2615	9087
Approach %	47.3	38.3	14.5	0.0	-	-	31.2	59.7	9.1	0.0	-	-	3.3	22.4	74.3	0.0	-	-	6.1	91.1	2.8	0.0	-	-	-
Total %	5.8	4.7	1.8	0.0	-	12.3	11.8	22.5	3.4	0.0	-	37.7	0.7	4.7	15.7	0.0	-	21.2	1.8	26.2	0.8	0.0	-	28.8	-
Lights	494	417	157	0	-	1068	992	1867	296	0	-	3155	54	420	1302	0	-	1776	158	2225	69	0	-	2452	8451
% Lights	93.2	97.2	96.9	-	-	95.3	92.8	91.3	94.6	-	-	92.1	84.4	97.4	91.1	-	-	92.3	98.8	93.4	94.5	-	-	93.8	93.0
Buses	12	1	1	0	-	14	47	58	4	0	-	109	7	4	83	0	-	94	0	40	3	0	-	43	260
% Buses	2.3	0.2	0.6	-	-	1.2	4.4	2.8	1.3	-	-	3.2	10.9	0.9	5.8	-	-	4.9	0.0	1.7	4.1	-	-	1.6	2.9

Trucks	24	11	4	0	-	39	30	120	13	0	-	163	3	7	44	0	-	54	2	117	1	0	-	120	376
% Trucks	4.5	2.6	2.5	-	-	3.5	2.8	5.9	4.2	-	-	4.8	4.7	1.6	3.1	-	-	2.8	1.3	4.9	1.4	-	-	4.6	4.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 17-WESTSIDE AVE AT ROUTE 9W-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

Traffic Databank LLC
716 S 6th Avenue

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(914) 815-5379 traffic.databank@gmail.com

Count Name: 17-WESTSIDE AVE AT ROUTE 9W-WED
Site Code:
Start Date: 04-26-2023

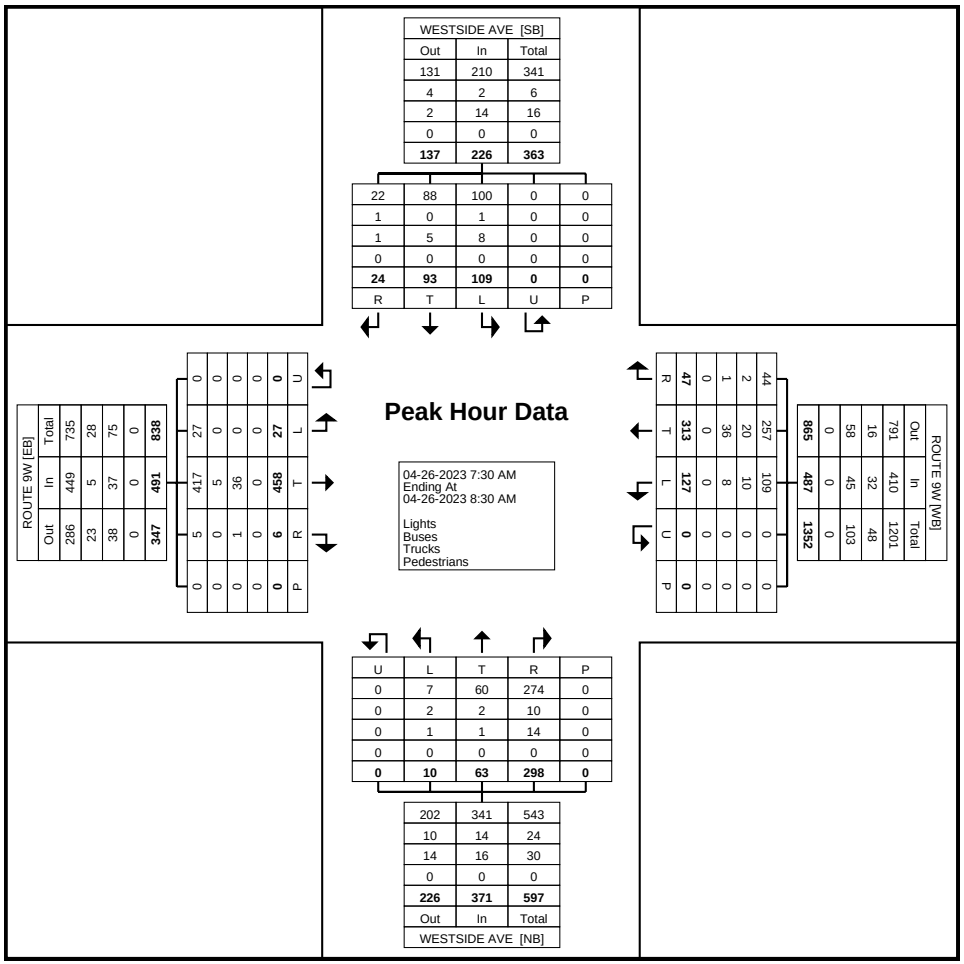
Turning Movement Peak Hour Data (7:30 AM)

Start Time	WESTSIDE AVE Southbound						ROUTE 9W Westbound						WESTSIDE AVE Northbound						ROUTE 9W Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	27	22	7	0	0	56	34	82	12	0	0	128	1	10	71	0	0	82	3	135	1	0	0	139	405
7:45 AM	20	23	4	0	0	47	32	93	14	0	0	139	5	14	78	0	0	97	7	98	3	0	0	108	391
8:00 AM	33	20	7	0	0	60	28	71	9	0	0	108	2	19	71	0	0	92	7	116	1	0	0	124	384
8:15 AM	29	28	6	0	0	63	33	67	12	0	0	112	2	20	78	0	0	100	10	109	1	0	0	120	395
Total	109	93	24	0	0	226	127	313	47	0	0	487	10	63	298	0	0	371	27	458	6	0	0	491	1575
Approach %	48.2	41.2	10.6	0.0	-	-	26.1	64.3	9.7	0.0	-	-	2.7	17.0	80.3	0.0	-	-	5.5	93.3	1.2	0.0	-	-	-
Total %	6.9	5.9	1.5	0.0	-	14.3	8.1	19.9	3.0	0.0	-	30.9	0.6	4.0	18.9	0.0	-	23.6	1.7	29.1	0.4	0.0	-	31.2	-
PHF	0.826	0.830	0.857	0.000	-	0.897	0.934	0.841	0.839	0.000	-	0.876	0.500	0.788	0.955	0.000	-	0.928	0.675	0.848	0.500	0.000	-	0.883	0.972
Lights	100	88	22	0	-	210	109	257	44	0	-	410	7	60	274	0	-	341	27	417	5	0	-	449	1410
% Lights	91.7	94.6	91.7	-	-	92.9	85.8	82.1	93.6	-	-	84.2	70.0	95.2	91.9	-	-	91.9	100.0	91.0	83.3	-	-	91.4	89.5
Buses	1	0	1	0	-	2	10	20	2	0	-	32	2	2	10	0	-	14	0	5	0	0	-	5	53
% Buses	0.9	0.0	4.2	-	-	0.9	7.9	6.4	4.3	-	-	6.6	20.0	3.2	3.4	-	-	3.8	0.0	1.1	0.0	-	-	1.0	3.4
Trucks	8	5	1	0	-	14	8	36	1	0	-	45	1	1	14	0	-	16	0	36	1	0	-	37	112
% Trucks	7.3	5.4	4.2	-	-	6.2	6.3	11.5	2.1	-	-	9.2	10.0	1.6	4.7	-	-	4.3	0.0	7.9	16.7	-	-	7.5	7.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 17-WESTSIDE AVE AT ROUTE 9W-WED
Site Code:
Start Date: 04-26-2023



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

Traffic Databank LLC
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(914) 815-5379 traffic.databank@gmail.com

Count Name: 17-WESTSIDE AVE AT ROUTE 9W-WED
Site Code:
Start Date: 04-26-2023

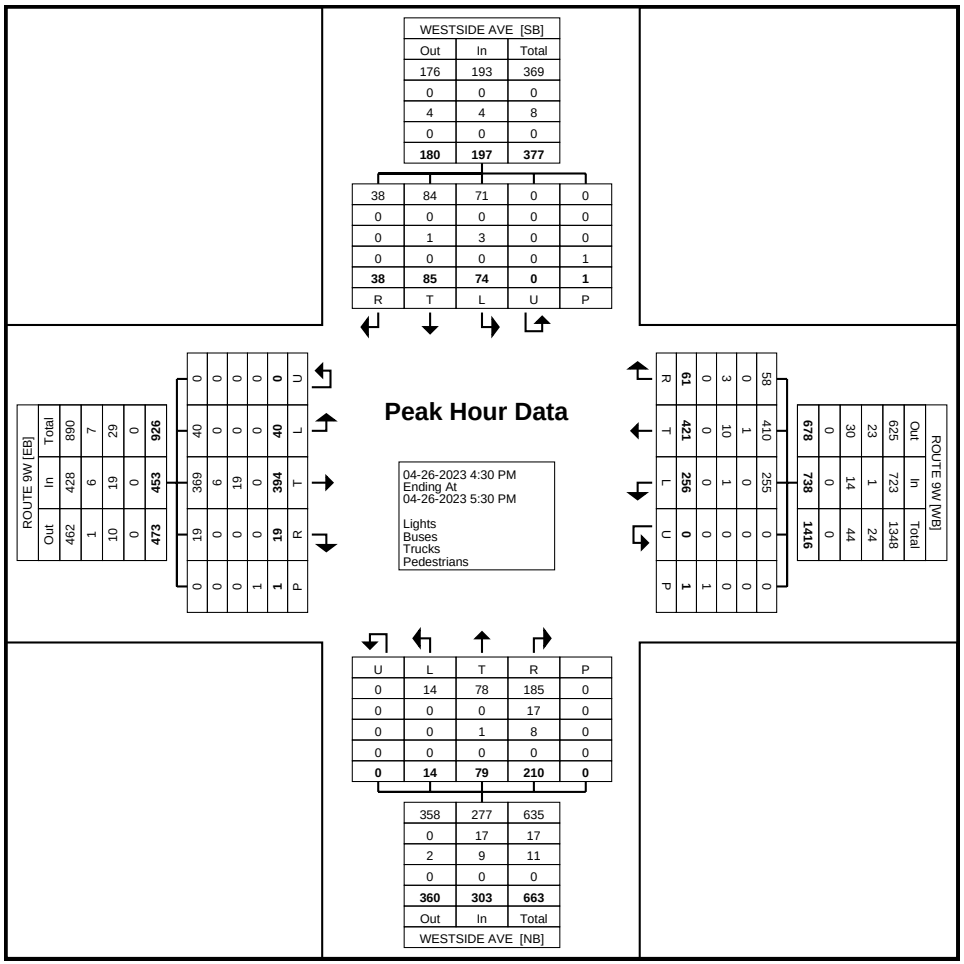
Turning Movement Peak Hour Data (4:30 PM)

Start Time	WESTSIDE AVE Southbound						ROUTE 9W Westbound						WESTSIDE AVE Northbound						ROUTE 9W Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:30 PM	23	23	9	0	0	55	60	97	20	0	1	177	4	15	53	0	0	72	12	103	5	0	0	120	424
4:45 PM	12	14	12	0	1	38	56	110	19	0	0	185	5	13	59	0	0	77	8	99	7	0	0	114	414
5:00 PM	21	27	10	0	0	58	71	100	10	0	0	181	3	25	50	0	0	78	10	97	4	0	1	111	428
5:15 PM	18	21	7	0	0	46	69	114	12	0	0	195	2	26	48	0	0	76	10	95	3	0	0	108	425
Total	74	85	38	0	1	197	256	421	61	0	1	738	14	79	210	0	0	303	40	394	19	0	1	453	1691
Approach %	37.6	43.1	19.3	0.0	-	-	34.7	57.0	8.3	0.0	-	-	4.6	26.1	69.3	0.0	-	-	8.8	87.0	4.2	0.0	-	-	-
Total %	4.4	5.0	2.2	0.0	-	11.6	15.1	24.9	3.6	0.0	-	43.6	0.8	4.7	12.4	0.0	-	17.9	2.4	23.3	1.1	0.0	-	26.8	-
PHF	0.804	0.787	0.792	0.000	-	0.849	0.901	0.923	0.763	0.000	-	0.946	0.700	0.760	0.890	0.000	-	0.971	0.833	0.956	0.679	0.000	-	0.944	0.988
Lights	71	84	38	0	-	193	255	410	58	0	-	723	14	78	185	0	-	277	40	369	19	0	-	428	1621
% Lights	95.9	98.8	100.0	-	-	98.0	99.6	97.4	95.1	-	-	98.0	100.0	98.7	88.1	-	-	91.4	100.0	93.7	100.0	-	-	94.5	95.9
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	17	0	-	17	0	6	0	0	-	6	24
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.1	0.0	0.0	8.1	-	-	5.6	0.0	1.5	0.0	-	-	1.3	1.4
Trucks	3	1	0	0	-	4	1	10	3	0	-	14	0	1	8	0	-	9	0	19	0	0	-	19	46
% Trucks	4.1	1.2	0.0	-	-	2.0	0.4	2.4	4.9	-	-	1.9	0.0	1.3	3.8	-	-	3.0	0.0	4.8	0.0	-	-	4.2	2.7
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Count Name: 17-WESTSIDE AVE AT ROUTE 9W-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Peak Hour Data Plot (4:30 PM)

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 17-WESTSIDE AVE AT ROUTE 9W-SAT
Site Code:
Start Date: 04-29-2023

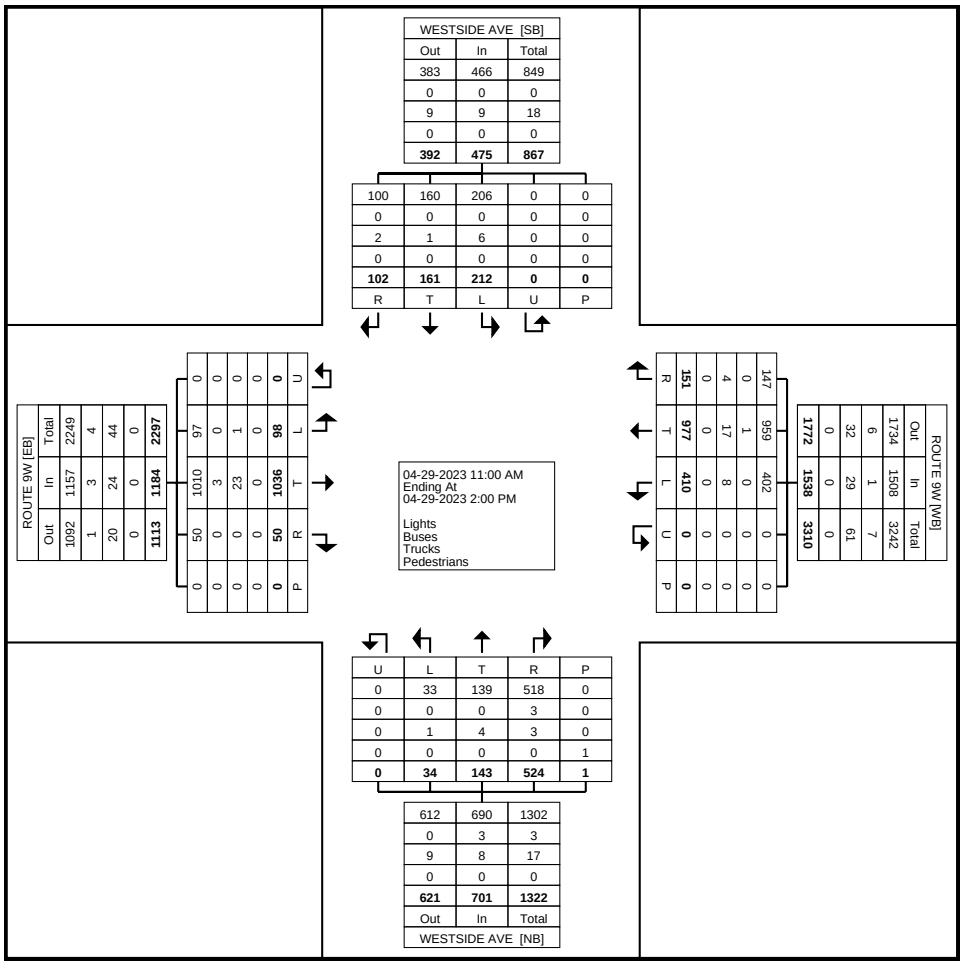
Turning Movement Data

Start Time	WESTSIDE AVE Southbound						ROUTE 9W Westbound						WESTSIDE AVE Northbound						ROUTE 9W Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	23	13	12	0	0	48	33	66	10	0	0	109	2	11	42	0	0	55	4	95	8	0	0	107	319
11:15 AM	12	24	8	0	0	44	30	82	8	0	0	120	1	13	37	0	0	51	10	67	5	0	0	82	297
11:30 AM	14	17	4	0	0	35	29	92	15	0	0	136	4	10	41	0	0	55	7	79	7	0	0	93	319
11:45 AM	21	11	6	0	0	38	25	85	14	0	0	124	0	11	52	0	0	63	7	84	4	0	0	95	320
Hourly Total	70	65	30	0	0	165	117	325	47	0	0	489	7	45	172	0	0	224	28	325	24	0	0	377	1255
12:00 PM	17	14	11	0	0	42	33	72	9	0	0	114	4	16	49	0	0	69	11	81	4	0	0	96	321
12:15 PM	29	13	9	0	0	51	37	80	16	0	0	133	2	10	49	0	0	61	9	96	6	0	0	111	356
12:30 PM	21	16	5	0	0	42	39	82	11	0	0	132	3	16	43	0	0	62	6	86	2	0	0	94	330
12:45 PM	15	4	6	0	0	25	38	67	17	0	0	122	4	13	45	0	1	62	10	98	1	0	0	109	318
Hourly Total	82	47	31	0	0	160	147	301	53	0	0	501	13	55	186	0	1	254	36	361	13	0	0	410	1325
1:00 PM	17	11	10	0	0	38	40	100	10	0	0	150	5	13	41	0	0	59	9	80	2	0	0	91	338
1:15 PM	14	7	10	0	0	31	30	71	21	0	0	122	1	14	42	0	0	57	5	90	5	0	0	100	310
1:30 PM	16	15	15	0	0	46	41	93	8	0	0	142	3	8	42	0	0	53	4	75	3	0	0	82	323
1:45 PM	13	16	6	0	0	35	35	87	12	0	0	134	5	8	41	0	0	54	16	105	3	0	0	124	347
Hourly Total	60	49	41	0	0	150	146	351	51	0	0	548	14	43	166	0	0	223	34	350	13	0	0	397	1318
Grand Total	212	161	102	0	0	475	410	977	151	0	0	1538	34	143	524	0	1	701	98	1036	50	0	0	1184	3898
Approach %	44.6	33.9	21.5	0.0	-	-	26.7	63.5	9.8	0.0	-	-	4.9	20.4	74.8	0.0	-	-	8.3	87.5	4.2	0.0	-	-	-
Total %	5.4	4.1	2.6	0.0	-	12.2	10.5	25.1	3.9	0.0	-	39.5	0.9	3.7	13.4	0.0	-	18.0	2.5	26.6	1.3	0.0	-	30.4	-
Lights	206	160	100	0	-	466	402	959	147	0	-	1508	33	139	518	0	-	690	97	1010	50	0	-	1157	3821
% Lights	97.2	99.4	98.0	-	-	98.1	98.0	98.2	97.4	-	-	98.0	97.1	97.2	98.9	-	-	98.4	99.0	97.5	100.0	-	-	97.7	98.0
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	3	0	-	3	0	3	0	0	-	3	7
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	-	-	0.1	0.0	0.0	0.6	-	-	0.4	0.0	0.3	0.0	-	-	0.3	0.2
Trucks	6	1	2	0	-	9	8	17	4	0	-	29	1	4	3	0	-	8	1	23	0	0	-	24	70
% Trucks	2.8	0.6	2.0	-	-	1.9	2.0	1.7	2.6	-	-	1.9	2.9	2.8	0.6	-	-	1.1	1.0	2.2	0.0	-	-	2.0	1.8
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 17-WESTSIDE AVE AT ROUTE 9W-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

Traffic Databank LLC
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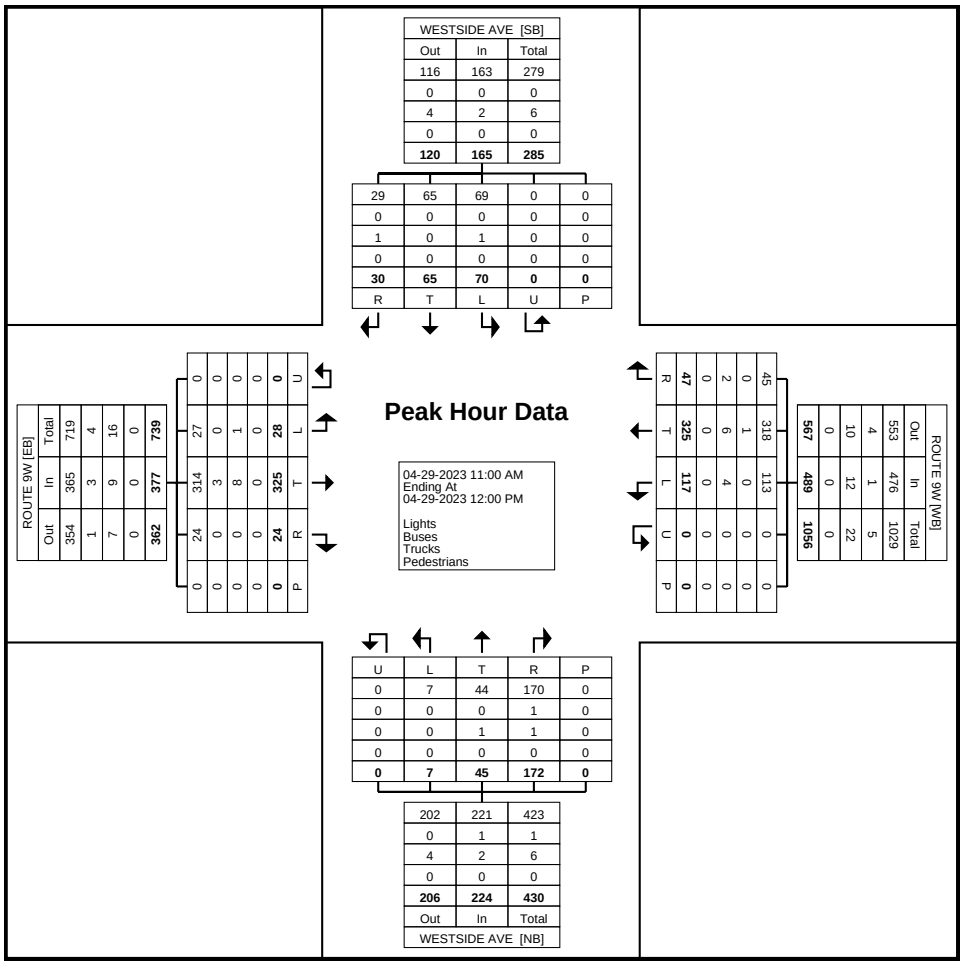
Count Name: 17-WESTSIDE AVE AT ROUTE 9W-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	WESTSIDE AVE Southbound						ROUTE 9W Westbound						WESTSIDE AVE Northbound						ROUTE 9W Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	23	13	12	0	0	48	33	66	10	0	0	109	2	11	42	0	0	55	4	95	8	0	0	107	319
11:15 AM	12	24	8	0	0	44	30	82	8	0	0	120	1	13	37	0	0	51	10	67	5	0	0	82	297
11:30 AM	14	17	4	0	0	35	29	92	15	0	0	136	4	10	41	0	0	55	7	79	7	0	0	93	319
11:45 AM	21	11	6	0	0	38	25	85	14	0	0	124	0	11	52	0	0	63	7	84	4	0	0	95	320
Total	70	65	30	0	0	165	117	325	47	0	0	489	7	45	172	0	0	224	28	325	24	0	0	377	1255
Approach %	42.4	39.4	18.2	0.0	-	-	23.9	66.5	9.6	0.0	-	-	3.1	20.1	76.8	0.0	-	-	7.4	86.2	6.4	0.0	-	-	-
Total %	5.6	5.2	2.4	0.0	-	13.1	9.3	25.9	3.7	0.0	-	39.0	0.6	3.6	13.7	0.0	-	17.8	2.2	25.9	1.9	0.0	-	30.0	-
PHF	0.761	0.677	0.625	0.000	-	0.859	0.886	0.883	0.783	0.000	-	0.899	0.438	0.865	0.827	0.000	-	0.889	0.700	0.855	0.750	0.000	-	0.881	0.980
Lights	69	65	29	0	-	163	113	318	45	0	-	476	7	44	170	0	-	221	27	314	24	0	-	365	1225
% Lights	98.6	100.0	96.7	-	-	98.8	96.6	97.8	95.7	-	-	97.3	100.0	97.8	98.8	-	-	98.7	96.4	96.6	100.0	-	-	96.8	97.6
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	0	-	1	0	3	0	0	-	3	5
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.6	-	-	0.4	0.0	0.9	0.0	-	-	0.8	0.4
Trucks	1	0	1	0	-	2	4	6	2	0	-	12	0	1	1	0	-	2	1	8	0	0	-	9	25
% Trucks	1.4	0.0	3.3	-	-	1.2	3.4	1.8	4.3	-	-	2.5	0.0	2.2	0.6	-	-	0.9	3.6	2.5	0.0	-	-	2.4	2.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (11:00 AM)

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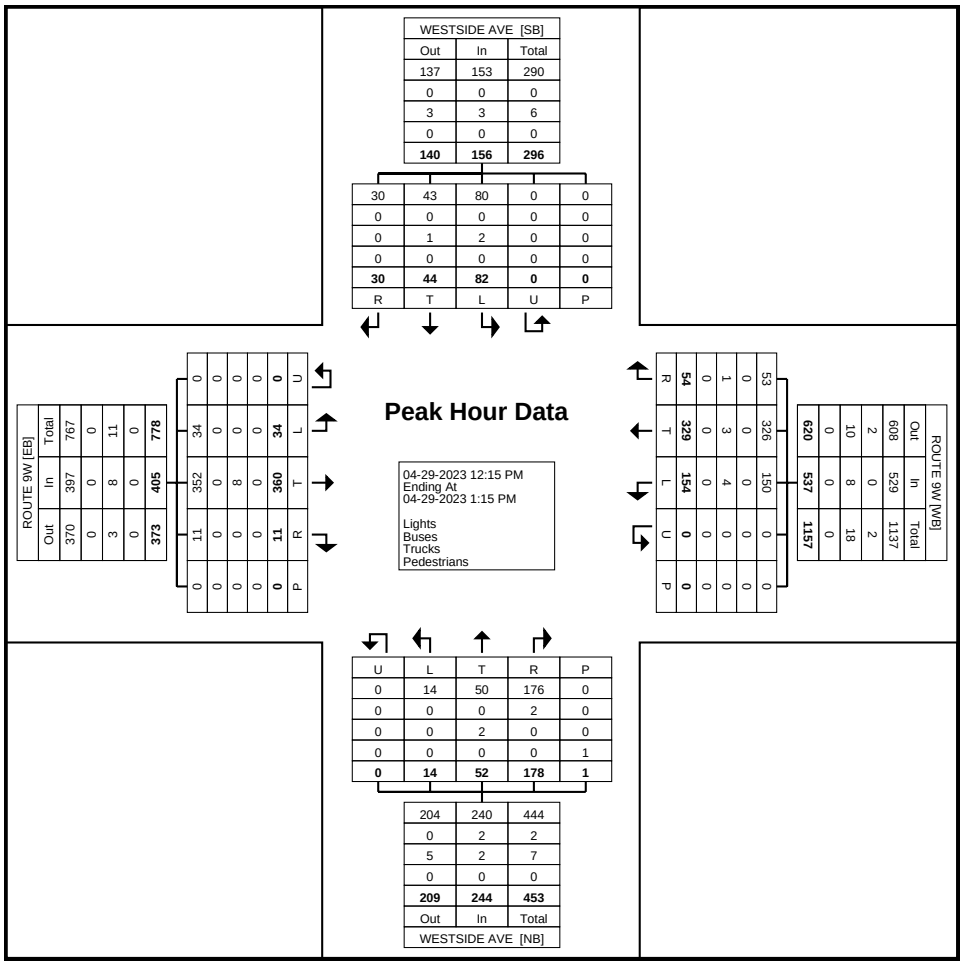
Count Name: 17-WESTSIDE AVE AT ROUTE 9W-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:15 PM)

Start Time	WESTSIDE AVE Southbound						ROUTE 9W Westbound						WESTSIDE AVE Northbound						ROUTE 9W Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:15 PM	29	13	9	0	0	51	37	80	16	0	0	133	2	10	49	0	0	61	9	96	6	0	0	111	356
12:30 PM	21	16	5	0	0	42	39	82	11	0	0	132	3	16	43	0	0	62	6	86	2	0	0	94	330
12:45 PM	15	4	6	0	0	25	38	67	17	0	0	122	4	13	45	0	1	62	10	98	1	0	0	109	318
1:00 PM	17	11	10	0	0	38	40	100	10	0	0	150	5	13	41	0	0	59	9	80	2	0	0	91	338
Total	82	44	30	0	0	156	154	329	54	0	0	537	14	52	178	0	1	244	34	360	11	0	0	405	1342
Approach %	52.6	28.2	19.2	0.0	-	-	28.7	61.3	10.1	0.0	-	-	5.7	21.3	73.0	0.0	-	-	8.4	88.9	2.7	0.0	-	-	-
Total %	6.1	3.3	2.2	0.0	-	11.6	11.5	24.5	4.0	0.0	-	40.0	1.0	3.9	13.3	0.0	-	18.2	2.5	26.8	0.8	0.0	-	30.2	-
PHF	0.707	0.688	0.750	0.000	-	0.765	0.963	0.823	0.794	0.000	-	0.895	0.700	0.813	0.908	0.000	-	0.984	0.850	0.918	0.458	0.000	-	0.912	0.942
Lights	80	43	30	0	-	153	150	326	53	0	-	529	14	50	176	0	-	240	34	352	11	0	-	397	1319
% Lights	97.6	97.7	100.0	-	-	98.1	97.4	99.1	98.1	-	-	98.5	100.0	96.2	98.9	-	-	98.4	100.0	97.8	100.0	-	-	98.0	98.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.1	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	2	1	0	0	-	3	4	3	1	0	-	8	0	2	0	0	-	2	0	8	0	0	-	8	21
% Trucks	2.4	2.3	0.0	-	-	1.9	2.6	0.9	1.9	-	-	1.5	0.0	3.8	0.0	-	-	0.8	0.0	2.2	0.0	-	-	2.0	1.6
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (12:15 PM)

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Count Name: 18-WESTSIDE AVE AT CONKLIN AVE-WED
Site Code:
Start Date: 04-26-2023

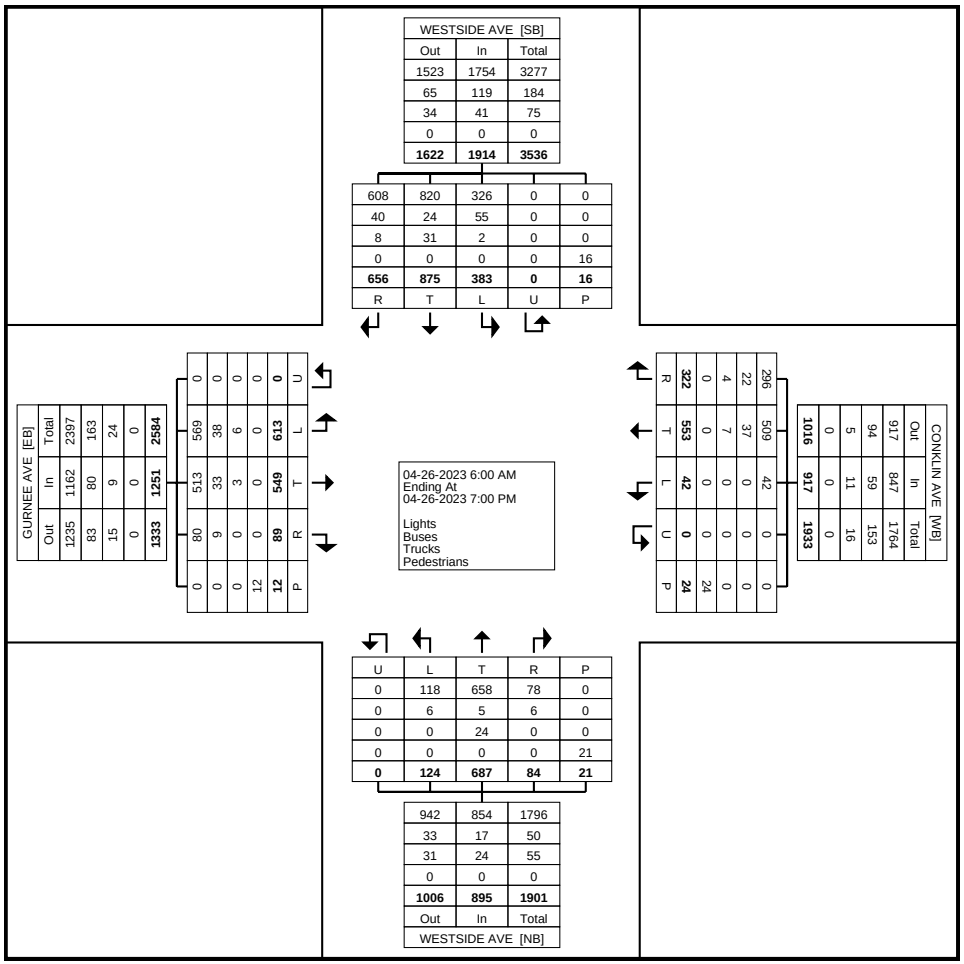
Turning Movement Data

Start Time	WESTSIDE AVE Southbound						CONKLIN AVE Westbound						WESTSIDE AVE Northbound						GURNEE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	9	26	9	0	0	44	2	6	0	0	2	8	0	9	0	0	0	9	7	4	3	0	0	14	75
6:15 AM	11	31	8	0	0	50	2	14	7	0	0	23	1	13	3	0	0	17	13	9	1	0	0	23	113
6:30 AM	14	36	20	0	0	70	0	16	8	0	1	24	4	14	1	0	0	19	9	13	5	0	0	27	140
6:45 AM	10	32	30	0	0	72	2	19	9	0	2	30	10	18	0	0	0	28	15	15	4	0	0	34	164
Hourly Total	44	125	67	0	0	236	6	55	24	0	5	85	15	54	4	0	0	73	44	41	13	0	0	98	492
7:00 AM	10	48	23	0	0	81	0	10	9	0	0	19	1	14	2	0	0	17	15	10	5	0	2	30	147
7:15 AM	13	32	21	0	0	66	3	19	5	0	0	27	1	14	0	0	1	15	20	22	2	0	0	44	152
7:30 AM	11	45	15	0	0	71	2	29	9	0	4	40	3	16	3	0	0	22	17	18	4	0	0	39	172
7:45 AM	14	28	23	0	0	65	0	11	14	0	1	25	6	25	3	0	1	34	20	31	3	0	0	54	178
Hourly Total	48	153	82	0	0	283	5	69	37	0	5	111	11	69	8	0	2	88	72	81	14	0	2	167	649
8:00 AM	24	54	35	0	0	113	2	13	5	0	0	20	8	15	6	0	0	29	24	37	4	0	1	65	227
8:15 AM	20	45	22	0	0	87	0	19	5	0	0	24	2	14	10	0	0	26	23	47	1	0	0	71	208
8:30 AM	24	55	35	0	1	114	3	34	17	0	0	54	8	19	7	0	0	34	24	28	7	0	0	59	261
8:45 AM	18	32	37	0	2	87	4	21	13	0	2	38	8	20	5	0	0	33	18	18	4	0	1	40	198
Hourly Total	86	186	129	0	3	401	9	87	40	0	2	136	26	68	28	0	0	122	89	130	16	0	2	235	894
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	18	31	31	0	0	80	1	35	20	0	0	56	3	39	5	0	1	47	38	20	5	0	0	63	246
4:15 PM	15	38	31	0	2	84	0	38	18	0	0	56	10	38	1	0	0	49	24	24	7	0	1	55	244
4:30 PM	11	35	27	0	6	73	5	28	21	0	0	54	2	35	6	0	2	43	29	28	3	0	0	60	230
4:45 PM	16	33	31	0	0	80	3	22	20	0	0	45	2	43	3	0	4	48	31	21	6	0	0	58	231
Hourly Total	60	137	120	0	8	317	9	123	79	0	0	211	17	155	15	0	7	187	122	93	21	0	1	236	951
5:00 PM	17	40	28	0	0	85	2	24	22	0	7	48	7	43	3	0	0	53	29	21	3	0	0	53	239
5:15 PM	18	37	37	0	1	92	0	26	20	0	0	46	4	42	1	0	1	47	42	31	0	0	0	73	258
5:30 PM	18	39	35	0	4	92	1	34	19	0	3	54	9	38	4	0	3	51	36	19	5	0	0	60	257
5:45 PM	26	28	36	0	0	90	1	28	16	0	2	45	4	43	5	0	0	52	29	29	6	0	2	64	251
Hourly Total	79	144	136	0	5	359	4	112	77	0	12	193	24	166	13	0	4	203	136	100	14	0	2	250	1005
6:00 PM	19	34	20	0	0	73	3	19	23	0	0	45	6	29	2	0	3	37	34	29	3	0	1	66	221
6:15 PM	9	29	32	0	0	70	1	32	17	0	0	50	11	38	3	0	1	52	37	26	1	0	2	64	236
6:30 PM	24	25	45	0	0	94	1	30	10	0	0	41	7	57	2	0	3	66	38	28	5	0	1	71	272
6:45 PM	14	42	25	0	0	81	4	26	15	0	0	45	7	51	9	0	1	67	41	21	2	0	1	64	257
Hourly Total	66	130	122	0	0	318	9	107	65	0	0	181	31	175	16	0	8	222	150	104	11	0	5	265	986
Grand Total	383	875	656	0	16	1914	42	553	322	0	24	917	124	687	84	0	21	895	613	549	89	0	12	1251	4977
Approach %	20.0	45.7	34.3	0.0	-	-	4.6	60.3	35.1	0.0	-	-	13.9	76.8	9.4	0.0	-	-	49.0	43.9	7.1	0.0	-	-	-
Total %	7.7	17.6	13.2	0.0	-	38.5	0.8	11.1	6.5	0.0	-	18.4	2.5	13.8	1.7	0.0	-	18.0	12.3	11.0	1.8	0.0	-	25.1	-
Lights	326	820	608	0	-	1754	42	509	296	0	-	847	118	658	78	0	-	854	569	513	80	0	-	1162	4617
% Lights	85.1	93.7	92.7	-	-	91.6	100.0	92.0	91.9	-	-	92.4	95.2	95.8	92.9	-	-	95.4	92.8	93.4	89.9	-	-	92.9	92.8
Buses	55	24	40	0	-	119	0	37	22	0	-	59	6	5	6	0	-	17	38	33	9	0	-	80	275
% Buses	14.4	2.7	6.1	-	-	6.2	0.0	6.7	6.8	-	-	6.4	4.8	0.7	7.1	-	-	1.9	6.2	6.0	10.1	-	-	6.4	5.5

Trucks	2	31	8	0	-	41	0	7	4	0	-	11	0	24	0	0	-	24	6	3	0	0	-	9	85
% Trucks	0.5	3.5	1.2	-	-	2.1	0.0	1.3	1.2	-	-	1.2	0.0	3.5	0.0	-	-	2.7	1.0	0.5	0.0	-	-	0.7	1.7
Pedestrians	-	-	-	-	16	-	-	-	-	-	24	-	-	-	-	-	21	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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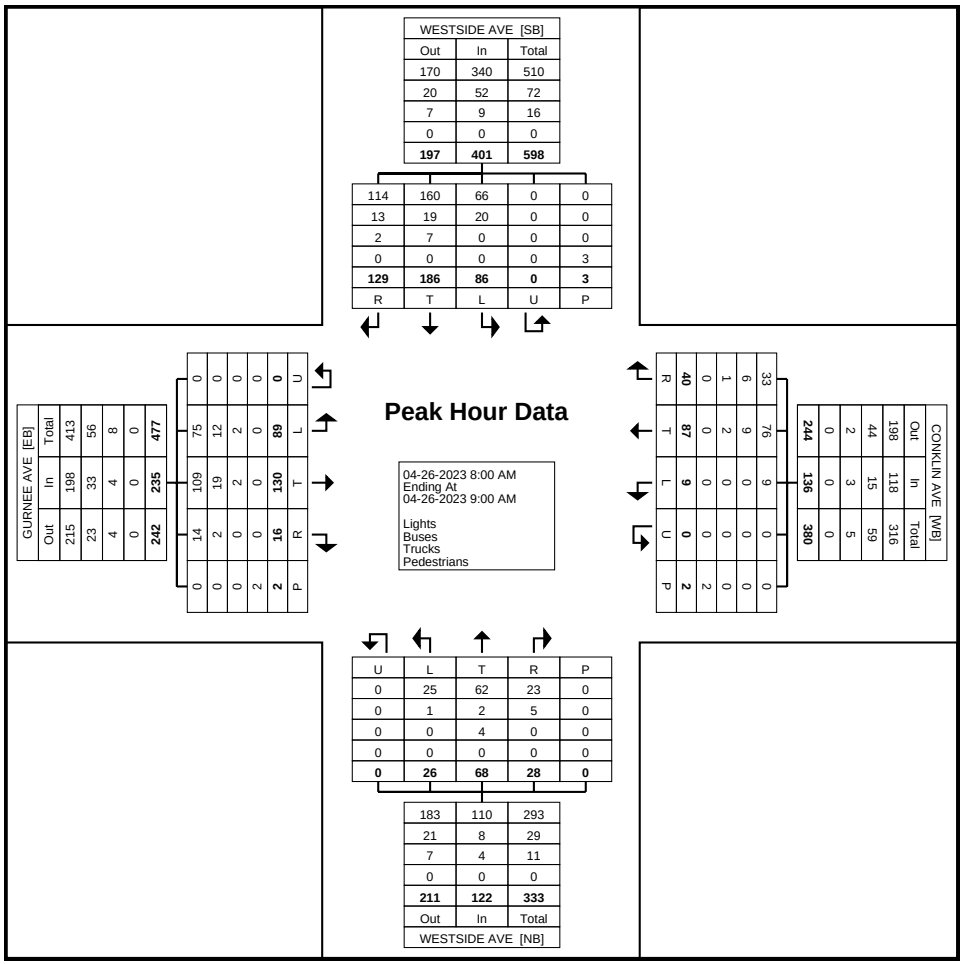
Count Name: 18-WESTSIDE AVE AT CONKLIN AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	WESTSIDE AVE Southbound						CONKLIN AVE Westbound						WESTSIDE AVE Northbound						GURNEE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	24	54	35	0	0	113	2	13	5	0	0	20	8	15	6	0	0	29	24	37	4	0	1	65	227
8:15 AM	20	45	22	0	0	87	0	19	5	0	0	24	2	14	10	0	0	26	23	47	1	0	0	71	208
8:30 AM	24	55	35	0	1	114	3	34	17	0	0	54	8	19	7	0	0	34	24	28	7	0	0	59	261
8:45 AM	18	32	37	0	2	87	4	21	13	0	2	38	8	20	5	0	0	33	18	18	4	0	1	40	198
Total	86	186	129	0	3	401	9	87	40	0	2	136	26	68	28	0	0	122	89	130	16	0	2	235	894
Approach %	21.4	46.4	32.2	0.0	-	-	6.6	64.0	29.4	0.0	-	-	21.3	55.7	23.0	0.0	-	-	37.9	55.3	6.8	0.0	-	-	-
Total %	9.6	20.8	14.4	0.0	-	44.9	1.0	9.7	4.5	0.0	-	15.2	2.9	7.6	3.1	0.0	-	13.6	10.0	14.5	1.8	0.0	-	26.3	-
PHF	0.896	0.845	0.872	0.000	-	0.879	0.563	0.640	0.588	0.000	-	0.630	0.813	0.850	0.700	0.000	-	0.897	0.927	0.691	0.571	0.000	-	0.827	0.856
Lights	66	160	114	0	-	340	9	76	33	0	-	118	25	62	23	0	-	110	75	109	14	0	-	198	766
% Lights	76.7	86.0	88.4	-	-	84.8	100.0	87.4	82.5	-	-	86.8	96.2	91.2	82.1	-	-	90.2	84.3	83.8	87.5	-	-	84.3	85.7
Buses	20	19	13	0	-	52	0	9	6	0	-	15	1	2	5	0	-	8	12	19	2	0	-	33	108
% Buses	23.3	10.2	10.1	-	-	13.0	0.0	10.3	15.0	-	-	11.0	3.8	2.9	17.9	-	-	6.6	13.5	14.6	12.5	-	-	14.0	12.1
Trucks	0	7	2	0	-	9	0	2	1	0	-	3	0	4	0	0	-	4	2	2	0	0	-	4	20
% Trucks	0.0	3.8	1.6	-	-	2.2	0.0	2.3	2.5	-	-	2.2	0.0	5.9	0.0	-	-	3.3	2.2	1.5	0.0	-	-	1.7	2.2
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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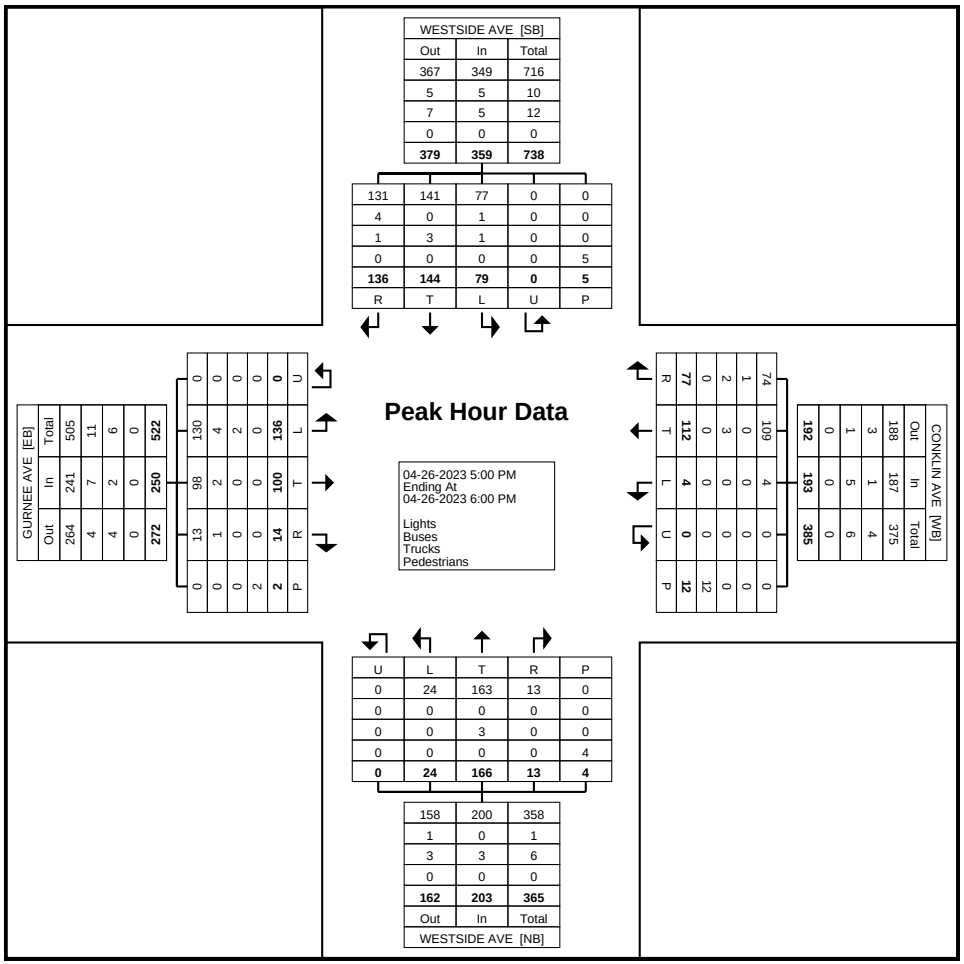
Count Name: 18-WESTSIDE AVE AT CONKLIN AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (5:00 PM)

Start Time	WESTSIDE AVE Southbound						CONKLIN AVE Westbound						WESTSIDE AVE Northbound						GURNEE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	17	40	28	0	0	85	2	24	22	0	7	48	7	43	3	0	0	53	29	21	3	0	0	53	239
5:15 PM	18	37	37	0	1	92	0	26	20	0	0	46	4	42	1	0	1	47	42	31	0	0	0	73	258
5:30 PM	18	39	35	0	4	92	1	34	19	0	3	54	9	38	4	0	3	51	36	19	5	0	0	60	257
5:45 PM	26	28	36	0	0	90	1	28	16	0	2	45	4	43	5	0	0	52	29	29	6	0	2	64	251
Total	79	144	136	0	5	359	4	112	77	0	12	193	24	166	13	0	4	203	136	100	14	0	2	250	1005
Approach %	22.0	40.1	37.9	0.0	-	-	2.1	58.0	39.9	0.0	-	-	11.8	81.8	6.4	0.0	-	-	54.4	40.0	5.6	0.0	-	-	-
Total %	7.9	14.3	13.5	0.0	-	35.7	0.4	11.1	7.7	0.0	-	19.2	2.4	16.5	1.3	0.0	-	20.2	13.5	10.0	1.4	0.0	-	24.9	-
PHF	0.760	0.900	0.919	0.000	-	0.976	0.500	0.824	0.875	0.000	-	0.894	0.667	0.965	0.650	0.000	-	0.958	0.810	0.806	0.583	0.000	-	0.856	0.974
Lights	77	141	131	0	-	349	4	109	74	0	-	187	24	163	13	0	-	200	130	98	13	0	-	241	977
% Lights	97.5	97.9	96.3	-	-	97.2	100.0	97.3	96.1	-	-	96.9	100.0	98.2	100.0	-	-	98.5	95.6	98.0	92.9	-	-	96.4	97.2
Buses	1	0	4	0	-	5	0	0	1	0	-	1	0	0	0	0	-	0	4	2	1	0	-	7	13
% Buses	1.3	0.0	2.9	-	-	1.4	0.0	0.0	1.3	-	-	0.5	0.0	0.0	0.0	-	-	0.0	2.9	2.0	7.1	-	-	2.8	1.3
Trucks	1	3	1	0	-	5	0	3	2	0	-	5	0	3	0	0	-	3	2	0	0	0	-	2	15
% Trucks	1.3	2.1	0.7	-	-	1.4	0.0	2.7	2.6	-	-	2.6	0.0	1.8	0.0	-	-	1.5	1.5	0.0	0.0	-	-	0.8	1.5
Pedestrians	-	-	-	-	5	-	-	-	-	-	12	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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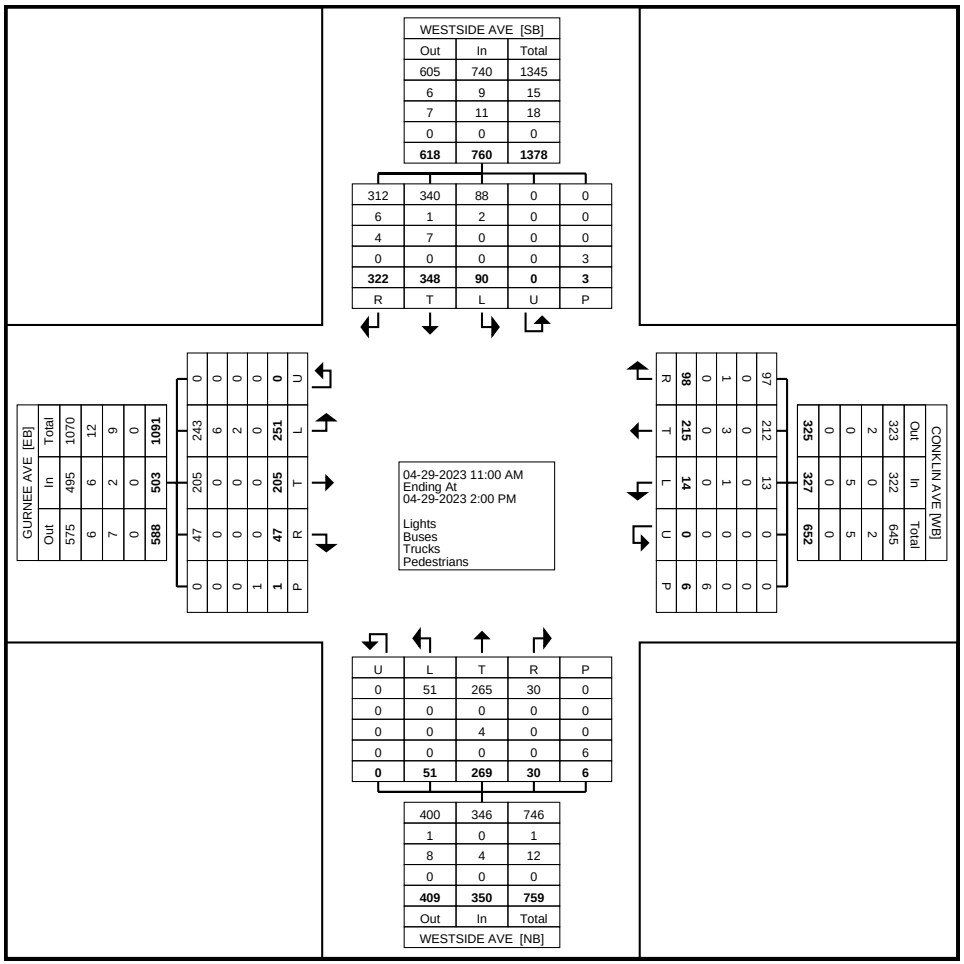
Count Name: 18-WESTSIDE AVE AT CONKLIN AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Data

Start Time	WESTSIDE AVE Southbound						CONKLIN AVE Westbound						WESTSIDE AVE Northbound						GURNEE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	6	38	31	0	0	75	0	7	7	0	0	14	0	17	3	0	0	20	16	14	2	0	0	32	141
11:15 AM	5	30	25	0	0	60	1	20	6	0	0	27	2	13	1	0	0	16	22	19	5	0	0	46	149
11:30 AM	4	20	35	0	0	59	2	11	12	0	0	25	3	23	2	0	1	28	22	22	3	0	0	47	159
11:45 AM	12	30	23	0	0	65	4	17	8	0	0	29	6	20	4	0	0	30	25	17	5	0	0	47	171
Hourly Total	27	118	114	0	0	259	7	55	33	0	0	95	11	73	10	0	1	94	85	72	15	0	0	172	620
12:00 PM	7	42	29	0	0	78	1	20	8	0	1	29	2	30	1	0	0	33	19	21	2	0	0	42	182
12:15 PM	13	32	26	0	2	71	0	18	11	0	0	29	6	29	1	0	0	36	17	14	5	0	1	36	172
12:30 PM	7	34	21	0	0	62	1	17	11	0	0	29	5	24	1	0	2	30	22	14	6	0	0	42	163
12:45 PM	10	21	26	0	1	57	0	23	7	0	0	30	6	20	5	0	0	31	25	18	4	0	0	47	165
Hourly Total	37	129	102	0	3	268	2	78	37	0	1	117	19	103	8	0	2	130	83	67	17	0	1	167	682
1:00 PM	6	27	27	0	0	60	1	28	11	0	4	40	6	23	2	0	1	31	26	23	2	0	0	51	182
1:15 PM	10	21	28	0	0	59	1	11	4	0	0	16	4	31	5	0	0	40	20	18	2	0	0	40	155
1:30 PM	6	32	23	0	0	61	1	16	7	0	1	24	4	19	4	0	2	27	21	10	9	0	0	40	152
1:45 PM	4	21	28	0	0	53	2	27	6	0	0	35	7	20	1	0	0	28	16	15	2	0	0	33	149
Hourly Total	26	101	106	0	0	233	5	82	28	0	5	115	21	93	12	0	3	126	83	66	15	0	0	164	638
Grand Total	90	348	322	0	3	760	14	215	98	0	6	327	51	269	30	0	6	350	251	205	47	0	1	503	1940
Approach %	11.8	45.8	42.4	0.0	-	-	4.3	65.7	30.0	0.0	-	-	14.6	76.9	8.6	0.0	-	-	49.9	40.8	9.3	0.0	-	-	-
Total %	4.6	17.9	16.6	0.0	-	39.2	0.7	11.1	5.1	0.0	-	16.9	2.6	13.9	1.5	0.0	-	18.0	12.9	10.6	2.4	0.0	-	25.9	-
Lights	88	340	312	0	-	740	13	212	97	0	-	322	51	265	30	0	-	346	243	205	47	0	-	495	1903
% Lights	97.8	97.7	96.9	-	-	97.4	92.9	98.6	99.0	-	-	98.5	100.0	98.5	100.0	-	-	98.9	96.8	100.0	100.0	-	-	98.4	98.1
Buses	2	1	6	0	-	9	0	0	0	0	-	0	0	0	0	0	-	0	6	0	0	0	-	6	15
% Buses	2.2	0.3	1.9	-	-	1.2	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	2.4	0.0	0.0	-	-	1.2	0.8
Trucks	0	7	4	0	-	11	1	3	1	0	-	5	0	4	0	0	-	4	2	0	0	0	-	2	22
% Trucks	0.0	2.0	1.2	-	-	1.4	7.1	1.4	1.0	-	-	1.5	0.0	1.5	0.0	-	-	1.1	0.8	0.0	0.0	-	-	0.4	1.1
Pedestrians	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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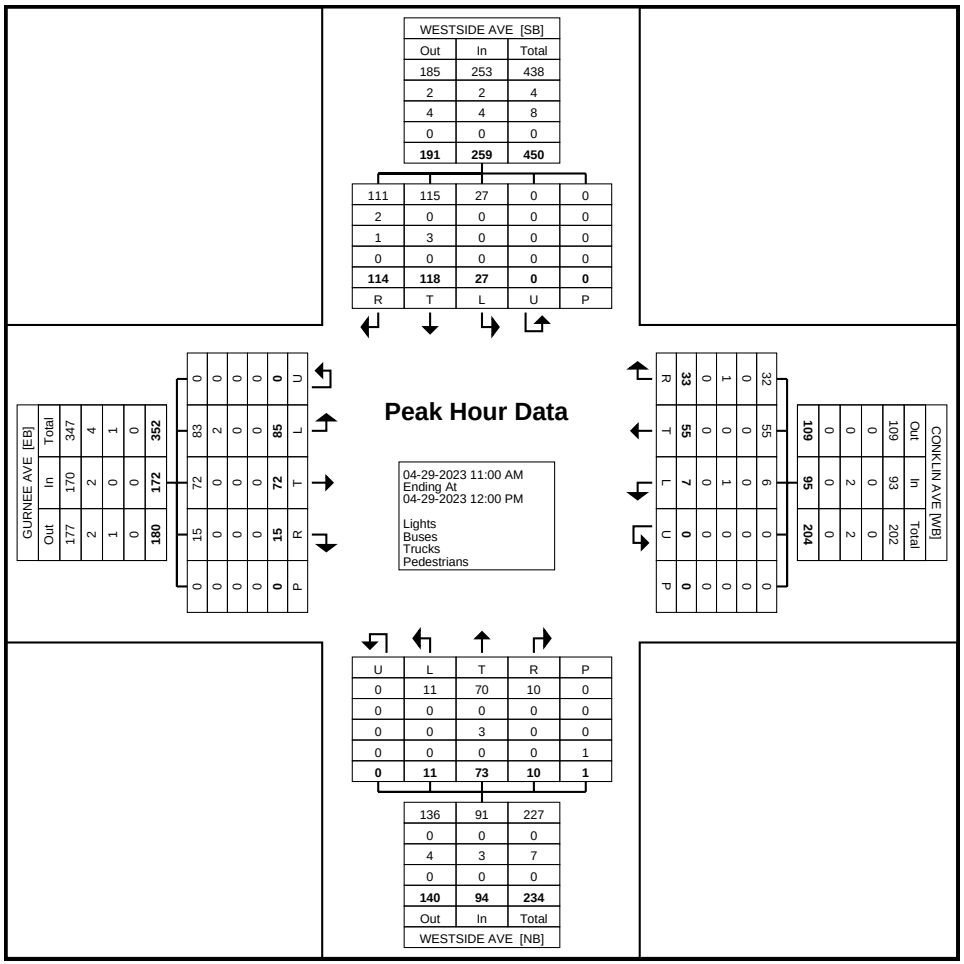
Count Name: 18-WESTSIDE AVE AT CONKLIN AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	WESTSIDE AVE Southbound						CONKLIN AVE Westbound						WESTSIDE AVE Northbound						GURNEE AVE Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	6	38	31	0	0	75	0	7	7	0	0	14	0	17	3	0	0	20	16	14	2	0	0	32	141
11:15 AM	5	30	25	0	0	60	1	20	6	0	0	27	2	13	1	0	0	16	22	19	5	0	0	46	149
11:30 AM	4	20	35	0	0	59	2	11	12	0	0	25	3	23	2	0	1	28	22	22	3	0	0	47	159
11:45 AM	12	30	23	0	0	65	4	17	8	0	0	29	6	20	4	0	0	30	25	17	5	0	0	47	171
Total	27	118	114	0	0	259	7	55	33	0	0	95	11	73	10	0	1	94	85	72	15	0	0	172	620
Approach %	10.4	45.6	44.0	0.0	-	-	7.4	57.9	34.7	0.0	-	-	11.7	77.7	10.6	0.0	-	-	49.4	41.9	8.7	0.0	-	-	-
Total %	4.4	19.0	18.4	0.0	-	41.8	1.1	8.9	5.3	0.0	-	15.3	1.8	11.8	1.6	0.0	-	15.2	13.7	11.6	2.4	0.0	-	27.7	-
PHF	0.563	0.776	0.814	0.000	-	0.863	0.438	0.688	0.688	0.000	-	0.819	0.458	0.793	0.625	0.000	-	0.783	0.850	0.818	0.750	0.000	-	0.915	0.906
Lights	27	115	111	0	-	253	6	55	32	0	-	93	11	70	10	0	-	91	83	72	15	0	-	170	607
% Lights	100.0	97.5	97.4	-	-	97.7	85.7	100.0	97.0	-	-	97.9	100.0	95.9	100.0	-	-	96.8	97.6	100.0	100.0	-	-	98.8	97.9
Buses	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	0	-	2	4
% Buses	0.0	0.0	1.8	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	2.4	0.0	0.0	-	-	1.2	0.6
Trucks	0	3	1	0	-	4	1	0	1	0	-	2	0	3	0	0	-	3	0	0	0	0	-	0	9
% Trucks	0.0	2.5	0.9	-	-	1.5	14.3	0.0	3.0	-	-	2.1	0.0	4.1	0.0	-	-	3.2	0.0	0.0	0.0	-	-	0.0	1.5
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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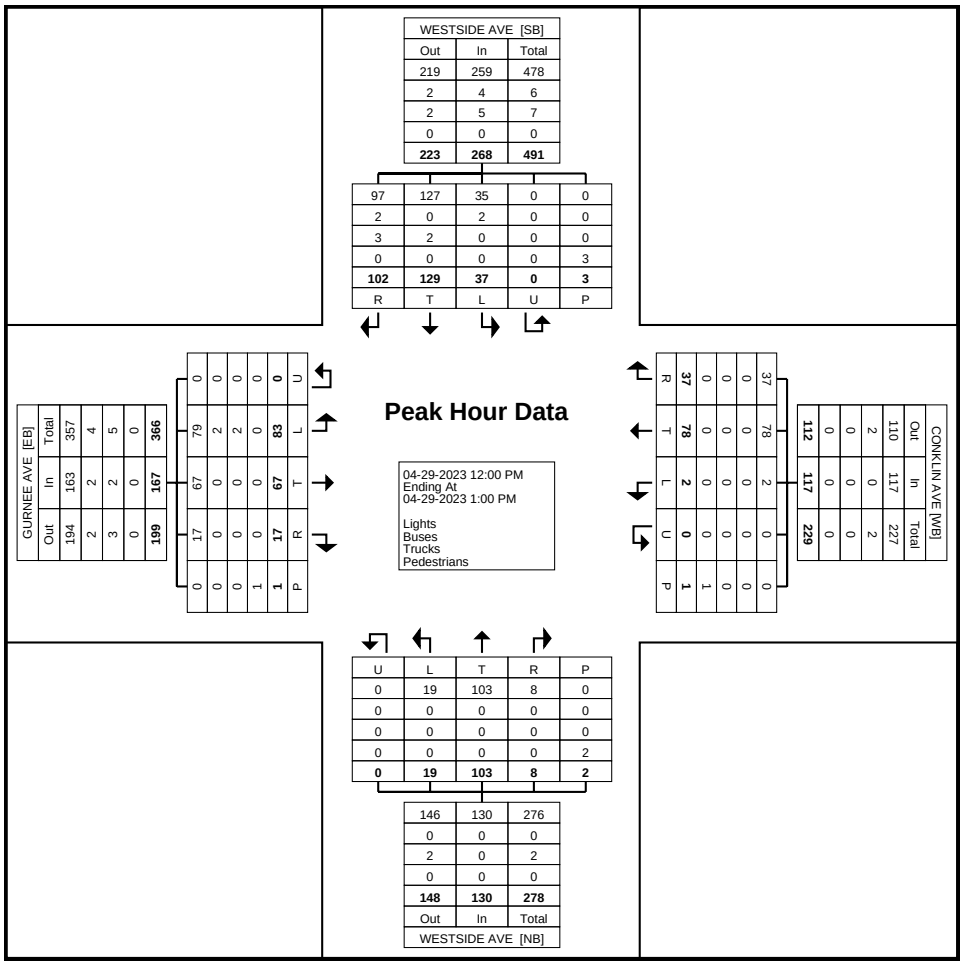
Count Name: 18-WESTSIDE AVE AT CONKLIN AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:00 PM)

Start Time	WESTSIDE AVE Southbound						CONKLIN AVE Westbound						WESTSIDE AVE Northbound						GURNEE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:00 PM	7	42	29	0	0	78	1	20	8	0	1	29	2	30	1	0	0	33	19	21	2	0	0	42	182
12:15 PM	13	32	26	0	2	71	0	18	11	0	0	29	6	29	1	0	0	36	17	14	5	0	1	36	172
12:30 PM	7	34	21	0	0	62	1	17	11	0	0	29	5	24	1	0	2	30	22	14	6	0	0	42	163
12:45 PM	10	21	26	0	1	57	0	23	7	0	0	30	6	20	5	0	0	31	25	18	4	0	0	47	165
Total	37	129	102	0	3	268	2	78	37	0	1	117	19	103	8	0	2	130	83	67	17	0	1	167	682
Approach %	13.8	48.1	38.1	0.0	-	-	1.7	66.7	31.6	0.0	-	-	14.6	79.2	6.2	0.0	-	-	49.7	40.1	10.2	0.0	-	-	-
Total %	5.4	18.9	15.0	0.0	-	39.3	0.3	11.4	5.4	0.0	-	17.2	2.8	15.1	1.2	0.0	-	19.1	12.2	9.8	2.5	0.0	-	24.5	-
PHF	0.712	0.768	0.879	0.000	-	0.859	0.500	0.848	0.841	0.000	-	0.975	0.792	0.858	0.400	0.000	-	0.903	0.830	0.798	0.708	0.000	-	0.888	0.937
Lights	35	127	97	0	-	259	2	78	37	0	-	117	19	103	8	0	-	130	79	67	17	0	-	163	669
% Lights	94.6	98.4	95.1	-	-	96.6	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	95.2	100.0	100.0	-	-	97.6	98.1
Buses	2	0	2	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	0	-	2	6
% Buses	5.4	0.0	2.0	-	-	1.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	2.4	0.0	0.0	-	-	1.2	0.9
Trucks	0	2	3	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	0	-	2	7
% Trucks	0.0	1.6	2.9	-	-	1.9	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	2.4	0.0	0.0	-	-	1.2	1.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 19-WESTSIDE AVE /BROADWAY AT SAMSONDALE AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

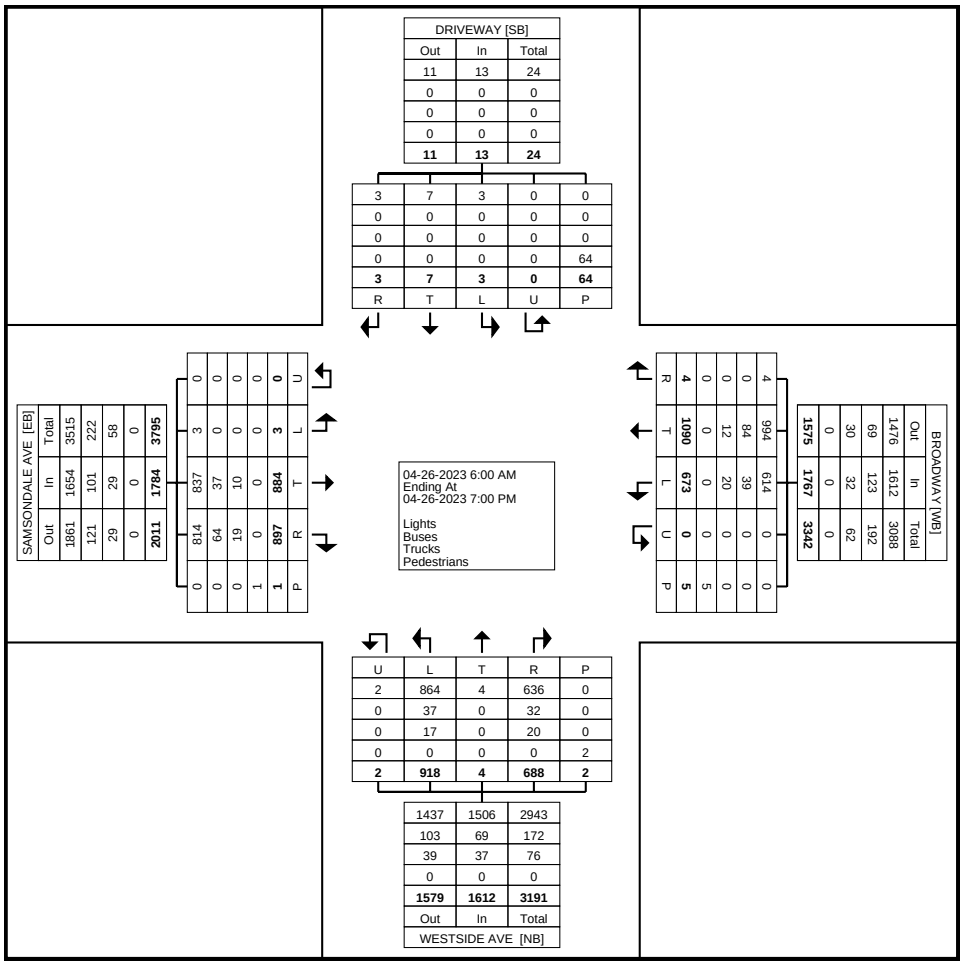
Start Time	DRIVEWAY Southbound						BROADWAY Westbound						WESTSIDE AVE Northbound						SAMSONDALE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	1	0	0	0	3	1	11	9	0	0	0	20	9	1	12	0	0	22	0	18	22	0	0	40	83
6:15 AM	1	1	0	0	0	2	16	14	0	0	0	30	19	0	12	0	0	31	1	19	26	0	0	46	109
6:30 AM	0	2	0	0	2	2	14	30	0	0	0	44	24	0	12	0	0	36	1	21	37	0	0	59	141
6:45 AM	0	0	0	0	0	0	23	39	0	0	0	62	27	0	12	0	0	39	0	24	31	0	0	55	156
Hourly Total	2	3	0	0	5	5	64	92	0	0	0	156	79	1	48	0	0	128	2	82	116	0	0	200	489
7:00 AM	0	0	0	0	3	0	20	31	0	0	0	51	20	0	24	0	0	44	0	17	38	0	0	55	150
7:15 AM	0	0	1	0	3	1	24	27	0	0	0	51	17	0	24	0	0	41	0	23	27	0	0	50	143
7:30 AM	0	0	0	0	3	0	24	26	0	0	1	50	26	0	24	1	0	51	0	22	32	0	0	54	155
7:45 AM	0	0	1	0	2	1	21	40	0	0	1	61	36	0	20	1	0	57	0	42	33	0	0	75	194
Hourly Total	0	0	2	0	11	2	89	124	0	0	2	213	99	0	92	2	0	193	0	104	130	0	0	234	642
8:00 AM	0	0	0	0	3	0	28	35	0	0	0	63	27	0	22	0	1	49	0	54	54	0	0	108	220
8:15 AM	0	0	0	0	0	0	28	46	0	0	1	74	16	0	25	0	0	41	0	48	51	0	1	99	214
8:30 AM	0	1	0	0	0	1	30	45	0	0	0	75	44	0	22	0	0	66	0	40	35	0	0	75	217
8:45 AM	0	0	0	0	4	0	33	49	0	0	0	82	31	0	23	0	1	54	0	39	36	0	0	75	211
Hourly Total	0	1	0	0	7	1	119	175	0	0	1	294	118	0	92	0	2	210	0	181	176	0	1	357	862
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	4	0	29	66	1	0	0	96	58	0	32	0	0	90	1	43	38	0	0	82	268
4:15 PM	0	0	0	0	1	0	33	53	0	0	1	86	49	0	31	0	0	80	0	39	47	0	0	86	252
4:30 PM	0	0	0	0	1	0	27	69	0	0	0	96	42	0	41	0	0	83	0	43	35	0	0	78	257
4:45 PM	0	0	0	0	0	0	35	53	0	0	0	88	51	0	35	0	0	86	0	29	40	0	0	69	243
Hourly Total	0	0	0	0	6	0	124	241	1	0	1	366	200	0	139	0	0	339	1	154	160	0	0	315	1020
5:00 PM	0	0	0	0	2	0	41	44	1	0	0	86	65	0	27	0	0	92	0	44	37	0	0	81	259
5:15 PM	0	0	0	0	2	0	34	72	0	0	1	106	57	1	38	0	0	96	0	46	42	0	0	88	290
5:30 PM	0	1	0	0	3	1	33	58	0	0	0	91	45	0	50	0	0	95	0	32	47	0	0	79	266
5:45 PM	0	0	0	0	7	0	31	63	1	0	0	95	50	0	29	0	0	79	0	45	49	0	0	94	268
Hourly Total	0	1	0	0	14	1	139	237	2	0	1	378	217	1	144	0	0	362	0	167	175	0	0	342	1083
6:00 PM	0	1	0	0	5	1	26	57	0	0	0	83	47	1	36	0	0	84	0	55	31	0	0	86	254
6:15 PM	1	1	1	0	7	3	36	54	0	0	0	90	43	0	53	0	0	96	0	55	28	0	0	83	272
6:30 PM	0	0	0	0	2	0	51	65	0	0	0	116	60	0	43	0	0	103	0	50	37	0	0	87	306
6:45 PM	0	0	0	0	7	0	25	45	1	0	0	71	55	1	41	0	0	97	0	36	44	0	0	80	248
Hourly Total	1	2	1	0	21	4	138	221	1	0	0	360	205	2	173	0	0	380	0	196	140	0	0	336	1080
Grand Total	3	7	3	0	64	13	673	1090	4	0	5	1767	918	4	688	2	2	1612	3	884	897	0	1	1784	5176
Approach %	23.1	53.8	23.1	0.0	-	-	38.1	61.7	0.2	0.0	-	-	56.9	0.2	42.7	0.1	-	-	0.2	49.6	50.3	0.0	-	-	-
Total %	0.1	0.1	0.1	0.0	-	0.3	13.0	21.1	0.1	0.0	-	34.1	17.7	0.1	13.3	0.0	-	31.1	0.1	17.1	17.3	0.0	-	34.5	-
Lights	3	7	3	0	-	13	614	994	4	0	-	1612	864	4	636	2	-	1506	3	837	814	0	-	1654	4785
% Lights	100.0	100.0	100.0	-	-	100.0	91.2	91.2	100.0	-	-	91.2	94.1	100.0	92.4	100.0	-	93.4	100.0	94.7	90.7	-	-	92.7	92.4
Buses	0	0	0	0	-	0	39	84	0	0	-	123	37	0	32	0	-	69	0	37	64	0	-	101	293
% Buses	0.0	0.0	0.0	-	-	0.0	5.8	7.7	0.0	-	-	7.0	4.0	0.0	4.7	0.0	-	4.3	0.0	4.2	7.1	-	-	5.7	5.7

Trucks	0	0	0	0	-	0	20	12	0	0	-	32	17	0	20	0	-	37	0	10	19	0	-	29	98
% Trucks	0.0	0.0	0.0	-	-	0.0	3.0	1.1	0.0	-	-	1.8	1.9	0.0	2.9	0.0	-	2.3	0.0	1.1	2.1	-	-	1.6	1.9
Pedestrians	-	-	-	-	64	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 19-WESTSIDE AVE /BROADWAY AT SAMSONDALE AVE-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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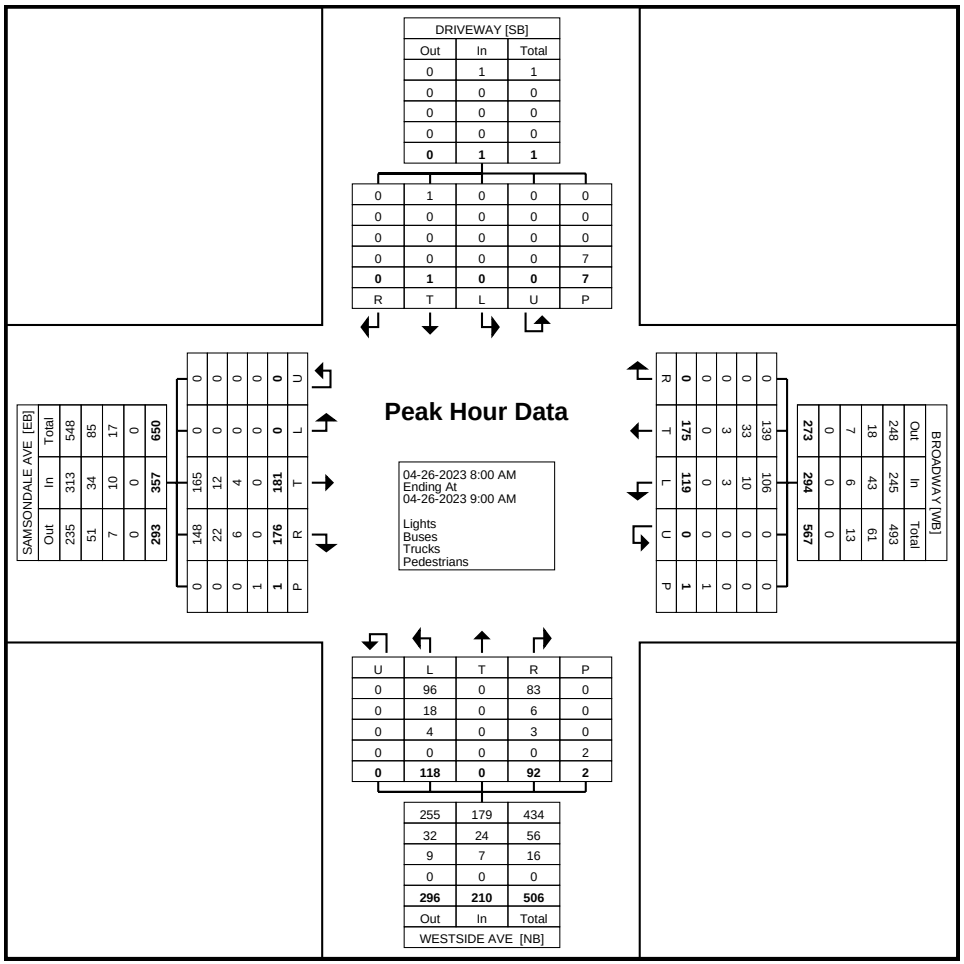
Count Name: 19-WESTSIDE AVE /BROADWAY AT SAMSONDALE AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	DRIVEWAY Southbound						BROADWAY Westbound						WESTSIDE AVE Northbound						SAMSONDALE AVE Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	0	0	0	0	3	0	28	35	0	0	0	63	27	0	22	0	1	49	0	54	54	0	0	108	220
8:15 AM	0	0	0	0	0	0	28	46	0	0	1	74	16	0	25	0	0	41	0	48	51	0	1	99	214
8:30 AM	0	1	0	0	0	1	30	45	0	0	0	75	44	0	22	0	0	66	0	40	35	0	0	75	217
8:45 AM	0	0	0	0	4	0	33	49	0	0	0	82	31	0	23	0	1	54	0	39	36	0	0	75	211
Total	0	1	0	0	7	1	119	175	0	0	1	294	118	0	92	0	2	210	0	181	176	0	1	357	862
Approach %	0.0	100.0	0.0	0.0	-	-	40.5	59.5	0.0	0.0	-	-	56.2	0.0	43.8	0.0	-	-	0.0	50.7	49.3	0.0	-	-	-
Total %	0.0	0.1	0.0	0.0	-	0.1	13.8	20.3	0.0	0.0	-	34.1	13.7	0.0	10.7	0.0	-	24.4	0.0	21.0	20.4	0.0	-	41.4	-
PHF	0.000	0.250	0.000	0.000	-	0.250	0.902	0.893	0.000	0.000	-	0.896	0.670	0.000	0.920	0.000	-	0.795	0.000	0.838	0.815	0.000	-	0.826	0.980
Lights	0	1	0	0	-	1	106	139	0	0	-	245	96	0	83	0	-	179	0	165	148	0	-	313	738
% Lights	-	100.0	-	-	-	100.0	89.1	79.4	-	-	-	83.3	81.4	-	90.2	-	-	85.2	-	91.2	84.1	-	-	87.7	85.6
Buses	0	0	0	0	-	0	10	33	0	0	-	43	18	0	6	0	-	24	0	12	22	0	-	34	101
% Buses	-	0.0	-	-	-	0.0	8.4	18.9	-	-	-	14.6	15.3	-	6.5	-	-	11.4	-	6.6	12.5	-	-	9.5	11.7
Trucks	0	0	0	0	-	0	3	3	0	0	-	6	4	0	3	0	-	7	0	4	6	0	-	10	23
% Trucks	-	0.0	-	-	-	0.0	2.5	1.7	-	-	-	2.0	3.4	-	3.3	-	-	3.3	-	2.2	3.4	-	-	2.8	2.7
Pedestrians	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (8:00 AM)

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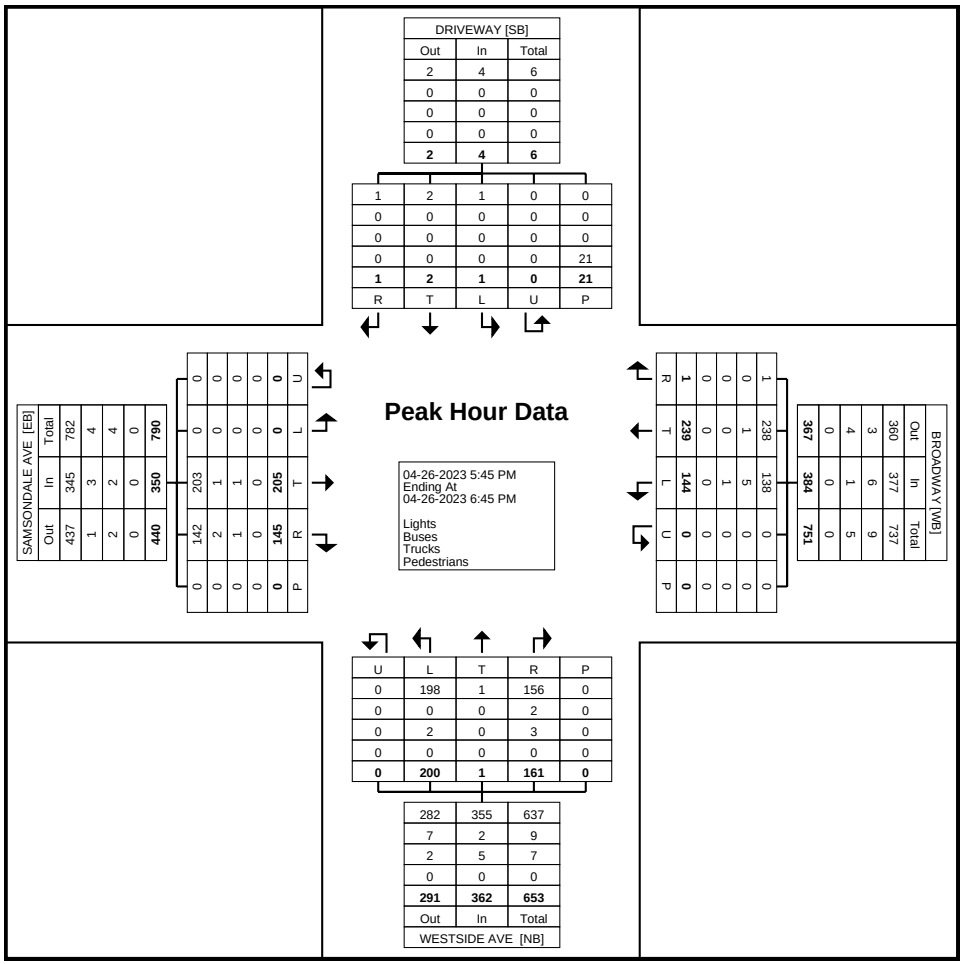
Count Name: 19-WESTSIDE AVE /BROADWAY AT SAMSONDALE AVE-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (5:45 PM)

Start Time	DRIVEWAY Southbound						BROADWAY Westbound						WESTSIDE AVE Northbound						SAMSONDALE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:45 PM	0	0	0	0	7	0	31	63	1	0	0	95	50	0	29	0	0	79	0	45	49	0	0	94	268
6:00 PM	0	1	0	0	5	1	26	57	0	0	0	83	47	1	36	0	0	84	0	55	31	0	0	86	254
6:15 PM	1	1	1	0	7	3	36	54	0	0	0	90	43	0	53	0	0	96	0	55	28	0	0	83	272
6:30 PM	0	0	0	0	2	0	51	65	0	0	0	116	60	0	43	0	0	103	0	50	37	0	0	87	306
Total	1	2	1	0	21	4	144	239	1	0	0	384	200	1	161	0	0	362	0	205	145	0	0	350	1100
Approach %	25.0	50.0	25.0	0.0	-	-	37.5	62.2	0.3	0.0	-	-	55.2	0.3	44.5	0.0	-	-	0.0	58.6	41.4	0.0	-	-	-
Total %	0.1	0.2	0.1	0.0	-	0.4	13.1	21.7	0.1	0.0	-	34.9	18.2	0.1	14.6	0.0	-	32.9	0.0	18.6	13.2	0.0	-	31.8	-
PHF	0.250	0.500	0.250	0.000	-	0.333	0.706	0.919	0.250	0.000	-	0.828	0.833	0.250	0.759	0.000	-	0.879	0.000	0.932	0.740	0.000	-	0.931	0.899
Lights	1	2	1	0	-	4	138	238	1	0	-	377	198	1	156	0	-	355	0	203	142	0	-	345	1081
% Lights	100.0	100.0	100.0	-	-	100.0	95.8	99.6	100.0	-	-	98.2	99.0	100.0	96.9	-	-	98.1	-	99.0	97.9	-	-	98.6	98.3
Buses	0	0	0	0	-	0	5	1	0	0	-	6	0	0	2	0	-	2	0	1	2	0	-	3	11
% Buses	0.0	0.0	0.0	-	-	0.0	3.5	0.4	0.0	-	-	1.6	0.0	0.0	1.2	-	-	0.6	-	0.5	1.4	-	-	0.9	1.0
Trucks	0	0	0	0	-	0	1	0	0	0	-	1	2	0	3	0	-	5	0	1	1	0	-	2	8
% Trucks	0.0	0.0	0.0	-	-	0.0	0.7	0.0	0.0	-	-	0.3	1.0	0.0	1.9	-	-	1.4	-	0.5	0.7	-	-	0.6	0.7
Pedestrians	-	-	-	-	21	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (5:45 PM)

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Count Name: 19-WESTSIDE AVE /BROADWAY AT SAMSONDALE AVE-SAT
Site Code:
Start Date: 04-29-2023

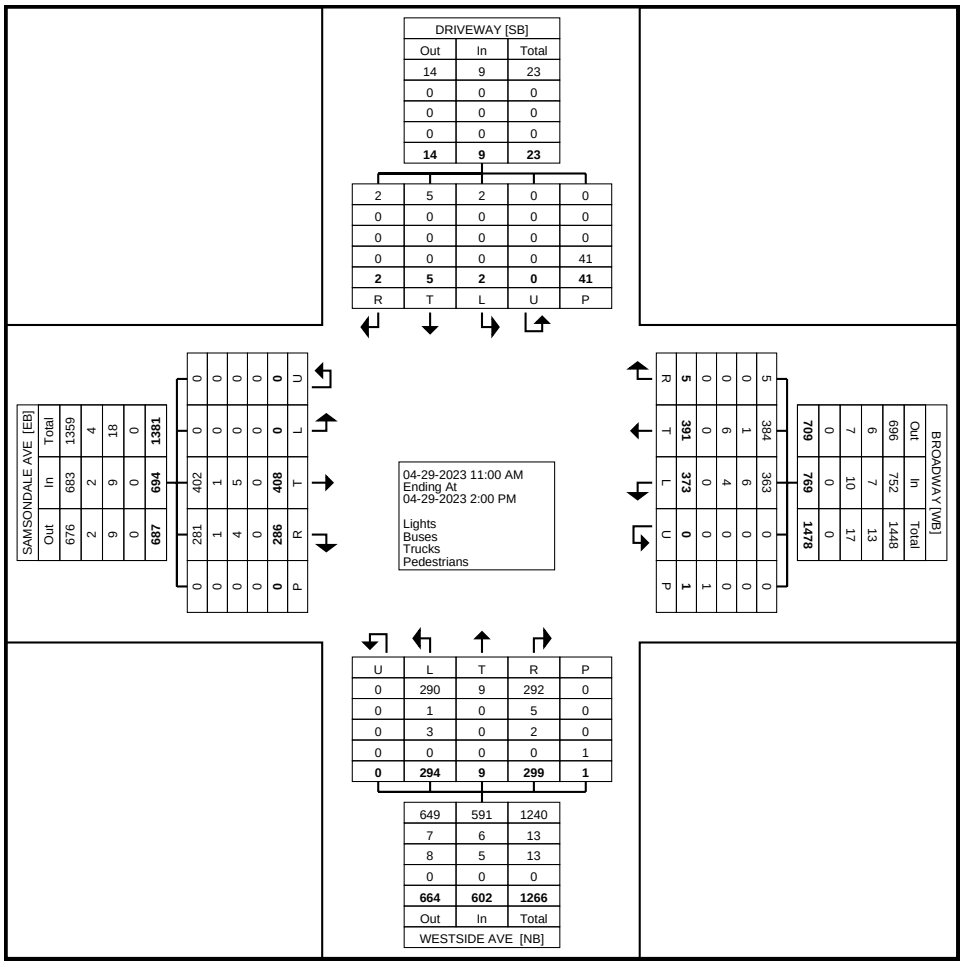
Turning Movement Data

Start Time	DRIVEWAY Southbound						BROADWAY Westbound						WESTSIDE AVE Northbound						SAMSONDALE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	1	1	0	1	2	39	43	1	0	0	83	12	1	30	0	0	43	0	44	32	0	0	76	204
11:15 AM	1	0	0	0	5	1	25	34	0	0	1	59	24	0	21	0	0	45	0	27	21	0	0	48	153
11:30 AM	0	2	0	0	6	2	36	25	1	0	0	62	24	2	29	0	0	55	0	29	15	0	0	44	163
11:45 AM	0	0	0	0	5	0	28	32	0	0	0	60	25	1	30	0	0	56	0	32	34	0	0	66	182
Hourly Total	1	3	1	0	17	5	128	134	2	0	1	264	85	4	110	0	0	199	0	132	102	0	0	234	702
12:00 PM	1	2	0	0	0	3	36	30	0	0	0	66	24	2	23	0	0	49	0	35	26	0	0	61	179
12:15 PM	0	0	0	0	0	0	31	34	0	0	0	65	27	1	27	0	0	55	0	44	28	0	0	72	192
12:30 PM	0	0	0	0	0	0	26	40	0	0	0	66	29	0	21	0	0	50	0	28	25	0	0	53	169
12:45 PM	0	0	0	0	3	0	31	25	2	0	0	58	24	1	25	0	0	50	0	33	29	0	0	62	170
Hourly Total	1	2	0	0	3	3	124	129	2	0	0	255	104	4	96	0	0	204	0	140	108	0	0	248	710
1:00 PM	0	0	0	0	4	0	31	37	0	0	0	68	28	1	31	0	0	60	0	33	19	0	0	52	180
1:15 PM	0	0	0	0	11	0	29	37	1	0	0	67	28	0	20	0	0	48	0	37	26	0	0	63	178
1:30 PM	0	0	0	0	2	0	28	23	0	0	0	51	22	0	24	0	0	46	0	31	18	0	0	49	146
1:45 PM	0	0	1	0	4	1	33	31	0	0	0	64	27	0	18	0	1	45	0	35	13	0	0	48	158
Hourly Total	0	0	1	0	21	1	121	128	1	0	0	250	105	1	93	0	1	199	0	136	76	0	0	212	662
Grand Total	2	5	2	0	41	9	373	391	5	0	1	769	294	9	299	0	1	602	0	408	286	0	0	694	2074
Approach %	22.2	55.6	22.2	0.0	-	-	48.5	50.8	0.7	0.0	-	-	48.8	1.5	49.7	0.0	-	-	0.0	58.8	41.2	0.0	-	-	-
Total %	0.1	0.2	0.1	0.0	-	0.4	18.0	18.9	0.2	0.0	-	37.1	14.2	0.4	14.4	0.0	-	29.0	0.0	19.7	13.8	0.0	-	33.5	-
Lights	2	5	2	0	-	9	363	384	5	0	-	752	290	9	292	0	-	591	0	402	281	0	-	683	2035
% Lights	100.0	100.0	100.0	-	-	100.0	97.3	98.2	100.0	-	-	97.8	98.6	100.0	97.7	-	-	98.2	-	98.5	98.3	-	-	98.4	98.1
Buses	0	0	0	0	-	0	6	1	0	0	-	7	1	0	5	0	-	6	0	1	1	0	-	2	15
% Buses	0.0	0.0	0.0	-	-	0.0	1.6	0.3	0.0	-	-	0.9	0.3	0.0	1.7	-	-	1.0	-	0.2	0.3	-	-	0.3	0.7
Trucks	0	0	0	0	-	0	4	6	0	0	-	10	3	0	2	0	-	5	0	5	4	0	-	9	24
% Trucks	0.0	0.0	0.0	-	-	0.0	1.1	1.5	0.0	-	-	1.3	1.0	0.0	0.7	-	-	0.8	-	1.2	1.4	-	-	1.3	1.2
Pedestrians	-	-	-	-	41	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Count Name: 19-WESTSIDE AVE /BROADWAY AT SAMSONDALE AVE-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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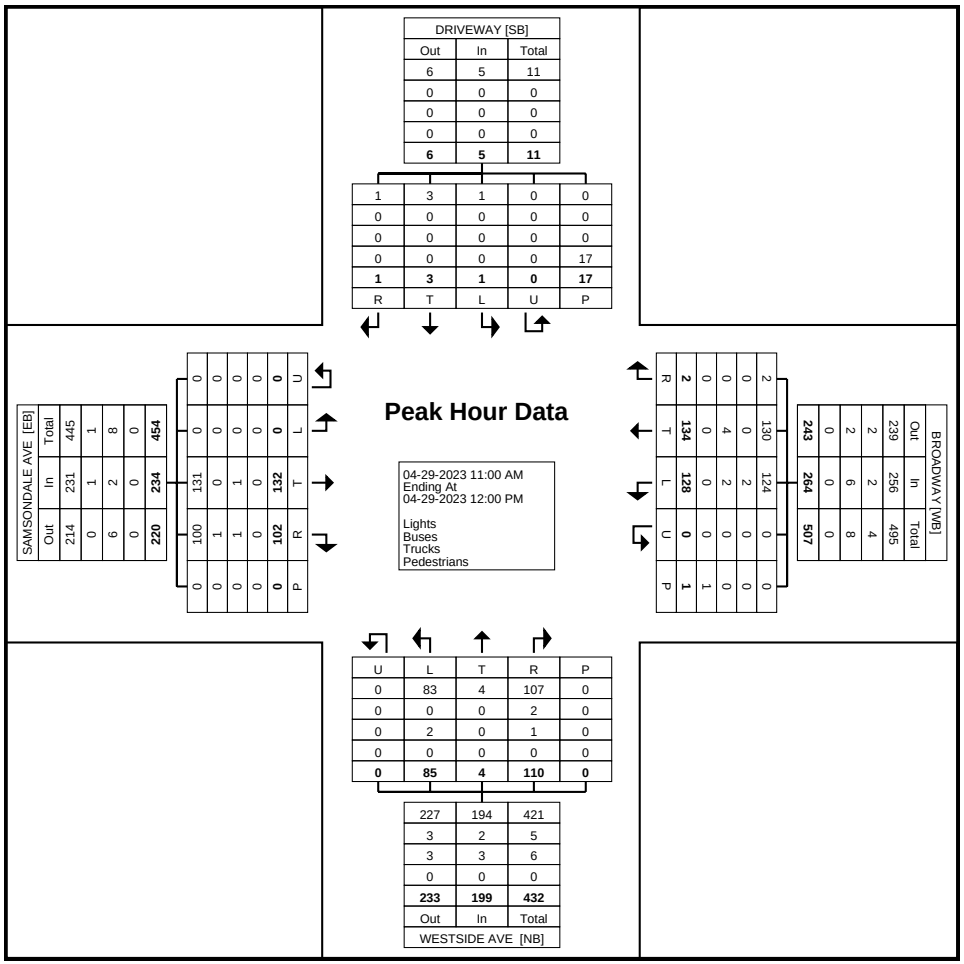
Count Name: 19-WESTSIDE AVE /BROADWAY AT SAMSONDALE AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	DRIVEWAY Southbound						BROADWAY Westbound						WESTSIDE AVE Northbound						SAMSONDALE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	1	1	0	1	2	39	43	1	0	0	83	12	1	30	0	0	43	0	44	32	0	0	76	204
11:15 AM	1	0	0	0	5	1	25	34	0	0	1	59	24	0	21	0	0	45	0	27	21	0	0	48	153
11:30 AM	0	2	0	0	6	2	36	25	1	0	0	62	24	2	29	0	0	55	0	29	15	0	0	44	163
11:45 AM	0	0	0	0	5	0	28	32	0	0	0	60	25	1	30	0	0	56	0	32	34	0	0	66	182
Total	1	3	1	0	17	5	128	134	2	0	1	264	85	4	110	0	0	199	0	132	102	0	0	234	702
Approach %	20.0	60.0	20.0	0.0	-	-	48.5	50.8	0.8	0.0	-	-	42.7	2.0	55.3	0.0	-	-	0.0	56.4	43.6	0.0	-	-	-
Total %	0.1	0.4	0.1	0.0	-	0.7	18.2	19.1	0.3	0.0	-	37.6	12.1	0.6	15.7	0.0	-	28.3	0.0	18.8	14.5	0.0	-	33.3	-
PHF	0.250	0.375	0.250	0.000	-	0.625	0.821	0.779	0.500	0.000	-	0.795	0.850	0.500	0.917	0.000	-	0.888	0.000	0.750	0.750	0.000	-	0.770	0.860
Lights	1	3	1	0	-	5	124	130	2	0	-	256	83	4	107	0	-	194	0	131	100	0	-	231	686
% Lights	100.0	100.0	100.0	-	-	100.0	96.9	97.0	100.0	-	-	97.0	97.6	100.0	97.3	-	-	97.5	-	99.2	98.0	-	-	98.7	97.7
Buses	0	0	0	0	-	0	2	0	0	0	-	2	0	0	2	0	-	2	0	0	1	0	-	1	5
% Buses	0.0	0.0	0.0	-	-	0.0	1.6	0.0	0.0	-	-	0.8	0.0	0.0	1.8	-	-	1.0	-	0.0	1.0	-	-	0.4	0.7
Trucks	0	0	0	0	-	0	2	4	0	0	-	6	2	0	1	0	-	3	0	1	1	0	-	2	11
% Trucks	0.0	0.0	0.0	-	-	0.0	1.6	3.0	0.0	-	-	2.3	2.4	0.0	0.9	-	-	1.5	-	0.8	1.0	-	-	0.9	1.6
Pedestrians	-	-	-	-	17	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
716 S 6th Avenue

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Turning Movement Peak Hour Data Plot (11:00 AM)

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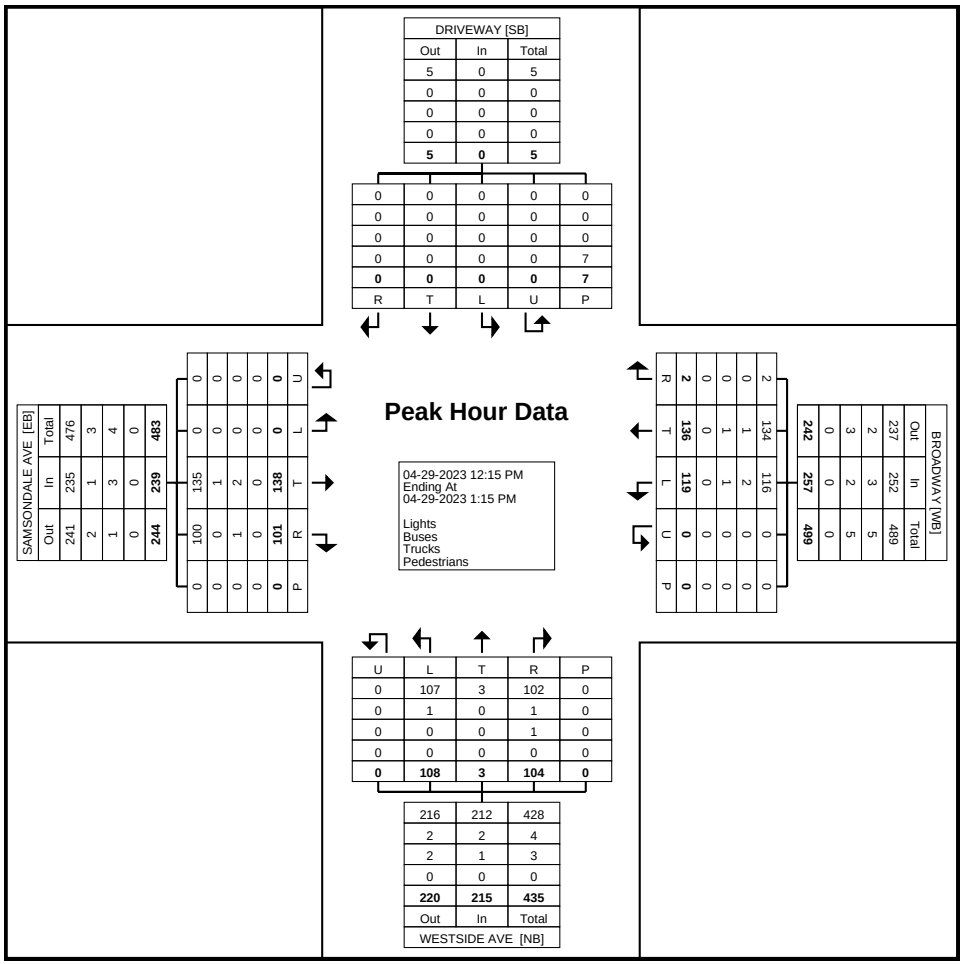
Count Name: 19-WESTSIDE AVE /BROADWAY AT SAMSONDALE AVE-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:15 PM)

Start Time	DRIVEWAY Southbound						BROADWAY Westbound						WESTSIDE AVE Northbound						SAMSONDALE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:15 PM	0	0	0	0	0	0	31	34	0	0	0	65	27	1	27	0	0	55	0	44	28	0	0	72	192
12:30 PM	0	0	0	0	0	0	26	40	0	0	0	66	29	0	21	0	0	50	0	28	25	0	0	53	169
12:45 PM	0	0	0	0	3	0	31	25	2	0	0	58	24	1	25	0	0	50	0	33	29	0	0	62	170
1:00 PM	0	0	0	0	4	0	31	37	0	0	0	68	28	1	31	0	0	60	0	33	19	0	0	52	180
Total	0	0	0	0	7	0	119	136	2	0	0	257	108	3	104	0	0	215	0	138	101	0	0	239	711
Approach %	0.0	0.0	0.0	0.0	-	-	46.3	52.9	0.8	0.0	-	-	50.2	1.4	48.4	0.0	-	-	0.0	57.7	42.3	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	16.7	19.1	0.3	0.0	-	36.1	15.2	0.4	14.6	0.0	-	30.2	0.0	19.4	14.2	0.0	-	33.6	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.960	0.850	0.250	0.000	-	0.945	0.931	0.750	0.839	0.000	-	0.896	0.000	0.784	0.871	0.000	-	0.830	0.926
Lights	0	0	0	0	-	0	116	134	2	0	-	252	107	3	102	0	-	212	0	135	100	0	-	235	699
% Lights	-	-	-	-	-	-	97.5	98.5	100.0	-	-	98.1	99.1	100.0	98.1	-	-	98.6	-	97.8	99.0	-	-	98.3	98.3
Buses	0	0	0	0	-	0	2	1	0	0	-	3	1	0	1	0	-	2	0	1	0	0	-	1	6
% Buses	-	-	-	-	-	-	1.7	0.7	0.0	-	-	1.2	0.9	0.0	1.0	-	-	0.9	-	0.7	0.0	-	-	0.4	0.8
Trucks	0	0	0	0	-	0	1	1	0	0	-	2	0	0	1	0	-	1	0	2	1	0	-	3	6
% Trucks	-	-	-	-	-	-	0.8	0.7	0.0	-	-	0.8	0.0	0.0	1.0	-	-	0.5	-	1.4	1.0	-	-	1.3	0.8
Pedestrians	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (12:15 PM)

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Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 21-GUNREE AVE AT ROUTE 9W-WDY
Site Code:
Start Date: 05-02-2023

Turning Movement Data

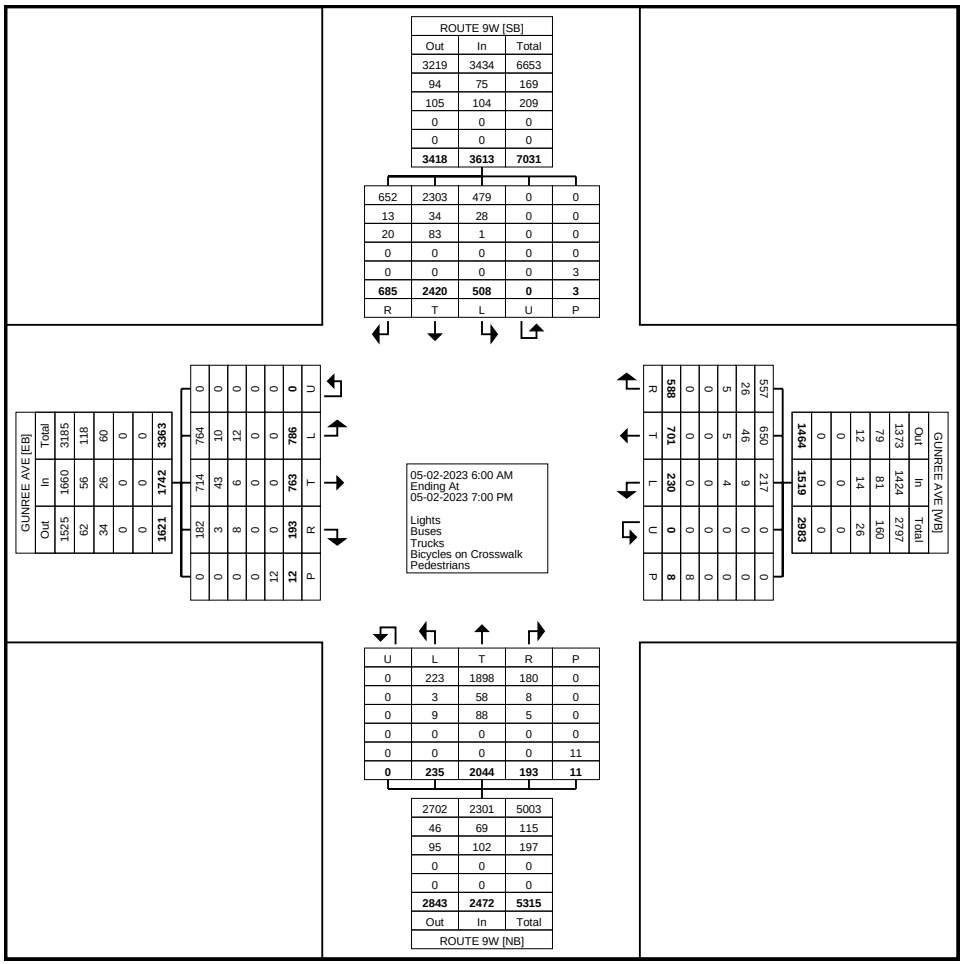
Start Time	ROUTE 9W Southbound						GUNREE AVE Westbound						ROUTE 9W Northbound						GUNREE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	6	63	7	0	0	76	6	21	6	0	0	33	2	20	2	0	2	24	10	8	5	0	0	23	156
6:15 AM	8	78	6	0	0	92	9	19	9	0	1	37	8	33	3	0	1	44	15	15	2	0	0	32	205
6:30 AM	4	101	8	0	0	113	11	28	10	0	0	49	9	34	5	0	0	48	9	12	4	0	0	25	235
6:45 AM	9	112	17	0	0	138	13	26	20	0	0	59	9	62	3	0	2	74	19	16	9	0	0	44	315
Hourly Total	27	354	38	0	0	419	39	94	45	0	1	178	28	149	13	0	5	190	53	51	20	0	0	124	911
7:00 AM	10	118	11	0	0	139	18	34	18	0	0	70	17	51	6	0	0	74	20	16	11	0	0	47	330
7:15 AM	13	109	19	0	0	141	19	31	15	0	0	65	16	50	9	0	1	75	26	26	2	0	0	54	335
7:30 AM	13	118	14	0	0	145	9	37	26	0	1	72	12	85	5	0	0	102	25	23	8	0	0	56	375
7:45 AM	18	111	14	0	0	143	12	24	23	0	1	59	8	81	3	0	0	92	33	28	11	0	0	72	366
Hourly Total	54	456	58	0	0	568	58	126	82	0	2	266	53	267	23	0	1	343	104	93	32	0	0	229	1406
8:00 AM	17	120	22	0	0	159	6	35	25	0	0	66	6	81	7	0	0	94	29	32	11	0	1	72	391
8:15 AM	18	131	23	0	0	172	14	34	20	0	0	68	12	95	8	0	0	115	34	50	12	0	0	96	451
8:30 AM	16	108	30	0	1	154	16	44	20	0	0	80	5	90	8	0	0	103	30	30	8	0	0	68	405
8:45 AM	22	90	20	0	0	132	12	42	33	0	0	87	5	69	8	0	0	82	33	16	10	0	0	59	360
Hourly Total	73	449	95	0	1	617	48	155	98	0	0	301	28	335	31	0	0	394	126	128	41	0	1	295	1607
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	26	127	35	0	1	188	7	27	25	0	0	59	15	112	15	0	0	142	33	41	10	0	3	84	473
4:15 PM	39	98	35	0	0	172	9	29	33	0	0	71	16	114	11	0	1	141	37	42	6	0	2	85	469
4:30 PM	28	112	43	0	0	183	4	29	32	0	3	65	8	108	7	0	0	123	48	26	11	0	1	85	456
4:45 PM	18	99	53	0	0	170	7	21	29	0	1	57	13	117	9	0	0	139	46	57	9	0	0	112	478
Hourly Total	111	436	166	0	1	713	27	106	119	0	4	252	52	451	42	0	1	545	164	166	36	0	6	366	1876
5:00 PM	22	99	43	0	0	164	7	34	31	0	0	72	13	110	12	0	4	135	33	38	10	0	1	81	452
5:15 PM	31	97	43	0	0	171	8	25	41	0	1	74	8	115	9	0	0	132	56	45	4	0	0	105	482
5:30 PM	27	101	37	0	0	165	7	24	27	0	0	58	7	94	8	0	0	109	45	32	6	0	1	83	415
5:45 PM	26	84	40	0	1	150	8	22	21	0	0	51	11	96	9	0	0	116	40	37	6	0	0	83	400
Hourly Total	106	381	163	0	1	650	30	105	120	0	1	255	39	415	38	0	4	492	174	152	26	0	2	352	1749
6:00 PM	38	87	41	0	0	166	7	30	26	0	0	63	4	119	13	0	0	136	48	37	9	0	0	94	459
6:15 PM	42	69	42	0	0	153	9	25	38	0	0	72	11	112	10	0	0	133	42	49	13	0	2	104	462
6:30 PM	31	95	45	0	0	171	5	32	30	0	0	67	6	93	13	0	0	112	42	41	6	0	0	89	439
6:45 PM	26	93	37	0	0	156	7	28	30	0	0	65	14	103	10	0	0	127	33	46	10	0	1	89	437
Hourly Total	137	344	165	0	0	646	28	115	124	0	0	267	35	427	46	0	0	508	165	173	38	0	3	376	1797
Grand Total	508	2420	685	0	3	3613	230	701	588	0	8	1519	235	2044	193	0	11	2472	786	763	193	0	12	1742	9346
Approach %	14.1	67.0	19.0	0.0	-	-	15.1	46.1	38.7	0.0	-	-	9.5	82.7	7.8	0.0	-	-	45.1	43.8	11.1	0.0	-	-	-
Total %	5.4	25.9	7.3	0.0	-	38.7	2.5	7.5	6.3	0.0	-	16.3	2.5	21.9	2.1	0.0	-	26.4	8.4	8.2	2.1	0.0	-	18.6	-
Lights	479	2303	652	0	-	3434	217	650	557	0	-	1424	223	1898	180	0	-	2301	764	714	182	0	-	1660	8819
% Lights	94.3	95.2	95.2	-	-	95.0	94.3	92.7	94.7	-	-	93.7	94.9	92.9	93.3	-	-	93.1	97.2	93.6	94.3	-	-	95.3	94.4
Buses	28	34	13	0	-	75	9	46	26	0	-	81	3	58	8	0	-	69	10	43	3	0	-	56	281
% Buses	5.5	1.4	1.9	-	-	2.1	3.9	6.6	4.4	-	-	5.3	1.3	2.8	4.1	-	-	2.8	1.3	5.6	1.6	-	-	3.2	3.0

Trucks	1	83	20	0	-	104	4	5	5	0	-	14	9	88	5	0	-	102	12	6	8	0	-	26	246
% Trucks	0.2	3.4	2.9	-	-	2.9	1.7	0.7	0.9	-	-	0.9	3.8	4.3	2.6	-	-	4.1	1.5	0.8	4.1	-	-	1.5	2.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	8	-	-	-	-	-	11	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 21-GUNREE AVE AT ROUTE 9W-WDY
Site Code:
Start Date: 05-02-2023



Turning Movement Data Plot

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 21-GUNREE AVE AT ROUTE 9W-WDY
Site Code:
Start Date: 05-02-2023

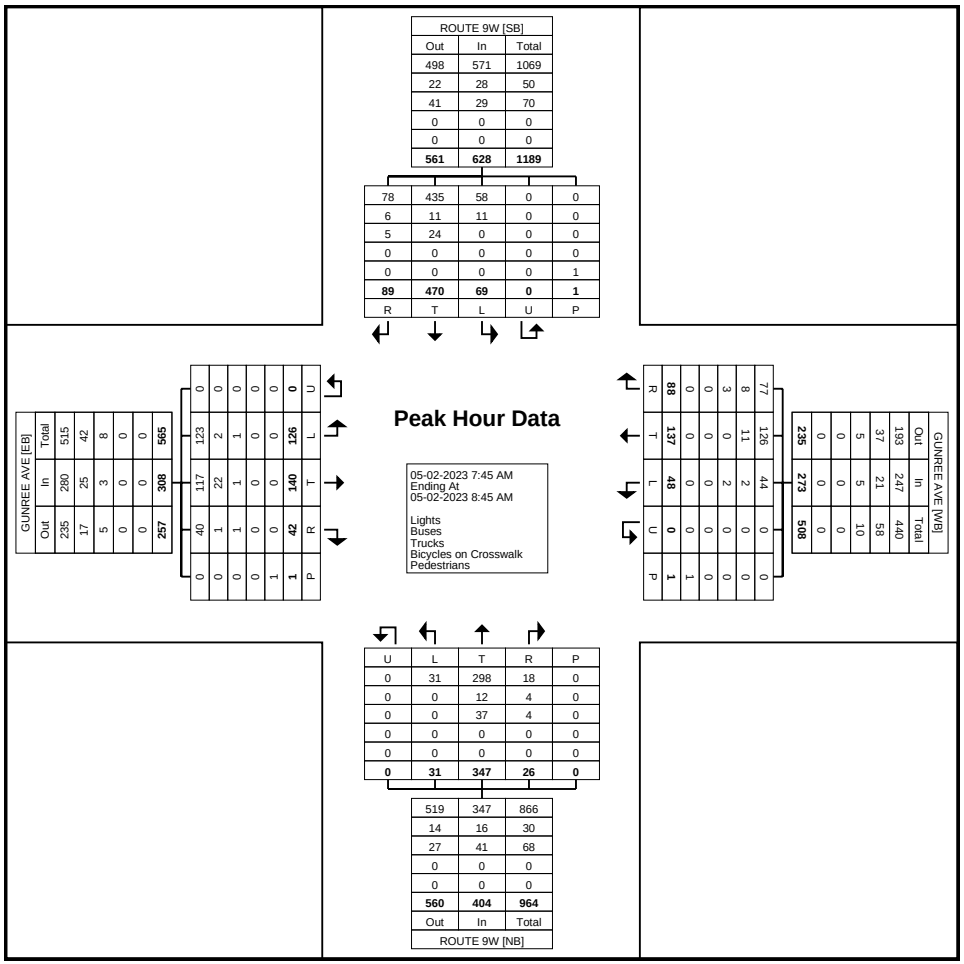
Turning Movement Peak Hour Data (7:45 AM)

Start Time	ROUTE 9W Southbound						GUNREE AVE Westbound						ROUTE 9W Northbound						GUNREE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:45 AM	18	111	14	0	0	143	12	24	23	0	1	59	8	81	3	0	0	92	33	28	11	0	0	72	366
8:00 AM	17	120	22	0	0	159	6	35	25	0	0	66	6	81	7	0	0	94	29	32	11	0	1	72	391
8:15 AM	18	131	23	0	0	172	14	34	20	0	0	68	12	95	8	0	0	115	34	50	12	0	0	96	451
8:30 AM	16	108	30	0	1	154	16	44	20	0	0	80	5	90	8	0	0	103	30	30	8	0	0	68	405
Total	69	470	89	0	1	628	48	137	88	0	1	273	31	347	26	0	0	404	126	140	42	0	1	308	1613
Approach %	11.0	74.8	14.2	0.0	-	-	17.6	50.2	32.2	0.0	-	-	7.7	85.9	6.4	0.0	-	-	40.9	45.5	13.6	0.0	-	-	-
Total %	4.3	29.1	5.5	0.0	-	38.9	3.0	8.5	5.5	0.0	-	16.9	1.9	21.5	1.6	0.0	-	25.0	7.8	8.7	2.6	0.0	-	19.1	-
PHF	0.958	0.897	0.742	0.000	-	0.913	0.750	0.778	0.880	0.000	-	0.853	0.646	0.913	0.813	0.000	-	0.878	0.926	0.700	0.875	0.000	-	0.802	0.894
Lights	58	435	78	0	-	571	44	126	77	0	-	247	31	298	18	0	-	347	123	117	40	0	-	280	1445
% Lights	84.1	92.6	87.6	-	-	90.9	91.7	92.0	87.5	-	-	90.5	100.0	85.9	69.2	-	-	85.9	97.6	83.6	95.2	-	-	90.9	89.6
Buses	11	11	6	0	-	28	2	11	8	0	-	21	0	12	4	0	-	16	2	22	1	0	-	25	90
% Buses	15.9	2.3	6.7	-	-	4.5	4.2	8.0	9.1	-	-	7.7	0.0	3.5	15.4	-	-	4.0	1.6	15.7	2.4	-	-	8.1	5.6
Trucks	0	24	5	0	-	29	2	0	3	0	-	5	0	37	4	0	-	41	1	1	1	0	-	3	78
% Trucks	0.0	5.1	5.6	-	-	4.6	4.2	0.0	3.4	-	-	1.8	0.0	10.7	15.4	-	-	10.1	0.8	0.7	2.4	-	-	1.0	4.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 21-GUNREE AVE AT ROUTE 9W-WDY
Site Code:
Start Date: 05-02-2023



Turning Movement Peak Hour Data Plot (7:45 AM)

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 21-GUNREE AVE AT ROUTE 9W-WDY
Site Code:
Start Date: 05-02-2023

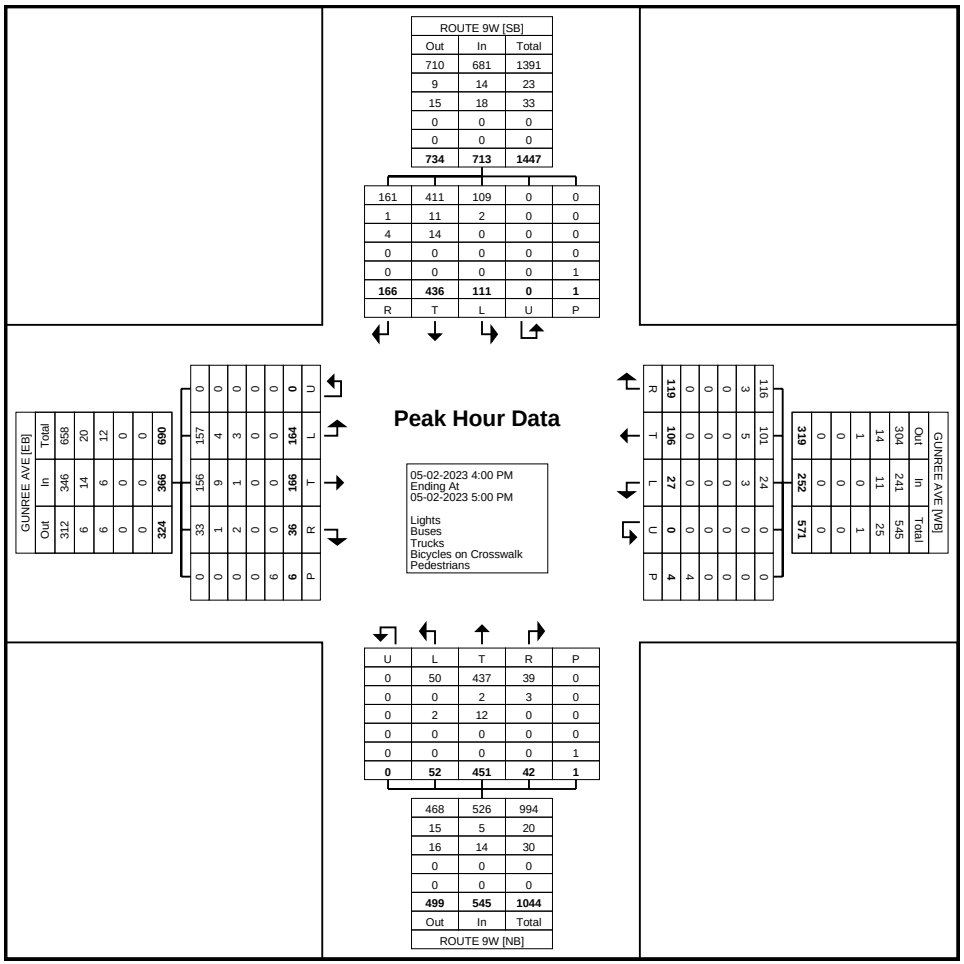
Turning Movement Peak Hour Data (4:00 PM)

Start Time	ROUTE 9W Southbound						GUNREE AVE Westbound						ROUTE 9W Northbound						GUNREE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:00 PM	26	127	35	0	1	188	7	27	25	0	0	59	15	112	15	0	0	142	33	41	10	0	3	84	473
4:15 PM	39	98	35	0	0	172	9	29	33	0	0	71	16	114	11	0	1	141	37	42	6	0	2	85	469
4:30 PM	28	112	43	0	0	183	4	29	32	0	3	65	8	108	7	0	0	123	48	26	11	0	1	85	456
4:45 PM	18	99	53	0	0	170	7	21	29	0	1	57	13	117	9	0	0	139	46	57	9	0	0	112	478
Total	111	436	166	0	1	713	27	106	119	0	4	252	52	451	42	0	1	545	164	166	36	0	6	366	1876
Approach %	15.6	61.2	23.3	0.0	-	-	10.7	42.1	47.2	0.0	-	-	9.5	82.8	7.7	0.0	-	-	44.8	45.4	9.8	0.0	-	-	-
Total %	5.9	23.2	8.8	0.0	-	38.0	1.4	5.7	6.3	0.0	-	13.4	2.8	24.0	2.2	0.0	-	29.1	8.7	8.8	1.9	0.0	-	19.5	-
PHF	0.712	0.858	0.783	0.000	-	0.948	0.750	0.914	0.902	0.000	-	0.887	0.813	0.964	0.700	0.000	-	0.960	0.854	0.728	0.818	0.000	-	0.817	0.981
Lights	109	411	161	0	-	681	24	101	116	0	-	241	50	437	39	0	-	526	157	156	33	0	-	346	1794
% Lights	98.2	94.3	97.0	-	-	95.5	88.9	95.3	97.5	-	-	95.6	96.2	96.9	92.9	-	-	96.5	95.7	94.0	91.7	-	-	94.5	95.6
Buses	2	11	1	0	-	14	3	5	3	0	-	11	0	2	3	0	-	5	4	9	1	0	-	14	44
% Buses	1.8	2.5	0.6	-	-	2.0	11.1	4.7	2.5	-	-	4.4	0.0	0.4	7.1	-	-	0.9	2.4	5.4	2.8	-	-	3.8	2.3
Trucks	0	14	4	0	-	18	0	0	0	0	-	0	2	12	0	0	-	14	3	1	2	0	-	6	38
% Trucks	0.0	3.2	2.4	-	-	2.5	0.0	0.0	0.0	-	-	0.0	3.8	2.7	0.0	-	-	2.6	1.8	0.6	5.6	-	-	1.6	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 21-GUNREE AVE AT ROUTE 9W-WDY
Site Code:
Start Date: 05-02-2023



Turning Movement Peak Hour Data Plot (4:00 PM)

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 21-Gunree Avenue at Route 9W-SAT
Site Code:
Start Date: 06-10-2023

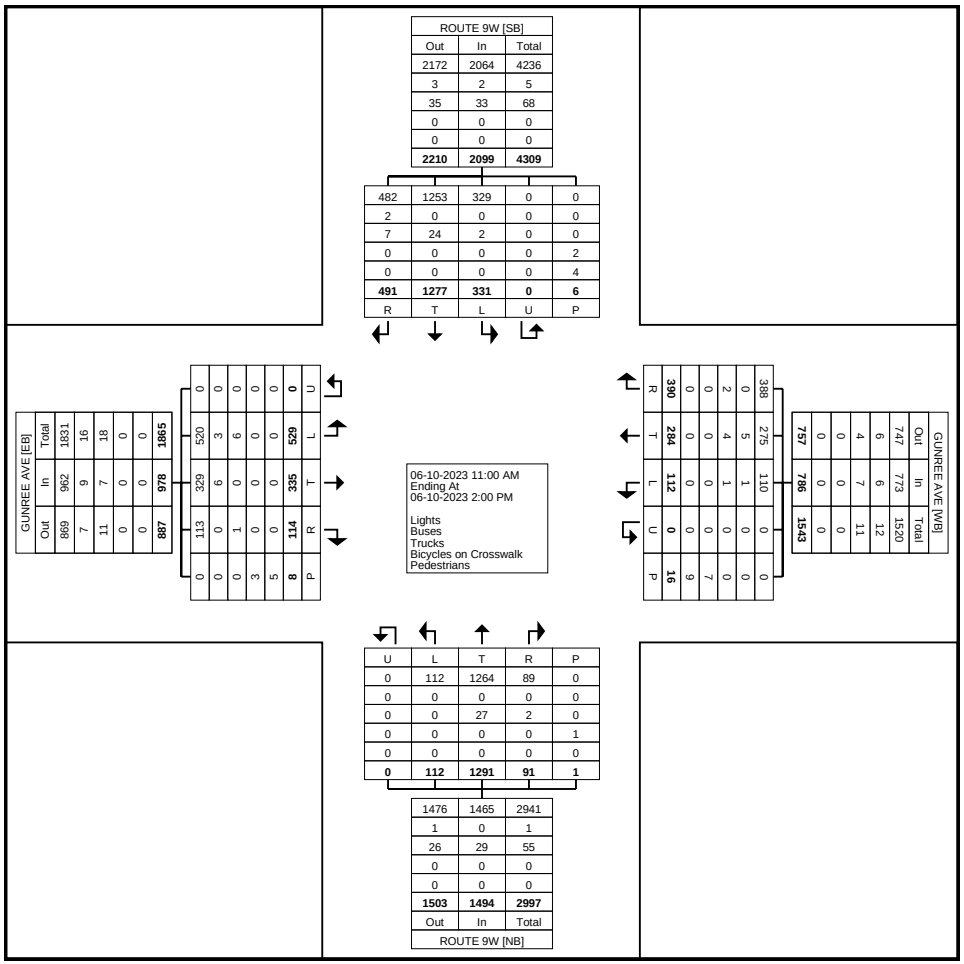
Turning Movement Data

Start Time	ROUTE 9W Southbound						GUNREE AVE Westbound						ROUTE 9W Northbound						GUNREE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	33	101	26	0	0	160	13	8	30	0	0	51	15	112	6	0	0	133	40	33	11	0	0	84	428
11:15 AM	28	100	37	0	1	165	13	21	33	0	2	67	11	110	6	0	0	127	30	26	11	0	0	67	426
11:30 AM	23	119	33	0	1	175	8	30	23	0	1	61	9	121	5	0	0	135	52	35	9	0	1	96	467
11:45 AM	23	86	40	0	0	149	9	31	26	0	0	66	5	91	3	0	0	99	39	27	12	0	1	78	392
Hourly Total	107	406	136	0	2	649	43	90	112	0	3	245	40	434	20	0	0	494	161	121	43	0	2	325	1713
12:00 PM	28	99	45	0	0	172	7	25	27	0	1	59	11	104	10	0	0	125	48	33	10	0	1	91	447
12:15 PM	27	118	48	0	1	193	13	23	41	0	3	77	8	99	9	0	0	116	56	18	5	0	0	79	465
12:30 PM	24	116	42	0	2	182	9	15	34	0	3	58	11	109	10	0	0	130	44	22	17	0	0	83	453
12:45 PM	44	101	36	0	0	181	11	32	37	0	2	80	9	108	8	0	0	125	41	33	10	0	0	84	470
Hourly Total	123	434	171	0	3	728	40	95	139	0	9	274	39	420	37	0	0	496	189	106	42	0	1	337	1835
1:00 PM	25	99	56	0	0	180	7	21	30	0	0	58	5	128	6	0	1	139	45	23	5	0	1	73	450
1:15 PM	25	127	47	0	1	199	11	29	35	0	4	75	7	102	5	0	0	114	50	26	10	0	1	86	474
1:30 PM	24	110	46	0	0	180	10	25	32	0	0	67	8	106	11	0	0	125	37	23	5	0	1	65	437
1:45 PM	27	101	35	0	0	163	1	24	42	0	0	67	13	101	12	0	0	126	47	36	9	0	2	92	448
Hourly Total	101	437	184	0	1	722	29	99	139	0	4	267	33	437	34	0	1	504	179	108	29	0	5	316	1809
Grand Total	331	1277	491	0	6	2099	112	284	390	0	16	786	112	1291	91	0	1	1494	529	335	114	0	8	978	5357
Approach %	15.8	60.8	23.4	0.0	-	-	14.2	36.1	49.6	0.0	-	-	7.5	86.4	6.1	0.0	-	-	54.1	34.3	11.7	0.0	-	-	-
Total %	6.2	23.8	9.2	0.0	-	39.2	2.1	5.3	7.3	0.0	-	14.7	2.1	24.1	1.7	0.0	-	27.9	9.9	6.3	2.1	0.0	-	18.3	-
Lights	329	1253	482	0	-	2064	110	275	388	0	-	773	112	1264	89	0	-	1465	520	329	113	0	-	962	5264
% Lights	99.4	98.1	98.2	-	-	98.3	98.2	96.8	99.5	-	-	98.3	100.0	97.9	97.8	-	-	98.1	98.3	98.2	99.1	-	-	98.4	98.3
Buses	0	0	2	0	-	2	1	5	0	0	-	6	0	0	0	0	-	0	3	6	0	0	-	9	17
% Buses	0.0	0.0	0.4	-	-	0.1	0.9	1.8	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.6	1.8	0.0	-	-	0.9	0.3
Trucks	2	24	7	0	-	33	1	4	2	0	-	7	0	27	2	0	-	29	6	0	1	0	-	7	76
% Trucks	0.6	1.9	1.4	-	-	1.6	0.9	1.4	0.5	-	-	0.9	0.0	2.1	2.2	-	-	1.9	1.1	0.0	0.9	-	-	0.7	1.4
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	33.3	-	-	-	-	-	43.8	-	-	-	-	-	100.0	-	-	-	-	-	37.5	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	66.7	-	-	-	-	-	56.3	-	-	-	-	-	0.0	-	-	-	-	-	62.5	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 21-Gunree Avenue at Route 9W-SAT
Site Code:
Start Date: 06-10-2023



Turning Movement Data Plot

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 21-Gunree Avenue at Route 9W-SAT
Site Code:
Start Date: 06-10-2023

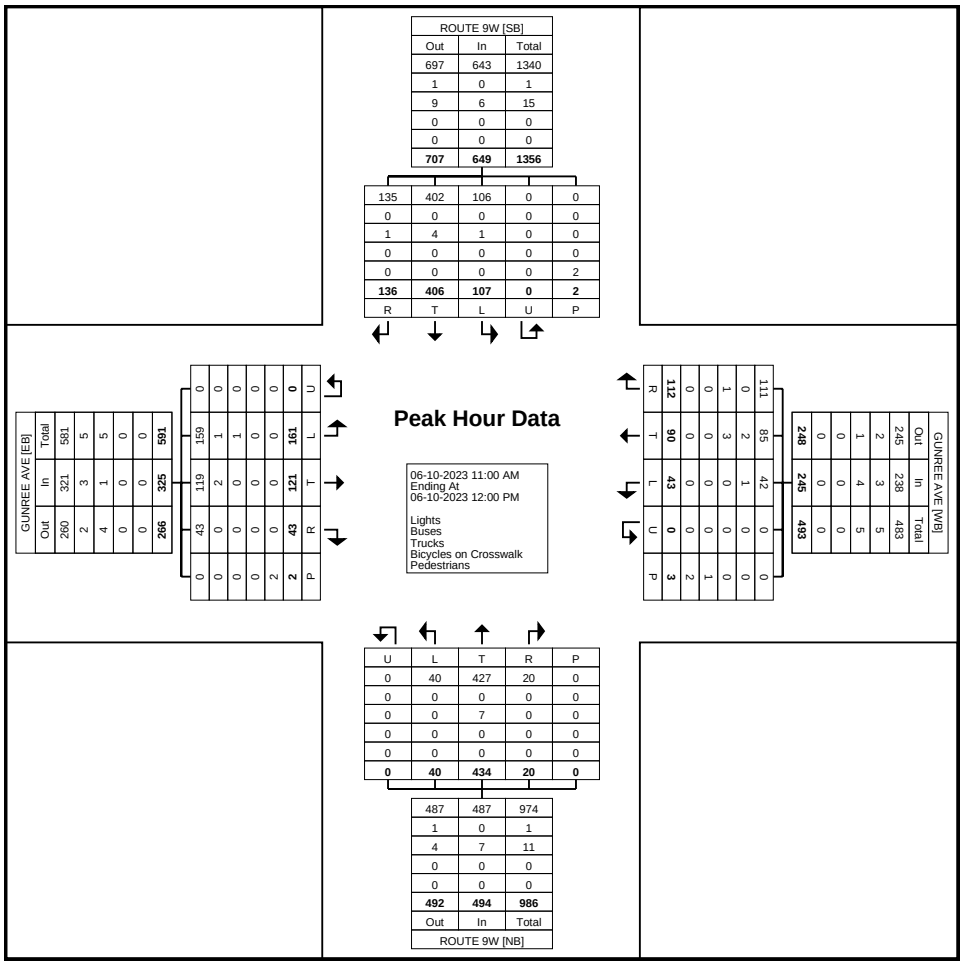
Turning Movement Peak Hour Data (11:00 AM)

Start Time	ROUTE 9W Southbound						GUNREE AVE Westbound						ROUTE 9W Northbound						GUNREE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	33	101	26	0	0	160	13	8	30	0	0	51	15	112	6	0	0	133	40	33	11	0	0	84	428
11:15 AM	28	100	37	0	1	165	13	21	33	0	2	67	11	110	6	0	0	127	30	26	11	0	0	67	426
11:30 AM	23	119	33	0	1	175	8	30	23	0	1	61	9	121	5	0	0	135	52	35	9	0	1	96	467
11:45 AM	23	86	40	0	0	149	9	31	26	0	0	66	5	91	3	0	0	99	39	27	12	0	1	78	392
Total	107	406	136	0	2	649	43	90	112	0	3	245	40	434	20	0	0	494	161	121	43	0	2	325	1713
Approach %	16.5	62.6	21.0	0.0	-	-	17.6	36.7	45.7	0.0	-	-	8.1	87.9	4.0	0.0	-	-	49.5	37.2	13.2	0.0	-	-	-
Total %	6.2	23.7	7.9	0.0	-	37.9	2.5	5.3	6.5	0.0	-	14.3	2.3	25.3	1.2	0.0	-	28.8	9.4	7.1	2.5	0.0	-	19.0	-
PHF	0.811	0.853	0.850	0.000	-	0.927	0.827	0.726	0.848	0.000	-	0.914	0.667	0.897	0.833	0.000	-	0.915	0.774	0.864	0.896	0.000	-	0.846	0.917
Lights	106	402	135	0	-	643	42	85	111	0	-	238	40	427	20	0	-	487	159	119	43	0	-	321	1689
% Lights	99.1	99.0	99.3	-	-	99.1	97.7	94.4	99.1	-	-	97.1	100.0	98.4	100.0	-	-	98.6	98.8	98.3	100.0	-	-	98.8	98.6
Buses	0	0	0	0	-	0	1	2	0	0	-	3	0	0	0	0	-	0	1	2	0	0	-	3	6
% Buses	0.0	0.0	0.0	-	-	0.0	2.3	2.2	0.0	-	-	1.2	0.0	0.0	0.0	-	-	0.0	0.6	1.7	0.0	-	-	0.9	0.4
Trucks	1	4	1	0	-	6	0	3	1	0	-	4	0	7	0	0	-	7	1	0	0	0	-	1	18
% Trucks	0.9	1.0	0.7	-	-	0.9	0.0	3.3	0.9	-	-	1.6	0.0	1.6	0.0	-	-	1.4	0.6	0.0	0.0	-	-	0.3	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 21-Gunree Avenue at Route 9W-SAT
Site Code:
Start Date: 06-10-2023



Turning Movement Peak Hour Data Plot (11:00 AM)

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

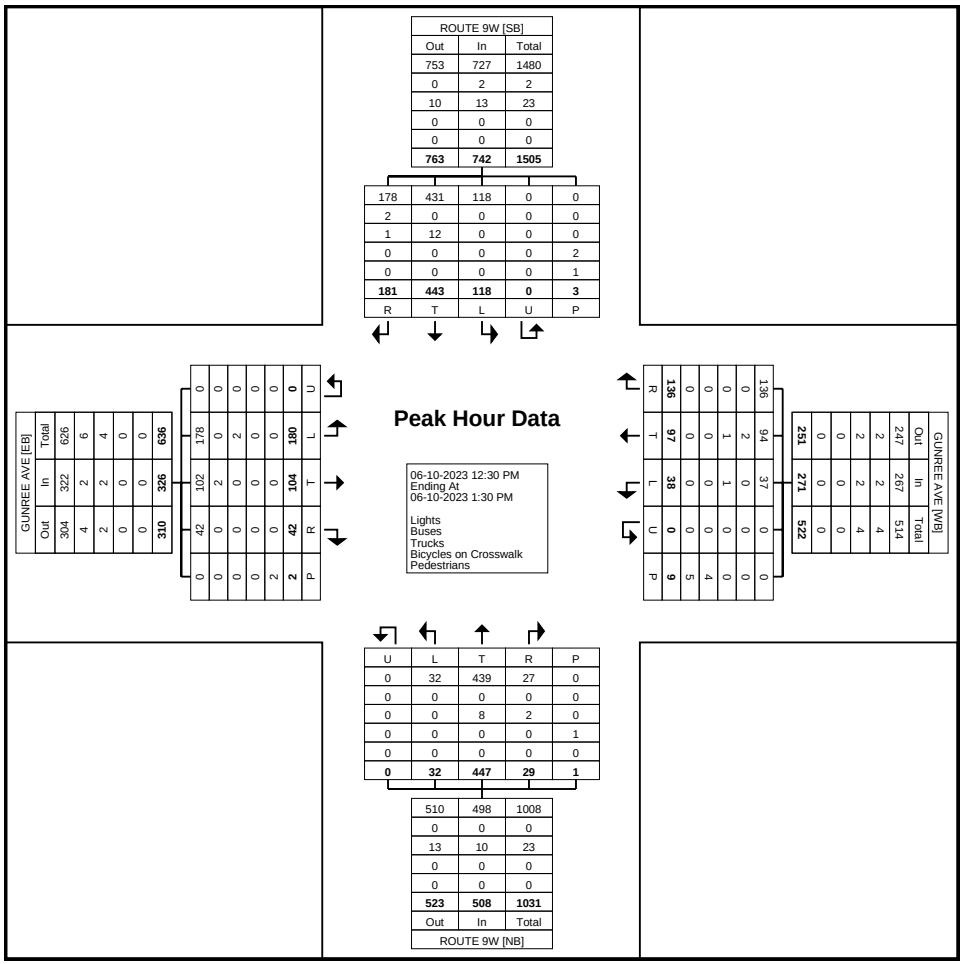
Count Name: 21-Gunree Avenue at Route 9W-SAT
Site Code:
Start Date: 06-10-2023

Turning Movement Peak Hour Data (12:30 PM)

Start Time	ROUTE 9W Southbound						GUNREE AVE Westbound						ROUTE 9W Northbound						GUNREE AVE Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	24	116	42	0	2	182	9	15	34	0	3	58	11	109	10	0	0	130	44	22	17	0	0	83	453
12:45 PM	44	101	36	0	0	181	11	32	37	0	2	80	9	108	8	0	0	125	41	33	10	0	0	84	470
1:00 PM	25	99	56	0	0	180	7	21	30	0	0	58	5	128	6	0	1	139	45	23	5	0	1	73	450
1:15 PM	25	127	47	0	1	199	11	29	35	0	4	75	7	102	5	0	0	114	50	26	10	0	1	86	474
Total	118	443	181	0	3	742	38	97	136	0	9	271	32	447	29	0	1	508	180	104	42	0	2	326	1847
Approach %	15.9	59.7	24.4	0.0	-	-	14.0	35.8	50.2	0.0	-	-	6.3	88.0	5.7	0.0	-	-	55.2	31.9	12.9	0.0	-	-	-
Total %	6.4	24.0	9.8	0.0	-	40.2	2.1	5.3	7.4	0.0	-	14.7	1.7	24.2	1.6	0.0	-	27.5	9.7	5.6	2.3	0.0	-	17.7	-
PHF	0.670	0.872	0.808	0.000	-	0.932	0.864	0.758	0.919	0.000	-	0.847	0.727	0.873	0.725	0.000	-	0.914	0.900	0.788	0.618	0.000	-	0.948	0.974
Lights	118	431	178	0	-	727	37	94	136	0	-	267	32	439	27	0	-	498	178	102	42	0	-	322	1814
% Lights	100.0	97.3	98.3	-	-	98.0	97.4	96.9	100.0	-	-	98.5	100.0	98.2	93.1	-	-	98.0	98.9	98.1	100.0	-	-	98.8	98.2
Buses	0	0	2	0	-	2	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	6
% Buses	0.0	0.0	1.1	-	-	0.3	0.0	2.1	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	1.9	0.0	-	-	0.6	0.3
Trucks	0	12	1	0	-	13	1	1	0	0	-	2	0	8	2	0	-	10	2	0	0	0	-	2	27
% Trucks	0.0	2.7	0.6	-	-	1.8	2.6	1.0	0.0	-	-	0.7	0.0	1.8	6.9	-	-	2.0	1.1	0.0	0.0	-	-	0.6	1.5
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	66.7	-	-	-	-	-	44.4	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	33.3	-	-	-	-	-	55.6	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (12:30 PM)

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 22-BROAD ST AT WAYNE ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

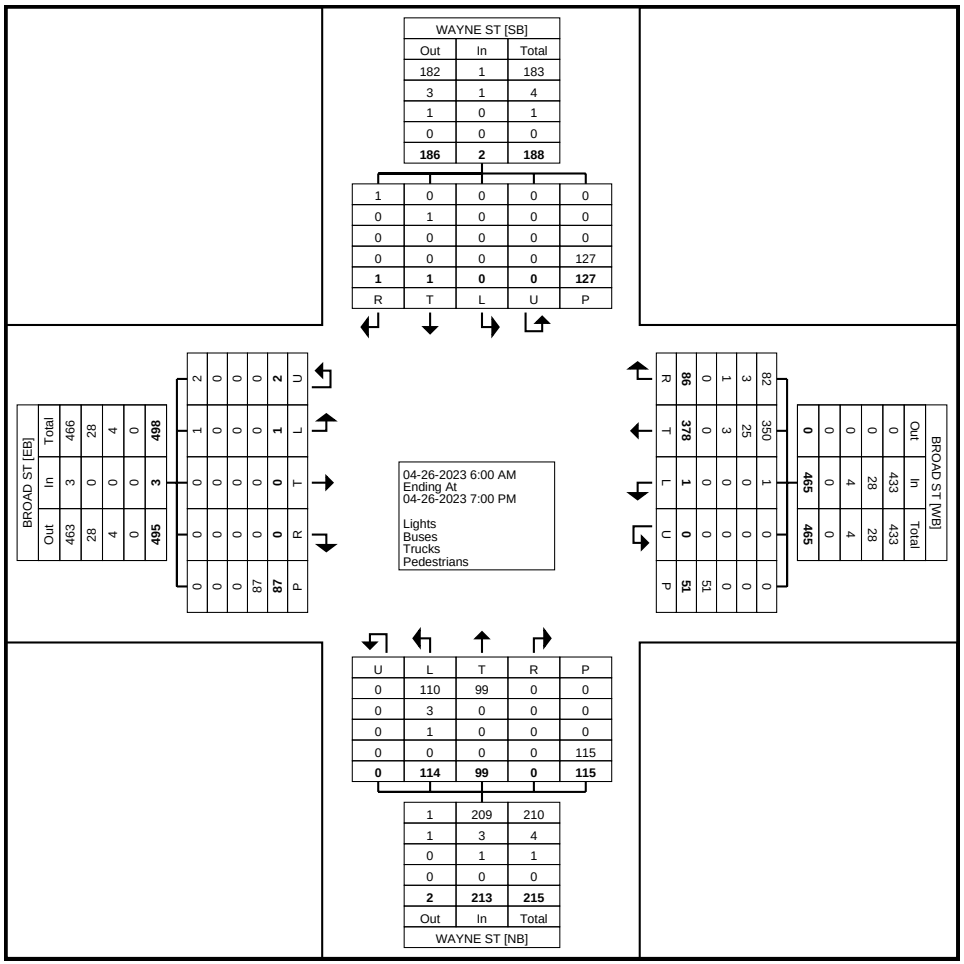
Start Time	WAYNE ST Southbound						BROAD ST Westbound						WAYNE ST Northbound						BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	0	2	0	0	10	1	0	1	11	2	0	0	0	1	2	0	0	0	0	0	0	13
6:15 AM	0	0	0	0	1	0	0	12	3	0	0	15	2	1	0	0	5	3	0	0	0	0	0	0	18
6:30 AM	0	0	0	0	2	0	0	19	4	0	0	23	2	0	0	0	5	2	0	0	0	0	4	0	25
6:45 AM	0	0	0	0	3	0	0	20	1	0	3	21	2	1	0	0	1	3	0	0	0	0	0	0	24
Hourly Total	0	0	0	0	8	0	0	61	9	0	4	70	8	2	0	0	12	10	0	0	0	0	4	0	80
7:00 AM	0	1	0	0	6	1	0	10	1	0	1	11	6	3	0	0	4	9	0	0	0	0	1	0	21
7:15 AM	0	0	0	0	11	0	0	12	2	0	4	14	3	0	0	0	11	3	0	0	0	0	5	0	17
7:30 AM	0	0	0	0	4	0	0	9	2	0	0	11	3	2	0	0	1	5	0	0	0	0	3	0	16
7:45 AM	0	0	0	0	5	0	0	10	3	0	5	13	4	7	0	0	2	11	0	0	0	0	0	0	24
Hourly Total	0	1	0	0	26	1	0	41	8	0	10	49	16	12	0	0	18	28	0	0	0	0	9	0	78
8:00 AM	0	0	0	0	4	0	0	19	5	0	1	24	6	3	0	0	1	9	0	0	0	0	1	0	33
8:15 AM	0	0	0	0	2	0	0	12	5	0	2	17	3	8	0	0	10	11	0	0	0	0	0	0	28
8:30 AM	0	0	0	0	4	0	0	16	3	0	2	19	7	5	0	0	6	12	0	0	0	0	0	0	31
8:45 AM	0	0	0	0	9	0	0	16	3	0	1	19	7	4	0	0	2	11	0	0	0	1	0	1	31
Hourly Total	0	0	0	0	19	0	0	63	16	0	6	79	23	20	0	0	19	43	0	0	0	1	1	1	123
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	12	0	0	17	3	0	4	20	6	7	0	0	5	13	0	0	0	0	5	0	33
4:15 PM	0	0	0	0	8	0	0	14	4	0	4	18	5	5	0	0	2	10	0	0	0	0	7	0	28
4:30 PM	0	0	1	0	2	1	0	20	5	0	3	25	8	3	0	0	8	11	1	0	0	0	2	1	38
4:45 PM	0	0	0	0	3	0	0	18	2	0	1	20	3	5	0	0	5	8	0	0	0	1	8	1	29
Hourly Total	0	0	1	0	25	1	0	69	14	0	12	83	22	20	0	0	20	42	1	0	0	1	22	2	128
5:00 PM	0	0	0	0	3	0	1	20	7	0	2	28	5	6	0	0	6	11	0	0	0	0	1	0	39
5:15 PM	0	0	0	0	1	0	0	17	3	0	4	20	9	3	0	0	5	12	0	0	0	0	4	0	32
5:30 PM	0	0	0	0	7	0	0	18	8	0	4	26	2	6	0	0	5	8	0	0	0	0	11	0	34
5:45 PM	0	0	0	0	2	0	0	16	4	0	2	20	5	7	0	0	6	12	0	0	0	0	5	0	32
Hourly Total	0	0	0	0	13	0	1	71	22	0	12	94	21	22	0	0	22	43	0	0	0	0	21	0	137
6:00 PM	0	0	0	0	7	0	0	22	2	0	4	24	8	7	0	0	13	15	0	0	0	0	17	0	39
6:15 PM	0	0	0	0	8	0	0	14	5	0	1	19	6	3	0	0	3	9	0	0	0	0	7	0	28
6:30 PM	0	0	0	0	13	0	0	20	6	0	2	26	6	4	0	0	5	10	0	0	0	0	5	0	36
6:45 PM	0	0	0	0	8	0	0	17	4	0	0	21	4	9	0	0	3	13	0	0	0	0	1	0	34
Hourly Total	0	0	0	0	36	0	0	73	17	0	7	90	24	23	0	0	24	47	0	0	0	0	30	0	137
Grand Total	0	1	1	0	127	2	1	378	86	0	51	465	114	99	0	0	115	213	1	0	0	2	87	3	683
Approach %	0.0	50.0	50.0	0.0	-	-	0.2	81.3	18.5	0.0	-	-	53.5	46.5	0.0	0.0	-	-	33.3	0.0	0.0	66.7	-	-	-
Total %	0.0	0.1	0.1	0.0	-	0.3	0.1	55.3	12.6	0.0	-	68.1	16.7	14.5	0.0	0.0	-	31.2	0.1	0.0	0.0	0.3	-	0.4	-
Lights	0	0	1	0	-	1	1	350	82	0	-	433	110	99	0	0	-	209	1	0	0	2	-	3	646
% Lights	-	0.0	100.0	-	-	50.0	100.0	92.6	95.3	-	-	93.1	96.5	100.0	-	-	-	98.1	100.0	-	-	100.0	-	100.0	94.6
Buses	0	1	0	0	-	1	0	25	3	0	-	28	3	0	0	0	-	3	0	0	0	0	-	0	32
% Buses	-	100.0	0.0	-	-	50.0	0.0	6.6	3.5	-	-	6.0	2.6	0.0	-	-	-	1.4	0.0	-	-	0.0	-	0.0	4.7

Trucks	0	0	0	0	-	0	0	3	1	0	-	4	1	0	0	0	-	1	0	0	0	0	-	0	5
% Trucks	-	0.0	0.0	-	-	0.0	0.0	0.8	1.2	-	-	0.9	0.9	0.0	-	-	-	0.5	0.0	-	-	0.0	-	0.0	0.7
Pedestrians	-	-	-	-	127	-	-	-	-	-	51	-	-	-	-	-	115	-	-	-	-	-	87	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 22-BROAD ST AT WAYNE ST-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

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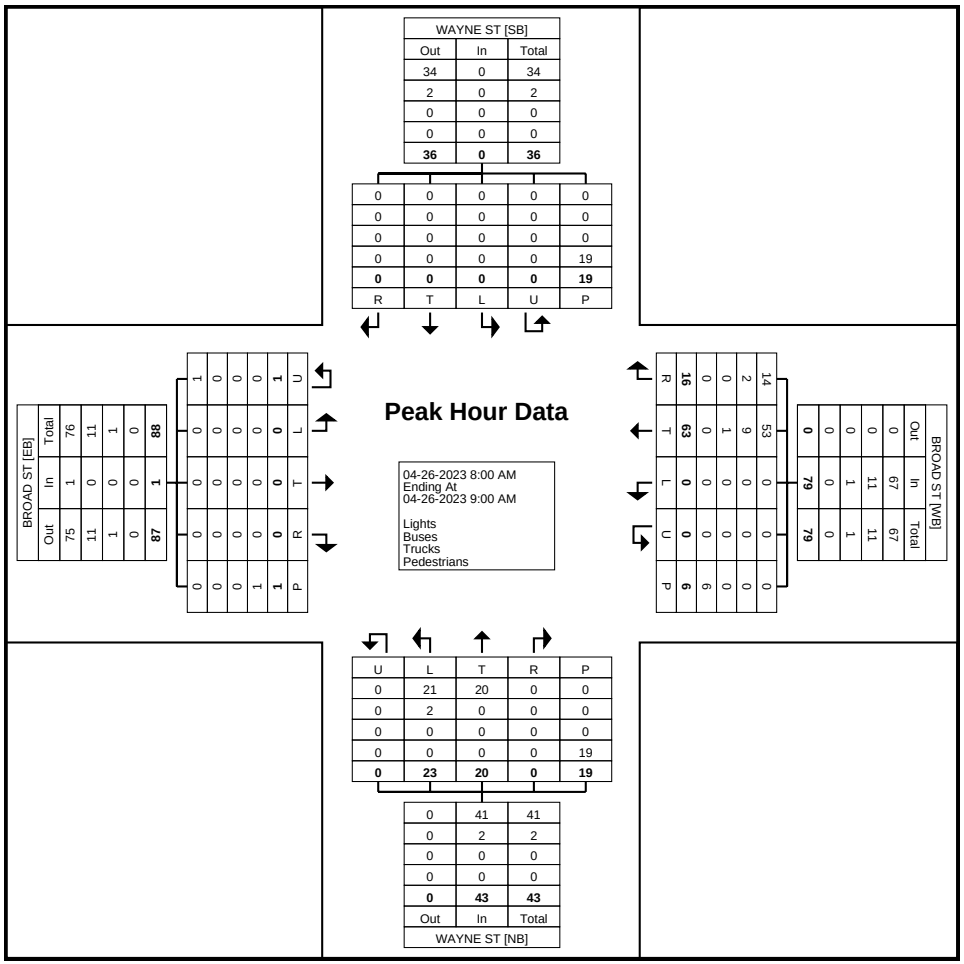
Count Name: 22-BROAD ST AT WAYNE ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	WAYNE ST Southbound						BROAD ST Westbound						WAYNE ST Northbound						BROAD ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	0	0	0	0	4	0	0	19	5	0	1	24	6	3	0	0	1	9	0	0	0	0	1	0	33
8:15 AM	0	0	0	0	2	0	0	12	5	0	2	17	3	8	0	0	10	11	0	0	0	0	0	0	28
8:30 AM	0	0	0	0	4	0	0	16	3	0	2	19	7	5	0	0	6	12	0	0	0	0	0	0	31
8:45 AM	0	0	0	0	9	0	0	16	3	0	1	19	7	4	0	0	2	11	0	0	0	1	0	1	31
Total	0	0	0	0	19	0	0	63	16	0	6	79	23	20	0	0	19	43	0	0	0	1	1	1	123
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	79.7	20.3	0.0	-	-	53.5	46.5	0.0	0.0	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	51.2	13.0	0.0	-	64.2	18.7	16.3	0.0	0.0	-	35.0	0.0	0.0	0.0	0.8	-	0.8	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.829	0.800	0.000	-	0.823	0.821	0.625	0.000	0.000	-	0.896	0.000	0.000	0.000	0.250	-	0.250	0.932
Lights	0	0	0	0	-	0	0	53	14	0	-	67	21	20	0	0	-	41	0	0	0	1	-	1	109
% Lights	-	-	-	-	-	-	-	84.1	87.5	-	-	84.8	91.3	100.0	-	-	-	95.3	-	-	-	100.0	-	100.0	88.6
Buses	0	0	0	0	-	0	0	9	2	0	-	11	2	0	0	0	-	2	0	0	0	0	-	0	13
% Buses	-	-	-	-	-	-	-	14.3	12.5	-	-	13.9	8.7	0.0	-	-	-	4.7	-	-	-	0.0	-	0.0	10.6
Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Trucks	-	-	-	-	-	-	-	1.6	0.0	-	-	1.3	0.0	0.0	-	-	-	0.0	-	-	-	0.0	-	0.0	0.8
Pedestrians	-	-	-	-	19	-	-	-	-	-	6	-	-	-	-	-	19	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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Count Name: 22-BROAD ST AT WAYNE ST-WED
Site Code:
Start Date: 04-26-2023

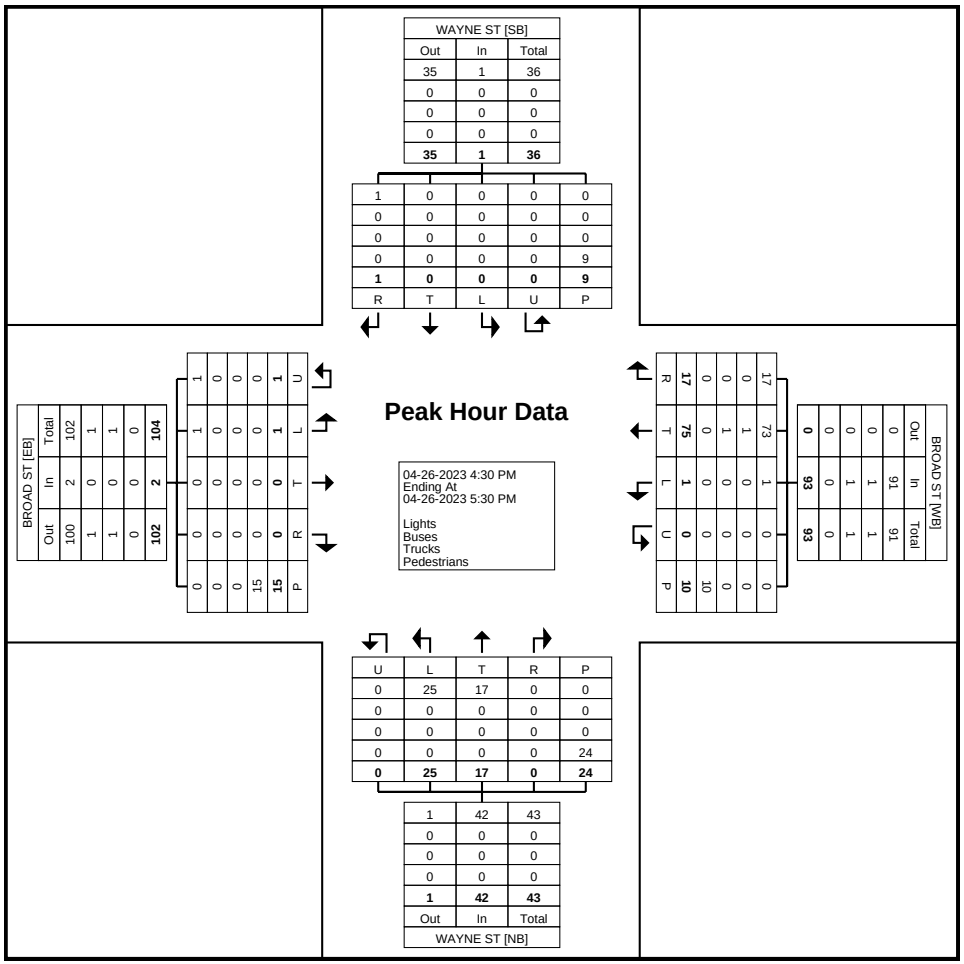
Turning Movement Peak Hour Data (4:30 PM)

Start Time	WAYNE ST Southbound						BROAD ST Westbound						WAYNE ST Northbound						BROAD ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	0	0	1	0	2	1	0	20	5	0	3	25	8	3	0	0	8	11	1	0	0	0	2	1	38
4:45 PM	0	0	0	0	3	0	0	18	2	0	1	20	3	5	0	0	5	8	0	0	0	1	8	1	29
5:00 PM	0	0	0	0	3	0	1	20	7	0	2	28	5	6	0	0	6	11	0	0	0	0	1	0	39
5:15 PM	0	0	0	0	1	0	0	17	3	0	4	20	9	3	0	0	5	12	0	0	0	0	4	0	32
Total	0	0	1	0	9	1	1	75	17	0	10	93	25	17	0	0	24	42	1	0	0	1	15	2	138
Approach %	0.0	0.0	100.0	0.0	-	-	1.1	80.6	18.3	0.0	-	-	59.5	40.5	0.0	0.0	-	-	50.0	0.0	0.0	50.0	-	-	-
Total %	0.0	0.0	0.7	0.0	-	0.7	0.7	54.3	12.3	0.0	-	67.4	18.1	12.3	0.0	0.0	-	30.4	0.7	0.0	0.0	0.7	-	1.4	-
PHF	0.000	0.000	0.250	0.000	-	0.250	0.250	0.938	0.607	0.000	-	0.830	0.694	0.708	0.000	0.000	-	0.875	0.250	0.000	0.000	0.250	-	0.500	0.885
Lights	0	0	1	0	-	1	1	73	17	0	-	91	25	17	0	0	-	42	1	0	0	1	-	2	136
% Lights	-	-	100.0	-	-	100.0	100.0	97.3	100.0	-	-	97.8	100.0	100.0	-	-	-	100.0	100.0	-	-	100.0	-	100.0	98.6
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	-	0.0	-	-	0.0	0.0	1.3	0.0	-	-	1.1	0.0	0.0	-	-	-	0.0	0.0	-	-	0.0	-	0.0	0.7
Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Trucks	-	-	0.0	-	-	0.0	0.0	1.3	0.0	-	-	1.1	0.0	0.0	-	-	-	0.0	0.0	-	-	0.0	-	0.0	0.7
Pedestrians	-	-	-	-	9	-	-	-	-	-	10	-	-	-	-	-	24	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 22-BROAD ST AT WAYNE ST-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Peak Hour Data Plot (4:30 PM)

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Count Name: 22-BROAD ST AT WAYNE ST-SAT
Site Code:
Start Date: 04-29-2023

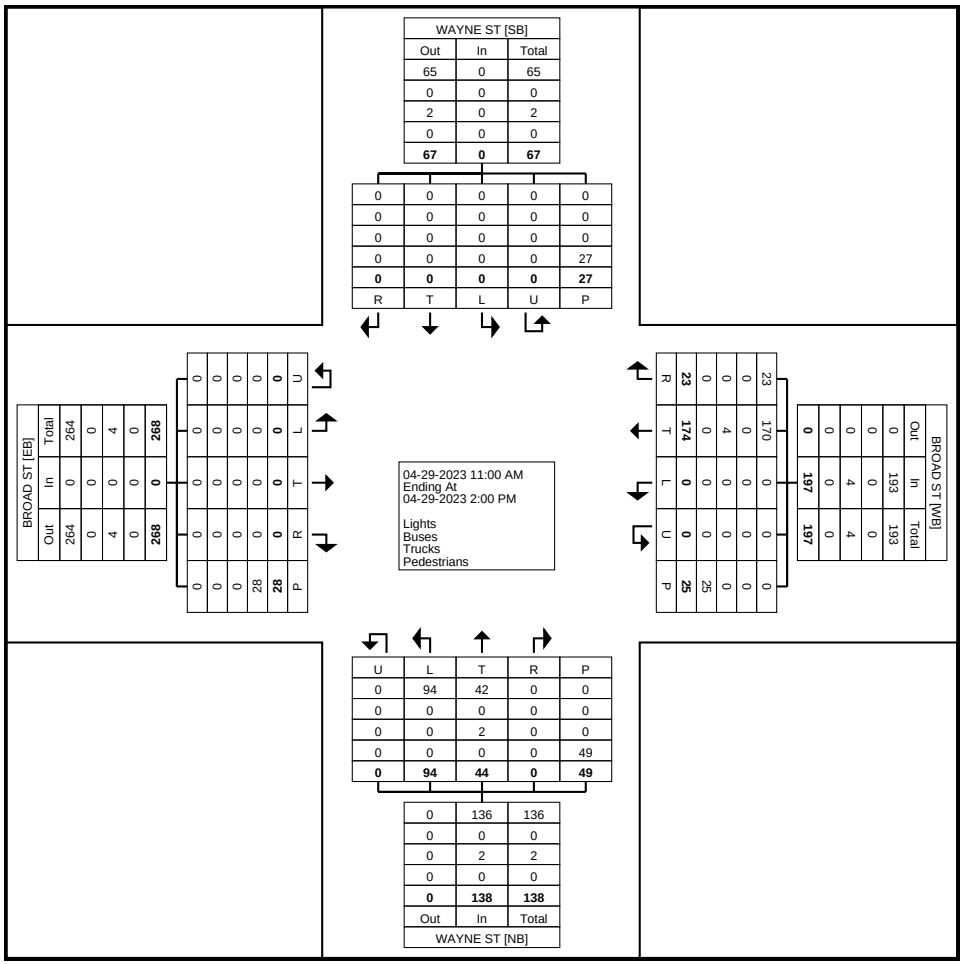
Turning Movement Data

Start Time	WAYNE ST Southbound						BROAD ST Westbound						WAYNE ST Northbound						BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	0	0	0	2	0	0	18	3	0	0	21	9	5	0	0	3	14	0	0	0	0	1	0	35
11:15 AM	0	0	0	0	0	0	0	12	5	0	0	17	4	1	0	0	4	5	0	0	0	0	3	0	22
11:30 AM	0	0	0	0	1	0	0	15	2	0	0	17	3	7	0	0	2	10	0	0	0	0	4	0	27
11:45 AM	0	0	0	0	4	0	0	13	1	0	4	14	10	3	0	0	6	13	0	0	0	0	2	0	27
Hourly Total	0	0	0	0	7	0	0	58	11	0	4	69	26	16	0	0	15	42	0	0	0	0	10	0	111
12:00 PM	0	0	0	0	1	0	0	15	4	0	5	19	11	7	0	0	7	18	0	0	0	0	2	0	37
12:15 PM	0	0	0	0	3	0	0	18	1	0	0	19	8	5	0	0	1	13	0	0	0	0	3	0	32
12:30 PM	0	0	0	0	3	0	0	12	2	0	2	14	7	2	0	0	3	9	0	0	0	0	3	0	23
12:45 PM	0	0	0	0	4	0	0	6	2	0	5	8	7	3	0	0	7	10	0	0	0	0	2	0	18
Hourly Total	0	0	0	0	11	0	0	51	9	0	12	60	33	17	0	0	18	50	0	0	0	0	10	0	110
1:00 PM	0	0	0	0	3	0	0	21	3	0	2	24	9	3	0	0	6	12	0	0	0	0	2	0	36
1:15 PM	0	0	0	0	0	0	0	9	0	0	1	9	10	3	0	0	2	13	0	0	0	0	2	0	22
1:30 PM	0	0	0	0	3	0	0	19	0	0	2	19	10	1	0	0	5	11	0	0	0	0	2	0	30
1:45 PM	0	0	0	0	3	0	0	16	0	0	4	16	6	4	0	0	3	10	0	0	0	0	2	0	26
Hourly Total	0	0	0	0	9	0	0	65	3	0	9	68	35	11	0	0	16	46	0	0	0	0	8	0	114
Grand Total	0	0	0	0	27	0	0	174	23	0	25	197	94	44	0	0	49	138	0	0	0	0	28	0	335
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	88.3	11.7	0.0	-	-	68.1	31.9	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	51.9	6.9	0.0	-	58.8	28.1	13.1	0.0	0.0	-	41.2	0.0	0.0	0.0	0.0	-	0.0	-
Lights	0	0	0	0	-	0	0	170	23	0	-	193	94	42	0	0	-	136	0	0	0	0	-	0	329
% Lights	-	-	-	-	-	-	-	97.7	100.0	-	-	98.0	100.0	95.5	-	-	-	98.6	-	-	-	-	-	-	98.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0
Trucks	0	0	0	0	-	0	0	4	0	0	-	4	0	2	0	0	-	2	0	0	0	0	-	0	6
% Trucks	-	-	-	-	-	-	-	2.3	0.0	-	-	2.0	0.0	4.5	-	-	-	1.4	-	-	-	-	-	-	1.8
Pedestrians	-	-	-	-	27	-	-	-	-	-	25	-	-	-	-	-	49	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Site Code:
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Turning Movement Data Plot

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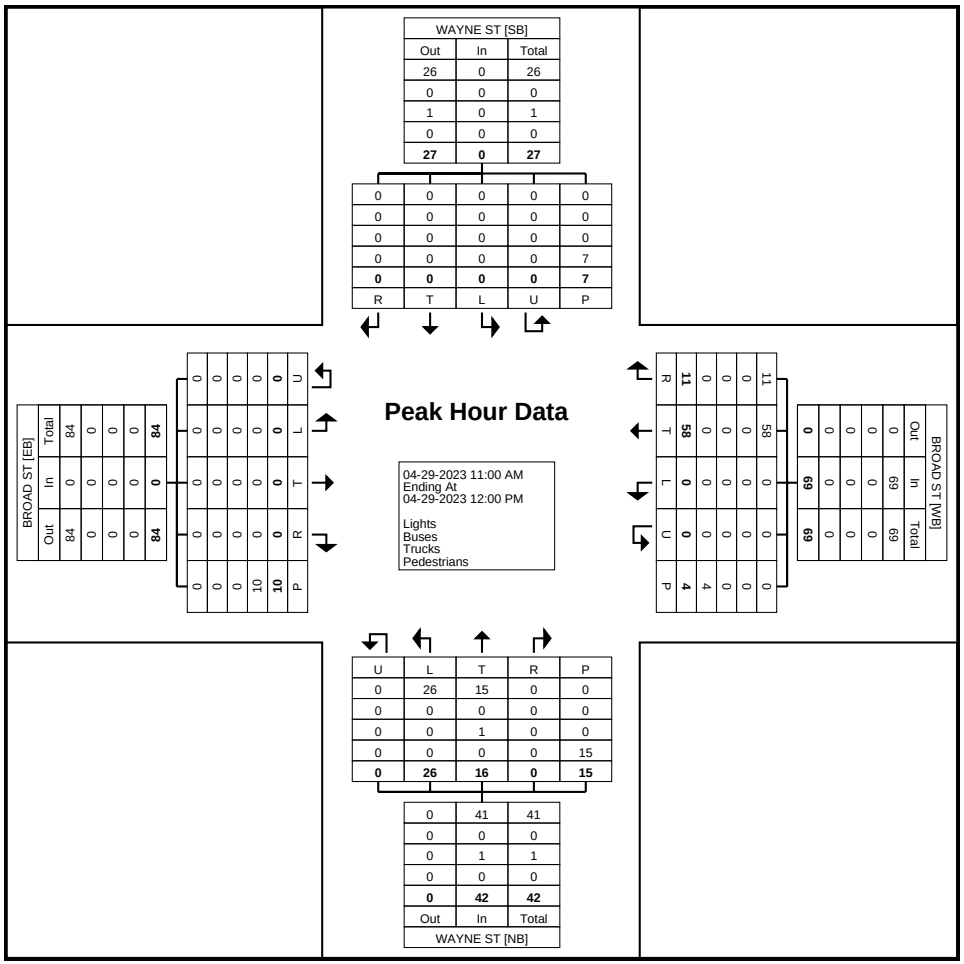
Turning Movement Peak Hour Data (11:00 AM)

Start Time	WAYNE ST Southbound						BROAD ST Westbound						WAYNE ST Northbound						BROAD ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	2	0	0	18	3	0	0	21	9	5	0	0	3	14	0	0	0	0	1	0	35
11:15 AM	0	0	0	0	0	0	0	12	5	0	0	17	4	1	0	0	4	5	0	0	0	0	3	0	22
11:30 AM	0	0	0	0	1	0	0	15	2	0	0	17	3	7	0	0	2	10	0	0	0	0	4	0	27
11:45 AM	0	0	0	0	4	0	0	13	1	0	4	14	10	3	0	0	6	13	0	0	0	0	2	0	27
Total	0	0	0	0	7	0	0	58	11	0	4	69	26	16	0	0	15	42	0	0	0	0	10	0	111
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	84.1	15.9	0.0	-	-	61.9	38.1	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	52.3	9.9	0.0	-	62.2	23.4	14.4	0.0	0.0	-	37.8	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.806	0.550	0.000	-	0.821	0.650	0.571	0.000	0.000	-	0.750	0.000	0.000	0.000	0.000	-	0.000	0.793
Lights	0	0	0	0	-	0	0	58	11	0	-	69	26	15	0	0	-	41	0	0	0	0	-	0	110
% Lights	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0	93.8	-	-	-	97.6	-	-	-	-	-	-	99.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Trucks	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	6.3	-	-	-	2.4	-	-	-	-	-	-	0.9
Pedestrians	-	-	-	-	7	-	-	-	-	-	4	-	-	-	-	-	15	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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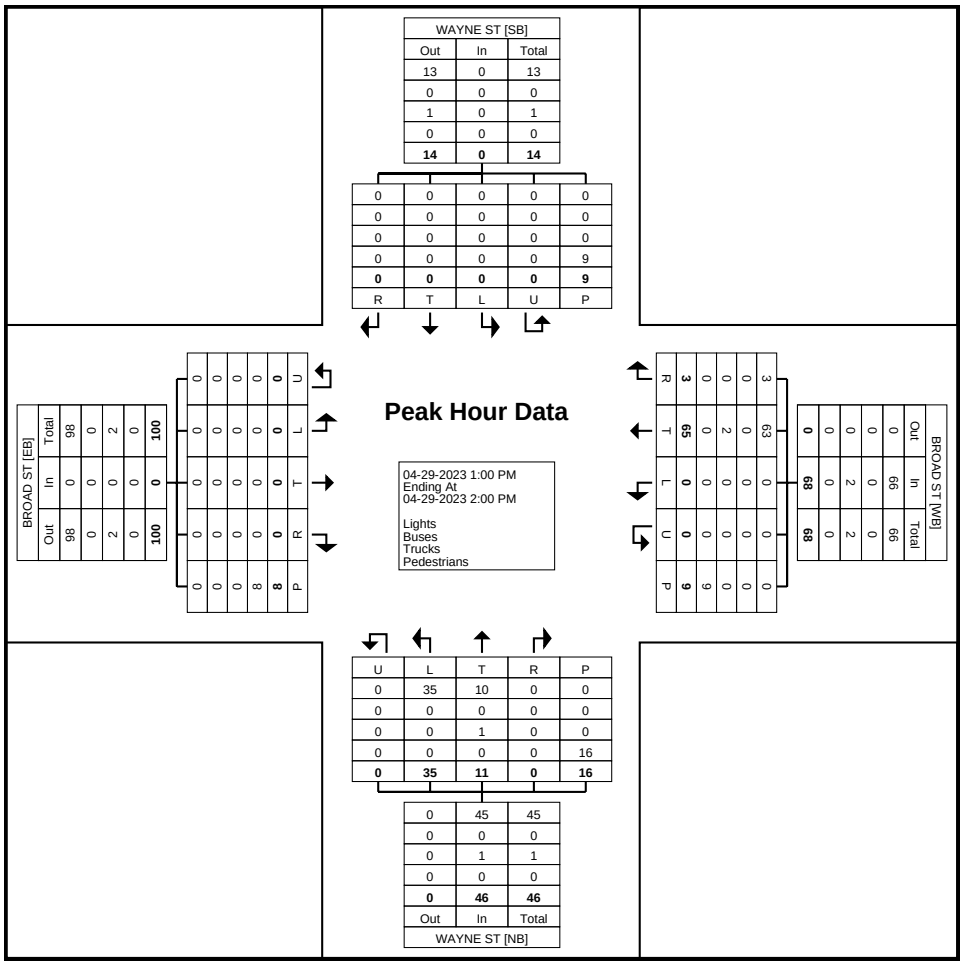
Count Name: 22-BROAD ST AT WAYNE ST-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (1:00 PM)

Start Time	WAYNE ST Southbound						BROAD ST Westbound						WAYNE ST Northbound						BROAD ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
1:00 PM	0	0	0	0	3	0	0	21	3	0	2	24	9	3	0	0	6	12	0	0	0	0	2	0	36
1:15 PM	0	0	0	0	0	0	0	9	0	0	1	9	10	3	0	0	2	13	0	0	0	0	2	0	22
1:30 PM	0	0	0	0	3	0	0	19	0	0	2	19	10	1	0	0	5	11	0	0	0	0	2	0	30
1:45 PM	0	0	0	0	3	0	0	16	0	0	4	16	6	4	0	0	3	10	0	0	0	0	2	0	26
Total	0	0	0	0	9	0	0	65	3	0	9	68	35	11	0	0	16	46	0	0	0	0	8	0	114
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	95.6	4.4	0.0	-	-	76.1	23.9	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	57.0	2.6	0.0	-	59.6	30.7	9.6	0.0	0.0	-	40.4	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.774	0.250	0.000	-	0.708	0.875	0.688	0.000	0.000	-	0.885	0.000	0.000	0.000	0.000	-	0.000	0.792
Lights	0	0	0	0	-	0	0	63	3	0	-	66	35	10	0	0	-	45	0	0	0	0	-	0	111
% Lights	-	-	-	-	-	-	-	96.9	100.0	-	-	97.1	100.0	90.9	-	-	-	97.8	-	-	-	-	-	-	97.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0
Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	3
% Trucks	-	-	-	-	-	-	-	3.1	0.0	-	-	2.9	0.0	9.1	-	-	-	2.2	-	-	-	-	-	-	2.6
Pedestrians	-	-	-	-	9	-	-	-	-	-	9	-	-	-	-	-	16	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Turning Movement Peak Hour Data Plot (1:00 PM)

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Count Name: 23-BROAD ST AT ROCKLAND ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

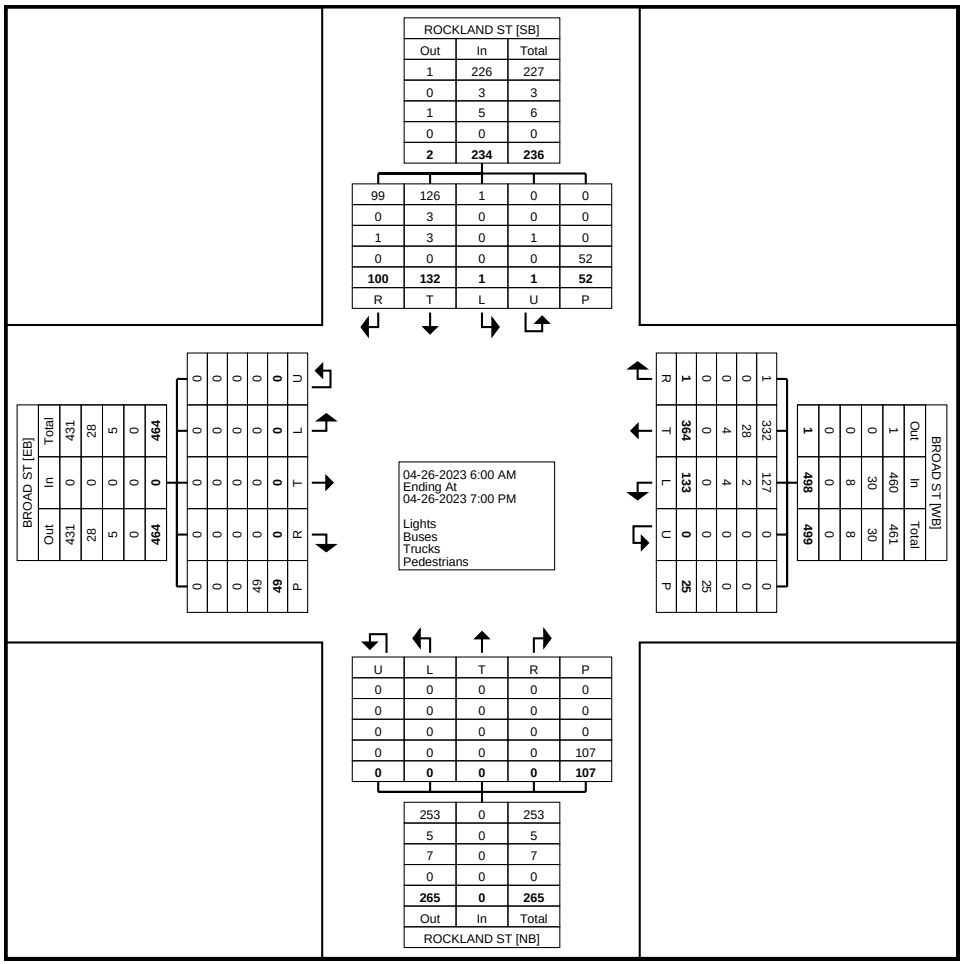
Start Time	ROCKLAND ST Southbound						BROAD ST Westbound						ROCKLAND ST Northbound						BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	2	2	0	0	4	3	7	0	0	0	10	0	0	0	0	2	0	0	0	0	0	4	0	14
6:15 AM	0	6	1	0	0	7	4	11	0	0	0	15	0	0	0	0	4	0	0	0	0	0	3	0	22
6:30 AM	0	2	3	0	3	5	8	18	0	0	2	26	0	0	0	0	2	0	0	0	0	0	2	0	31
6:45 AM	0	4	3	0	2	7	6	15	0	0	1	21	0	0	0	0	4	0	0	0	0	0	2	0	28
Hourly Total	0	14	9	0	5	23	21	51	0	0	3	72	0	0	0	0	12	0	0	0	0	0	11	0	95
7:00 AM	0	6	2	0	0	8	4	10	0	0	3	14	0	0	0	0	7	0	0	0	0	0	0	0	22
7:15 AM	0	7	2	0	1	9	6	13	0	0	2	19	0	0	0	0	0	0	0	0	0	0	1	0	28
7:30 AM	0	3	4	0	0	7	4	10	0	0	0	14	0	0	0	0	1	0	0	0	0	0	0	0	21
7:45 AM	0	4	2	0	0	6	4	11	0	0	1	15	0	0	0	0	4	0	0	0	0	0	0	0	21
Hourly Total	0	20	10	0	1	30	18	44	0	0	6	62	0	0	0	0	12	0	0	0	0	0	1	0	92
8:00 AM	0	9	6	0	0	15	5	14	0	0	1	19	0	0	0	0	1	0	0	0	0	0	1	0	34
8:15 AM	0	6	2	0	0	8	8	13	0	0	1	21	0	0	0	0	1	0	0	0	0	0	11	0	29
8:30 AM	0	5	6	1	3	12	2	14	0	0	1	16	0	0	0	0	6	0	0	0	0	0	0	0	28
8:45 AM	0	4	3	0	4	7	5	15	0	0	4	20	0	0	0	0	4	0	0	0	0	0	3	0	27
Hourly Total	0	24	17	1	7	42	20	56	0	0	7	76	0	0	0	0	12	0	0	0	0	0	15	0	118
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	7	6	0	5	13	6	17	0	0	3	23	0	0	0	0	5	0	0	0	0	0	3	0	36
4:15 PM	0	8	4	0	3	12	9	16	0	0	2	25	0	0	0	0	6	0	0	0	0	0	1	0	37
4:30 PM	1	3	5	0	0	9	5	23	1	0	0	29	0	0	0	0	9	0	0	0	0	0	0	0	38
4:45 PM	0	7	4	0	5	11	6	19	0	0	0	25	0	0	0	0	17	0	0	0	0	0	4	0	36
Hourly Total	1	25	19	0	13	45	26	75	1	0	5	102	0	0	0	0	37	0	0	0	0	0	8	0	147
5:00 PM	0	4	3	0	5	7	5	20	0	0	0	25	0	0	0	0	3	0	0	0	0	0	1	0	32
5:15 PM	0	5	8	0	5	13	8	16	0	0	0	24	0	0	0	0	6	0	0	0	0	0	3	0	37
5:30 PM	0	6	9	0	5	15	5	19	0	0	2	24	0	0	0	0	3	0	0	0	0	0	3	0	39
5:45 PM	0	7	4	0	5	11	5	15	0	0	1	20	0	0	0	0	10	0	0	0	0	0	5	0	31
Hourly Total	0	22	24	0	20	46	23	70	0	0	3	93	0	0	0	0	22	0	0	0	0	0	12	0	139
6:00 PM	0	5	9	0	2	14	3	16	0	0	1	19	0	0	0	0	6	0	0	0	0	0	1	0	33
6:15 PM	0	4	3	0	1	7	6	16	0	0	0	22	0	0	0	0	4	0	0	0	0	0	0	0	29
6:30 PM	0	4	4	0	2	8	10	18	0	0	0	28	0	0	0	0	2	0	0	0	0	0	0	0	36
6:45 PM	0	14	5	0	1	19	6	18	0	0	0	24	0	0	0	0	0	0	0	0	0	0	1	0	43
Hourly Total	0	27	21	0	6	48	25	68	0	0	1	93	0	0	0	0	12	0	0	0	0	0	2	0	141
Grand Total	1	132	100	1	52	234	133	364	1	0	25	498	0	0	0	0	107	0	0	0	0	0	49	0	732
Approach %	0.4	56.4	42.7	0.4	-	-	26.7	73.1	0.2	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.1	18.0	13.7	0.1	-	32.0	18.2	49.7	0.1	0.0	-	68.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-
Lights	1	126	99	0	-	226	127	332	1	0	-	460	0	0	0	0	-	0	0	0	0	0	-	0	686
% Lights	100.0	95.5	99.0	0.0	-	96.6	95.5	91.2	100.0	-	-	92.4	-	-	-	-	-	-	-	-	-	-	-	-	93.7
Buses	0	3	0	0	-	3	2	28	0	0	-	30	0	0	0	0	-	0	0	0	0	0	-	0	33
% Buses	0.0	2.3	0.0	0.0	-	1.3	1.5	7.7	0.0	-	-	6.0	-	-	-	-	-	-	-	-	-	-	-	-	4.5

Trucks	0	3	1	1	-	5	4	4	0	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	13
% Trucks	0.0	2.3	1.0	100.0	-	2.1	3.0	1.1	0.0	-	-	1.6	-	-	-	-	-	-	-	-	-	-	-	-	1.8
Pedestrians	-	-	-	-	52	-	-	-	-	-	25	-	-	-	-	-	107	-	-	-	-	-	49	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

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Count Name: 23-BROAD ST AT ROCKLAND ST-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

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Count Name: 23-BROAD ST AT ROCKLAND ST-WED
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Start Date: 04-26-2023

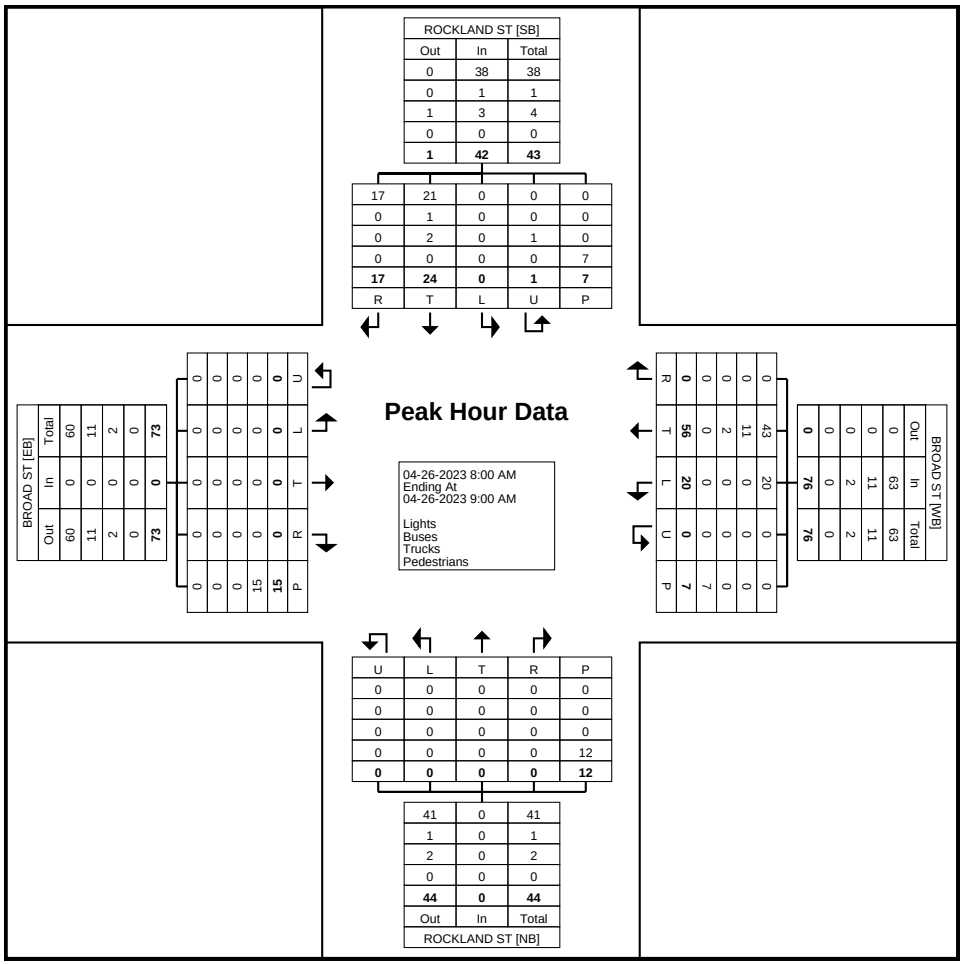
Turning Movement Peak Hour Data (8:00 AM)

Start Time	ROCKLAND ST Southbound						BROAD ST Westbound						ROCKLAND ST Northbound						BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	0	9	6	0	0	15	5	14	0	0	1	19	0	0	0	0	1	0	0	0	0	0	1	0	34
8:15 AM	0	6	2	0	0	8	8	13	0	0	1	21	0	0	0	0	1	0	0	0	0	0	11	0	29
8:30 AM	0	5	6	1	3	12	2	14	0	0	1	16	0	0	0	0	6	0	0	0	0	0	0	0	28
8:45 AM	0	4	3	0	4	7	5	15	0	0	4	20	0	0	0	0	4	0	0	0	0	0	3	0	27
Total	0	24	17	1	7	42	20	56	0	0	7	76	0	0	0	0	12	0	0	0	0	0	15	0	118
Approach %	0.0	57.1	40.5	2.4	-	-	26.3	73.7	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	20.3	14.4	0.8	-	35.6	16.9	47.5	0.0	0.0	-	64.4	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.667	0.708	0.250	-	0.700	0.625	0.933	0.000	0.000	-	0.905	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-	0.000	0.868
Lights	0	21	17	0	-	38	20	43	0	0	-	63	0	0	0	0	-	0	0	0	0	0	-	0	101
% Lights	-	87.5	100.0	0.0	-	90.5	100.0	76.8	-	-	-	82.9	-	-	-	-	-	-	-	-	-	-	-	-	85.6
Buses	0	1	0	0	-	1	0	11	0	0	-	11	0	0	0	0	-	0	0	0	0	0	-	0	12
% Buses	-	4.2	0.0	0.0	-	2.4	0.0	19.6	-	-	-	14.5	-	-	-	-	-	-	-	-	-	-	-	-	10.2
Trucks	0	2	0	1	-	3	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Trucks	-	8.3	0.0	100.0	-	7.1	0.0	3.6	-	-	-	2.6	-	-	-	-	-	-	-	-	-	-	-	-	4.2
Pedestrians	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 23-BROAD ST AT ROCKLAND ST-WED
Site Code:
Start Date: 04-26-2023



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

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Count Name: 23-BROAD ST AT ROCKLAND ST-WED
Site Code:
Start Date: 04-26-2023

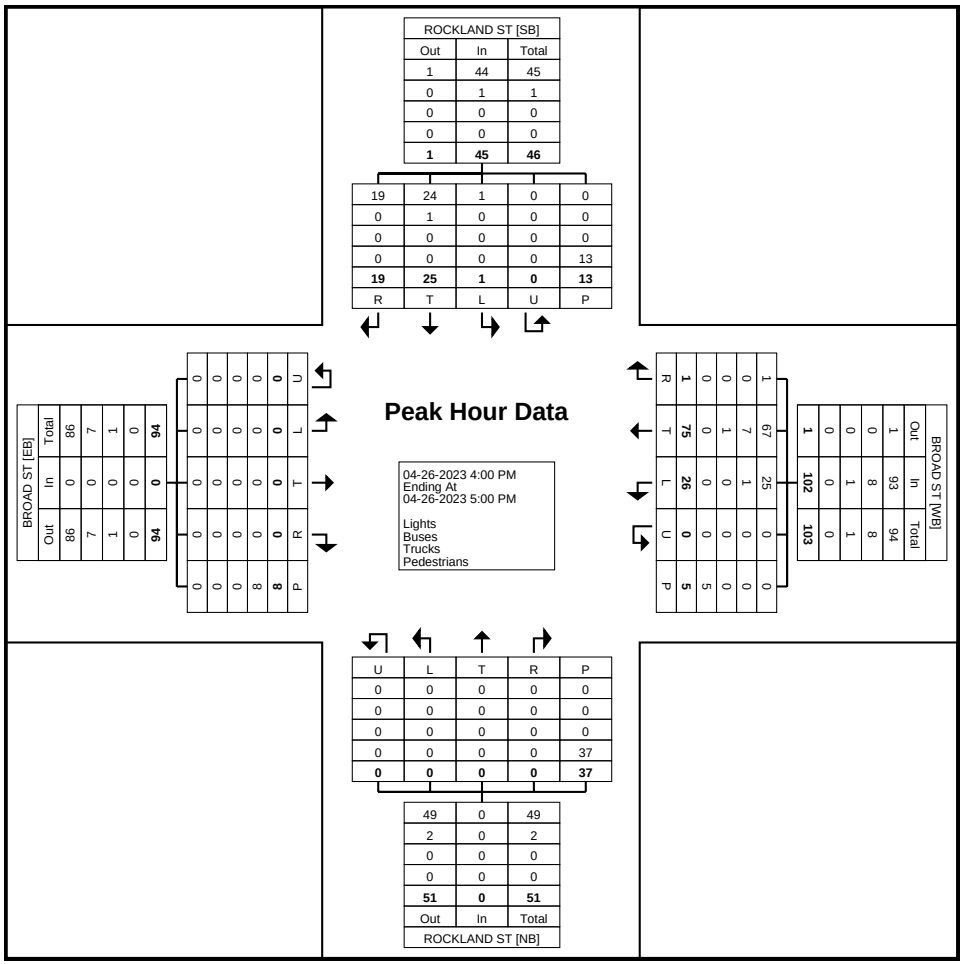
Turning Movement Peak Hour Data (4:00 PM)

Start Time	ROCKLAND ST Southbound						BROAD ST Westbound						ROCKLAND ST Northbound						BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:00 PM	0	7	6	0	5	13	6	17	0	0	3	23	0	0	0	0	5	0	0	0	0	0	3	0	36
4:15 PM	0	8	4	0	3	12	9	16	0	0	2	25	0	0	0	0	6	0	0	0	0	0	1	0	37
4:30 PM	1	3	5	0	0	9	5	23	1	0	0	29	0	0	0	0	9	0	0	0	0	0	0	0	38
4:45 PM	0	7	4	0	5	11	6	19	0	0	0	25	0	0	0	0	17	0	0	0	0	0	4	0	36
Total	1	25	19	0	13	45	26	75	1	0	5	102	0	0	0	0	37	0	0	0	0	0	8	0	147
Approach %	2.2	55.6	42.2	0.0	-	-	25.5	73.5	1.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.7	17.0	12.9	0.0	-	30.6	17.7	51.0	0.7	0.0	-	69.4	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.250	0.781	0.792	0.000	-	0.865	0.722	0.815	0.250	0.000	-	0.879	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-	0.000	0.967
Lights	1	24	19	0	-	44	25	67	1	0	-	93	0	0	0	0	-	0	0	0	0	0	-	0	137
% Lights	100.0	96.0	100.0	-	-	97.8	96.2	89.3	100.0	-	-	91.2	-	-	-	-	-	-	-	-	-	-	-	-	93.2
Buses	0	1	0	0	-	1	1	7	0	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	9
% Buses	0.0	4.0	0.0	-	-	2.2	3.8	9.3	0.0	-	-	7.8	-	-	-	-	-	-	-	-	-	-	-	-	6.1
Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.3	0.0	-	-	1.0	-	-	-	-	-	-	-	-	-	-	-	-	0.7
Pedestrians	-	-	-	-	13	-	-	-	-	-	5	-	-	-	-	-	37	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 23-BROAD ST AT ROCKLAND ST-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Peak Hour Data Plot (4:00 PM)

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 23-BROAD ST AT ROCKLAND ST-SAT
Site Code:
Start Date: 04-29-2023

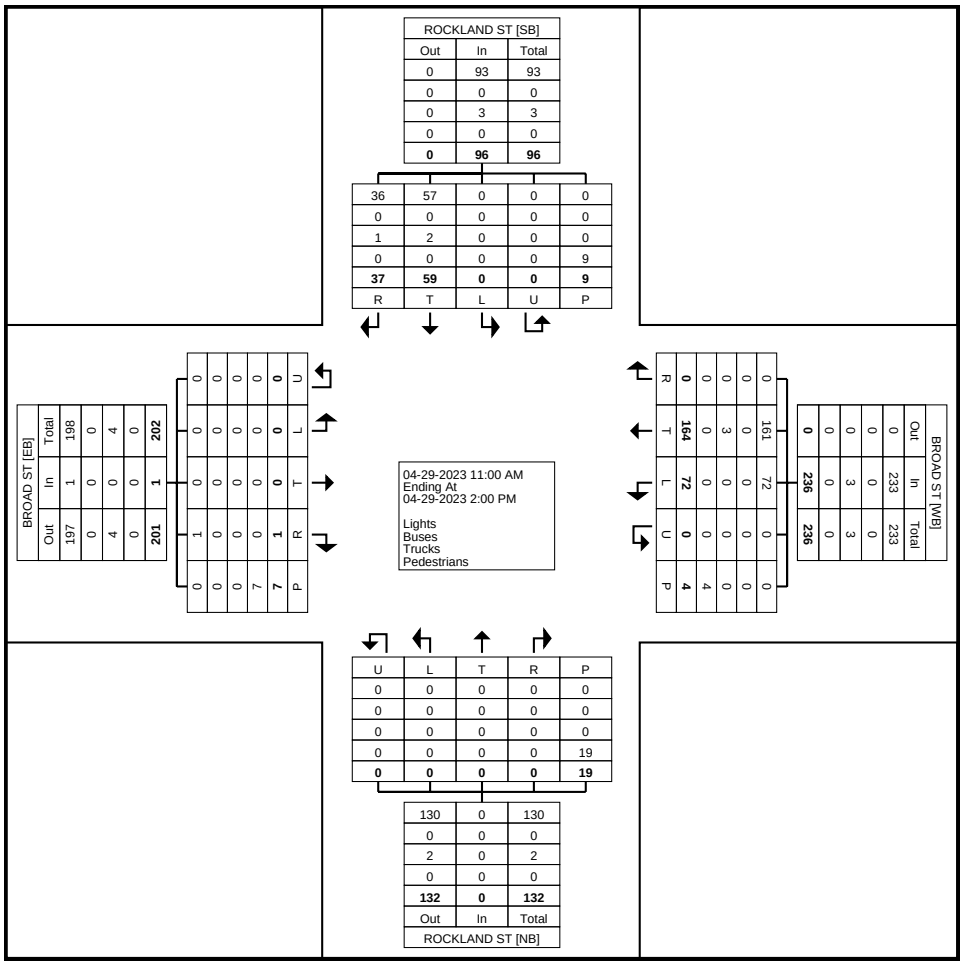
Turning Movement Data

Start Time	ROCKLAND ST Southbound						BROAD ST Westbound						ROCKLAND ST Northbound						BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	2	2	0	0	4	8	17	0	0	0	25	0	0	0	0	1	0	0	0	0	0	0	0	29
11:15 AM	0	5	0	0	0	5	5	17	0	0	0	22	0	0	0	0	2	0	0	0	0	0	0	0	27
11:30 AM	0	6	4	0	1	10	3	12	0	0	0	15	0	0	0	0	2	0	0	0	0	0	1	0	25
11:45 AM	0	4	4	0	0	8	5	12	0	0	1	17	0	0	0	0	3	0	0	0	0	0	0	0	25
Hourly Total	0	17	10	0	1	27	21	58	0	0	1	79	0	0	0	0	8	0	0	0	0	0	1	0	106
12:00 PM	0	7	3	0	1	10	13	16	0	0	0	29	0	0	0	0	3	0	0	0	0	0	0	0	39
12:15 PM	0	3	3	0	3	6	5	17	0	0	1	22	0	0	0	0	1	0	0	0	1	0	0	1	29
12:30 PM	0	5	1	0	1	6	4	9	0	0	0	13	0	0	0	0	2	0	0	0	0	0	1	0	19
12:45 PM	0	4	0	0	0	4	6	9	0	0	0	15	0	0	0	0	0	0	0	0	0	0	1	0	19
Hourly Total	0	19	7	0	5	26	28	51	0	0	1	79	0	0	0	0	6	0	0	0	1	0	2	1	106
1:00 PM	0	10	7	0	3	17	2	15	0	0	0	17	0	0	0	0	0	0	0	0	0	0	1	0	34
1:15 PM	0	4	4	0	0	8	8	11	0	0	0	19	0	0	0	0	2	0	0	0	0	0	1	0	27
1:30 PM	0	4	6	0	0	10	5	14	0	0	1	19	0	0	0	0	3	0	0	0	0	0	1	0	29
1:45 PM	0	5	3	0	0	8	8	15	0	0	1	23	0	0	0	0	0	0	0	0	0	0	1	0	31
Hourly Total	0	23	20	0	3	43	23	55	0	0	2	78	0	0	0	0	5	0	0	0	0	0	4	0	121
Grand Total	0	59	37	0	9	96	72	164	0	0	4	236	0	0	0	0	19	0	0	0	1	0	7	1	333
Approach %	0.0	61.5	38.5	0.0	-	-	30.5	69.5	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	17.7	11.1	0.0	-	28.8	21.6	49.2	0.0	0.0	-	70.9	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.3	-
Lights	0	57	36	0	-	93	72	161	0	0	-	233	0	0	0	0	-	0	0	0	1	0	-	1	327
% Lights	-	96.6	97.3	-	-	96.9	100.0	98.2	-	-	-	98.7	-	-	-	-	-	-	-	-	100.0	-	-	100.0	98.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	-	-	0.0	-	-	0.0	0.0
Trucks	0	2	1	0	-	3	0	3	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6
% Trucks	-	3.4	2.7	-	-	3.1	0.0	1.8	-	-	-	1.3	-	-	-	-	-	-	-	-	0.0	-	-	0.0	1.8
Pedestrians	-	-	-	-	9	-	-	-	-	-	4	-	-	-	-	-	19	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 23-BROAD ST AT ROCKLAND ST-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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Count Name: 23-BROAD ST AT ROCKLAND ST-SAT
Site Code:
Start Date: 04-29-2023

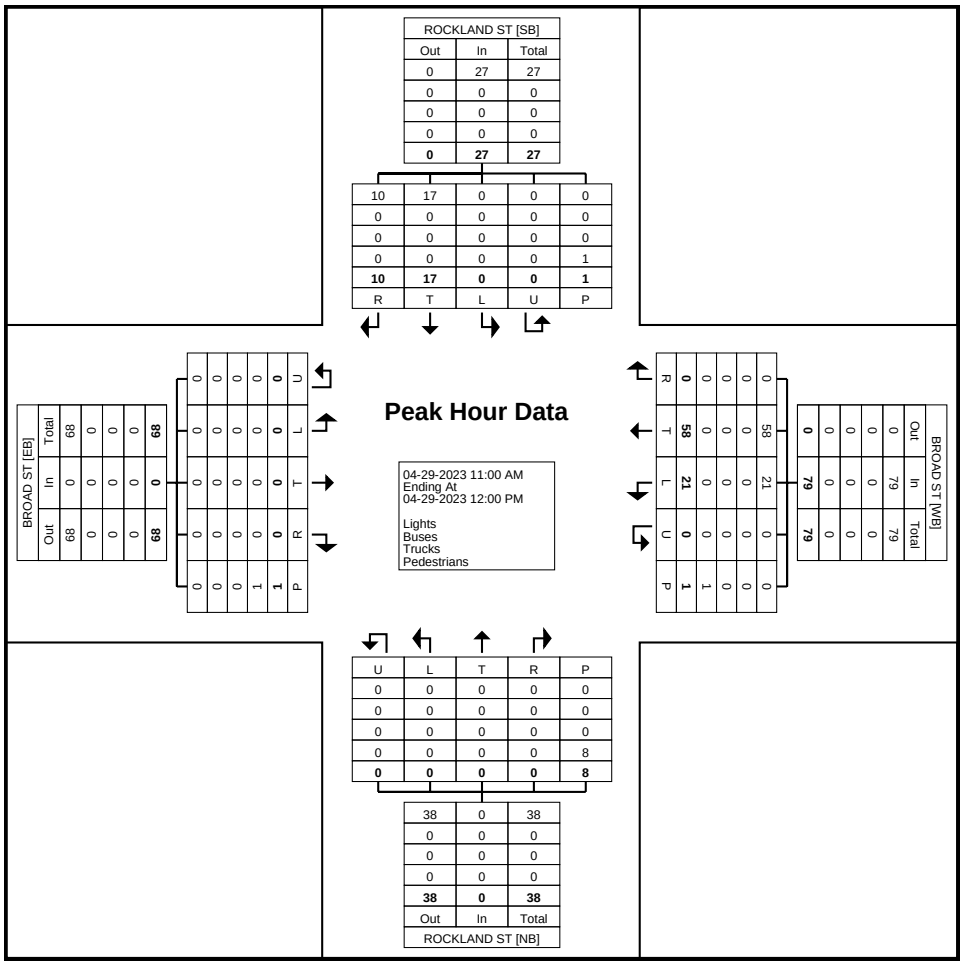
Turning Movement Peak Hour Data (11:00 AM)

Start Time	ROCKLAND ST Southbound						BROAD ST Westbound						ROCKLAND ST Northbound						BROAD ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	0	2	2	0	0	4	8	17	0	0	0	25	0	0	0	0	1	0	0	0	0	0	0	0	29
11:15 AM	0	5	0	0	0	5	5	17	0	0	0	22	0	0	0	0	2	0	0	0	0	0	0	0	27
11:30 AM	0	6	4	0	1	10	3	12	0	0	0	15	0	0	0	0	2	0	0	0	0	0	1	0	25
11:45 AM	0	4	4	0	0	8	5	12	0	0	1	17	0	0	0	0	3	0	0	0	0	0	0	0	25
Total	0	17	10	0	1	27	21	58	0	0	1	79	0	0	0	0	8	0	0	0	0	0	1	0	106
Approach %	0.0	63.0	37.0	0.0	-	-	26.6	73.4	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	16.0	9.4	0.0	-	25.5	19.8	54.7	0.0	0.0	-	74.5	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.708	0.625	0.000	-	0.675	0.656	0.853	0.000	0.000	-	0.790	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-	0.000	0.914
Lights	0	17	10	0	-	27	21	58	0	0	-	79	0	0	0	0	-	0	0	0	0	0	-	0	106
% Lights	-	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 23-BROAD ST AT ROCKLAND ST-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Peak Hour Data Plot (11:00 AM)

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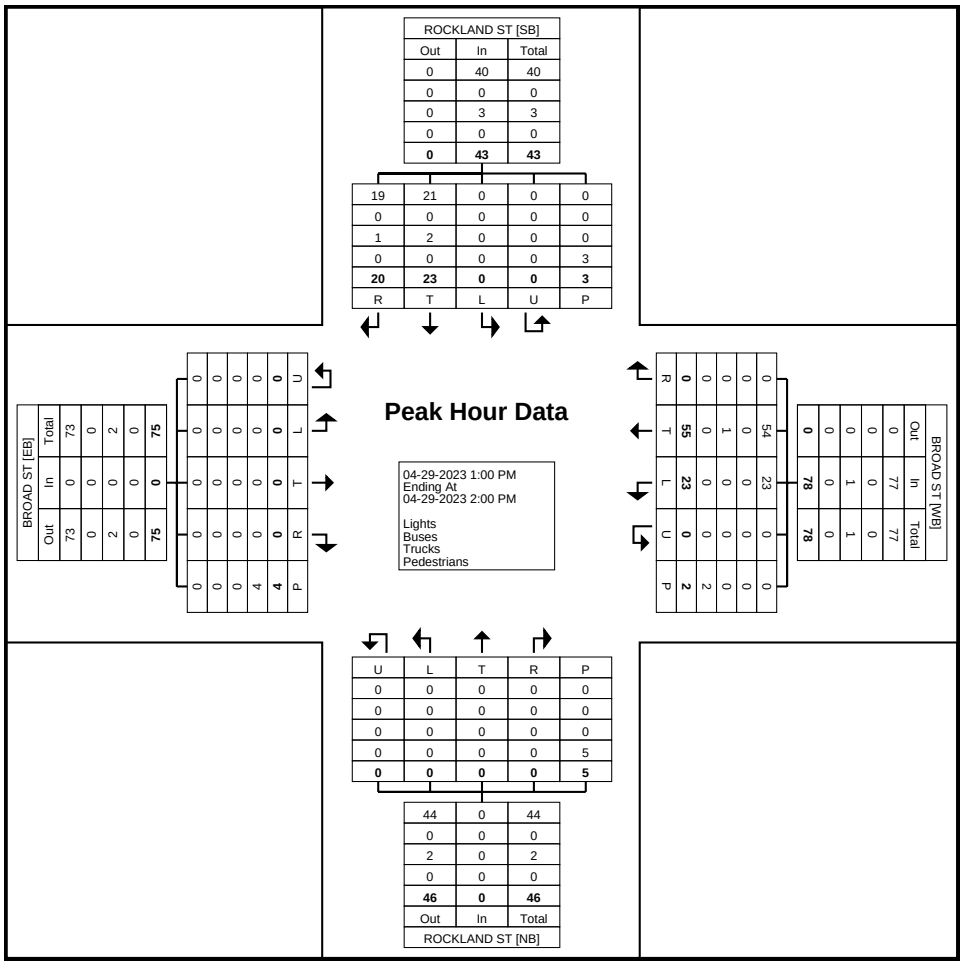
Count Name: 23-BROAD ST AT ROCKLAND ST-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (1:00 PM)

Start Time	ROCKLAND ST Southbound						BROAD ST Westbound						ROCKLAND ST Northbound						BROAD ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
1:00 PM	0	10	7	0	3	17	2	15	0	0	0	17	0	0	0	0	0	0	0	0	0	0	1	0	34
1:15 PM	0	4	4	0	0	8	8	11	0	0	0	19	0	0	0	0	2	0	0	0	0	0	1	0	27
1:30 PM	0	4	6	0	0	10	5	14	0	0	1	19	0	0	0	0	3	0	0	0	0	0	1	0	29
1:45 PM	0	5	3	0	0	8	8	15	0	0	1	23	0	0	0	0	0	0	0	0	0	0	1	0	31
Total	0	23	20	0	3	43	23	55	0	0	2	78	0	0	0	0	5	0	0	0	0	0	4	0	121
Approach %	0.0	53.5	46.5	0.0	-	-	29.5	70.5	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	19.0	16.5	0.0	-	35.5	19.0	45.5	0.0	0.0	-	64.5	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.575	0.714	0.000	-	0.632	0.719	0.917	0.000	0.000	-	0.848	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-	0.000	0.890
Lights	0	21	19	0	-	40	23	54	0	0	-	77	0	0	0	0	-	0	0	0	0	0	-	0	117
% Lights	-	91.3	95.0	-	-	93.0	100.0	98.2	-	-	-	98.7	-	-	-	-	-	-	-	-	-	-	-	-	96.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Trucks	0	2	1	0	-	3	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	4
% Trucks	-	8.7	5.0	-	-	7.0	0.0	1.8	-	-	-	1.3	-	-	-	-	-	-	-	-	-	-	-	-	3.3
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (1:00 PM)

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Count Name: 24-BROAD ST AT LIBERTY ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

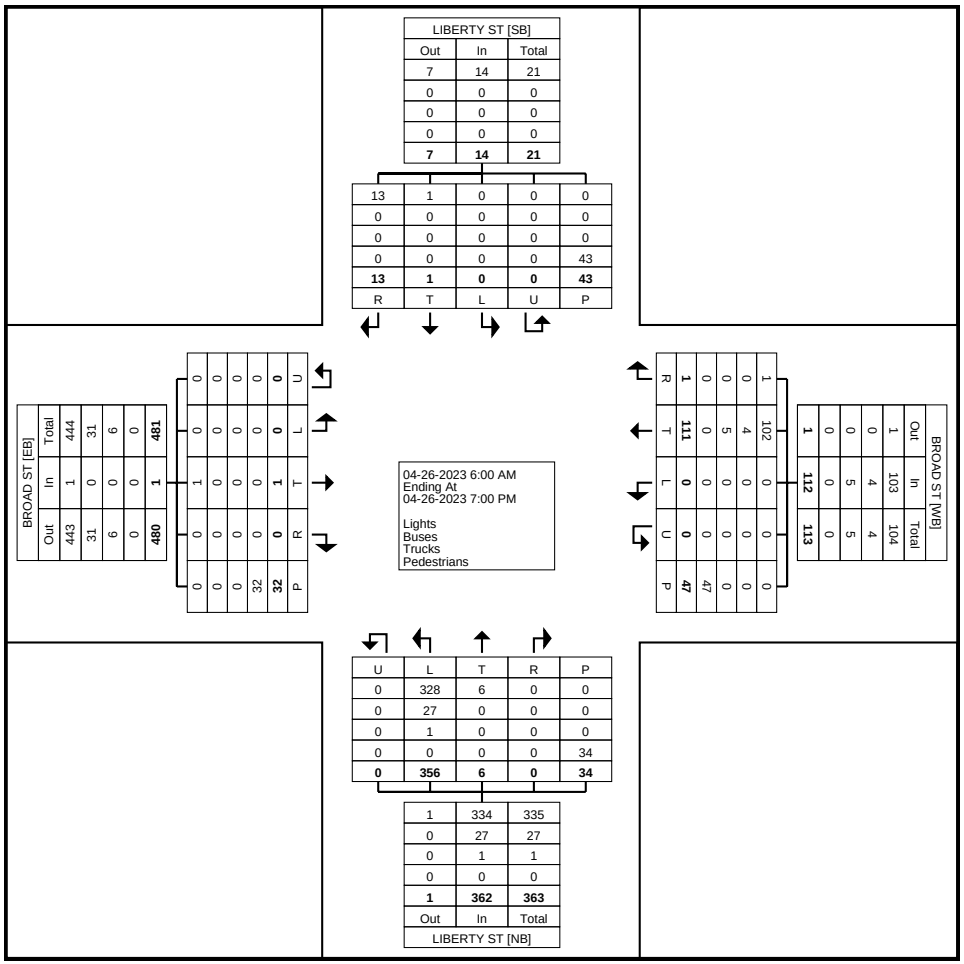
Start Time	LIBERTY ST Southbound						BROAD ST Westbound						LIBERTY ST Northbound						BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	0	1	0	0	1	0	1	0	0	0	1	6	0	0	0	1	6	0	0	0	0	1	0	8
6:15 AM	0	0	0	0	2	0	0	2	0	0	1	2	5	0	0	0	0	5	0	0	0	0	0	0	7
6:30 AM	0	0	1	0	2	1	0	3	0	0	4	3	19	0	0	0	1	19	0	0	0	0	0	0	23
6:45 AM	0	0	0	0	1	0	0	5	0	0	1	5	15	1	0	0	3	16	0	0	0	0	1	0	21
Hourly Total	0	0	2	0	5	2	0	11	0	0	6	11	45	1	0	0	5	46	0	0	0	0	2	0	59
7:00 AM	0	0	1	0	2	1	0	3	0	0	3	3	4	0	0	0	2	4	0	0	0	0	1	0	8
7:15 AM	0	0	0	0	2	0	0	4	0	0	3	4	13	0	0	0	1	13	0	0	0	0	1	0	17
7:30 AM	0	0	0	0	1	0	0	3	0	0	1	3	10	0	0	0	0	10	0	0	0	0	0	0	13
7:45 AM	0	0	0	0	0	0	0	7	0	0	0	7	4	0	0	0	0	4	0	0	0	0	0	0	11
Hourly Total	0	0	1	0	5	1	0	17	0	0	7	17	31	0	0	0	3	31	0	0	0	0	2	0	49
8:00 AM	0	0	0	0	0	0	0	4	0	0	1	4	11	0	0	0	0	11	0	0	0	0	1	0	15
8:15 AM	0	0	0	0	0	0	0	5	1	0	0	6	16	0	0	0	2	16	0	0	0	0	0	0	22
8:30 AM	0	0	0	0	0	0	0	5	0	0	5	5	11	0	0	0	1	11	0	0	0	0	1	0	16
8:45 AM	0	0	1	0	4	1	0	4	0	0	1	4	12	0	0	0	0	12	0	0	0	0	0	0	17
Hourly Total	0	0	1	0	4	1	0	18	1	0	7	19	50	0	0	0	3	50	0	0	0	0	2	0	70
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	2	0	3	2	0	7	0	0	6	7	18	1	0	0	3	19	0	0	0	0	0	0	28
4:15 PM	0	0	0	0	1	0	0	11	0	0	5	11	12	0	0	0	4	12	0	0	0	0	0	0	23
4:30 PM	0	0	0	0	0	0	0	7	0	0	0	7	22	2	0	0	1	24	0	1	0	0	1	1	32
4:45 PM	0	0	2	0	4	2	0	5	0	0	1	5	22	0	0	0	0	22	0	0	0	0	1	0	29
Hourly Total	0	0	4	0	8	4	0	30	0	0	12	30	74	3	0	0	8	77	0	1	0	0	2	1	112
5:00 PM	0	0	1	0	1	1	0	5	0	0	3	5	19	0	0	0	3	19	0	0	0	0	1	0	25
5:15 PM	0	0	3	0	5	3	0	3	0	0	0	3	19	0	0	0	4	19	0	0	0	0	4	0	25
5:30 PM	0	0	0	0	5	0	0	6	0	0	4	6	25	0	0	0	0	25	0	0	0	0	1	0	31
5:45 PM	0	0	0	0	3	0	0	4	0	0	4	4	19	0	0	0	0	19	0	0	0	0	2	0	23
Hourly Total	0	0	4	0	14	4	0	18	0	0	11	18	82	0	0	0	7	82	0	0	0	0	8	0	104
6:00 PM	0	0	0	0	0	0	0	5	0	0	1	5	14	0	0	0	0	14	0	0	0	0	3	0	19
6:15 PM	0	0	0	0	7	0	0	3	0	0	3	3	17	1	0	0	1	18	0	0	0	0	2	0	21
6:30 PM	0	0	1	0	0	1	0	4	0	0	0	4	25	0	0	0	2	25	0	0	0	0	6	0	30
6:45 PM	0	1	0	0	0	1	0	5	0	0	0	5	18	1	0	0	5	19	0	0	0	0	5	0	25
Hourly Total	0	1	1	0	7	2	0	17	0	0	4	17	74	2	0	0	8	76	0	0	0	0	16	0	95
Grand Total	0	1	13	0	43	14	0	111	1	0	47	112	356	6	0	0	34	362	0	1	0	0	32	1	489
Approach %	0.0	7.1	92.9	0.0	-	-	0.0	99.1	0.9	0.0	-	-	98.3	1.7	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.0	0.2	2.7	0.0	-	2.9	0.0	22.7	0.2	0.0	-	22.9	72.8	1.2	0.0	0.0	-	74.0	0.0	0.2	0.0	0.0	-	0.2	-
Lights	0	1	13	0	-	14	0	102	1	0	-	103	328	6	0	0	-	334	0	1	0	0	-	1	452
% Lights	-	100.0	100.0	-	-	100.0	-	91.9	100.0	-	-	92.0	92.1	100.0	-	-	-	92.3	-	100.0	-	-	-	100.0	92.4
Buses	0	0	0	0	-	0	0	4	0	0	-	4	27	0	0	0	-	27	0	0	0	0	-	0	31
% Buses	-	0.0	0.0	-	-	0.0	-	3.6	0.0	-	-	3.6	7.6	0.0	-	-	-	7.5	-	0.0	-	-	-	0.0	6.3

Trucks	0	0	0	0	-	0	0	5	0	0	-	5	1	0	0	0	-	1	0	0	0	0	-	0	6
% Trucks	-	0.0	0.0	-	-	0.0	-	4.5	0.0	-	-	4.5	0.3	0.0	-	-	-	0.3	-	0.0	-	-	-	0.0	1.2
Pedestrians	-	-	-	-	43	-	-	-	-	-	47	-	-	-	-	-	34	-	-	-	-	-	32	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 24-BROAD ST AT LIBERTY ST-WED
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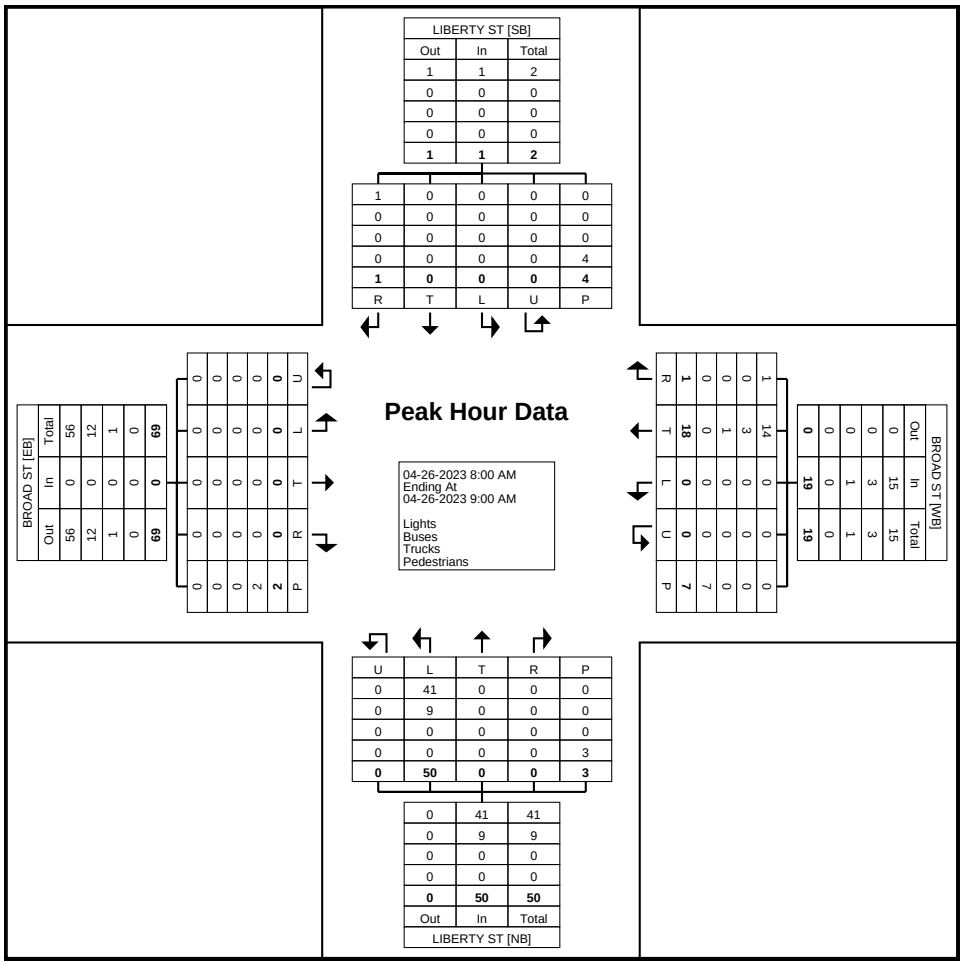
Turning Movement Peak Hour Data (8:00 AM)

Start Time	LIBERTY ST Southbound						BROAD ST Westbound						LIBERTY ST Northbound						BROAD ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	0	0	0	0	0	0	0	4	0	0	1	4	11	0	0	0	0	11	0	0	0	0	1	0	15
8:15 AM	0	0	0	0	0	0	0	5	1	0	0	6	16	0	0	0	2	16	0	0	0	0	0	0	22
8:30 AM	0	0	0	0	0	0	0	5	0	0	5	5	11	0	0	0	1	11	0	0	0	0	1	0	16
8:45 AM	0	0	1	0	4	1	0	4	0	0	1	4	12	0	0	0	0	12	0	0	0	0	0	0	17
Total	0	0	1	0	4	1	0	18	1	0	7	19	50	0	0	0	3	50	0	0	0	0	2	0	70
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	94.7	5.3	0.0	-	-	100.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	1.4	0.0	-	1.4	0.0	25.7	1.4	0.0	-	27.1	71.4	0.0	0.0	0.0	-	71.4	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.250	0.000	-	0.250	0.000	0.900	0.250	0.000	-	0.792	0.781	0.000	0.000	0.000	-	0.781	0.000	0.000	0.000	0.000	-	0.000	0.795
Lights	0	0	1	0	-	1	0	14	1	0	-	15	41	0	0	0	-	41	0	0	0	0	-	0	57
% Lights	-	-	100.0	-	-	100.0	-	77.8	100.0	-	-	78.9	82.0	-	-	-	-	82.0	-	-	-	-	-	-	81.4
Buses	0	0	0	0	-	0	0	3	0	0	-	3	9	0	0	0	-	9	0	0	0	0	-	0	12
% Buses	-	-	0.0	-	-	0.0	-	16.7	0.0	-	-	15.8	18.0	-	-	-	-	18.0	-	-	-	-	-	-	17.1
Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Trucks	-	-	0.0	-	-	0.0	-	5.6	0.0	-	-	5.3	0.0	-	-	-	-	0.0	-	-	-	-	-	-	1.4
Pedestrians	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 24-BROAD ST AT LIBERTY ST-WED
Site Code:
Start Date: 04-26-2023



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

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

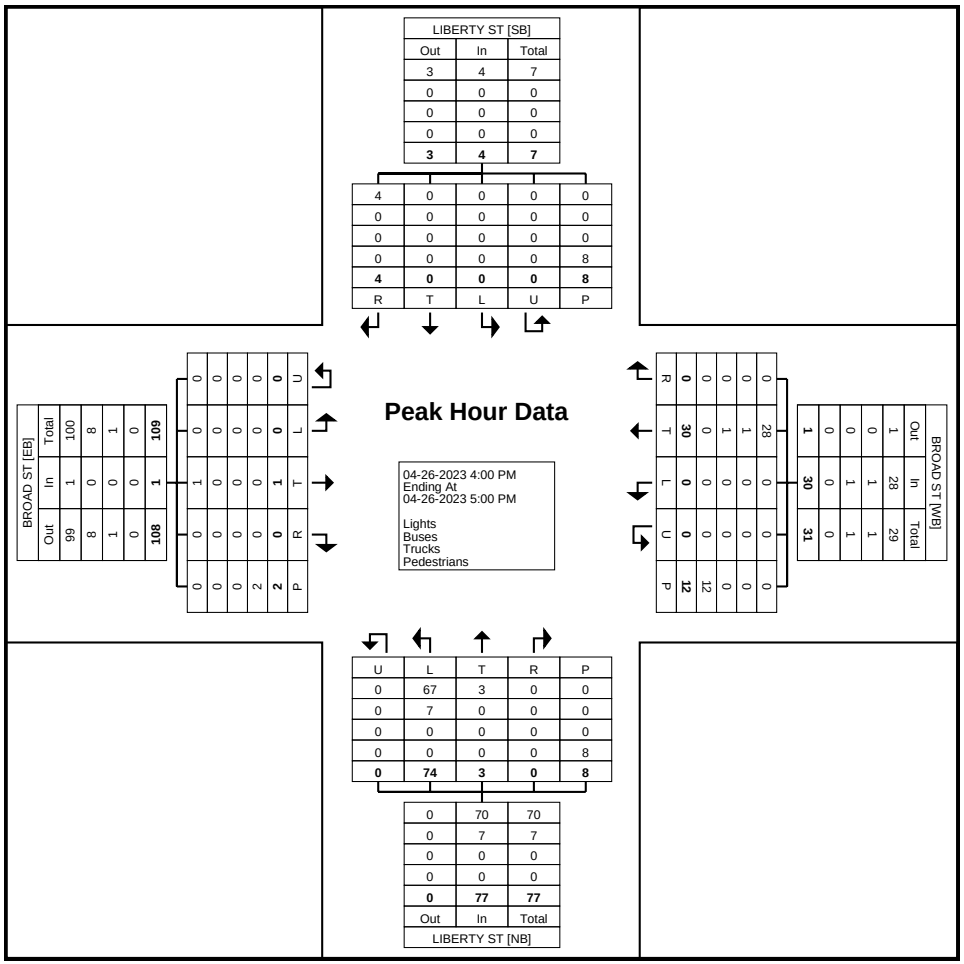
Count Name: 24-BROAD ST AT LIBERTY ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (4:00 PM)

Start Time	LIBERTY ST Southbound						BROAD ST Westbound						LIBERTY ST Northbound						BROAD ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:00 PM	0	0	2	0	3	2	0	7	0	0	6	7	18	1	0	0	3	19	0	0	0	0	0	0	28
4:15 PM	0	0	0	0	1	0	0	11	0	0	5	11	12	0	0	0	4	12	0	0	0	0	0	0	23
4:30 PM	0	0	0	0	0	0	0	7	0	0	0	7	22	2	0	0	1	24	0	1	0	0	1	1	32
4:45 PM	0	0	2	0	4	2	0	5	0	0	1	5	22	0	0	0	0	22	0	0	0	0	1	0	29
Total	0	0	4	0	8	4	0	30	0	0	12	30	74	3	0	0	8	77	0	1	0	0	2	1	112
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	96.1	3.9	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.0	0.0	3.6	0.0	-	3.6	0.0	26.8	0.0	0.0	-	26.8	66.1	2.7	0.0	0.0	-	68.8	0.0	0.9	0.0	0.0	-	0.9	-
PHF	0.000	0.000	0.500	0.000	-	0.500	0.000	0.682	0.000	0.000	-	0.682	0.841	0.375	0.000	0.000	-	0.802	0.000	0.250	0.000	0.000	-	0.250	0.875
Lights	0	0	4	0	-	4	0	28	0	0	-	28	67	3	0	0	-	70	0	1	0	0	-	1	103
% Lights	-	-	100.0	-	-	100.0	-	93.3	-	-	-	93.3	90.5	100.0	-	-	-	90.9	-	100.0	-	-	-	100.0	92.0
Buses	0	0	0	0	-	0	0	1	0	0	-	1	7	0	0	0	-	7	0	0	0	0	-	0	8
% Buses	-	-	0.0	-	-	0.0	-	3.3	-	-	-	3.3	9.5	0.0	-	-	-	9.1	-	0.0	-	-	-	0.0	7.1
Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Trucks	-	-	0.0	-	-	0.0	-	3.3	-	-	-	3.3	0.0	0.0	-	-	-	0.0	-	0.0	-	-	-	0.0	0.9
Pedestrians	-	-	-	-	8	-	-	-	-	-	12	-	-	-	-	-	8	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (4:00 PM)

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(914) 815-5379 traffic.databank@gmail.com

Count Name: 24-BROAD ST AT LIBERTY ST-SAT
Site Code:
Start Date: 04-29-2023

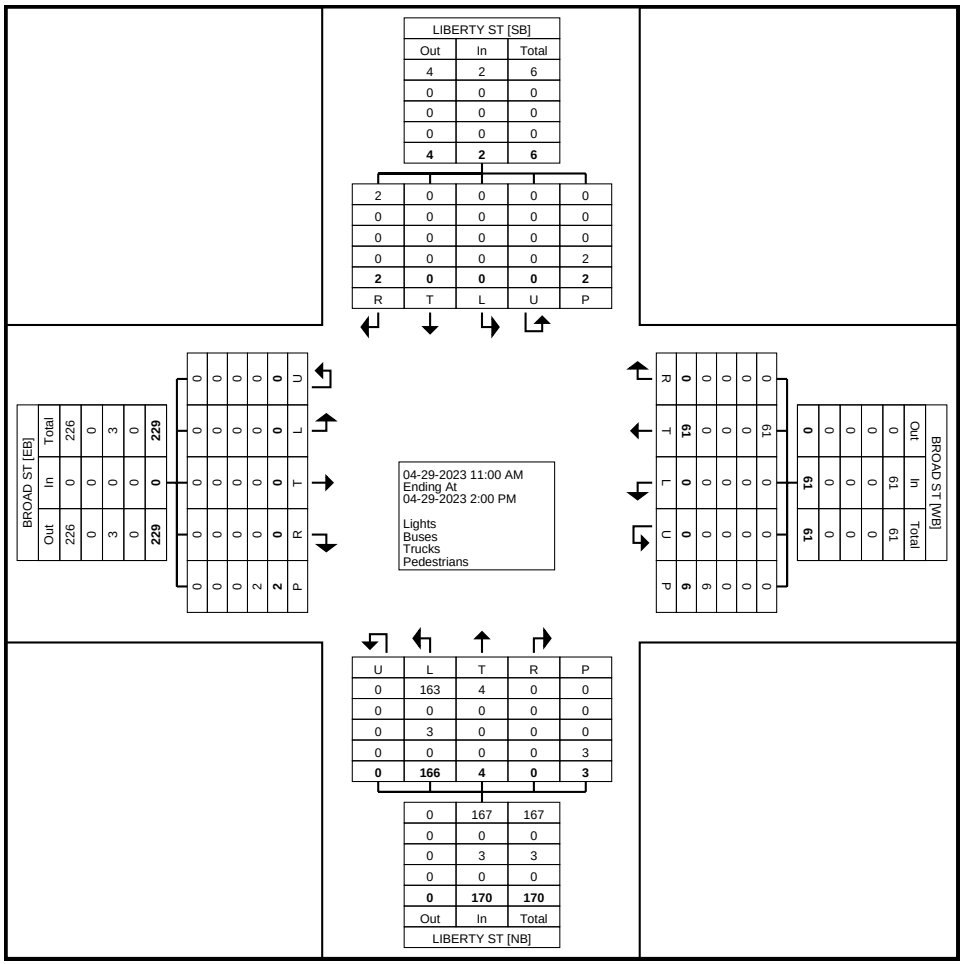
Turning Movement Data

Start Time	LIBERTY ST Southbound						BROAD ST Westbound						LIBERTY ST Northbound						BROAD ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	16	2	0	0	0	18	0	0	0	0	0	0	20
11:15 AM	0	0	1	0	0	1	0	8	0	0	0	8	19	0	0	0	0	19	0	0	0	0	0	0	28
11:30 AM	0	0	1	0	0	1	0	4	0	0	0	4	8	1	0	0	0	9	0	0	0	0	0	0	14
11:45 AM	0	0	0	0	0	0	0	4	0	0	0	4	15	1	0	0	0	16	0	0	0	0	0	0	20
Hourly Total	0	0	2	0	0	2	0	18	0	0	0	18	58	4	0	0	0	62	0	0	0	0	0	0	82
12:00 PM	0	0	0	0	1	0	0	9	0	0	2	9	19	0	0	0	0	19	0	0	0	0	0	0	28
12:15 PM	0	0	0	0	0	0	0	6	0	0	1	6	14	0	0	0	0	14	0	0	0	0	0	0	20
12:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	13	0	0	0	1	13	0	0	0	0	0	0	16
12:45 PM	0	0	0	0	0	0	0	7	0	0	0	7	7	0	0	0	0	7	0	0	0	0	0	0	14
Hourly Total	0	0	0	0	1	0	0	25	0	0	3	25	53	0	0	0	1	53	0	0	0	0	0	0	78
1:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	13	0	0	0	1	13	0	0	0	0	0	0	17
1:15 PM	0	0	0	0	0	0	0	6	0	0	0	6	15	0	0	0	0	15	0	0	0	0	2	0	21
1:30 PM	0	0	0	0	1	0	0	4	0	0	3	4	12	0	0	0	0	12	0	0	0	0	0	0	16
1:45 PM	0	0	0	0	0	0	0	4	0	0	0	4	15	0	0	0	1	15	0	0	0	0	0	0	19
Hourly Total	0	0	0	0	1	0	0	18	0	0	3	18	55	0	0	0	2	55	0	0	0	0	2	0	73
Grand Total	0	0	2	0	2	2	0	61	0	0	6	61	166	4	0	0	3	170	0	0	0	0	2	0	233
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	97.6	2.4	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.9	0.0	-	0.9	0.0	26.2	0.0	0.0	-	26.2	71.2	1.7	0.0	0.0	-	73.0	0.0	0.0	0.0	0.0	-	0.0	-
Lights	0	0	2	0	-	2	0	61	0	0	-	61	163	4	0	0	-	167	0	0	0	0	-	0	230
% Lights	-	-	100.0	-	-	100.0	-	100.0	-	-	-	100.0	98.2	100.0	-	-	-	98.2	-	-	-	-	-	-	98.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	3	0	0	0	-	3	0	0	0	0	-	0	3
% Trucks	-	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	1.8	0.0	-	-	-	1.8	-	-	-	-	-	-	1.3
Pedestrians	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Mt Vernon, New York, United States 10550
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Count Name: 24-BROAD ST AT LIBERTY ST-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

Traffic Databank LLC
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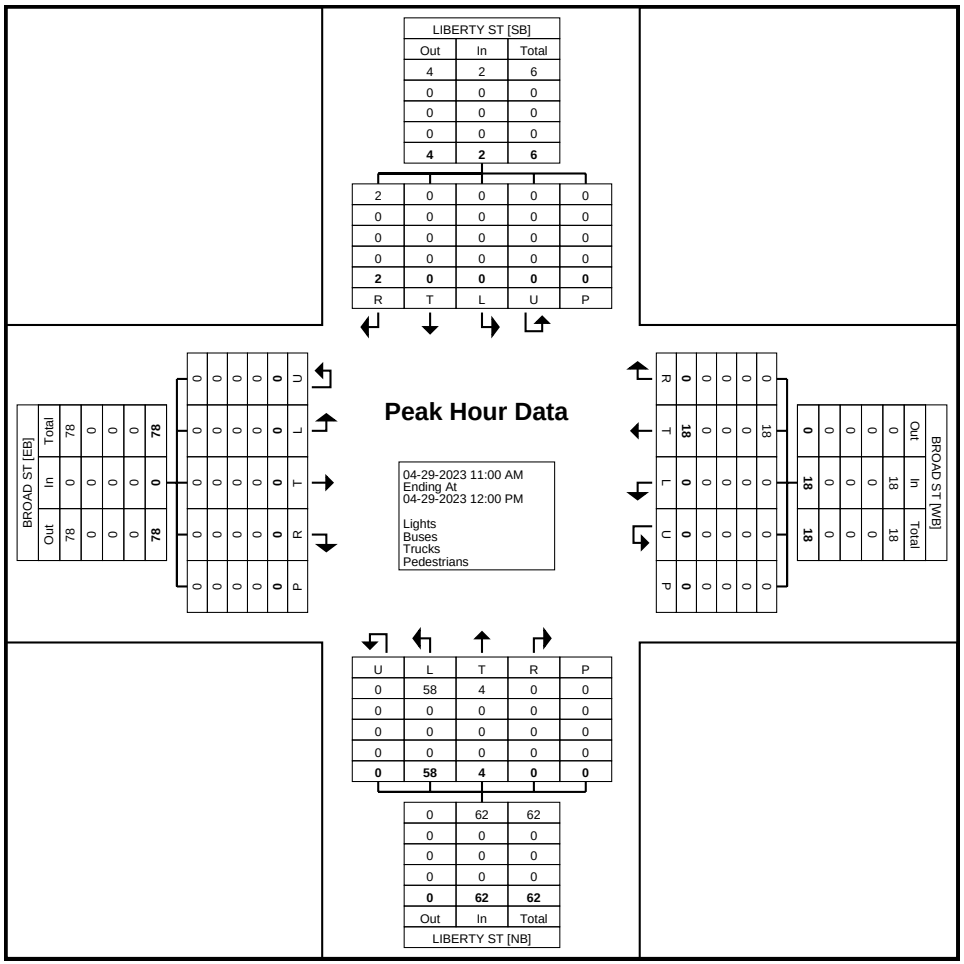
Count Name: 24-BROAD ST AT LIBERTY ST-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	LIBERTY ST Southbound						BROAD ST Westbound						LIBERTY ST Northbound						BROAD ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	16	2	0	0	0	18	0	0	0	0	0	0	20
11:15 AM	0	0	1	0	0	1	0	8	0	0	0	8	19	0	0	0	0	19	0	0	0	0	0	0	28
11:30 AM	0	0	1	0	0	1	0	4	0	0	0	4	8	1	0	0	0	9	0	0	0	0	0	0	14
11:45 AM	0	0	0	0	0	0	0	4	0	0	0	4	15	1	0	0	0	16	0	0	0	0	0	0	20
Total	0	0	2	0	0	2	0	18	0	0	0	18	58	4	0	0	0	62	0	0	0	0	0	0	82
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	93.5	6.5	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	2.4	0.0	-	2.4	0.0	22.0	0.0	0.0	-	22.0	70.7	4.9	0.0	0.0	-	75.6	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.500	0.000	-	0.500	0.000	0.563	0.000	0.000	-	0.563	0.763	0.500	0.000	0.000	-	0.816	0.000	0.000	0.000	0.000	-	0.000	0.732
Lights	0	0	2	0	-	2	0	18	0	0	-	18	58	4	0	0	-	62	0	0	0	0	-	0	82
% Lights	-	-	100.0	-	-	100.0	-	100.0	-	-	-	100.0	100.0	100.0	-	-	-	100.0	-	-	-	-	-	-	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Trucks	-	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (11:00 AM)

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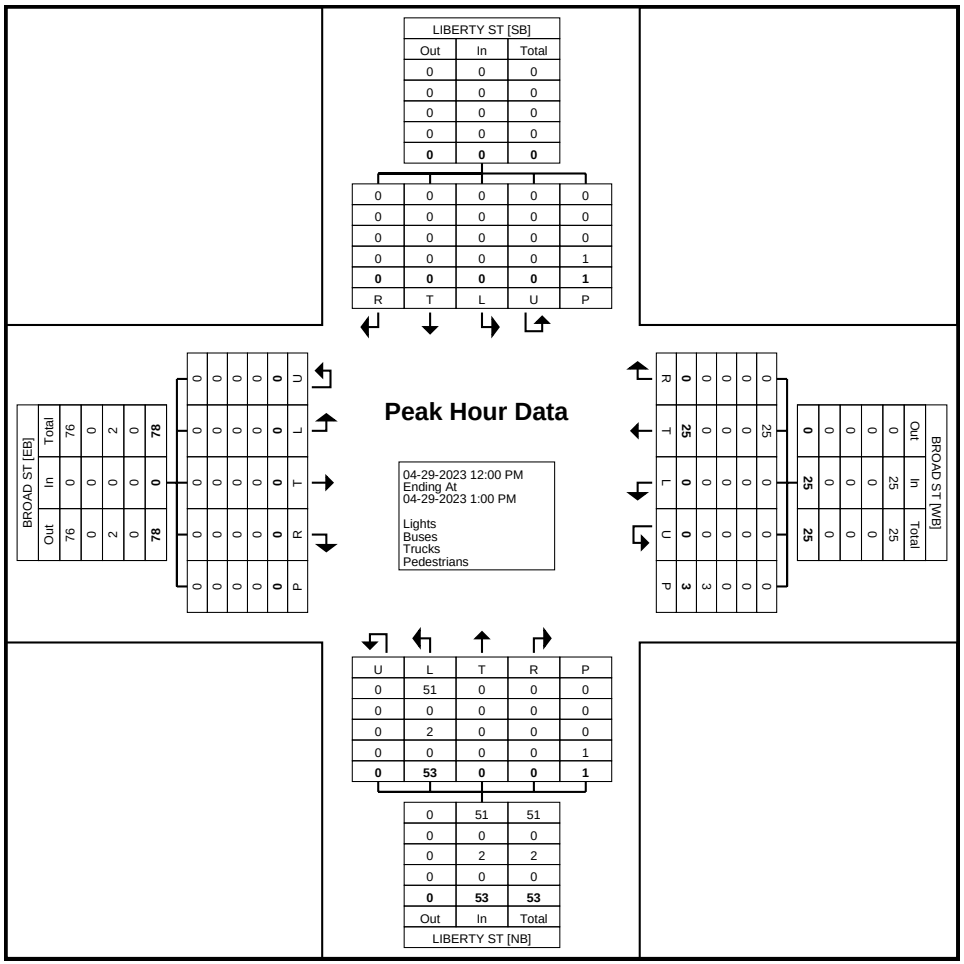
Count Name: 24-BROAD ST AT LIBERTY ST-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:00 PM)

Start Time	LIBERTY ST Southbound						BROAD ST Westbound						LIBERTY ST Northbound						BROAD ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
12:00 PM	0	0	0	0	1	0	0	9	0	0	2	9	19	0	0	0	0	19	0	0	0	0	0	0	28
12:15 PM	0	0	0	0	0	0	0	6	0	0	1	6	14	0	0	0	0	14	0	0	0	0	0	0	20
12:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	13	0	0	0	1	13	0	0	0	0	0	0	16
12:45 PM	0	0	0	0	0	0	0	7	0	0	0	7	7	0	0	0	0	7	0	0	0	0	0	0	14
Total	0	0	0	0	1	0	0	25	0	0	3	25	53	0	0	0	1	53	0	0	0	0	0	0	78
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	32.1	0.0	0.0	-	32.1	67.9	0.0	0.0	0.0	-	67.9	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.694	0.000	0.000	-	0.694	0.697	0.000	0.000	0.000	-	0.697	0.000	0.000	0.000	0.000	-	0.000	0.696
Lights	0	0	0	0	-	0	0	25	0	0	-	25	51	0	0	0	-	51	0	0	0	0	-	0	76
% Lights	-	-	-	-	-	-	-	100.0	-	-	-	100.0	96.2	-	-	-	-	96.2	-	-	-	-	-	-	97.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	0.0	-	-	-	0.0	0.0	-	-	-	-	0.0	-	-	-	-	-	-	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	0	-	2	0	0	0	0	-	0	2
% Trucks	-	-	-	-	-	-	-	0.0	-	-	-	0.0	3.8	-	-	-	-	3.8	-	-	-	-	-	-	2.6
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (12:00 PM)

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Mt Vernon, New York, United States 10550
(914) 815-5379 traffic.databank@gmail.com

Count Name: 25-MAIN ST AT WAYNE ST/4TH ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

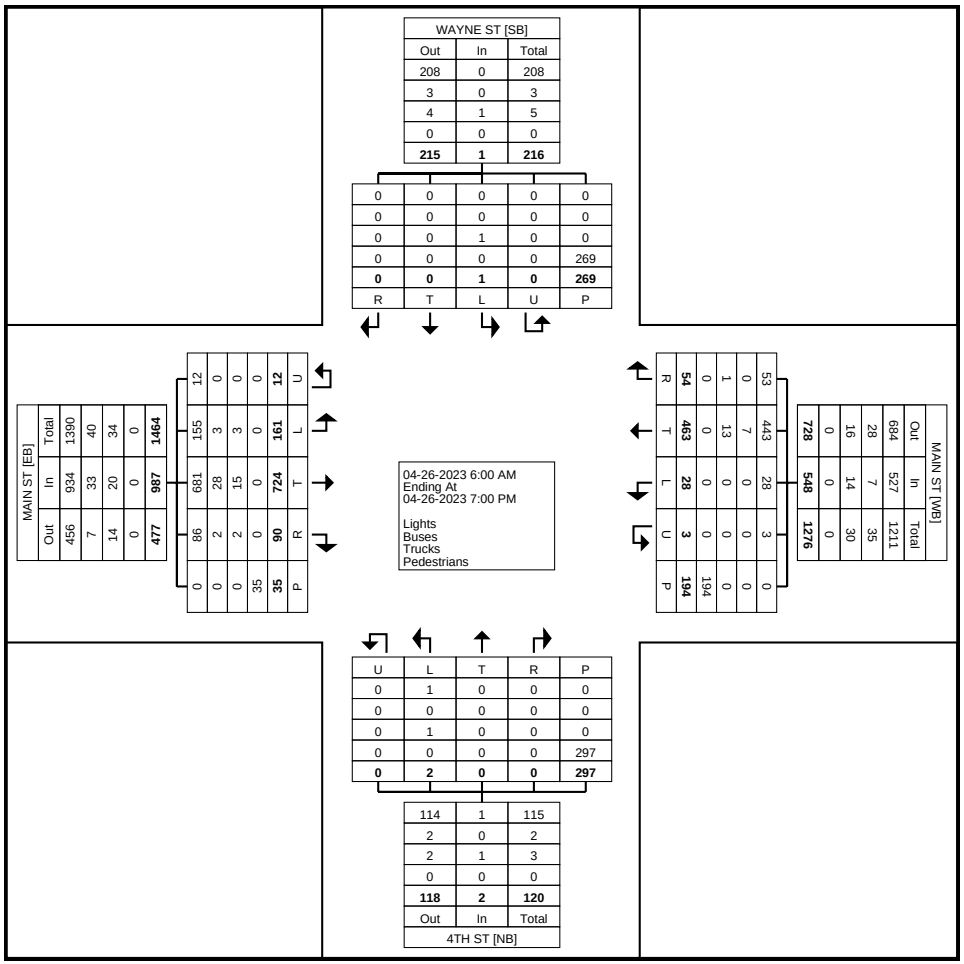
Start Time	WAYNE ST Southbound						MAIN ST Westbound						4TH ST Northbound						MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	0	2	0	0	13	0	0	11	13	0	0	0	0	7	0	3	13	3	0	0	19	32
6:15 AM	0	0	0	0	11	0	1	18	1	0	0	20	0	0	0	0	7	0	3	16	3	2	1	24	44
6:30 AM	0	0	0	0	7	0	4	20	1	0	11	25	1	0	0	0	14	1	1	16	7	0	2	24	50
6:45 AM	0	0	0	0	8	0	0	17	2	0	9	19	0	0	0	0	8	0	5	15	4	1	1	25	44
Hourly Total	0	0	0	0	28	0	5	68	4	0	31	77	1	0	0	0	36	1	12	60	17	3	4	92	170
7:00 AM	1	0	0	0	1	1	1	15	4	1	1	21	1	0	0	0	4	1	2	16	3	0	0	21	44
7:15 AM	0	0	0	0	4	0	0	20	1	0	3	21	0	0	0	0	11	0	3	20	5	0	2	28	49
7:30 AM	0	0	0	0	5	0	0	20	1	0	2	21	0	0	0	0	5	0	1	22	0	0	0	23	44
7:45 AM	0	0	0	0	4	0	2	14	2	0	4	18	0	0	0	0	6	0	9	21	1	0	1	31	49
Hourly Total	1	0	0	0	14	1	3	69	8	1	10	81	1	0	0	0	26	1	15	79	9	0	3	103	186
8:00 AM	0	0	0	0	5	0	0	20	2	1	2	23	0	0	0	0	17	0	10	23	3	1	0	37	60
8:15 AM	0	0	0	0	10	0	0	18	3	0	4	21	0	0	0	0	4	0	8	20	2	0	1	30	51
8:30 AM	0	0	0	0	7	0	2	16	2	1	1	21	0	0	0	0	6	0	9	23	1	0	2	33	54
8:45 AM	0	0	0	0	4	0	0	20	4	0	3	24	0	0	0	0	17	0	10	27	3	1	0	41	65
Hourly Total	0	0	0	0	26	0	2	74	11	2	10	89	0	0	0	0	44	0	37	93	9	2	3	141	230
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	17	0	1	23	5	0	3	29	0	0	0	0	13	0	6	35	4	1	4	46	75
4:15 PM	0	0	0	0	11	0	0	18	2	0	8	20	0	0	0	0	19	0	8	40	1	0	1	49	69
4:30 PM	0	0	0	0	25	0	0	17	2	0	3	19	0	0	0	0	15	0	6	52	4	1	1	63	82
4:45 PM	0	0	0	0	19	0	1	23	5	0	10	29	0	0	0	0	18	0	6	39	3	0	4	48	77
Hourly Total	0	0	0	0	72	0	2	81	14	0	24	97	0	0	0	0	65	0	26	166	12	2	10	206	303
5:00 PM	0	0	0	0	14	0	2	20	0	0	16	22	0	0	0	0	11	0	11	46	3	0	5	60	82
5:15 PM	0	0	0	0	19	0	2	22	1	0	20	25	0	0	0	0	23	0	10	43	12	3	2	68	93
5:30 PM	0	0	0	0	12	0	3	16	3	0	10	22	0	0	0	0	25	0	4	34	5	0	4	43	65
5:45 PM	0	0	0	0	11	0	2	27	3	0	15	32	0	0	0	0	17	0	10	25	3	0	1	38	70
Hourly Total	0	0	0	0	56	0	9	85	7	0	61	101	0	0	0	0	76	0	35	148	23	3	12	209	310
6:00 PM	0	0	0	0	19	0	1	20	5	0	16	26	0	0	0	0	12	0	12	44	6	0	0	62	88
6:15 PM	0	0	0	0	16	0	0	23	2	0	13	25	0	0	0	0	13	0	7	47	3	1	0	58	83
6:30 PM	0	0	0	0	17	0	2	24	1	0	12	27	0	0	0	0	14	0	6	54	7	1	2	68	95
6:45 PM	0	0	0	0	21	0	4	19	2	0	17	25	0	0	0	0	11	0	11	33	4	0	1	48	73
Hourly Total	0	0	0	0	73	0	7	86	10	0	58	103	0	0	0	0	50	0	36	178	20	2	3	236	339
Grand Total	1	0	0	0	269	1	28	463	54	3	194	548	2	0	0	0	297	2	161	724	90	12	35	987	1538
Approach %	100.0	0.0	0.0	0.0	-	-	5.1	84.5	9.9	0.5	-	-	100.0	0.0	0.0	0.0	-	-	16.3	73.4	9.1	1.2	-	-	-
Total %	0.1	0.0	0.0	0.0	-	0.1	1.8	30.1	3.5	0.2	-	35.6	0.1	0.0	0.0	0.0	-	0.1	10.5	47.1	5.9	0.8	-	64.2	-
Lights	0	0	0	0	-	0	28	443	53	3	-	527	1	0	0	0	-	1	155	681	86	12	-	934	1462
% Lights	0.0	-	-	-	-	0.0	100.0	95.7	98.1	100.0	-	96.2	50.0	-	-	-	-	50.0	96.3	94.1	95.6	100.0	-	94.6	95.1
Buses	0	0	0	0	-	0	0	7	0	0	-	7	0	0	0	0	-	0	3	28	2	0	-	33	40
% Buses	0.0	-	-	-	-	0.0	0.0	1.5	0.0	0.0	-	1.3	0.0	-	-	-	-	0.0	1.9	3.9	2.2	0.0	-	3.3	2.6

Trucks	1	0	0	0	-	1	0	13	1	0	-	14	1	0	0	0	-	1	3	15	2	0	-	20	36
% Trucks	100.0	-	-	-	-	100.0	0.0	2.8	1.9	0.0	-	2.6	50.0	-	-	-	-	50.0	1.9	2.1	2.2	0.0	-	2.0	2.3
Pedestrians	-	-	-	-	269	-	-	-	-	-	194	-	-	-	-	-	297	-	-	-	-	-	35	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

Mt Vernon, New York, United States 10550
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Count Name: 25-MAIN ST AT WAYNE ST/4TH ST-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

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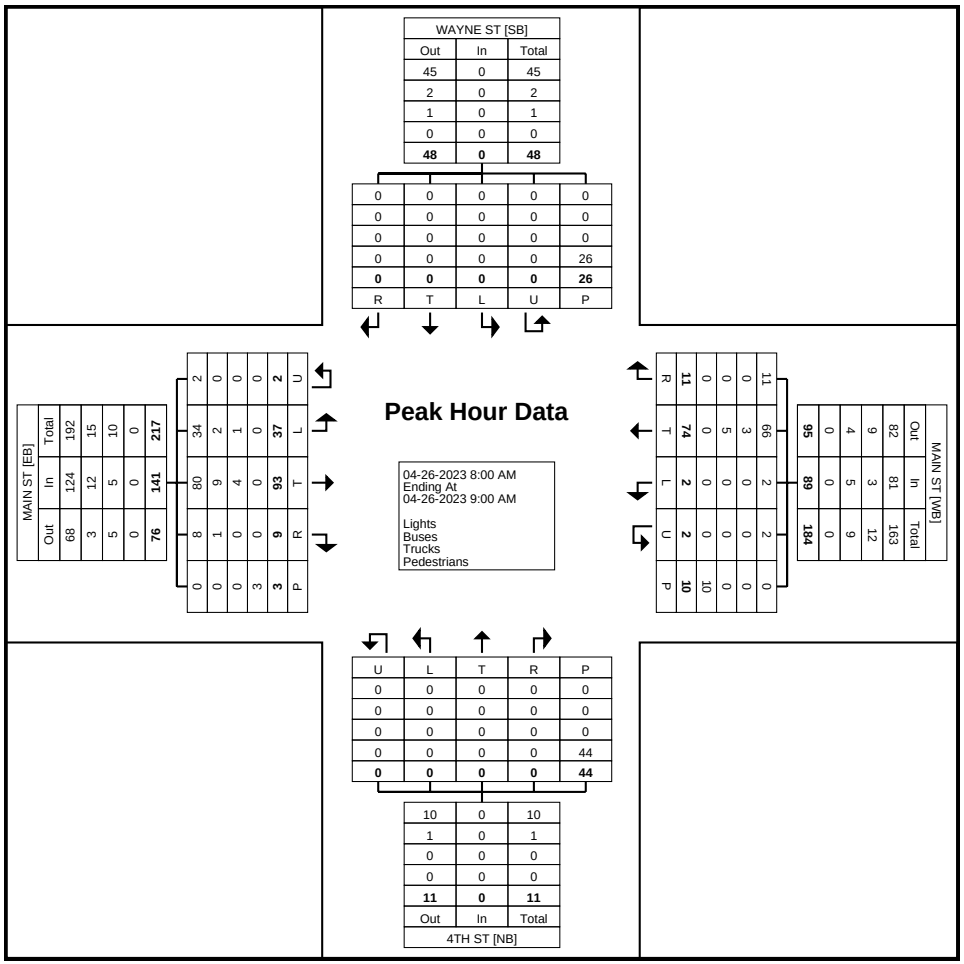
Turning Movement Peak Hour Data (8:00 AM)

Start Time	WAYNE ST Southbound						MAIN ST Westbound						4TH ST Northbound						MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	0	0	0	0	5	0	0	20	2	1	2	23	0	0	0	0	17	0	10	23	3	1	0	37	60
8:15 AM	0	0	0	0	10	0	0	18	3	0	4	21	0	0	0	0	4	0	8	20	2	0	1	30	51
8:30 AM	0	0	0	0	7	0	2	16	2	1	1	21	0	0	0	0	6	0	9	23	1	0	2	33	54
8:45 AM	0	0	0	0	4	0	0	20	4	0	3	24	0	0	0	0	17	0	10	27	3	1	0	41	65
Total	0	0	0	0	26	0	2	74	11	2	10	89	0	0	0	0	44	0	37	93	9	2	3	141	230
Approach %	0.0	0.0	0.0	0.0	-	-	2.2	83.1	12.4	2.2	-	-	0.0	0.0	0.0	0.0	-	-	26.2	66.0	6.4	1.4	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.9	32.2	4.8	0.9	-	38.7	0.0	0.0	0.0	0.0	-	0.0	16.1	40.4	3.9	0.9	-	61.3	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.250	0.925	0.688	0.500	-	0.927	0.000	0.000	0.000	0.000	-	0.000	0.925	0.861	0.750	0.500	-	0.860	0.885
Lights	0	0	0	0	-	0	2	66	11	2	-	81	0	0	0	0	-	0	34	80	8	2	-	124	205
% Lights	-	-	-	-	-	-	100.0	89.2	100.0	100.0	-	91.0	-	-	-	-	-	-	91.9	86.0	88.9	100.0	-	87.9	89.1
Buses	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	2	9	1	0	-	12	15
% Buses	-	-	-	-	-	-	0.0	4.1	0.0	0.0	-	3.4	-	-	-	-	-	-	5.4	9.7	11.1	0.0	-	8.5	6.5
Trucks	0	0	0	0	-	0	0	5	0	0	-	5	0	0	0	0	-	0	1	4	0	0	-	5	10
% Trucks	-	-	-	-	-	-	0.0	6.8	0.0	0.0	-	5.6	-	-	-	-	-	-	2.7	4.3	0.0	0.0	-	3.5	4.3
Pedestrians	-	-	-	-	26	-	-	-	-	-	10	-	-	-	-	-	44	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 25-MAIN ST AT WAYNE ST/4TH ST-WED
Site Code:
Start Date: 04-26-2023



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

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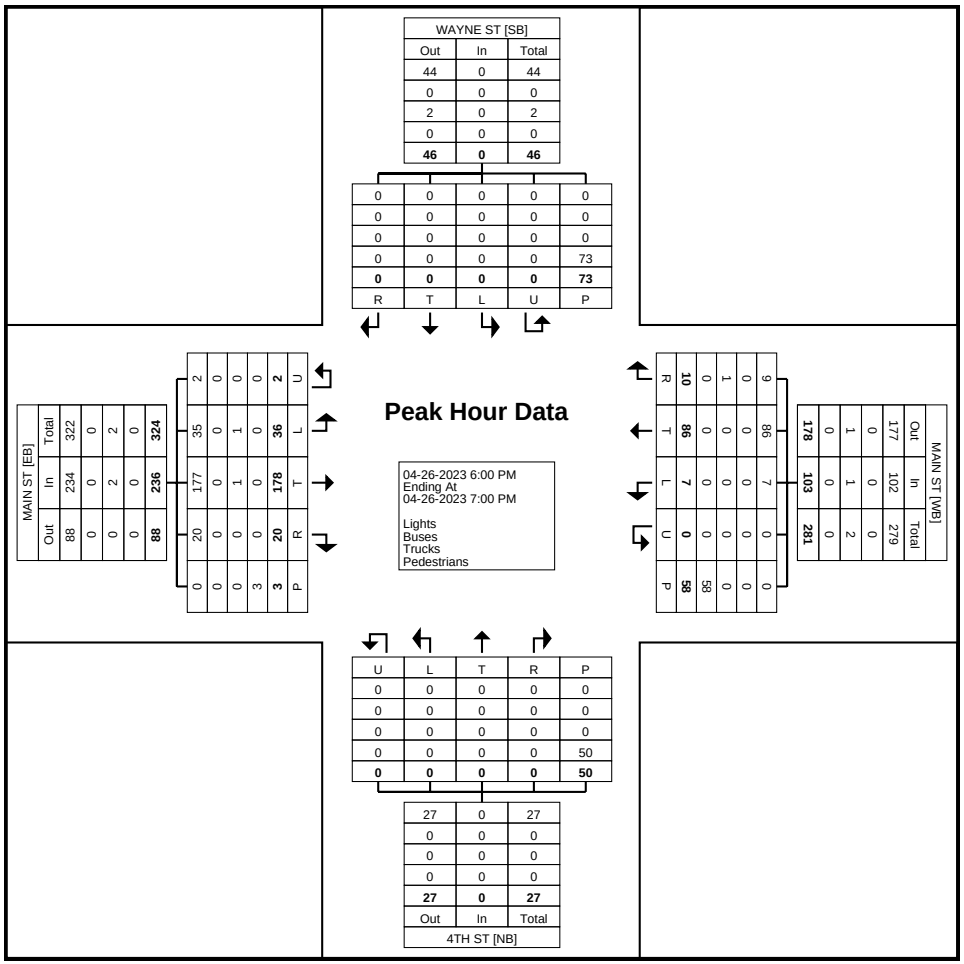
Turning Movement Peak Hour Data (6:00 PM)

Start Time	WAYNE ST Southbound						MAIN ST Westbound						4TH ST Northbound						MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 PM	0	0	0	0	19	0	1	20	5	0	16	26	0	0	0	0	12	0	12	44	6	0	0	62	88
6:15 PM	0	0	0	0	16	0	0	23	2	0	13	25	0	0	0	0	13	0	7	47	3	1	0	58	83
6:30 PM	0	0	0	0	17	0	2	24	1	0	12	27	0	0	0	0	14	0	6	54	7	1	2	68	95
6:45 PM	0	0	0	0	21	0	4	19	2	0	17	25	0	0	0	0	11	0	11	33	4	0	1	48	73
Total	0	0	0	0	73	0	7	86	10	0	58	103	0	0	0	0	50	0	36	178	20	2	3	236	339
Approach %	0.0	0.0	0.0	0.0	-	-	6.8	83.5	9.7	0.0	-	-	0.0	0.0	0.0	0.0	-	-	15.3	75.4	8.5	0.8	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	2.1	25.4	2.9	0.0	-	30.4	0.0	0.0	0.0	0.0	-	0.0	10.6	52.5	5.9	0.6	-	69.6	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.438	0.896	0.500	0.000	-	0.954	0.000	0.000	0.000	0.000	-	0.000	0.750	0.824	0.714	0.500	-	0.868	0.892
Lights	0	0	0	0	-	0	7	86	9	0	-	102	0	0	0	0	-	0	35	177	20	2	-	234	336
% Lights	-	-	-	-	-	-	100.0	100.0	90.0	-	-	99.0	-	-	-	-	-	-	97.2	99.4	100.0	100.0	-	99.2	99.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1	1	0	0	-	2	3
% Trucks	-	-	-	-	-	-	0.0	0.0	10.0	-	-	1.0	-	-	-	-	-	-	2.8	0.6	0.0	0.0	-	0.8	0.9
Pedestrians	-	-	-	-	73	-	-	-	-	-	58	-	-	-	-	-	50	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Site Code:
Start Date: 04-26-2023



Turning Movement Peak Hour Data Plot (6:00 PM)

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Count Name: 25-MAIN ST AT WAYNE ST/4TH ST-SAT
Site Code:
Start Date: 04-29-2023

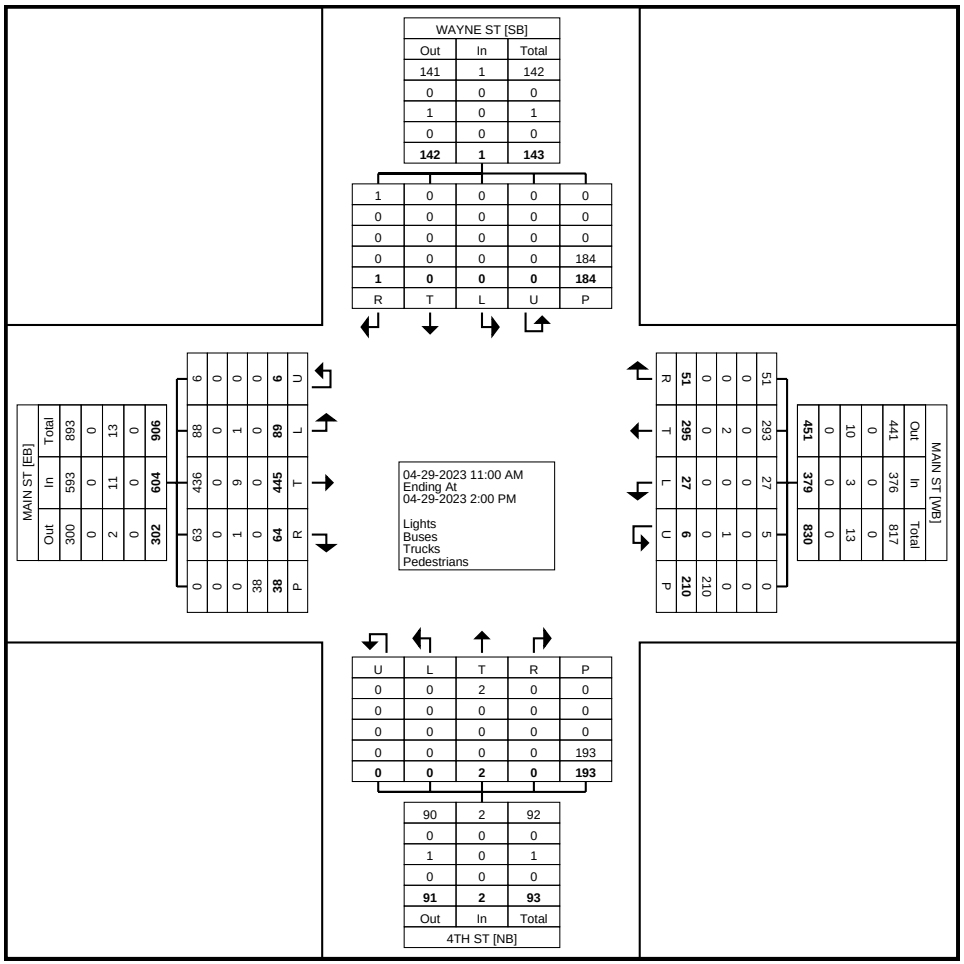
Turning Movement Data

Start Time	WAYNE ST Southbound						MAIN ST Westbound						4TH ST Northbound						MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	0	0	0	8	0	0	25	2	0	21	27	0	0	0	0	13	0	11	44	8	0	3	63	90
11:15 AM	0	0	1	0	11	1	1	27	3	0	22	31	0	2	0	0	20	2	5	34	6	0	2	45	79
11:30 AM	0	0	0	0	9	0	2	24	6	0	16	32	0	0	0	0	18	0	3	34	3	0	5	40	72
11:45 AM	0	0	0	0	24	0	4	21	5	0	22	30	0	0	0	0	19	0	9	40	6	0	7	55	85
Hourly Total	0	0	1	0	52	1	7	97	16	0	81	120	0	2	0	0	70	2	28	152	23	0	17	203	326
12:00 PM	0	0	0	0	15	0	7	22	8	1	23	38	0	0	0	0	32	0	10	46	8	0	4	64	102
12:15 PM	0	0	0	0	22	0	2	33	6	1	18	42	0	0	0	0	17	0	5	46	5	1	1	57	99
12:30 PM	0	0	0	0	15	0	2	24	5	0	33	31	0	0	0	0	11	0	6	36	7	3	1	52	83
12:45 PM	0	0	0	0	11	0	3	26	3	1	19	33	0	0	0	0	16	0	6	38	5	0	3	49	82
Hourly Total	0	0	0	0	63	0	14	105	22	3	93	144	0	0	0	0	76	0	27	166	25	4	9	222	366
1:00 PM	0	0	0	0	13	0	0	33	6	2	5	41	0	0	0	0	18	0	9	33	4	1	3	47	88
1:15 PM	0	0	0	0	12	0	2	21	2	0	7	25	0	0	0	0	9	0	10	34	8	0	0	52	77
1:30 PM	0	0	0	0	20	0	1	18	2	0	13	21	0	0	0	0	14	0	8	24	2	1	0	35	56
1:45 PM	0	0	0	0	24	0	3	21	3	1	11	28	0	0	0	0	6	0	7	36	2	0	9	45	73
Hourly Total	0	0	0	0	69	0	6	93	13	3	36	115	0	0	0	0	47	0	34	127	16	2	12	179	294
Grand Total	0	0	1	0	184	1	27	295	51	6	210	379	0	2	0	0	193	2	89	445	64	6	38	604	986
Approach %	0.0	0.0	100.0	0.0	-	-	7.1	77.8	13.5	1.6	-	-	0.0	100.0	0.0	0.0	-	-	14.7	73.7	10.6	1.0	-	-	-
Total %	0.0	0.0	0.1	0.0	-	0.1	2.7	29.9	5.2	0.6	-	38.4	0.0	0.2	0.0	0.0	-	0.2	9.0	45.1	6.5	0.6	-	61.3	-
Lights	0	0	1	0	-	1	27	293	51	5	-	376	0	2	0	0	-	2	88	436	63	6	-	593	972
% Lights	-	-	100.0	-	-	100.0	100.0	99.3	100.0	83.3	-	99.2	-	100.0	-	-	-	100.0	98.9	98.0	98.4	100.0	-	98.2	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	2	0	1	-	3	0	0	0	0	-	0	1	9	1	0	-	11	14
% Trucks	-	-	0.0	-	-	0.0	0.0	0.7	0.0	16.7	-	0.8	-	0.0	-	-	-	0.0	1.1	2.0	1.6	0.0	-	1.8	1.4
Pedestrians	-	-	-	-	184	-	-	-	-	-	210	-	-	-	-	-	193	-	-	-	-	-	38	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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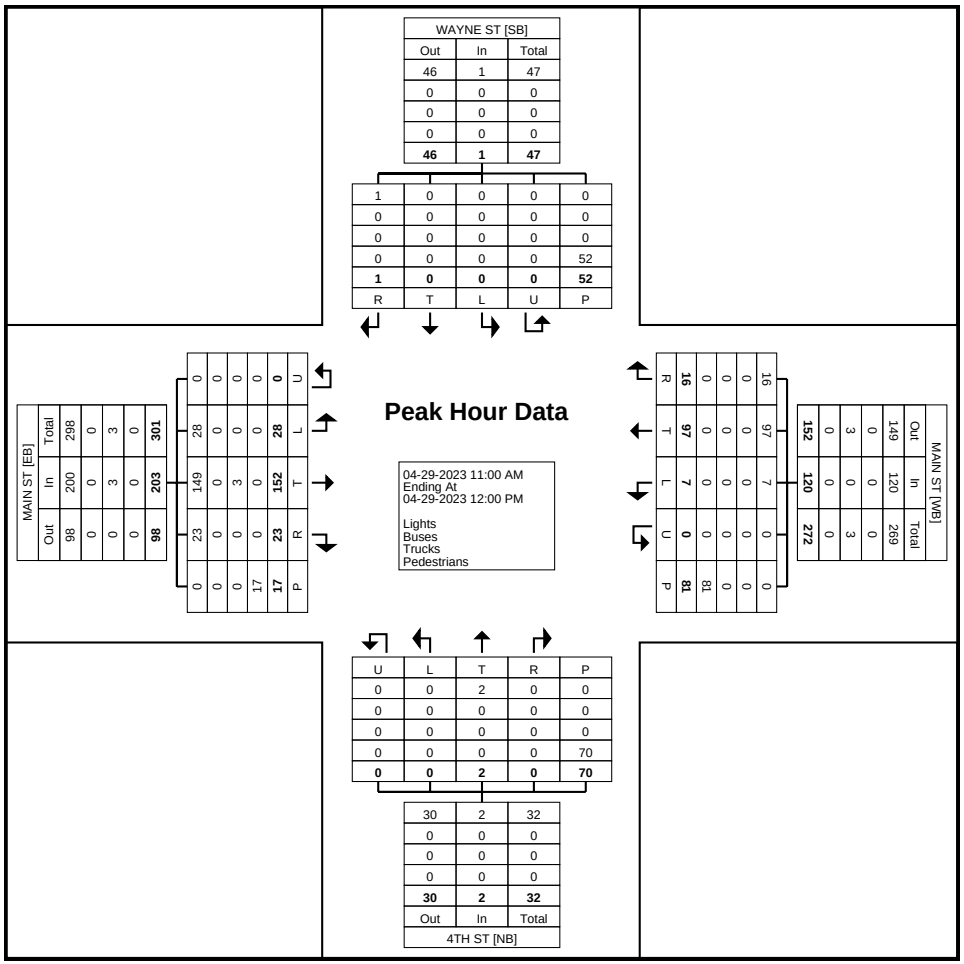
Count Name: 25-MAIN ST AT WAYNE ST/4TH ST-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	WAYNE ST Southbound						MAIN ST Westbound						4TH ST Northbound						MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	0	0	0	8	0	0	25	2	0	21	27	0	0	0	0	13	0	11	44	8	0	3	63	90
11:15 AM	0	0	1	0	11	1	1	27	3	0	22	31	0	2	0	0	20	2	5	34	6	0	2	45	79
11:30 AM	0	0	0	0	9	0	2	24	6	0	16	32	0	0	0	0	18	0	3	34	3	0	5	40	72
11:45 AM	0	0	0	0	24	0	4	21	5	0	22	30	0	0	0	0	19	0	9	40	6	0	7	55	85
Total	0	0	1	0	52	1	7	97	16	0	81	120	0	2	0	0	70	2	28	152	23	0	17	203	326
Approach %	0.0	0.0	100.0	0.0	-	-	5.8	80.8	13.3	0.0	-	-	0.0	100.0	0.0	0.0	-	-	13.8	74.9	11.3	0.0	-	-	-
Total %	0.0	0.0	0.3	0.0	-	0.3	2.1	29.8	4.9	0.0	-	36.8	0.0	0.6	0.0	0.0	-	0.6	8.6	46.6	7.1	0.0	-	62.3	-
PHF	0.000	0.000	0.250	0.000	-	0.250	0.438	0.898	0.667	0.000	-	0.938	0.000	0.250	0.000	0.000	-	0.250	0.636	0.864	0.719	0.000	-	0.806	0.906
Lights	0	0	1	0	-	1	7	97	16	0	-	120	0	2	0	0	-	2	28	149	23	0	-	200	323
% Lights	-	-	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	-	100.0	-	-	-	100.0	100.0	98.0	100.0	-	-	98.5	99.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3	0	0	-	3	3
% Trucks	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	2.0	0.0	-	-	1.5	0.9
Pedestrians	-	-	-	-	52	-	-	-	-	-	81	-	-	-	-	-	70	-	-	-	-	-	17	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (11:00 AM)

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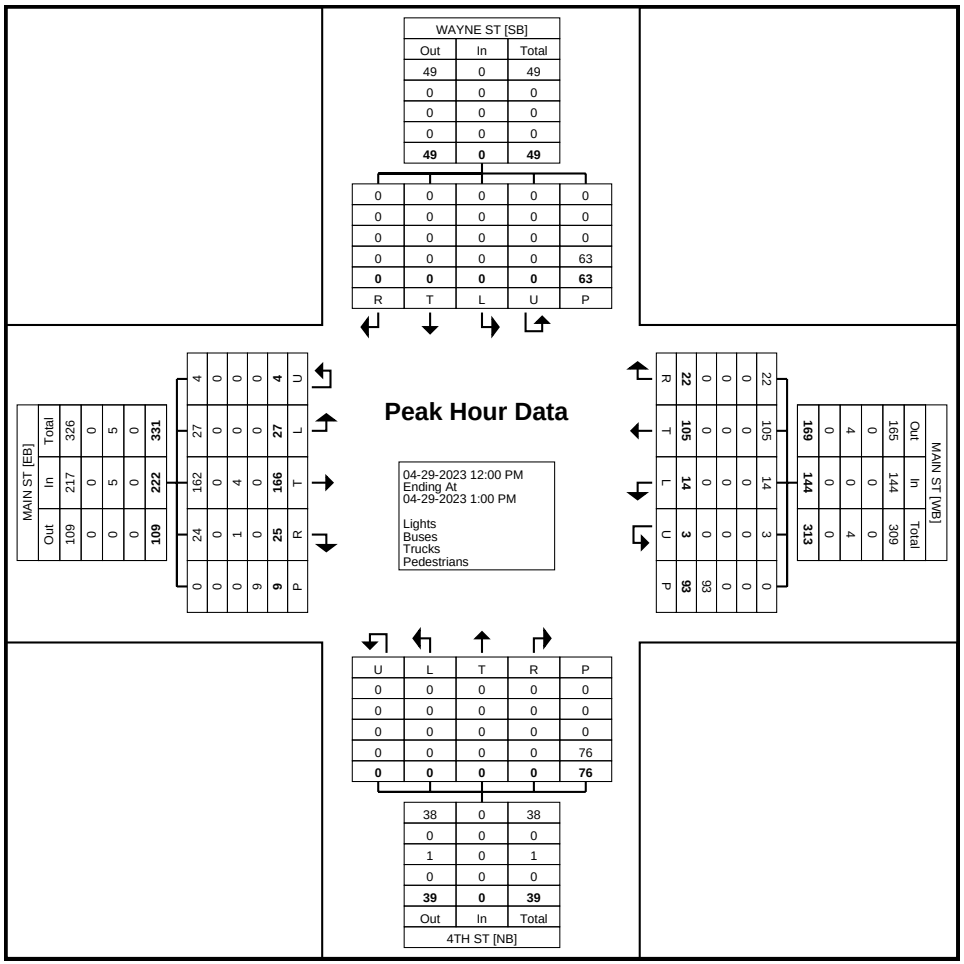
Count Name: 25-MAIN ST AT WAYNE ST/4TH ST-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:00 PM)

Start Time	WAYNE ST Southbound						MAIN ST Westbound						4TH ST Northbound						MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:00 PM	0	0	0	0	15	0	7	22	8	1	23	38	0	0	0	0	32	0	10	46	8	0	4	64	102
12:15 PM	0	0	0	0	22	0	2	33	6	1	18	42	0	0	0	0	17	0	5	46	5	1	1	57	99
12:30 PM	0	0	0	0	15	0	2	24	5	0	33	31	0	0	0	0	11	0	6	36	7	3	1	52	83
12:45 PM	0	0	0	0	11	0	3	26	3	1	19	33	0	0	0	0	16	0	6	38	5	0	3	49	82
Total	0	0	0	0	63	0	14	105	22	3	93	144	0	0	0	0	76	0	27	166	25	4	9	222	366
Approach %	0.0	0.0	0.0	0.0	-	-	9.7	72.9	15.3	2.1	-	-	0.0	0.0	0.0	0.0	-	-	12.2	74.8	11.3	1.8	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	3.8	28.7	6.0	0.8	-	39.3	0.0	0.0	0.0	0.0	-	0.0	7.4	45.4	6.8	1.1	-	60.7	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.500	0.795	0.688	0.750	-	0.857	0.000	0.000	0.000	0.000	-	0.000	0.675	0.902	0.781	0.333	-	0.867	0.897
Lights	0	0	0	0	-	0	14	105	22	3	-	144	0	0	0	0	-	0	27	162	24	4	-	217	361
% Lights	-	-	-	-	-	-	100.0	100.0	100.0	100.0	-	100.0	-	-	-	-	-	-	100.0	97.6	96.0	100.0	-	97.7	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	4	1	0	-	5	5
% Trucks	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0	2.4	4.0	0.0	-	2.3	1.4
Pedestrians	-	-	-	-	63	-	-	-	-	-	93	-	-	-	-	-	76	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Turning Movement Peak Hour Data Plot (12:00 PM)

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Count Name: 26-MAIN ST AT ROCKLAND ST/3RD ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

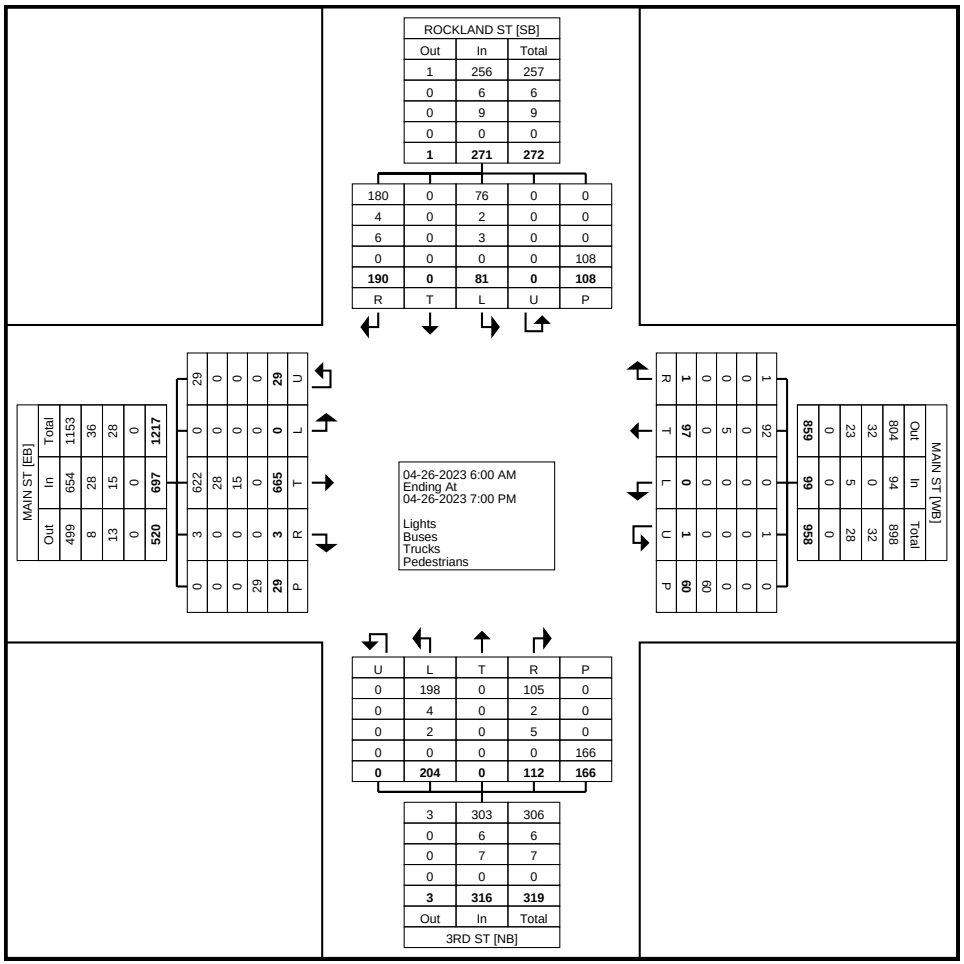
Start Time	ROCKLAND ST Southbound						MAIN ST Westbound						3RD ST Northbound						MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	0	4	0	0	4	0	1	1	0	1	2	4	0	1	0	4	5	0	7	0	2	3	9	20
6:15 AM	2	0	10	0	1	12	0	1	0	0	0	1	8	0	2	0	0	10	0	11	0	1	0	12	35
6:30 AM	1	0	9	0	2	10	0	2	0	1	2	3	8	0	3	0	3	11	0	11	0	0	0	11	35
6:45 AM	2	0	10	0	4	12	0	2	0	0	2	2	6	0	3	0	13	9	0	14	0	0	3	14	37
Hourly Total	5	0	33	0	7	38	0	6	1	1	5	8	26	0	9	0	20	35	0	43	0	3	6	46	127
7:00 AM	1	0	10	0	0	11	0	2	0	0	0	2	9	0	0	0	2	9	0	18	0	0	0	18	40
7:15 AM	1	0	11	0	3	12	0	3	0	0	0	3	8	0	4	0	2	12	0	17	0	1	1	18	45
7:30 AM	2	0	5	0	1	7	0	3	0	0	0	3	5	0	1	0	5	6	0	19	0	1	0	20	36
7:45 AM	1	0	6	0	1	7	0	2	0	0	0	2	7	0	2	0	8	9	0	13	0	1	0	14	32
Hourly Total	5	0	32	0	5	37	0	10	0	0	0	10	29	0	7	0	17	36	0	67	0	3	1	70	153
8:00 AM	3	0	10	0	1	13	0	3	0	0	2	3	12	0	7	0	3	19	0	20	0	2	0	22	57
8:15 AM	6	0	8	0	1	14	0	2	0	0	1	2	7	0	3	0	6	10	0	19	0	2	0	21	47
8:30 AM	2	0	6	0	4	8	0	4	0	0	8	4	9	0	6	0	13	15	0	20	0	0	5	20	47
8:45 AM	3	0	5	0	2	8	0	3	0	0	0	3	10	0	5	0	4	15	0	24	0	5	0	29	55
Hourly Total	14	0	29	0	8	43	0	12	0	0	11	12	38	0	21	0	26	59	0	83	0	9	5	92	206
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	10	0	9	0	11	19	0	9	0	0	7	9	6	0	1	0	17	7	0	36	0	2	4	38	73
4:15 PM	8	0	10	0	2	18	0	3	0	0	2	3	9	0	4	0	3	13	0	36	0	0	2	36	70
4:30 PM	2	0	5	0	12	7	0	5	0	0	7	5	10	0	5	0	12	15	0	46	0	1	0	47	74
4:45 PM	2	0	12	0	8	14	0	9	0	0	3	9	8	0	6	0	21	14	0	42	0	0	0	42	79
Hourly Total	22	0	36	0	33	58	0	26	0	0	19	26	33	0	16	0	53	49	0	160	0	3	6	163	296
5:00 PM	2	0	6	0	10	8	0	7	0	0	0	7	6	0	3	0	5	9	0	46	1	2	3	49	73
5:15 PM	10	0	4	0	9	14	0	7	0	0	3	7	11	0	8	0	7	19	0	42	0	0	1	42	82
5:30 PM	2	0	9	0	3	11	0	4	0	0	1	4	13	0	10	0	8	23	0	28	0	2	1	30	68
5:45 PM	3	0	9	0	4	12	0	6	0	0	8	6	10	0	9	0	9	19	0	25	0	1	1	26	63
Hourly Total	17	0	28	0	26	45	0	24	0	0	12	24	40	0	30	0	29	70	0	141	1	5	6	147	286
6:00 PM	3	0	5	0	8	8	0	7	0	0	6	7	10	0	6	0	3	16	0	37	0	1	2	38	69
6:15 PM	2	0	8	0	7	10	0	4	0	0	2	4	11	0	2	0	10	13	0	48	2	2	1	52	79
6:30 PM	4	0	8	0	7	12	0	2	0	0	3	2	9	0	8	0	4	17	0	50	0	1	1	51	82
6:45 PM	9	0	11	0	7	20	0	6	0	0	2	6	8	0	13	0	4	21	0	36	0	2	1	38	85
Hourly Total	18	0	32	0	29	50	0	19	0	0	13	19	38	0	29	0	21	67	0	171	2	6	5	179	315
Grand Total	81	0	190	0	108	271	0	97	1	1	60	99	204	0	112	0	166	316	0	665	3	29	29	697	1383
Approach %	29.9	0.0	70.1	0.0	-	-	0.0	98.0	1.0	1.0	-	-	64.6	0.0	35.4	0.0	-	-	0.0	95.4	0.4	4.2	-	-	-
Total %	5.9	0.0	13.7	0.0	-	19.6	0.0	7.0	0.1	0.1	-	7.2	14.8	0.0	8.1	0.0	-	22.8	0.0	48.1	0.2	2.1	-	50.4	-
Lights	76	0	180	0	-	256	0	92	1	1	-	94	198	0	105	0	-	303	0	622	3	29	-	654	1307
% Lights	93.8	-	94.7	-	-	94.5	-	94.8	100.0	100.0	-	94.9	97.1	-	93.8	-	-	95.9	-	93.5	100.0	100.0	-	93.8	94.5
Buses	2	0	4	0	-	6	0	0	0	0	-	0	4	0	2	0	-	6	0	28	0	0	-	28	40
% Buses	2.5	-	2.1	-	-	2.2	-	0.0	0.0	0.0	-	0.0	2.0	-	1.8	-	-	1.9	-	4.2	0.0	0.0	-	4.0	2.9

Trucks	3	0	6	0	-	9	0	5	0	0	-	5	2	0	5	0	-	7	0	15	0	0	-	15	36
% Trucks	3.7	-	3.2	-	-	3.3	-	5.2	0.0	0.0	-	5.1	1.0	-	4.5	-	-	2.2	-	2.3	0.0	0.0	-	2.2	2.6
Pedestrians	-	-	-	-	108	-	-	-	-	-	60	-	-	-	-	-	166	-	-	-	-	-	29	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Count Name: 26-MAIN ST AT ROCKLAND ST/3RD ST-WED
Site Code:
Start Date: 04-26-2023



Turning Movement Data Plot

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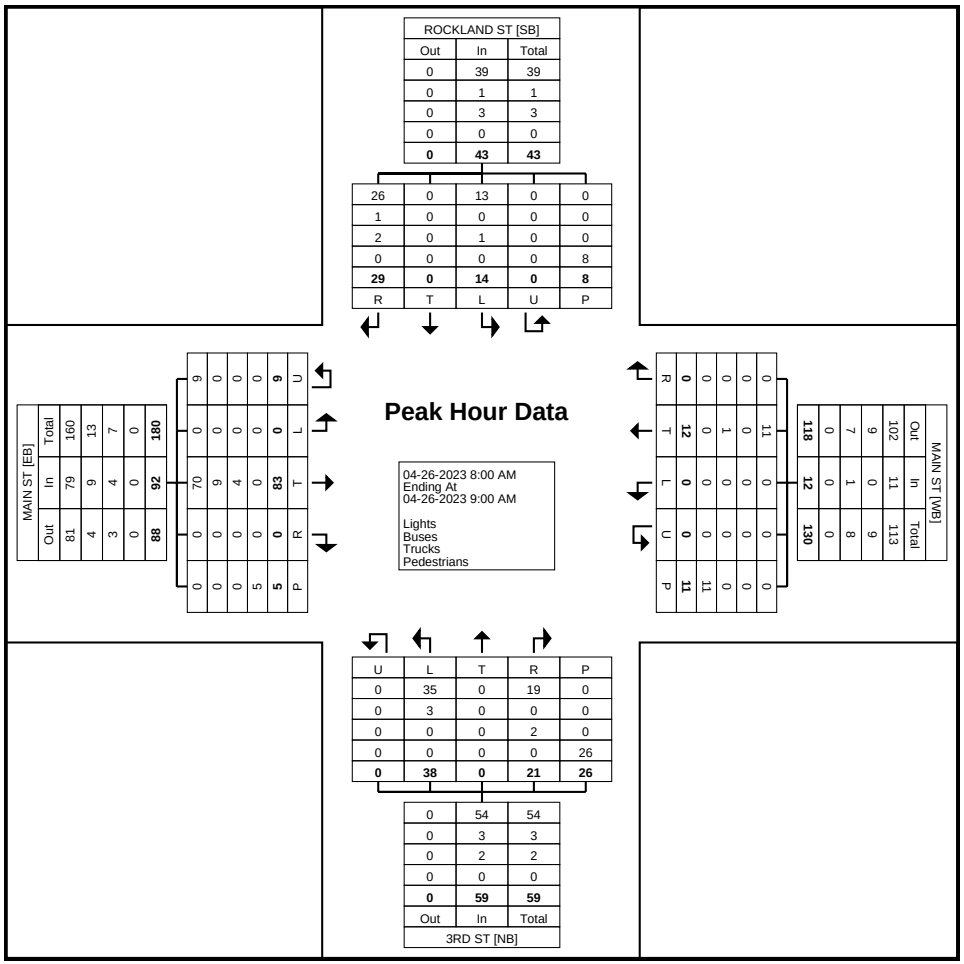
Count Name: 26-MAIN ST AT ROCKLAND ST/3RD ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	ROCKLAND ST Southbound						MAIN ST Westbound						3RD ST Northbound						MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	3	0	10	0	1	13	0	3	0	0	2	3	12	0	7	0	3	19	0	20	0	2	0	22	57
8:15 AM	6	0	8	0	1	14	0	2	0	0	1	2	7	0	3	0	6	10	0	19	0	2	0	21	47
8:30 AM	2	0	6	0	4	8	0	4	0	0	8	4	9	0	6	0	13	15	0	20	0	0	5	20	47
8:45 AM	3	0	5	0	2	8	0	3	0	0	0	3	10	0	5	0	4	15	0	24	0	5	0	29	55
Total	14	0	29	0	8	43	0	12	0	0	11	12	38	0	21	0	26	59	0	83	0	9	5	92	206
Approach %	32.6	0.0	67.4	0.0	-	-	0.0	100.0	0.0	0.0	-	-	64.4	0.0	35.6	0.0	-	-	0.0	90.2	0.0	9.8	-	-	-
Total %	6.8	0.0	14.1	0.0	-	20.9	0.0	5.8	0.0	0.0	-	5.8	18.4	0.0	10.2	0.0	-	28.6	0.0	40.3	0.0	4.4	-	44.7	-
PHF	0.583	0.000	0.725	0.000	-	0.768	0.000	0.750	0.000	0.000	-	0.750	0.792	0.000	0.750	0.000	-	0.776	0.000	0.865	0.000	0.450	-	0.793	0.904
Lights	13	0	26	0	-	39	0	11	0	0	-	11	35	0	19	0	-	54	0	70	0	9	-	79	183
% Lights	92.9	-	89.7	-	-	90.7	-	91.7	-	-	-	91.7	92.1	-	90.5	-	-	91.5	-	84.3	-	100.0	-	85.9	88.8
Buses	0	0	1	0	-	1	0	0	0	0	-	0	3	0	0	0	-	3	0	9	0	0	-	9	13
% Buses	0.0	-	3.4	-	-	2.3	-	0.0	-	-	-	0.0	7.9	-	0.0	-	-	5.1	-	10.8	-	0.0	-	9.8	6.3
Trucks	1	0	2	0	-	3	0	1	0	0	-	1	0	0	2	0	-	2	0	4	0	0	-	4	10
% Trucks	7.1	-	6.9	-	-	7.0	-	8.3	-	-	-	8.3	0.0	-	9.5	-	-	3.4	-	4.8	-	0.0	-	4.3	4.9
Pedestrians	-	-	-	-	8	-	-	-	-	-	11	-	-	-	-	-	26	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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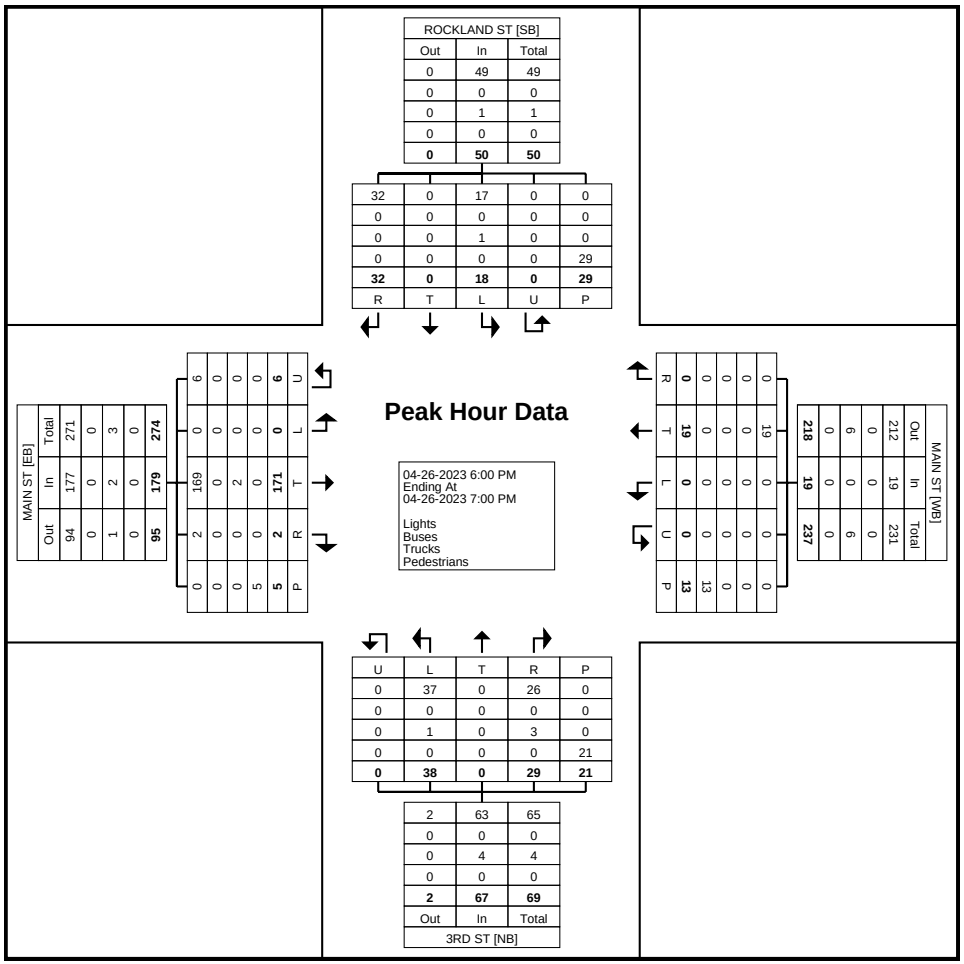
Count Name: 26-MAIN ST AT ROCKLAND ST/3RD ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (6:00 PM)

Start Time	ROCKLAND ST Southbound						MAIN ST Westbound						3RD ST Northbound						MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
6:00 PM	3	0	5	0	8	8	0	7	0	0	6	7	10	0	6	0	3	16	0	37	0	1	2	38	69
6:15 PM	2	0	8	0	7	10	0	4	0	0	2	4	11	0	2	0	10	13	0	48	2	2	1	52	79
6:30 PM	4	0	8	0	7	12	0	2	0	0	3	2	9	0	8	0	4	17	0	50	0	1	1	51	82
6:45 PM	9	0	11	0	7	20	0	6	0	0	2	6	8	0	13	0	4	21	0	36	0	2	1	38	85
Total	18	0	32	0	29	50	0	19	0	0	13	19	38	0	29	0	21	67	0	171	2	6	5	179	315
Approach %	36.0	0.0	64.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	56.7	0.0	43.3	0.0	-	-	0.0	95.5	1.1	3.4	-	-	-
Total %	5.7	0.0	10.2	0.0	-	15.9	0.0	6.0	0.0	0.0	-	6.0	12.1	0.0	9.2	0.0	-	21.3	0.0	54.3	0.6	1.9	-	56.8	-
PHF	0.500	0.000	0.727	0.000	-	0.625	0.000	0.679	0.000	0.000	-	0.679	0.864	0.000	0.558	0.000	-	0.798	0.000	0.855	0.250	0.750	-	0.861	0.926
Lights	17	0	32	0	-	49	0	19	0	0	-	19	37	0	26	0	-	63	0	169	2	6	-	177	308
% Lights	94.4	-	100.0	-	-	98.0	-	100.0	-	-	-	100.0	97.4	-	89.7	-	-	94.0	-	98.8	100.0	100.0	-	98.9	97.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Trucks	1	0	0	0	-	1	0	0	0	0	-	0	1	0	3	0	-	4	0	2	0	0	-	2	7
% Trucks	5.6	-	0.0	-	-	2.0	-	0.0	-	-	-	0.0	2.6	-	10.3	-	-	6.0	-	1.2	0.0	0.0	-	1.1	2.2
Pedestrians	-	-	-	-	29	-	-	-	-	-	13	-	-	-	-	-	21	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (6:00 PM)

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Count Name: 26-MAIN ST AT ROCKLAND ST/3RD ST-SAT
Site Code:
Start Date: 04-29-2023

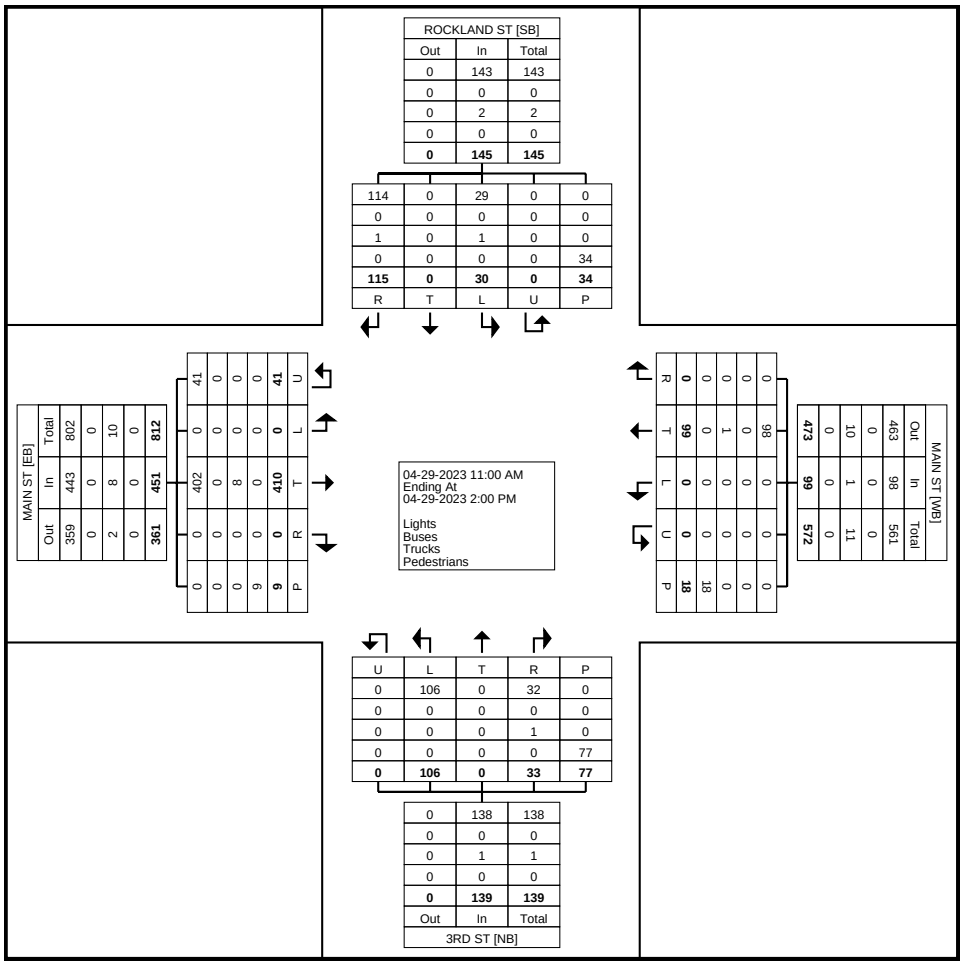
Turning Movement Data

Start Time	ROCKLAND ST Southbound						MAIN ST Westbound						3RD ST Northbound						MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	2	0	9	0	1	11	0	6	0	0	0	6	4	0	4	0	4	8	0	46	0	3	1	49	74
11:15 AM	3	0	7	0	1	10	0	6	0	0	0	6	12	0	3	0	1	15	0	32	0	1	0	33	64
11:30 AM	0	0	8	0	1	8	0	8	0	0	1	8	13	0	2	0	6	15	0	27	0	3	0	30	61
11:45 AM	1	0	9	0	2	10	0	11	0	0	0	11	7	0	2	0	5	9	0	42	0	2	0	44	74
Hourly Total	6	0	33	0	5	39	0	31	0	0	1	31	36	0	11	0	16	47	0	147	0	9	1	156	273
12:00 PM	4	0	15	0	1	19	0	16	0	0	1	16	10	0	3	0	6	13	0	40	0	2	0	42	90
12:15 PM	1	0	7	0	7	8	0	7	0	0	1	7	15	0	2	0	7	17	0	47	0	5	1	52	84
12:30 PM	1	0	10	0	3	11	0	7	0	0	0	7	9	0	1	0	8	10	0	30	0	4	1	34	62
12:45 PM	2	0	12	0	2	14	0	12	0	0	1	12	6	0	3	0	7	9	0	34	0	7	0	41	76
Hourly Total	8	0	44	0	13	52	0	42	0	0	3	42	40	0	9	0	28	49	0	151	0	18	2	169	312
1:00 PM	4	0	14	0	6	18	0	5	0	0	8	5	7	0	4	0	13	11	0	30	0	6	2	36	70
1:15 PM	5	0	7	0	6	12	0	8	0	0	3	8	11	0	2	0	7	13	0	26	0	4	0	30	63
1:30 PM	4	0	6	0	1	10	0	6	0	0	0	6	4	0	4	0	6	8	0	23	0	1	0	24	48
1:45 PM	3	0	11	0	3	14	0	7	0	0	3	7	8	0	3	0	7	11	0	33	0	3	4	36	68
Hourly Total	16	0	38	0	16	54	0	26	0	0	14	26	30	0	13	0	33	43	0	112	0	14	6	126	249
Grand Total	30	0	115	0	34	145	0	99	0	0	18	99	106	0	33	0	77	139	0	410	0	41	9	451	834
Approach %	20.7	0.0	79.3	0.0	-	-	0.0	100.0	0.0	0.0	-	-	76.3	0.0	23.7	0.0	-	-	0.0	90.9	0.0	9.1	-	-	-
Total %	3.6	0.0	13.8	0.0	-	17.4	0.0	11.9	0.0	0.0	-	11.9	12.7	0.0	4.0	0.0	-	16.7	0.0	49.2	0.0	4.9	-	54.1	-
Lights	29	0	114	0	-	143	0	98	0	0	-	98	106	0	32	0	-	138	0	402	0	41	-	443	822
% Lights	96.7	-	99.1	-	-	98.6	-	99.0	-	-	-	99.0	100.0	-	97.0	-	-	99.3	-	98.0	-	100.0	-	98.2	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Trucks	1	0	1	0	-	2	0	1	0	0	-	1	0	0	1	0	-	1	0	8	0	0	-	8	12
% Trucks	3.3	-	0.9	-	-	1.4	-	1.0	-	-	-	1.0	0.0	-	3.0	-	-	0.7	-	2.0	-	0.0	-	1.8	1.4
Pedestrians	-	-	-	-	34	-	-	-	-	-	18	-	-	-	-	-	77	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
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Mt Vernon, New York, United States 10550
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Count Name: 26-MAIN ST AT ROCKLAND ST/3RD ST-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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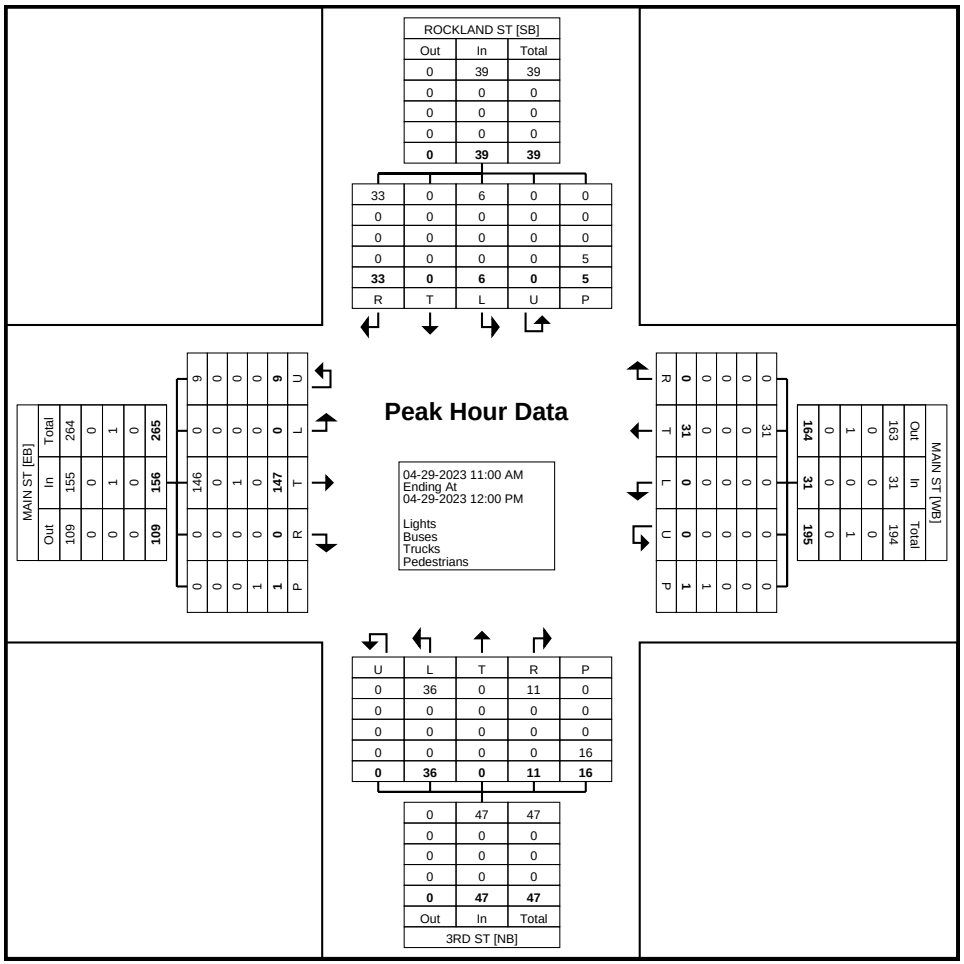
Count Name: 26-MAIN ST AT ROCKLAND ST/3RD ST-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (11:00 AM)

Start Time	ROCKLAND ST Southbound						MAIN ST Westbound						3RD ST Northbound						MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	2	0	9	0	1	11	0	6	0	0	0	6	4	0	4	0	4	8	0	46	0	3	1	49	74
11:15 AM	3	0	7	0	1	10	0	6	0	0	0	6	12	0	3	0	1	15	0	32	0	1	0	33	64
11:30 AM	0	0	8	0	1	8	0	8	0	0	1	8	13	0	2	0	6	15	0	27	0	3	0	30	61
11:45 AM	1	0	9	0	2	10	0	11	0	0	0	11	7	0	2	0	5	9	0	42	0	2	0	44	74
Total	6	0	33	0	5	39	0	31	0	0	1	31	36	0	11	0	16	47	0	147	0	9	1	156	273
Approach %	15.4	0.0	84.6	0.0	-	-	0.0	100.0	0.0	0.0	-	-	76.6	0.0	23.4	0.0	-	-	0.0	94.2	0.0	5.8	-	-	-
Total %	2.2	0.0	12.1	0.0	-	14.3	0.0	11.4	0.0	0.0	-	11.4	13.2	0.0	4.0	0.0	-	17.2	0.0	53.8	0.0	3.3	-	57.1	-
PHF	0.500	0.000	0.917	0.000	-	0.886	0.000	0.705	0.000	0.000	-	0.705	0.692	0.000	0.688	0.000	-	0.783	0.000	0.799	0.000	0.750	-	0.796	0.922
Lights	6	0	33	0	-	39	0	31	0	0	-	31	36	0	11	0	-	47	0	146	0	9	-	155	272
% Lights	100.0	-	100.0	-	-	100.0	-	100.0	-	-	-	100.0	100.0	-	100.0	-	-	100.0	-	99.3	-	100.0	-	99.4	99.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Trucks	0.0	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.7	-	0.0	-	0.6	0.4
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	16	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (11:00 AM)

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Count Name: 26-MAIN ST AT ROCKLAND ST/3RD ST-SAT
Site Code:
Start Date: 04-29-2023

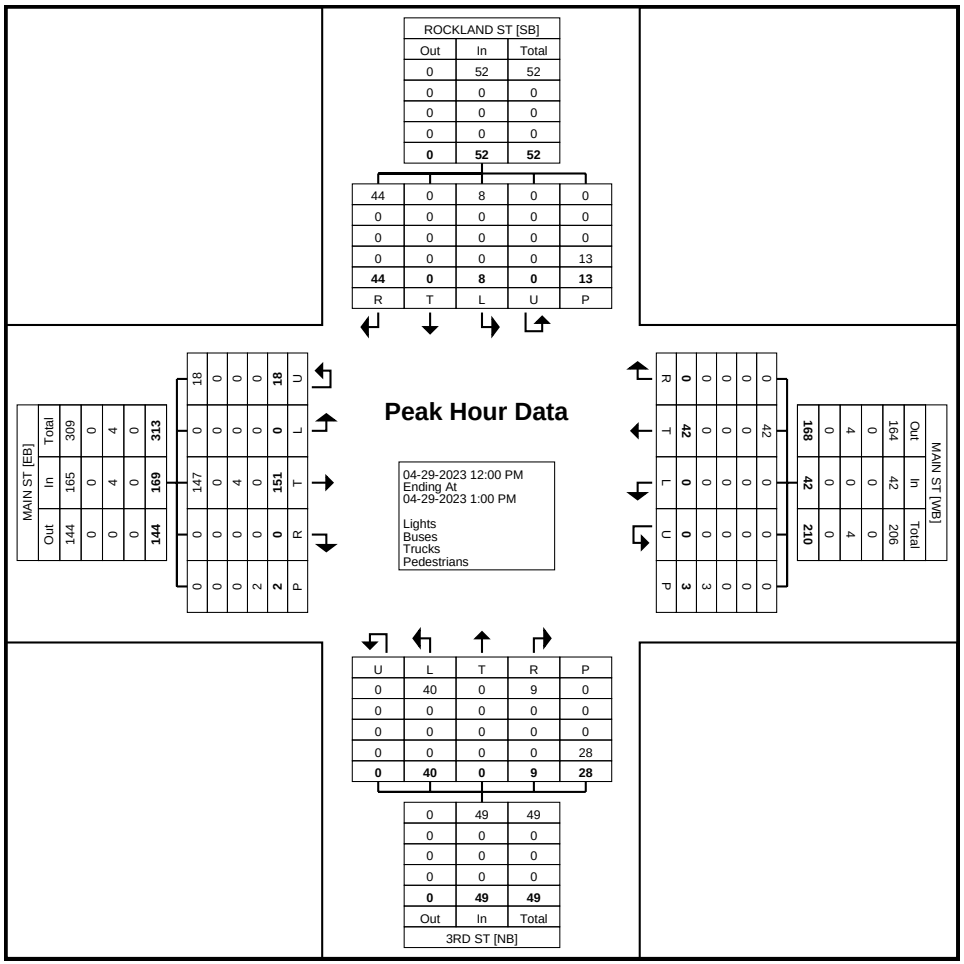
Turning Movement Peak Hour Data (12:00 PM)

Start Time	ROCKLAND ST Southbound						MAIN ST Westbound						3RD ST Northbound						MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:00 PM	4	0	15	0	1	19	0	16	0	0	1	16	10	0	3	0	6	13	0	40	0	2	0	42	90
12:15 PM	1	0	7	0	7	8	0	7	0	0	1	7	15	0	2	0	7	17	0	47	0	5	1	52	84
12:30 PM	1	0	10	0	3	11	0	7	0	0	0	7	9	0	1	0	8	10	0	30	0	4	1	34	62
12:45 PM	2	0	12	0	2	14	0	12	0	0	1	12	6	0	3	0	7	9	0	34	0	7	0	41	76
Total	8	0	44	0	13	52	0	42	0	0	3	42	40	0	9	0	28	49	0	151	0	18	2	169	312
Approach %	15.4	0.0	84.6	0.0	-	-	0.0	100.0	0.0	0.0	-	-	81.6	0.0	18.4	0.0	-	-	0.0	89.3	0.0	10.7	-	-	-
Total %	2.6	0.0	14.1	0.0	-	16.7	0.0	13.5	0.0	0.0	-	13.5	12.8	0.0	2.9	0.0	-	15.7	0.0	48.4	0.0	5.8	-	54.2	-
PHF	0.500	0.000	0.733	0.000	-	0.684	0.000	0.656	0.000	0.000	-	0.656	0.667	0.000	0.750	0.000	-	0.721	0.000	0.803	0.000	0.643	-	0.813	0.867
Lights	8	0	44	0	-	52	0	42	0	0	-	42	40	0	9	0	-	49	0	147	0	18	-	165	308
% Lights	100.0	-	100.0	-	-	100.0	-	100.0	-	-	-	100.0	100.0	-	100.0	-	-	100.0	-	97.4	-	100.0	-	97.6	98.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	4	0	0	-	4	4
% Trucks	0.0	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	2.6	-	0.0	-	2.4	1.3
Pedestrians	-	-	-	-	13	-	-	-	-	-	3	-	-	-	-	-	28	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Traffic Databank LLC
716 S 6th Avenue

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Count Name: 26-MAIN ST AT ROCKLAND ST/3RD ST-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Peak Hour Data Plot (12:00 PM)

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Count Name: 27-MAIN ST AT LIBERTY ST/2ND ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Data

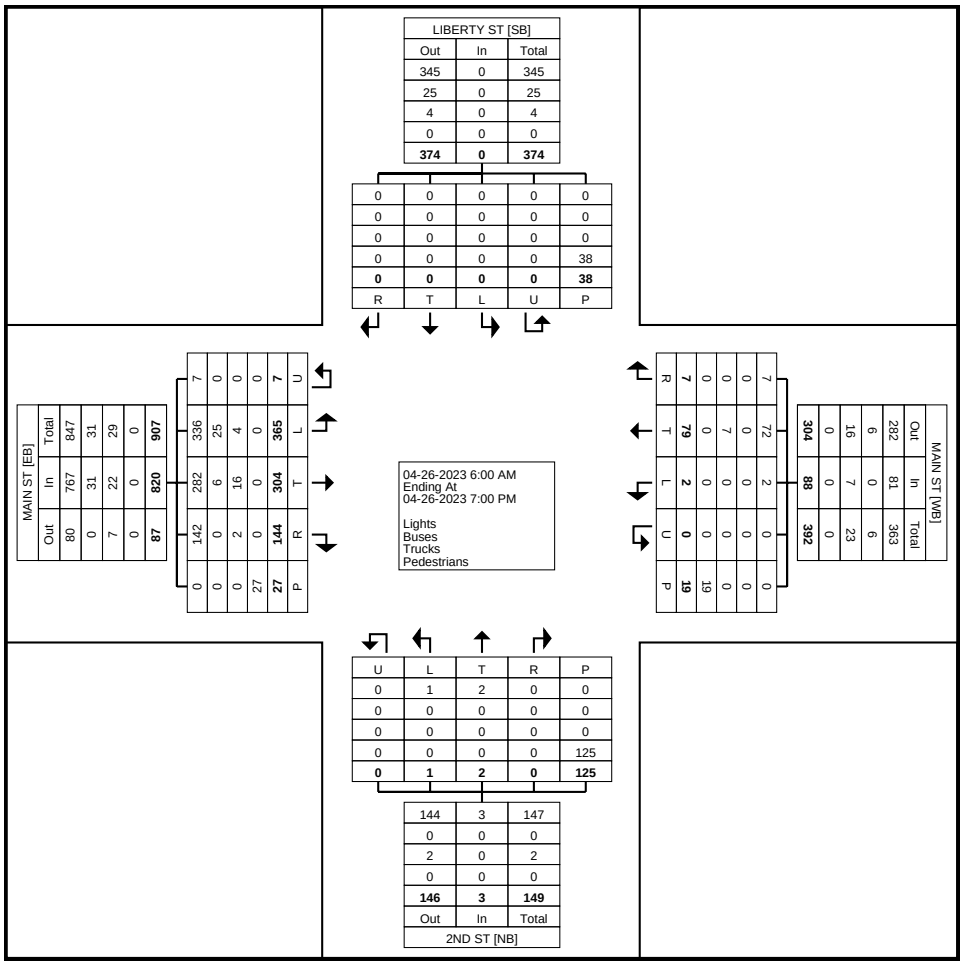
Start Time	LIBERTY ST Southbound						MAIN ST Westbound						2ND ST Northbound						MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	2	0	0	3	2	0	0	0	0	1	0	5	3	0	1	0	9	11
6:15 AM	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	2	0	5	6	2	0	0	13	14
6:30 AM	0	0	0	0	3	0	0	1	0	0	0	1	0	0	0	0	3	0	12	2	1	0	1	15	16
6:45 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	3	0	13	5	1	0	1	19	22
Hourly Total	0	0	0	0	3	0	0	5	2	0	4	7	0	0	0	0	9	0	35	16	4	1	2	56	63
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	3	9	4	1	0	17	18
7:15 AM	0	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	4	0	11	4	5	0	2	20	22
7:30 AM	0	0	0	0	1	0	0	3	0	0	0	3	0	0	0	0	0	0	9	6	8	0	0	23	26
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	4	7	2	0	0	13	14
Hourly Total	0	0	0	0	2	0	0	7	0	0	0	7	0	0	0	0	9	0	27	26	19	1	2	73	80
8:00 AM	0	0	0	0	2	0	1	2	0	0	0	3	0	0	0	0	4	0	14	9	7	0	3	30	33
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	12	1	12	7	4	0	1	23	25
8:30 AM	0	0	0	0	0	0	0	6	0	0	1	6	0	0	0	0	3	0	11	16	7	0	0	34	40
8:45 AM	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	4	0	15	10	6	1	0	32	35
Hourly Total	0	0	0	0	3	0	2	11	0	0	1	13	0	1	0	0	23	1	52	42	24	1	4	119	133
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	4	0	0	6	1	0	0	7	0	0	0	0	13	0	17	23	5	1	6	46	53
4:15 PM	0	0	0	0	2	0	0	2	1	0	3	3	0	0	0	0	15	0	18	21	6	0	0	45	48
4:30 PM	0	0	0	0	3	0	0	4	1	0	2	5	1	1	0	0	9	2	23	22	6	0	1	51	58
4:45 PM	0	0	0	0	2	0	0	8	0	0	1	8	0	0	0	0	8	0	25	16	6	1	3	48	56
Hourly Total	0	0	0	0	11	0	0	20	3	0	6	23	1	1	0	0	45	2	83	82	23	2	10	190	215
5:00 PM	0	0	0	0	3	0	0	6	0	0	1	6	0	0	0	0	4	0	26	8	10	0	1	44	50
5:15 PM	0	0	0	0	3	0	0	5	0	0	3	5	0	0	0	0	1	0	24	17	13	0	0	54	59
5:30 PM	0	0	0	0	4	0	0	3	1	0	0	4	0	0	0	0	9	0	19	14	8	0	2	41	45
5:45 PM	0	0	0	0	1	0	0	6	1	0	1	7	0	0	0	0	2	0	16	17	5	0	0	38	45
Hourly Total	0	0	0	0	11	0	0	20	2	0	5	22	0	0	0	0	16	0	85	56	36	0	3	177	199
6:00 PM	0	0	0	0	3	0	0	6	0	0	0	6	0	0	0	0	3	0	15	15	10	1	0	41	47
6:15 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	3	0	25	18	8	0	3	51	55
6:30 PM	0	0	0	0	2	0	0	2	0	0	1	2	0	0	0	0	7	0	19	25	13	0	1	57	59
6:45 PM	0	0	0	0	3	0	0	4	0	0	2	4	0	0	0	0	10	0	24	24	7	1	2	56	60
Hourly Total	0	0	0	0	8	0	0	16	0	0	3	16	0	0	0	0	23	0	83	82	38	2	6	205	221
Grand Total	0	0	0	0	38	0	2	79	7	0	19	88	1	2	0	0	125	3	365	304	144	7	27	820	911
Approach %	0.0	0.0	0.0	0.0	-	-	2.3	89.8	8.0	0.0	-	-	33.3	66.7	0.0	0.0	-	-	44.5	37.1	17.6	0.9	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.2	8.7	0.8	0.0	-	9.7	0.1	0.2	0.0	0.0	-	0.3	40.1	33.4	15.8	0.8	-	90.0	-
Lights	0	0	0	0	-	0	2	72	7	0	-	81	1	2	0	0	-	3	336	282	142	7	-	767	851
% Lights	-	-	-	-	-	-	100.0	91.1	100.0	-	-	92.0	100.0	100.0	-	-	-	100.0	92.1	92.8	98.6	100.0	-	93.5	93.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	25	6	0	0	-	31	31
% Buses	-	-	-	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	6.8	2.0	0.0	0.0	-	3.8	3.4

Trucks	0	0	0	0	-	0	0	7	0	0	-	7	0	0	0	0	-	0	4	16	2	0	-	22	29
% Trucks	-	-	-	-	-	-	0.0	8.9	0.0	-	-	8.0	0.0	0.0	-	-	-	0.0	1.1	5.3	1.4	0.0	-	2.7	3.2
Pedestrians	-	-	-	-	38	-	-	-	-	-	19	-	-	-	-	-	125	-	-	-	-	-	27	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Data Plot

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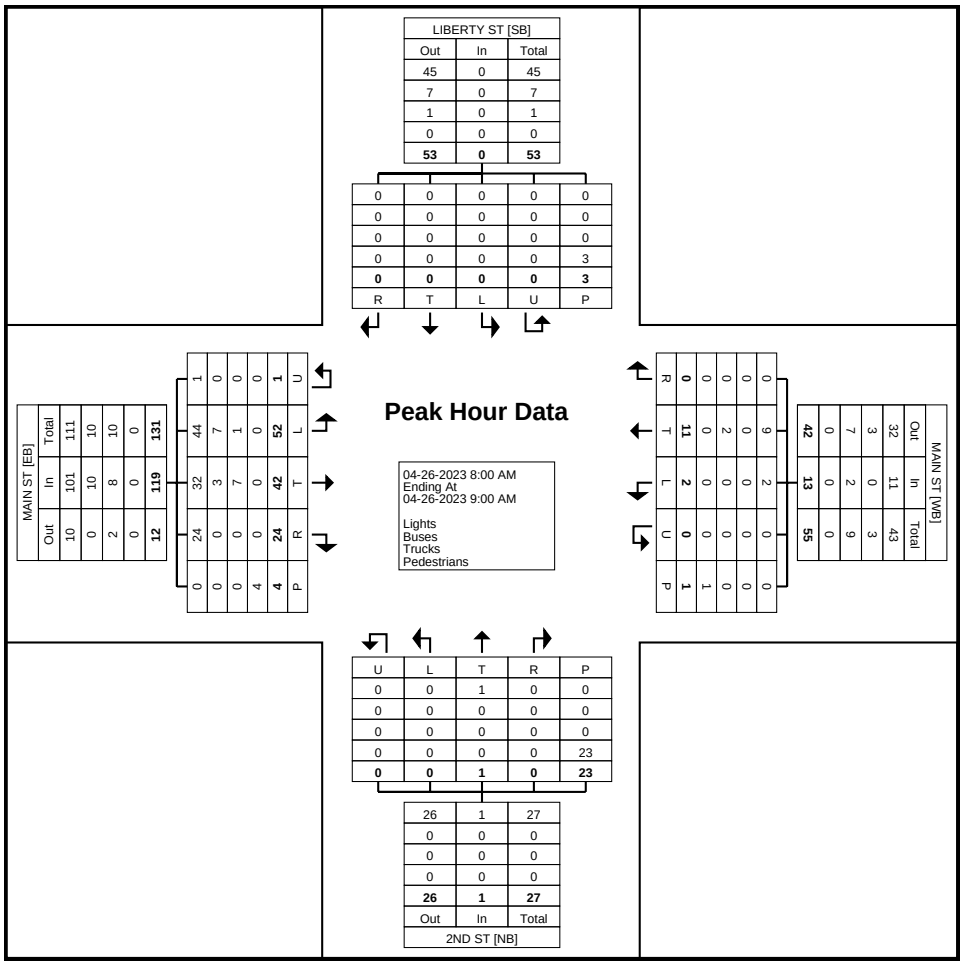
Count Name: 27-MAIN ST AT LIBERTY ST/2ND ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (8:00 AM)

Start Time	LIBERTY ST Southbound						MAIN ST Westbound						2ND ST Northbound						MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	0	0	0	0	2	0	1	2	0	0	0	3	0	0	0	0	4	0	14	9	7	0	3	30	33
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	12	1	12	7	4	0	1	23	25
8:30 AM	0	0	0	0	0	0	0	6	0	0	1	6	0	0	0	0	3	0	11	16	7	0	0	34	40
8:45 AM	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	4	0	15	10	6	1	0	32	35
Total	0	0	0	0	3	0	2	11	0	0	1	13	0	1	0	0	23	1	52	42	24	1	4	119	133
Approach %	0.0	0.0	0.0	0.0	-	-	15.4	84.6	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	43.7	35.3	20.2	0.8	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	1.5	8.3	0.0	0.0	-	9.8	0.0	0.8	0.0	0.0	-	0.8	39.1	31.6	18.0	0.8	-	89.5	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.500	0.458	0.000	0.000	-	0.542	0.000	0.250	0.000	0.000	-	0.250	0.867	0.656	0.857	0.250	-	0.875	0.831
Lights	0	0	0	0	-	0	2	9	0	0	-	11	0	1	0	0	-	1	44	32	24	1	-	101	113
% Lights	-	-	-	-	-	-	100.0	81.8	-	-	-	84.6	-	100.0	-	-	-	100.0	84.6	76.2	100.0	100.0	-	84.9	85.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	7	3	0	0	-	10	10
% Buses	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	-	0.0	-	-	-	0.0	13.5	7.1	0.0	0.0	-	8.4	7.5
Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	1	7	0	0	-	8	10
% Trucks	-	-	-	-	-	-	0.0	18.2	-	-	-	15.4	-	0.0	-	-	-	0.0	1.9	16.7	0.0	0.0	-	6.7	7.5
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	23	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Accident Data

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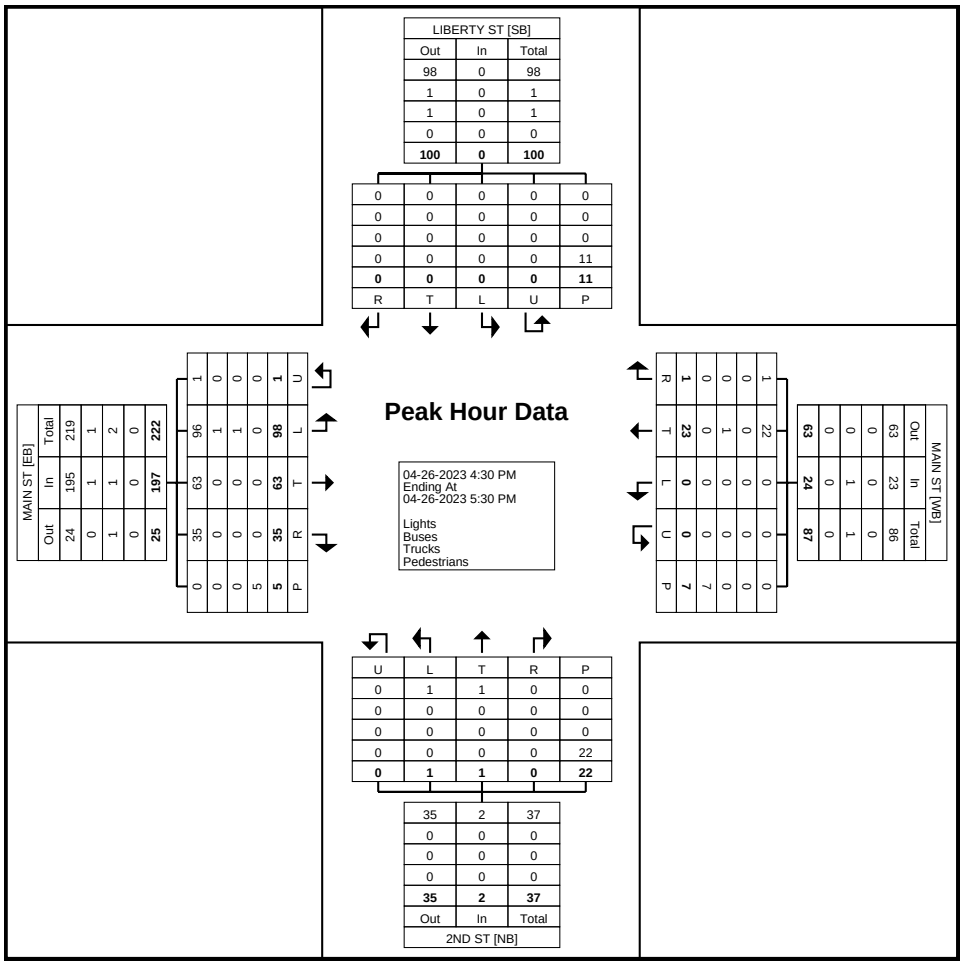
Count Name: 27-MAIN ST AT LIBERTY ST/2ND ST-WED
Site Code:
Start Date: 04-26-2023

Turning Movement Peak Hour Data (4:30 PM)

Start Time	LIBERTY ST Southbound						MAIN ST Westbound						2ND ST Northbound						MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	0	0	0	0	3	0	0	4	1	0	2	5	1	1	0	0	9	2	23	22	6	0	1	51	58
4:45 PM	0	0	0	0	2	0	0	8	0	0	1	8	0	0	0	0	8	0	25	16	6	1	3	48	56
5:00 PM	0	0	0	0	3	0	0	6	0	0	1	6	0	0	0	0	4	0	26	8	10	0	1	44	50
5:15 PM	0	0	0	0	3	0	0	5	0	0	3	5	0	0	0	0	1	0	24	17	13	0	0	54	59
Total	0	0	0	0	11	0	0	23	1	0	7	24	1	1	0	0	22	2	98	63	35	1	5	197	223
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	95.8	4.2	0.0	-	-	50.0	50.0	0.0	0.0	-	-	49.7	32.0	17.8	0.5	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	10.3	0.4	0.0	-	10.8	0.4	0.4	0.0	0.0	-	0.9	43.9	28.3	15.7	0.4	-	88.3	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.719	0.250	0.000	-	0.750	0.250	0.250	0.000	0.000	-	0.250	0.942	0.716	0.673	0.250	-	0.912	0.945
Lights	0	0	0	0	-	0	0	22	1	0	-	23	1	1	0	0	-	2	96	63	35	1	-	195	220
% Lights	-	-	-	-	-	-	-	95.7	100.0	-	-	95.8	100.0	100.0	-	-	-	100.0	98.0	100.0	100.0	100.0	-	99.0	98.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	1
% Buses	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	1.0	0.0	0.0	0.0	-	0.5	0.4
Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	2
% Trucks	-	-	-	-	-	-	-	4.3	0.0	-	-	4.2	0.0	0.0	-	-	-	0.0	1.0	0.0	0.0	0.0	-	0.5	0.9
Pedestrians	-	-	-	-	11	-	-	-	-	-	7	-	-	-	-	-	22	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (4:30 PM)

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Count Name: 27-MAIN ST AT LIBERTY ST/2ND ST-SAT
Site Code:
Start Date: 04-29-2023

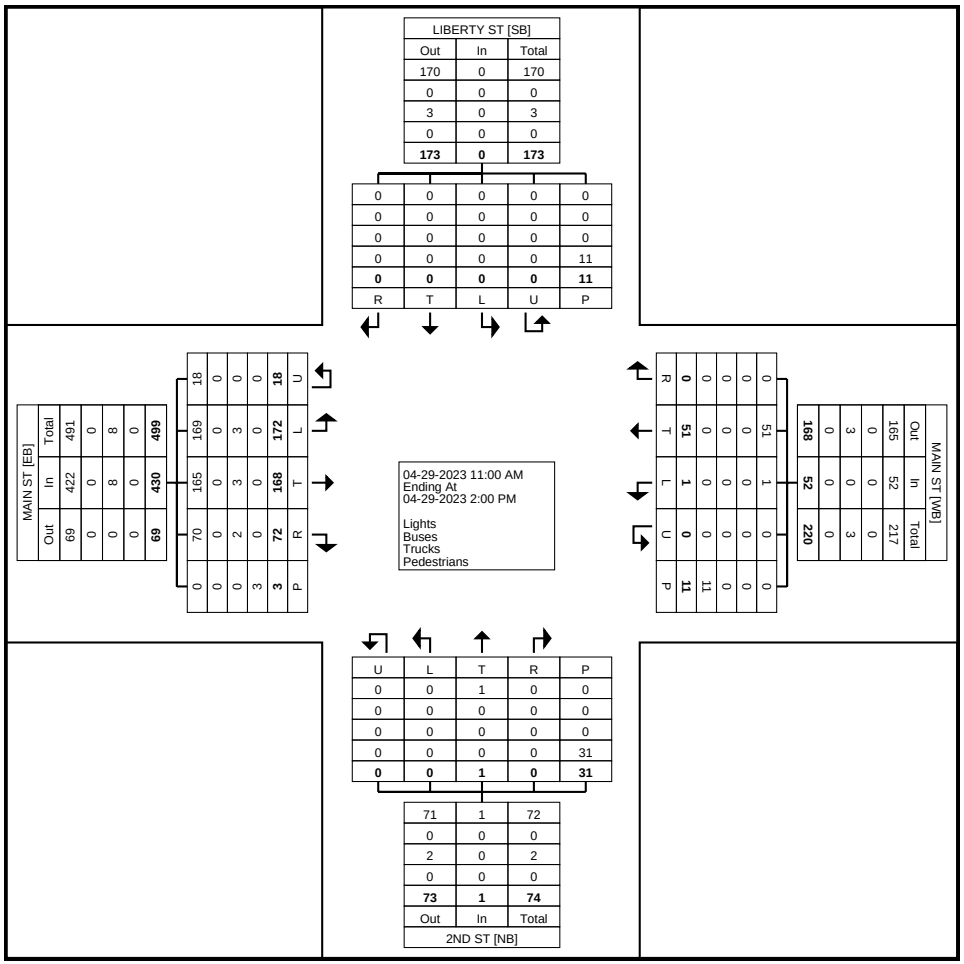
Turning Movement Data

Start Time	LIBERTY ST Southbound						MAIN ST Westbound						2ND ST Northbound						MAIN ST Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	0	0	0	0	0	0	5	0	0	1	5	0	0	0	0	1	0	21	16	6	0	0	43	48
11:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	1	0	16	12	8	3	0	39	42
11:30 AM	0	0	0	0	1	0	0	6	0	0	1	6	0	0	0	0	8	0	9	14	3	2	1	28	34
11:45 AM	0	0	0	0	0	0	1	6	0	0	1	7	0	1	0	0	2	1	11	19	8	1	0	39	47
Hourly Total	0	0	0	0	1	0	1	20	0	0	3	21	0	1	0	0	12	1	57	61	25	6	1	149	171
12:00 PM	0	0	0	0	1	0	0	5	0	0	0	5	0	0	0	0	1	0	21	11	6	5	0	43	48
12:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3	0	15	16	7	2	0	40	43
12:30 PM	0	0	0	0	0	0	0	4	0	0	3	4	0	0	0	0	6	0	10	13	7	2	0	32	36
12:45 PM	0	0	0	0	1	0	0	6	0	0	1	6	0	0	0	0	2	0	9	18	6	0	1	33	39
Hourly Total	0	0	0	0	2	0	0	18	0	0	4	18	0	0	0	0	12	0	55	58	26	9	1	148	166
1:00 PM	0	0	0	0	4	0	0	1	0	0	1	1	0	0	0	0	4	0	18	13	4	0	1	35	36
1:15 PM	0	0	0	0	4	0	0	5	0	0	2	5	0	0	0	0	1	0	11	13	7	1	0	32	37
1:30 PM	0	0	0	0	0	0	0	2	0	0	1	2	0	0	0	0	1	0	15	12	5	1	0	33	35
1:45 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	1	0	16	11	5	1	0	33	38
Hourly Total	0	0	0	0	8	0	0	13	0	0	4	13	0	0	0	0	7	0	60	49	21	3	1	133	146
Grand Total	0	0	0	0	11	0	1	51	0	0	11	52	0	1	0	0	31	1	172	168	72	18	3	430	483
Approach %	0.0	0.0	0.0	0.0	-	-	1.9	98.1	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	40.0	39.1	16.7	4.2	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.2	10.6	0.0	0.0	-	10.8	0.0	0.2	0.0	0.0	-	0.2	35.6	34.8	14.9	3.7	-	89.0	-
Lights	0	0	0	0	-	0	1	51	0	0	-	52	0	1	0	0	-	1	169	165	70	18	-	422	475
% Lights	-	-	-	-	-	-	100.0	100.0	-	-	-	100.0	-	100.0	-	-	-	100.0	98.3	98.2	97.2	100.0	-	98.1	98.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	3	3	2	0	-	8	8
% Trucks	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	-	0.0	-	-	-	0.0	1.7	1.8	2.8	0.0	-	1.9	1.7
Pedestrians	-	-	-	-	11	-	-	-	-	-	11	-	-	-	-	-	31	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 27-MAIN ST AT LIBERTY ST/2ND ST-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Data Plot

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Count Name: 27-MAIN ST AT LIBERTY ST/2ND ST-SAT
Site Code:
Start Date: 04-29-2023

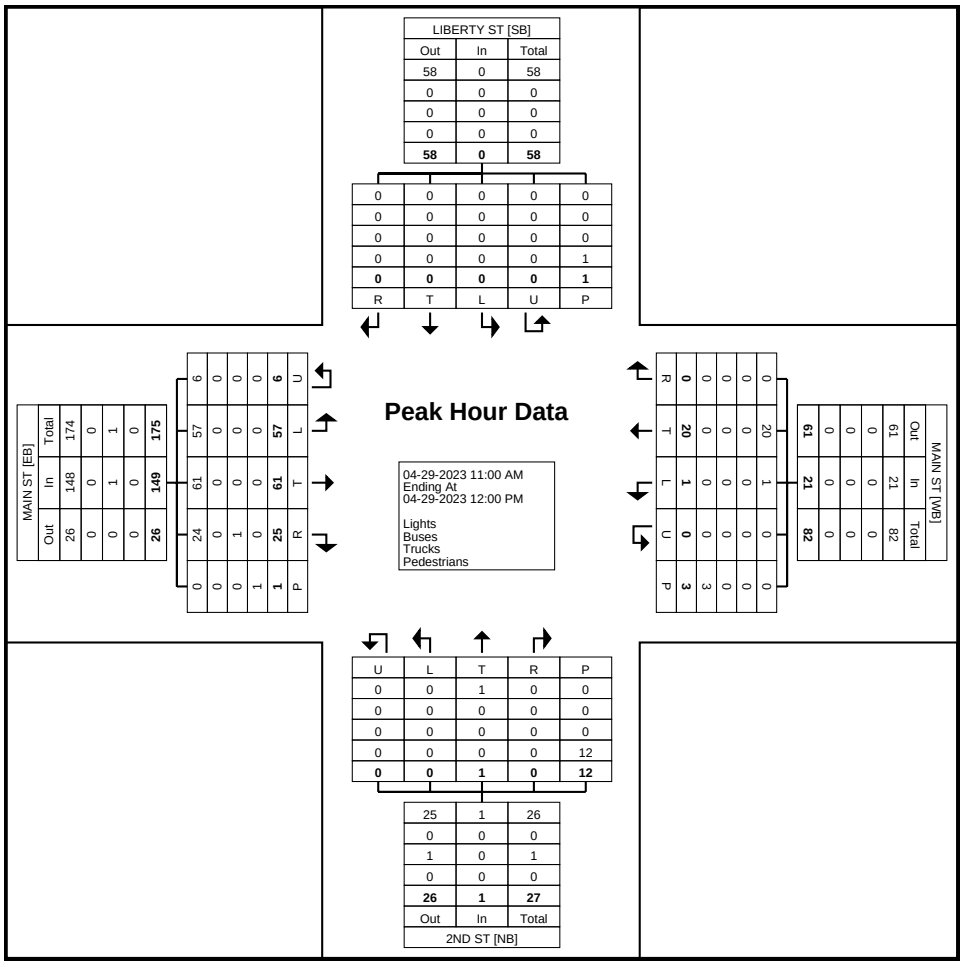
Turning Movement Peak Hour Data (11:00 AM)

Start Time	LIBERTY ST Southbound						MAIN ST Westbound						2ND ST Northbound						MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	5	0	0	1	5	0	0	0	0	1	0	21	16	6	0	0	43	48
11:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	1	0	16	12	8	3	0	39	42
11:30 AM	0	0	0	0	1	0	0	6	0	0	1	6	0	0	0	0	8	0	9	14	3	2	1	28	34
11:45 AM	0	0	0	0	0	0	1	6	0	0	1	7	0	1	0	0	2	1	11	19	8	1	0	39	47
Total	0	0	0	0	1	0	1	20	0	0	3	21	0	1	0	0	12	1	57	61	25	6	1	149	171
Approach %	0.0	0.0	0.0	0.0	-	-	4.8	95.2	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	38.3	40.9	16.8	4.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.6	11.7	0.0	0.0	-	12.3	0.0	0.6	0.0	0.0	-	0.6	33.3	35.7	14.6	3.5	-	87.1	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.250	0.833	0.000	0.000	-	0.750	0.000	0.250	0.000	0.000	-	0.250	0.679	0.803	0.781	0.500	-	0.866	0.891
Lights	0	0	0	0	-	0	1	20	0	0	-	21	0	1	0	0	-	1	57	61	24	6	-	148	170
% Lights	-	-	-	-	-	-	100.0	100.0	-	-	-	100.0	-	100.0	-	-	-	100.0	100.0	100.0	96.0	100.0	-	99.3	99.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Trucks	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	4.0	0.0	-	0.7	0.6
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	12	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 27-MAIN ST AT LIBERTY ST/2ND ST-SAT
Site Code:
Start Date: 04-29-2023



Turning Movement Peak Hour Data Plot (11:00 AM)

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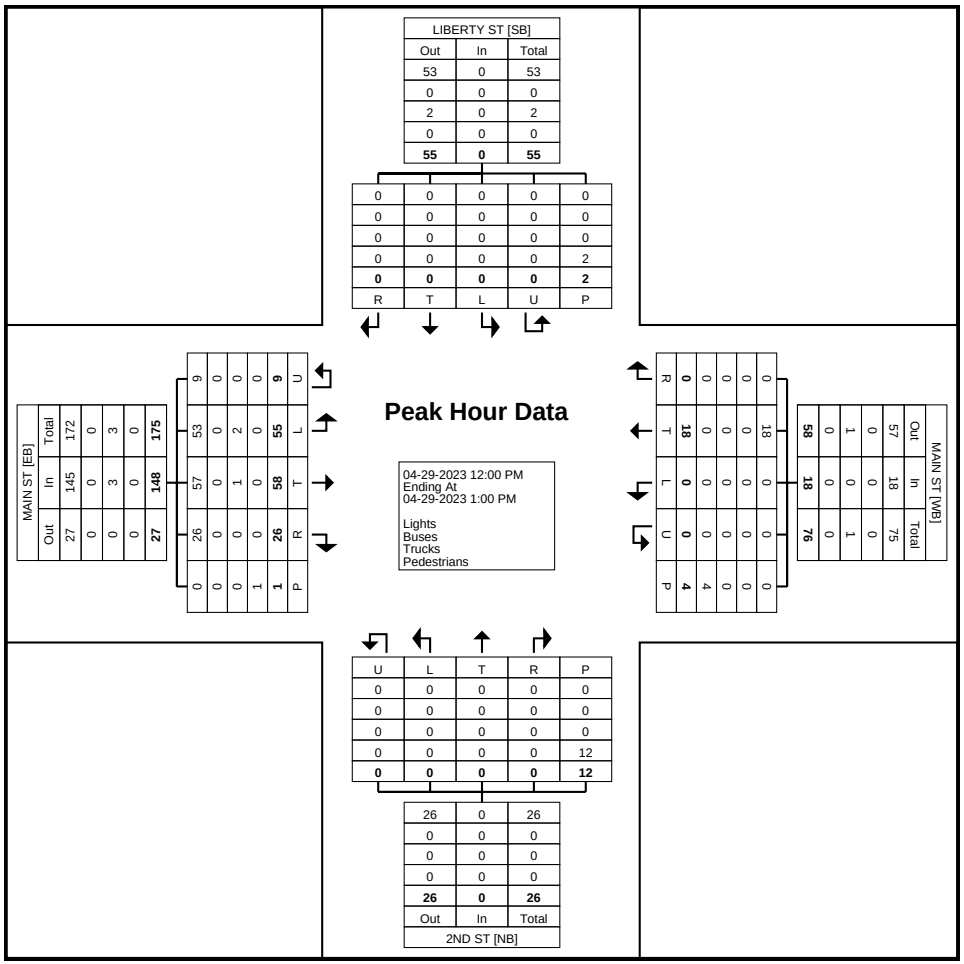
Count Name: 27-MAIN ST AT LIBERTY ST/2ND ST-SAT
Site Code:
Start Date: 04-29-2023

Turning Movement Peak Hour Data (12:00 PM)

Start Time	LIBERTY ST Southbound						MAIN ST Westbound						2ND ST Northbound						MAIN ST Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
12:00 PM	0	0	0	0	1	0	0	5	0	0	0	5	0	0	0	0	1	0	21	11	6	5	0	43	48
12:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3	0	15	16	7	2	0	40	43
12:30 PM	0	0	0	0	0	0	0	4	0	0	3	4	0	0	0	0	6	0	10	13	7	2	0	32	36
12:45 PM	0	0	0	0	1	0	0	6	0	0	1	6	0	0	0	0	2	0	9	18	6	0	1	33	39
Total	0	0	0	0	2	0	0	18	0	0	4	18	0	0	0	0	12	0	55	58	26	9	1	148	166
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	37.2	39.2	17.6	6.1	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	10.8	0.0	0.0	-	10.8	0.0	0.0	0.0	0.0	-	0.0	33.1	34.9	15.7	5.4	-	89.2	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.750	0.000	0.000	-	0.750	0.000	0.000	0.000	0.000	-	0.000	0.655	0.806	0.929	0.450	-	0.860	0.865
Lights	0	0	0	0	-	0	0	18	0	0	-	18	0	0	0	0	-	0	53	57	26	9	-	145	163
% Lights	-	-	-	-	-	-	-	100.0	-	-	-	100.0	-	-	-	-	-	-	96.4	98.3	100.0	100.0	-	98.0	98.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2	1	0	0	-	3	3
% Trucks	-	-	-	-	-	-	-	0.0	-	-	-	0.0	-	-	-	-	-	-	3.6	1.7	0.0	0.0	-	2.0	1.8
Pedestrians	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	12	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (12:00 PM)

APPENDIX B

Accident Data

(submitted upon request)

APPENDIX C

Level of Service Definitions

LEVEL OF SERVICE: SIGNALIZED INTERSECTIONS

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The delay experienced by a motorist is made up of a number of factors that relate to control, geometry, traffic, and incidents at an intersection. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road. The portion of the total delay attributed to the control facility is called the control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Control delay may also be referred to as signal delay for signalized intersections.

Level of service criteria for signalized intersections is determined in terms of the average control delay per vehicle. The following average control delays are used to determine approach levels of service:

Level of Service A	≤10.0 seconds per vehicle
Level of Service B	> 10.0 and ≤20.0 seconds per vehicle
Level of Service C	> 20.0 and ≤35.0 seconds per vehicle
Level of Service D	> 35.0 and ≤55.0 seconds per vehicle
Level of Service E	> 55.0 and ≤80.0 seconds per vehicle
Level of Service F	> 80.0 seconds per vehicle

Level of Service A describes operations with very low control delay. This occurs when progression is extremely favorable; most vehicles arrive during the green phase and do not stop at all. Short traffic signal cycles may contribute to low delay.

Level of Service B generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for level of service A, causing higher average delays.

Level of Service C has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.

Level of Service D At this level, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume-to-capacity ratios. The proportion of stopping vehicles increases. Individual cycle failures are noticeable.

Level of Service E is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high volume-to-capacity ratios. Individual cycle failures occur frequently.

Level of Service F is considered unacceptable to most drivers. This condition often occurs with over saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may occur at volume to capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

LEVEL OF SERVICE: TWO WAY STOP CONTROLLED INTERSECTIONS

The quality of traffic service at a two-way stop controlled, or "TWSC," intersection is measured according to the level of service and capacity of individual legs. The level of service ranges from LOS A to LOS F, just as with signalized intersections.

The right of way at the TWSC intersection is controlled by stop signs on two opposing legs of an intersection (on one leg of a "T"-type intersection). The capacity of a controlled leg is based on the distribution of gaps in the major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver and the follow up time required by each driver in a queue.

The level of service for a TWSC intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. The delay experienced by a motorist is made up of a number of factors that relate to control, geometry, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during conditions with ideal geometry and in the absence of incidents, control, and traffic. This program only quantifies that portion of the total delay attributed to traffic control measures, either traffic signals or stop signs. This delay is called control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration. Average control delay for any particular minor movement is a function of the approach and the degree of saturation.

The expectation is that TWSC intersections are designed to carry smaller traffic volumes than signalized intersections. Therefore, the delay threshold times are lower for the same LOS grades. The following average control delays are used to determine approach levels of service:

Level of Service A	≤10 seconds per vehicle
Level of Service B	> 10 and ≤15 seconds per vehicle
Level of Service C	> 15 and ≤25 seconds per vehicle
Level of Service D	> 25 and ≤35 seconds per vehicle
Level of Service E	> 35 and ≤50 seconds per vehicle
Level of Service F	> 50 seconds per vehicle

APPENDIX D

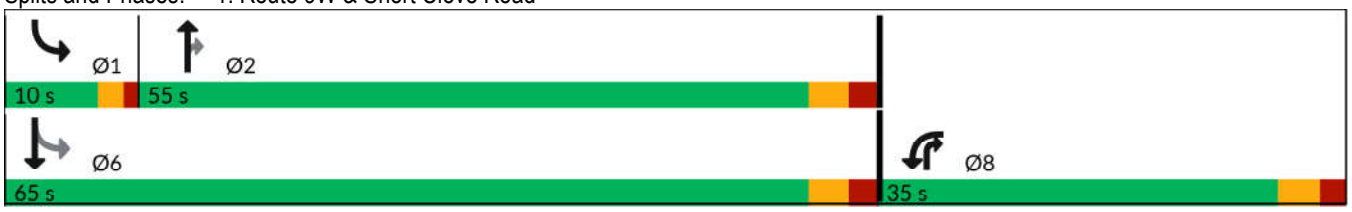
Capacity Analysis

Existing Conditions

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	337	482	136	47	851
Future Volume (vph)	337	482	136	47	851
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	16.6	54.4	78.1	62.1	60.1
Actuated g/C Ratio	0.19	0.63	0.90	0.72	0.69
v/c Ratio	0.69	0.49	0.12	0.12	0.69
Control Delay (s/veh)	38.0	12.6	0.5	5.1	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	12.6	0.5	5.1	12.4
LOS	D	B	A	A	B
Approach Delay (s/veh)	38.0	10.0			12.0
Approach LOS	D	A			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 86.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	36	148	5	35	377	6
Future Volume (Veh/h)	36	148	5	35	377	6
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.77	0.77	0.87	0.87
Hourly flow rate (vph)	40	164	6	45	433	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	902	29			51	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	902	29			51	
tC, single (s)	7.3	6.4			4.2	
tC, 2 stage (s)						
tF (s)	4.3	3.5			2.3	
p0 queue free %	75	84			71	
cM capacity (veh/h)	157	997			1505	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	204	51	440
Volume Left	40	0	433
Volume Right	164	45	0
cSH	486	1700	1505
Volume to Capacity	0.42	0.03	0.29
Queue Length 95th (ft)	51	0	30
Control Delay (s/veh)	17.6	0.0	8.3
Lane LOS	C		A
Approach Delay (s/veh)	17.6	0.0	8.3
Approach LOS	C		

Intersection Summary			
Average Delay	10.4		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	98	13	132	25	13	287
Future Volume (Veh/h)	98	13	132	25	13	287
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.85	0.85	0.87	0.87
Hourly flow rate (vph)	113	15	155	29	15	330
Pedestrians	2					2
Lane Width (ft)	16.0					13.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	517	159			186	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	517	159			186	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	78	98			99	
cM capacity (veh/h)	509	867			1268	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	128	155	29	345
Volume Left	113	0	0	15
Volume Right	15	0	29	0
cSH	535	1700	1700	1268
Volume to Capacity	0.24	0.09	0.02	0.01
Queue Length 95th (ft)	23	0	0	1
Control Delay (s/veh)	13.8	0.0	0.0	0.5
Lane LOS	B			A
Approach Delay (s/veh)	13.8	0.0		0.5
Approach LOS	B			

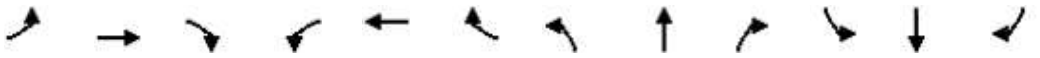
Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	146	0	0	286
Future Volume (Veh/h)	0	0	146	0	0	286
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.81	0.81	0.85	0.85
Hourly flow rate (vph)	0	0	180	0	0	336
Pedestrians	3		3			
Lane Width (ft)	13.0		16.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	522	183			183	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	522	183			183	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	515	862			1400	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	180	336
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1400
Volume to Capacity	0.00	0.11	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s/veh)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s/veh)	0.0	0.0	0.0
Approach LOS	A		

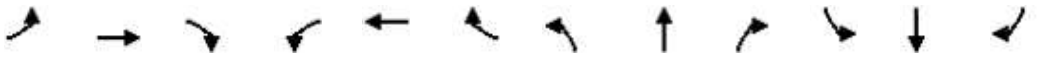
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	18.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	6	0	6	0	60	84	37	278	1
Future Volume (Veh/h)	0	0	0	6	0	6	0	60	84	37	278	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.43	0.43	0.43	0.87	0.87	0.87	0.80	0.80	0.80
Hourly flow rate (vph)	0	0	0	14	0	14	0	69	97	46	348	1
Pedestrians		12			6			6			12	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	596	625	367	570	577	136	361			172		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	596	625	367	570	577	136	361			172		
tC, single (s)	7.1	6.5	6.2	7.3	6.5	6.5	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.7	4.0	3.6	2.2			2.3		
p0 queue free %	100	100	100	96	100	98	100			97		
cM capacity (veh/h)	386	384	672	390	409	823	1195			1367		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	28	166	395
Volume Left	0	14	0	46
Volume Right	0	14	97	1
cSH	1700	529	1195	1367
Volume to Capacity	0.00	0.05	0.00	0.03
Queue Length 95th (ft)	0	4	0	3
Control Delay (s/veh)	0.0	12.2	0.0	1.2
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	12.2	0.0	1.2
Approach LOS	A	B		

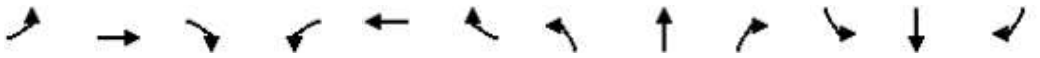
Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	39.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	4	44	56	5	13	9	73	8	4	260	6
Future Volume (vph)	15	4	44	56	5	13	9	73	8	4	260	6
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.66	0.66	0.66	0.94	0.94	0.94
Hourly flow rate (vph)	22	6	64	81	7	19	14	111	12	4	277	6

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	92	107	137	287
Volume Left (vph)	22	81	14	4
Volume Right (vph)	64	19	12	6
Hadj (s)	-0.24	0.18	0.26	0.16
Departure Headway (s)	4.9	5.3	5.1	4.8
Degree Utilization, x	0.12	0.16	0.19	0.38
Capacity (veh/h)	663	621	672	720
Control Delay (s/veh)	8.6	9.3	9.3	10.7
Approach Delay (s/veh)	8.6	9.3	9.3	10.7
Approach LOS	A	A	A	B

Intersection Summary				
Delay	9.8			
Level of Service	A			
Intersection Capacity Utilization	33.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	16	26	123	12	34	3	100	18	55	106	1
Future Volume (vph)	12	16	26	123	12	34	3	100	18	55	106	1
Peak Hour Factor	0.75	0.75	0.75	0.90	0.90	0.90	0.78	0.78	0.78	0.86	0.86	0.86
Hourly flow rate (vph)	16	21	35	137	13	38	4	128	23	64	123	1

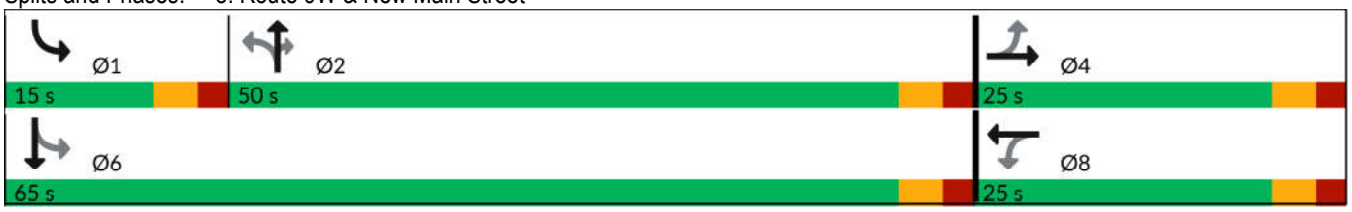
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	72	188	155	188
Volume Left (vph)	16	137	4	64
Volume Right (vph)	35	38	23	1
Hadj (s)	0.04	0.19	0.24	0.20
Departure Headway (s)	5.1	5.1	5.1	5.0
Degree Utilization, x	0.10	0.27	0.22	0.26
Capacity (veh/h)	639	661	665	676
Control Delay (s/veh)	8.7	9.9	9.5	9.8
Approach Delay (s/veh)	8.7	9.9	9.5	9.8
Approach LOS	A	A	A	A

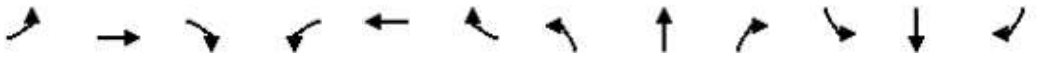
Intersection Summary				
Delay	9.6			
Level of Service	A			
Intersection Capacity Utilization	38.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	14	2	110	2	1	403	92	58	793
Future Volume (vph)	14	2	110	2	1	403	92	58	793
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	25.0	25.0	25.0	25.0	50.0	50.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	55.6%	55.6%	55.6%	16.7%	72.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		15.1	15.1	15.1		53.3	53.3	62.9	62.9
Actuated g/C Ratio		0.17	0.17	0.17		0.61	0.61	0.71	0.71
v/c Ratio		0.13	0.68	0.27		0.46	0.12	0.11	0.67
Control Delay (s/veh)		24.0	48.6	9.2		13.3	2.7	5.0	11.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		24.0	48.6	9.2		13.3	2.7	5.0	11.1
LOS		C	D	A		B	A	A	B
Approach Delay (s/veh)		24.0		33.7		11.3			10.7
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 88	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 14.5	Intersection LOS: B
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Route 9W & New Main Street

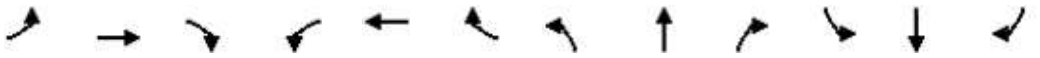




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	125	13	3	77	7	32	22	3	13	20	68
Future Volume (Veh/h)	34	125	13	3	77	7	32	22	3	13	20	68
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.72	0.72	0.72	0.89	0.89	0.89	0.74	0.74	0.74
Hourly flow rate (vph)	40	145	15	4	107	10	36	25	3	18	27	92
Pedestrians		3			7			7			3	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked												
vC, conflicting volume	120			167			468	368	167	378	370	118
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	120			167			468	368	167	378	370	118
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.2	3.3
p0 queue free %	97			100			91	95	100	97	95	90
cM capacity (veh/h)	1404			1414			423	536	873	526	511	929

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	200	121	64	137
Volume Left	40	4	36	18
Volume Right	15	10	3	92
cSH	1404	1414	473	736
Volume to Capacity	0.03	0.00	0.14	0.19
Queue Length 95th (ft)	2	0	12	17
Control Delay (s/veh)	1.7	0.3	13.8	11.0
Lane LOS	A	A	B	B
Approach Delay (s/veh)	1.7	0.3	13.8	11.0
Approach LOS			B	B

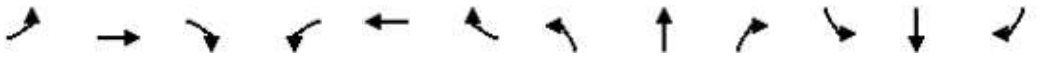
Intersection Summary				
Average Delay	5.3			
Intersection Capacity Utilization	33.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	34	102	9	4	69	13	0	0	0	14	24	17
Future Volume (vph)	34	102	9	4	69	13	0	0	0	14	24	17
Peak Hour Factor	0.82	0.82	0.82	0.77	0.77	0.77	0.25	0.25	0.25	0.62	0.62	0.62
Hourly flow rate (vph)	41	124	11	5	90	17	0	0	0	23	39	27

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	176	112	89
Volume Left (vph)	41	5	23
Volume Right (vph)	11	17	27
Hadj (s)	0.16	0.09	0.06
Departure Headway (s)	4.4	4.4	4.6
Degree Utilization, x	0.22	0.14	0.11
Capacity (veh/h)	796	784	732
Control Delay (s/veh)	8.6	8.1	8.2
Approach Delay (s/veh)	8.6	8.1	8.2
Approach LOS	A	A	A

Intersection Summary				
Delay	8.4			
Level of Service	A			
Intersection Capacity Utilization	31.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	49	2	57	2	2	0	54	89	2	4	111	29
Future Volume (vph)	49	2	57	2	2	0	54	89	2	4	111	29
Peak Hour Factor	0.79	0.79	0.79	0.50	0.50	0.50	0.79	0.79	0.79	0.92	0.92	0.92
Hourly flow rate (vph)	62	3	72	4	4	0	68	113	3	4	121	32

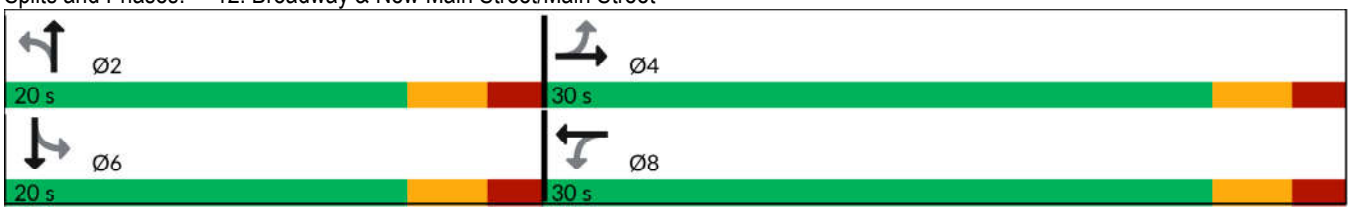
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	137	8	184	157
Volume Left (vph)	62	4	68	4
Volume Right (vph)	72	0	3	32
Hadj (s)	-0.03	0.10	0.30	0.01
Departure Headway (s)	4.7	5.0	4.7	4.5
Degree Utilization, x	0.18	0.01	0.24	0.20
Capacity (veh/h)	712	654	730	762
Control Delay (s/veh)	8.7	8.1	9.3	8.6
Approach Delay (s/veh)	8.7	8.1	9.3	8.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.9			
Level of Service	A			
Intersection Capacity Utilization	37.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	2	0	32	0	109	75	131
Future Volume (vph)	2	0	32	0	109	75	131
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		4		8	2		6
Permitted Phases	4		8			6	
Detector Phase	4	4	8	8	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	5.0		5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	Max	Max	Max
Act Effct Green (s)		7.6		7.8	25.8		25.8
Actuated g/C Ratio		0.21		0.21	0.70		0.70
v/c Ratio		0.04		0.35	0.21		0.24
Control Delay (s/veh)		10.5		15.6	5.9		6.2
Queue Delay		0.0		0.0	0.0		0.0
Total Delay (s/veh)		10.5		15.6	5.9		6.2
LOS		B		B	A		A
Approach Delay (s/veh)		10.5		15.6	5.9		6.2
Approach LOS		B		B	A		A

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 36.9	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay (s/veh): 7.7	Intersection LOS: A
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	30	37	51	14	50	70
Future Volume (vph)	30	37	51	14	50	70
Peak Hour Factor	0.88	0.88	0.85	0.85	0.77	0.77
Hourly flow rate (vph)	34	42	60	16	65	91

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	76	76	156
Volume Left (vph)	34	0	65
Volume Right (vph)	42	16	0
Hadj (s)	-0.17	0.03	0.15
Departure Headway (s)	4.3	4.3	4.3
Degree Utilization, x	0.09	0.09	0.19
Capacity (veh/h)	802	815	818
Control Delay (s/veh)	7.7	7.7	8.3
Approach Delay (s/veh)	7.7	7.7	8.3
Approach LOS	A	A	A

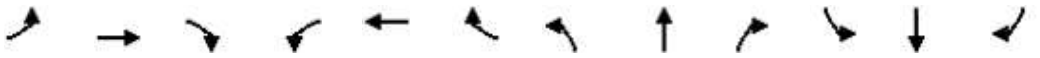
Intersection Summary			
Delay	8.0		
Level of Service	A		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	47	54	126	182	12
Future Volume (Veh/h)	18	47	54	126	182	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.78	0.78	0.87	0.87
Hourly flow rate (vph)	20	52	69	162	209	14
Pedestrians		6	3		6	
Lane Width (ft)		11.0	11.0		10.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		1	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	237				251	162
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	237				251	162
tC, single (s)	4.2				6.6	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.5
p0 queue free %	98				70	98
cM capacity (veh/h)	1267				692	837

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	72	231	223
Volume Left	20	0	209
Volume Right	0	162	14
cSH	1267	1700	699
Volume to Capacity	0.02	0.14	0.32
Queue Length 95th (ft)	1	0	34
Control Delay (s/veh)	2.3	0.0	12.5
Lane LOS	A		B
Approach Delay (s/veh)	2.3	0.0	12.5
Approach LOS			B

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	38	90	29	67	6	73	21	40	2	24	33
Future Volume (vph)	15	38	90	29	67	6	73	21	40	2	24	33
Peak Hour Factor	0.83	0.83	0.83	0.75	0.75	0.75	0.84	0.84	0.84	0.57	0.57	0.57
Hourly flow rate (vph)	18	46	108	39	89	8	87	25	48	4	42	58

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	172	136	160	104
Volume Left (vph)	18	39	87	4
Volume Right (vph)	108	8	48	58
Hadj (s)	-0.20	0.20	0.22	-0.27
Departure Headway (s)	4.5	5.0	5.0	4.6
Degree Utilization, x	0.22	0.19	0.22	0.13
Capacity (veh/h)	736	674	674	717
Control Delay (s/veh)	8.8	9.1	9.4	8.3
Approach Delay (s/veh)	8.8	9.1	9.4	8.3
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.0			
Level of Service	A			
Intersection Capacity Utilization	33.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	38	19	30	55	31	121	0	0	162	34
Future Volume (Veh/h)	37	0	38	19	30	55	31	121	0	0	162	34
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.84	0.84	0.80	0.86	0.86	0.86	0.94	0.94	0.94
Hourly flow rate (vph)	47	0	49	23	36	69	36	141	0	0	172	36
Pedestrians		49			55			38			55	
Lane Width (ft)		10.0			13.0			10.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		4			6			3			5	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								331				
pX, platoon unblocked												
vC, conflicting volume	594	507	277	545	525	251	257			196		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	594	507	277	545	525	251	257			196		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.3	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.4	3.5	4.1	3.4	2.3			2.2		
p0 queue free %	83	100	93	93	91	90	97			100		
cM capacity (veh/h)	276	415	680	349	393	682	1214			1310		

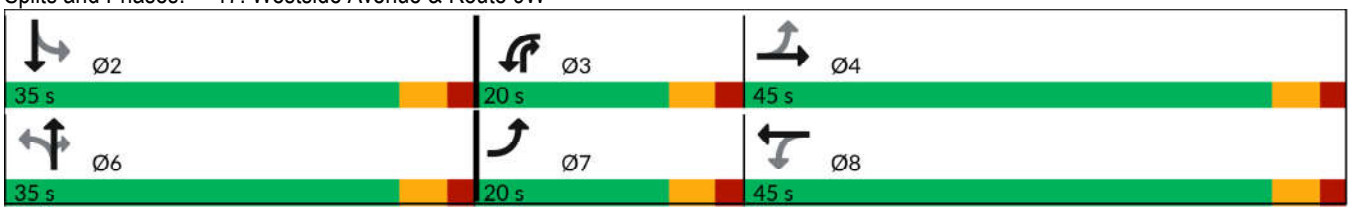
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	96	128	177	208
Volume Left	47	23	36	0
Volume Right	49	69	0	36
cSH	396	494	1214	1700
Volume to Capacity	0.24	0.26	0.03	0.12
Queue Length 95th (ft)	23	26	2	0
Control Delay (s/veh)	17.0	14.8	1.8	0.0
Lane LOS	C	B	A	
Approach Delay (s/veh)	17.0	14.8	1.8	0.0
Approach LOS	C	B		

Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	47.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	458	127	313	10	63	298	109	93
Future Volume (vph)	27	458	127	313	10	63	298	109	93
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	36.9	30.6	45.4	39.2		29.9	45.2		29.9
Actuated g/C Ratio	0.42	0.35	0.52	0.45		0.34	0.52		0.34
v/c Ratio	0.07	0.86	0.51	0.55		0.14	0.37		0.48
Control Delay (s/veh)	9.9	41.2	16.5	21.1		23.9	6.9		28.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	9.9	41.2	16.5	21.1		23.9	6.9		28.1
LOS	A	D	B	C		C	A		C
Approach Delay (s/veh)		39.4		19.9		10.3			28.1
Approach LOS		D		B		B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 87	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 25.1	Intersection LOS: C
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	

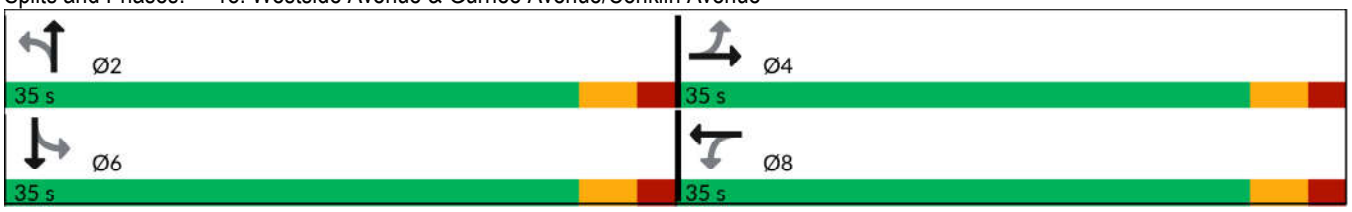
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	89	130	9	87	26	68	86	186
Future Volume (vph)	89	130	9	87	26	68	86	186
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		16.9		16.9		30.3		30.3
Actuated g/C Ratio		0.29		0.29		0.53		0.53
v/c Ratio		0.73		0.50		0.18		0.61
Control Delay (s/veh)		29.5		20.6		9.6		15.9
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		29.5		20.6		9.6		15.9
LOS		C		C		A		B
Approach Delay (s/veh)		29.5		20.6		9.6		15.9
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 57.3	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 19.5	Intersection LOS: B
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	181	176	118	92	119	175
Future Volume (Veh/h)	181	176	118	92	119	175
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.80	0.80	0.90	0.90
Hourly flow rate (vph)	218	212	148	115	132	194
Pedestrians	7			1		
Lane Width (ft)	13.0			13.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	1			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				635		
pX, platoon unblocked						
vC, conflicting volume	647	237	333			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	647	237	333			
tC, single (s)	6.5	6.4	4.3			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.4			
p0 queue free %	40	72	87			
cM capacity (veh/h)	366	762	1129			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	430	263	326
Volume Left	218	148	0
Volume Right	212	0	194
cSH	492	1129	1700
Volume to Capacity	0.87	0.13	0.19
Queue Length 95th (ft)	235	11	0
Control Delay (s/veh)	44.5	5.4	0.0
Lane LOS	E	A	
Approach Delay (s/veh)	44.5	5.4	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	20.2		
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	238	0	0	249	0	0
Future Volume (vph)	238	0	0	249	0	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.92	0.92
Hourly flow rate (vph)	283	0	0	296	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	283	296	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.2	4.2	5.1
Degree Utilization, x	0.33	0.35	0.00
Capacity (veh/h)	841	837	633
Control Delay (s/veh)	9.3	9.4	8.1
Approach Delay (s/veh)	9.3	9.4	0.0
Approach LOS	A	A	A

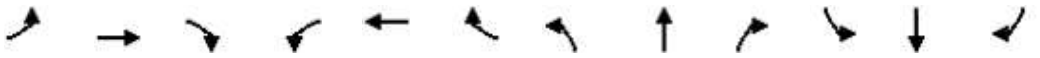
Intersection Summary			
Delay	9.4		
Level of Service	A		
Intersection Capacity Utilization	16.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	126	140	48	137	31	347	69	470	89
Future Volume (vph)	126	140	48	137	31	347	69	470	89
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	11.0	11.0	10.9	10.9	21.4	21.4	21.4	21.4	21.4
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.56	0.56	0.56	0.56	0.56
v/c Ratio	0.54	0.46	0.19	0.52	0.09	0.46	0.18	0.51	0.12
Control Delay (s/veh)	18.4	11.9	11.0	11.1	8.3	10.3	9.3	11.9	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.4	11.9	11.0	11.1	8.3	10.3	9.3	11.9	3.0
LOS	B	B	B	B	A	B	A	B	A
Approach Delay (s/veh)		14.6		11.1		10.1		10.4	
Approach LOS		B		B		B		B	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 37.9	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 11.3	Intersection LOS: B
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

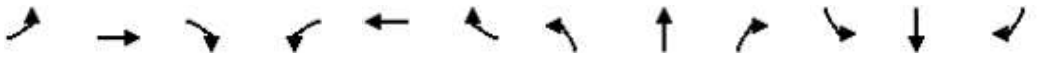




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	63	16	23	20	0	0	0	0
Future Volume (vph)	0	0	0	0	63	16	23	20	0	0	0	0
Peak Hour Factor	0.25	0.25	0.25	0.82	0.82	0.82	0.90	0.90	0.90	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	77	20	26	22	0	0	0	0

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	97	48
Volume Left (vph)	0	26
Volume Right (vph)	20	0
Hadj (s)	0.13	0.19
Departure Headway (s)	4.1	4.3
Degree Utilization, x	0.11	0.06
Capacity (veh/h)	854	808
Control Delay (s/veh)	7.7	7.6
Approach Delay (s/veh)	7.7	7.6
Approach LOS	A	A

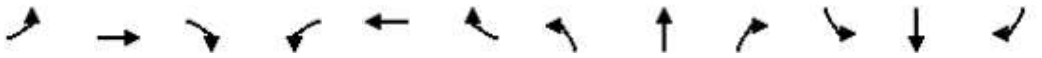
Intersection Summary				
Delay	7.6			
Level of Service	A			
Intersection Capacity Utilization	23.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	20	56	0	0	0	0	0	25	17
Future Volume (vph)	0	0	0	20	56	0	0	0	0	0	25	17
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.25	0.25	0.25	0.70	0.70	0.70
Hourly flow rate (vph)	0	0	0	22	62	0	0	0	0	0	36	24

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	84	60
Volume Left (vph)	22	0
Volume Right (vph)	0	24
Hadj (s)	0.34	-0.12
Departure Headway (s)	4.4	4.0
Degree Utilization, x	0.10	0.07
Capacity (veh/h)	808	876
Control Delay (s/veh)	7.9	7.3
Approach Delay (s/veh)	7.9	7.3
Approach LOS	A	A

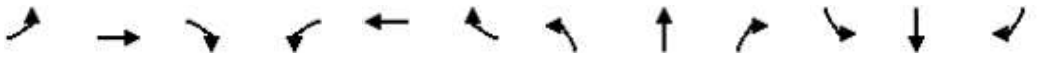
Intersection Summary				
Delay	7.6			
Level of Service	A			
Intersection Capacity Utilization	23.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	18	1	50	0	0	0	0	1
Future Volume (Veh/h)	0	0	0	0	18	1	50	0	0	0	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.79	0.79	0.79	0.78	0.78	0.78	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	23	1	64	0	0	0	0	4
Pedestrians		4			7			3			7	
Lane Width (ft)		0.0			15.0			10.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	31			3			35	34	10	38	34	35
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	31			3			35	34	10	38	34	35
tC, single (s)	4.1			4.1			7.3	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.7	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			93	100	100	100	100	100
cM capacity (veh/h)	1584			1628			921	855	1066	952	855	1037

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	64	4
Volume Left	0	64	0
Volume Right	1	0	4
cSH	1700	921	1037
Volume to Capacity	0.01	0.07	0.00
Queue Length 95th (ft)	0	6	0
Control Delay (s/veh)	0.0	9.2	8.5
Lane LOS		A	A
Approach Delay (s/veh)	0.0	9.2	8.5
Approach LOS		A	A

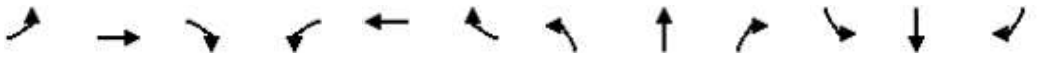
Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	24.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	93	9	4	74	11	0	0	0	0	0	0
Future Volume (Veh/h)	39	93	9	4	74	11	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	45	108	10	4	80	12	0	0	0	0	0	0
Pedestrians		26			44			44			26	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			3			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked												
vC, conflicting volume	118			162			367	373	201	367	372	138
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	118			162			367	373	201	367	372	138
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			100	100	100	100	100	100
cM capacity (veh/h)	1434			1429			566	541	815	557	542	897

Direction, Lane #	EB 1	WB 1
Volume Total	163	96
Volume Left	45	4
Volume Right	10	12
cSH	1434	1429
Volume to Capacity	0.03	0.00
Queue Length 95th (ft)	2	0
Control Delay (s/veh)	2.3	0.3
Lane LOS	A	A
Approach Delay (s/veh)	2.3	0.3
Approach LOS		

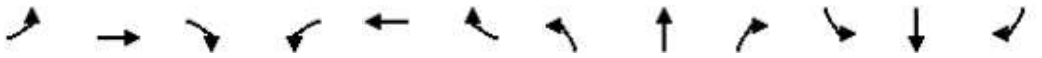
Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	17.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	92	0	0	12	0	38	0	21	14	0	29
Future Volume (Veh/h)	0	92	0	0	12	0	38	0	21	14	0	29
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.75	0.75	0.75	0.78	0.78	0.78	0.77	0.77	0.77
Hourly flow rate (vph)	0	116	0	0	16	0	49	0	27	18	0	38
Pedestrians		8			26			26			11	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			3			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	27			142			204	169	168	196	169	35
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	27			142			204	169	168	196	169	35
tC, single (s)	4.1			4.1			7.2	6.5	6.3	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.4	3.6	4.0	3.4
p0 queue free %	100			100			93	100	97	97	100	96
cM capacity (veh/h)	1579			1408			664	696	812	680	696	996

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	116	16	76	56
Volume Left	0	0	49	18
Volume Right	0	0	27	38
cSH	1700	1700	710	866
Volume to Capacity	0.07	0.01	0.11	0.06
Queue Length 95th (ft)	0	0	9	5
Control Delay (s/veh)	0.0	0.0	10.7	9.4
Lane LOS			B	A
Approach Delay (s/veh)	0.0	0.0	10.7	9.4
Approach LOS			B	A

Intersection Summary				
Average Delay	5.1			
Intersection Capacity Utilization	23.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	42	24	2	11	0	0	0	0	0	0	0
Future Volume (Veh/h)	53	42	24	2	11	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.54	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	60	48	27	4	20	0	0	0	0	0	0	0
Pedestrians		4			23			23			3	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			2			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	23			98			237	236	108	236	249	27
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	23			98			237	236	108	236	249	27
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			100	100	100	100	100	100
cM capacity (veh/h)	1512			1508			697	640	935	687	629	1051

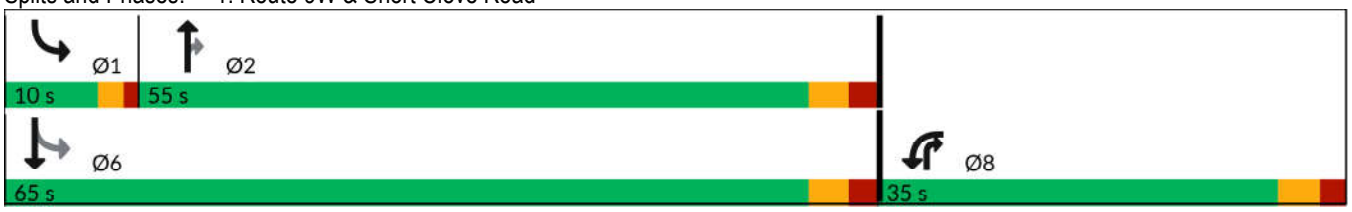
Direction, Lane #	EB 1	WB 1
Volume Total	135	24
Volume Left	60	4
Volume Right	27	0
cSH	1512	1508
Volume to Capacity	0.04	0.00
Queue Length 95th (ft)	3	0
Control Delay (s/veh)	3.5	1.2
Lane LOS	A	A
Approach Delay (s/veh)	3.5	1.2
Approach LOS		

Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	16.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	135	736	441	52	563
Future Volume (vph)	135	736	441	52	563
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	10.3	54.3	71.7	62.0	60.0
Actuated g/C Ratio	0.13	0.68	0.89	0.77	0.75
v/c Ratio	0.50	0.65	0.32	0.18	0.43
Control Delay (s/veh)	30.6	12.5	0.7	3.9	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.6	12.5	0.7	3.9	5.2
LOS	C	B	A	A	A
Approach Delay (s/veh)	30.6	8.1			5.1
Approach LOS	C	A			A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 80.3	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 9.5	Intersection LOS: A
Intersection Capacity Utilization 56.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	485	6	12	165	5
Future Volume (Veh/h)	20	485	6	12	165	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.75	0.75	0.77	0.77
Hourly flow rate (vph)	22	539	8	16	214	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	450	16			24	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	450	16			24	
tC, single (s)	6.6	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.4			2.2	
p0 queue free %	95	49			87	
cM capacity (veh/h)	468	1049			1597	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	561	24	220
Volume Left	22	0	214
Volume Right	539	16	0
cSH	1000	1700	1597
Volume to Capacity	0.56	0.01	0.13
Queue Length 95th (ft)	90	0	12
Control Delay (s/veh)	13.1	0.0	7.4
Lane LOS	B		A
Approach Delay (s/veh)	13.1	0.0	7.4
Approach LOS	B		

Intersection Summary			
Average Delay		11.2	
Intersection Capacity Utilization		53.9%	ICU Level of Service A
Analysis Period (min)		15	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	34	22	411	78	10	137
Future Volume (Veh/h)	34	22	411	78	10	137
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.91	0.91	0.75	0.75
Hourly flow rate (vph)	44	28	452	86	13	183
Pedestrians	1		1			1
Lane Width (ft)	16.0		11.0			13.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	663	454			539	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	663	454			539	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	90	95			99	
cM capacity (veh/h)	423	600			943	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	72	452	86	196
Volume Left	44	0	0	13
Volume Right	28	0	86	0
cSH	478	1700	1700	943
Volume to Capacity	0.15	0.27	0.05	0.01
Queue Length 95th (ft)	13	0	0	1
Control Delay (s/veh)	13.9	0.0	0.0	0.7
Lane LOS	B			A
Approach Delay (s/veh)	13.9	0.0		0.7
Approach LOS	B			

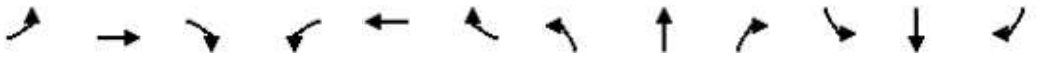
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	434	0	0	161
Future Volume (Veh/h)	0	0	434	0	0	161
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.85	0.85	0.89	0.89
Hourly flow rate (vph)	0	0	511	0	0	181
Pedestrians	1					1
Lane Width (ft)	13.0					14.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	693	513			512	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	693	513			512	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	412	564			1063	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	511	181
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1063
Volume to Capacity	0.00	0.30	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s/veh)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s/veh)	0.0	0.0	0.0
Approach LOS	A		

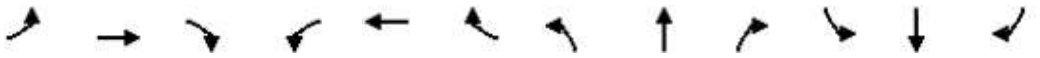
Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		33.2%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1	1	13	0	21	0	213	240	26	118	0
Future Volume (Veh/h)	2	1	1	13	0	21	0	213	240	26	118	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.44	0.44	0.44	0.88	0.88	0.88	0.89	0.89	0.89
Hourly flow rate (vph)	4	2	2	30	0	48	0	242	273	29	133	0
Pedestrians		2			1			1			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	622	709	136	575	573	382	135			516		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	622	709	136	575	573	382	135			516		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	100	93	100	93	100			97		
cM capacity (veh/h)	363	351	915	419	420	668	1459			1059		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	8	78	515	162
Volume Left	4	30	0	29
Volume Right	2	48	273	0
cSH	423	544	1459	1059
Volume to Capacity	0.02	0.14	0.00	0.03
Queue Length 95th (ft)	1	12	0	2
Control Delay (s/veh)	13.7	12.7	0.0	1.7
Lane LOS	B	B		A
Approach Delay (s/veh)	13.7	12.7	0.0	1.7
Approach LOS	B	B		

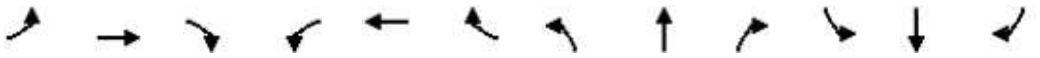
Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	38.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	7	23	17	11	14	44	183	13	7	115	3
Future Volume (vph)	10	7	23	17	11	14	44	183	13	7	115	3
Peak Hour Factor	0.71	0.71	0.71	0.81	0.81	0.81	0.82	0.82	0.82	0.78	0.78	0.78
Hourly flow rate (vph)	14	10	32	21	14	17	54	223	16	9	147	4

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	56	52	293	160
Volume Left (vph)	14	21	54	9
Volume Right (vph)	32	17	16	4
Hadj (s)	-0.21	-0.12	0.04	0.11
Departure Headway (s)	4.8	4.9	4.4	4.6
Degree Utilization, x	0.07	0.07	0.36	0.20
Capacity (veh/h)	672	659	794	747
Control Delay (s/veh)	8.2	8.3	9.8	8.8
Approach Delay (s/veh)	8.2	8.3	9.8	8.8
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.2			
Level of Service	A			
Intersection Capacity Utilization	32.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	21	10	37	5	26	10	171	21	21	85	13
Future Volume (vph)	17	21	10	37	5	26	10	171	21	21	85	13
Peak Hour Factor	0.92	0.92	0.92	0.74	0.74	0.74	0.79	0.79	0.79	0.96	0.96	0.96
Hourly flow rate (vph)	18	23	11	50	7	35	13	216	27	22	89	14

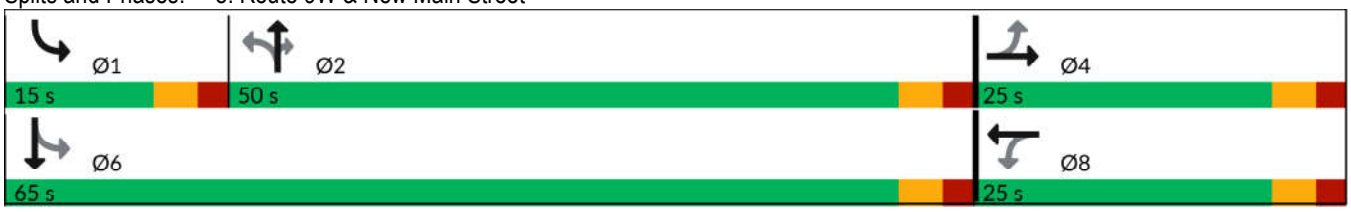
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	52	92	256	125
Volume Left (vph)	18	50	13	22
Volume Right (vph)	11	35	27	14
Hadj (s)	-0.06	-0.05	-0.01	0.01
Departure Headway (s)	4.8	4.8	4.4	4.6
Degree Utilization, x	0.07	0.12	0.31	0.16
Capacity (veh/h)	674	686	789	747
Control Delay (s/veh)	8.2	8.5	9.4	8.4
Approach Delay (s/veh)	8.2	8.5	9.4	8.4
Approach LOS	A	A	A	A

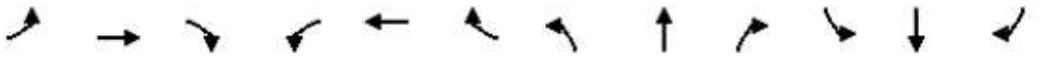
Intersection Summary				
Delay	8.9			
Level of Service	A			
Intersection Capacity Utilization	29.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	12	4	99	4	5	642	115	92	535
Future Volume (vph)	12	4	99	4	5	642	115	92	535
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	25.0	25.0	25.0	25.0	50.0	50.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	55.6%	55.6%	55.6%	16.7%	72.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		12.7	12.7	12.7		52.7	52.7	62.9	62.9
Actuated g/C Ratio		0.15	0.15	0.15		0.61	0.61	0.73	0.73
v/c Ratio		0.17	0.54	0.31		0.61	0.13	0.24	0.49
Control Delay (s/veh)		22.8	43.2	10.1		15.0	2.4	5.2	6.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		22.8	43.2	10.1		15.0	2.4	5.2	6.9
LOS		C	D	B		B	A	A	A
Approach Delay (s/veh)		22.8		27.0		13.1			6.6
Approach LOS		C		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 85.7	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 12.4	Intersection LOS: B
Intersection Capacity Utilization 85.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Route 9W & New Main Street

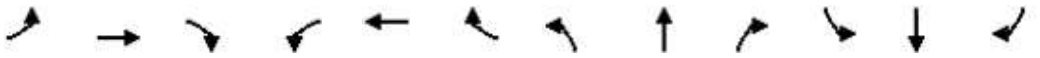




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	178	24	3	121	12	23	33	6	20	17	31
Future Volume (Veh/h)	58	178	24	3	121	12	23	33	6	20	17	31
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.94	0.94	0.94	0.78	0.78	0.78	0.65	0.65	0.65
Hourly flow rate (vph)	68	209	28	3	129	13	29	42	8	31	26	48
Pedestrians		11			18			18			11	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			2			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked												
vC, conflicting volume	153			255			591	536	259	559	544	158
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	153			255			591	536	259	559	544	158
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.6	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.1	3.3
p0 queue free %	95			100			92	90	99	91	94	94
cM capacity (veh/h)	1426			1301			349	416	761	360	408	869

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	305	145	79	105
Volume Left	68	3	29	31
Volume Right	28	13	8	48
cSH	1426	1301	406	512
Volume to Capacity	0.05	0.00	0.19	0.20
Queue Length 95th (ft)	4	0	18	19
Control Delay (s/veh)	2.0	0.2	16.0	13.8
Lane LOS	A	A	C	B
Approach Delay (s/veh)	2.0	0.2	16.0	13.8
Approach LOS			C	B

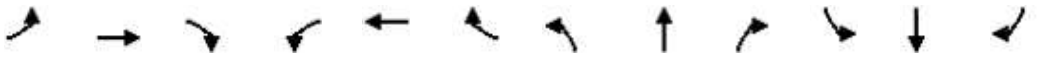
Intersection Summary				
Average Delay	5.3			
Intersection Capacity Utilization	41.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	23	154	22	6	120	15	0	0	0	18	34	19
Future Volume (vph)	23	154	22	6	120	15	0	0	0	18	34	19
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.25	0.25	0.25	0.84	0.84	0.84
Hourly flow rate (vph)	25	167	24	6	129	16	0	0	0	21	40	23

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	216	151	84
Volume Left (vph)	25	6	21
Volume Right (vph)	24	16	23
Hadj (s)	-0.02	-0.03	-0.09
Departure Headway (s)	4.2	4.3	4.6
Degree Utilization, x	0.25	0.18	0.11
Capacity (veh/h)	827	804	722
Control Delay (s/veh)	8.7	8.2	8.2
Approach Delay (s/veh)	8.7	8.2	8.2
Approach LOS	A	A	A

Intersection Summary			
Delay		8.4	
Level of Service		A	
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	34	89	24	32	69	28	51	116	40	59	60	20
Future Volume (vph)	34	89	24	32	69	28	51	116	40	59	60	20
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	39	101	27	37	79	32	61	140	48	71	72	24

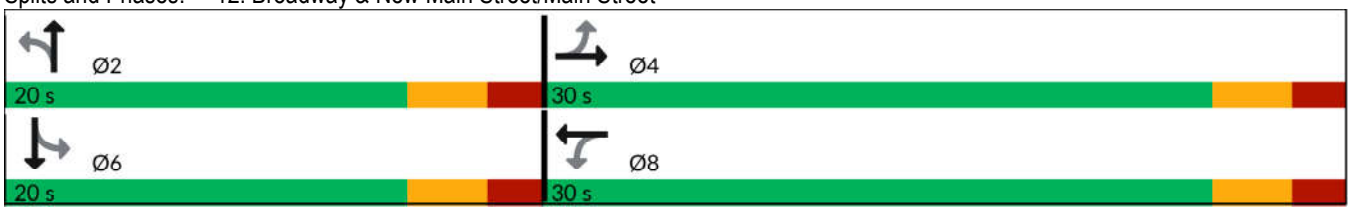
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	167	148	249	167
Volume Left (vph)	39	37	61	71
Volume Right (vph)	27	32	48	24
Hadj (s)	-0.03	-0.06	-0.01	0.04
Departure Headway (s)	5.2	5.2	5.0	5.1
Degree Utilization, x	0.24	0.21	0.34	0.24
Capacity (veh/h)	634	631	670	646
Control Delay (s/veh)	9.8	9.6	10.5	9.7
Approach Delay (s/veh)	9.8	9.6	10.5	9.7
Approach LOS	A	A	B	A

Intersection Summary				
Delay	10.0			
Level of Service	A			
Intersection Capacity Utilization	32.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	73	77	3	42	11	170	93	69
Future Volume (vph)	73	77	3	42	11	170	93	69
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		10.5		10.3		19.2		19.2
Actuated g/C Ratio		0.29		0.28		0.53		0.53
v/c Ratio		0.54		0.27		0.30		0.40
Control Delay (s/veh)		16.1		10.9		9.2		10.9
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		16.1		10.9		9.2		10.9
LOS		B		B		A		B
Approach Delay (s/veh)		16.1		10.9		9.2		10.9
Approach LOS		B		B		A		B

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 36.3	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 11.7	Intersection LOS: B
Intersection Capacity Utilization 56.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	17	49	78	19	42	48
Future Volume (vph)	17	49	78	19	42	48
Peak Hour Factor	0.87	0.87	0.84	0.84	0.78	0.78
Hourly flow rate (vph)	20	56	93	23	54	62

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	76	116	116
Volume Left (vph)	20	0	54
Volume Right (vph)	56	23	0
Hadj (s)	-0.36	-0.11	0.15
Departure Headway (s)	4.0	4.1	4.3
Degree Utilization, x	0.09	0.13	0.14
Capacity (veh/h)	841	854	812
Control Delay (s/veh)	7.4	7.7	8.0
Approach Delay (s/veh)	7.4	7.7	8.0
Approach LOS	A	A	A

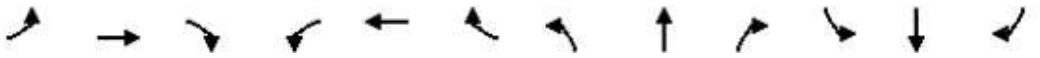
Intersection Summary			
Delay	7.8		
Level of Service	A		
Intersection Capacity Utilization	22.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	40	54	187	190	11
Future Volume (Veh/h)	20	40	54	187	190	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.87	0.87	0.79	0.79
Hourly flow rate (vph)	27	53	62	215	241	14
Pedestrians		1	6		11	
Lane Width (ft)		11.0	11.0		10.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		0	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	288				294	182
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288				294	182
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	98				64	98
cM capacity (veh/h)	1274				673	835

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	80	277	255
Volume Left	27	0	241
Volume Right	0	215	14
cSH	1274	1700	680
Volume to Capacity	0.02	0.16	0.37
Queue Length 95th (ft)	2	0	44
Control Delay (s/veh)	2.8	0.0	13.4
Lane LOS	A		B
Approach Delay (s/veh)	2.8	0.0	13.4
Approach LOS			B

Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	27	50	87	33	81	1	141	21	17	4	20	22
Future Volume (vph)	27	50	87	33	81	1	141	21	17	4	20	22
Peak Hour Factor	0.82	0.82	0.82	0.80	0.80	0.80	0.84	0.84	0.84	0.89	0.89	0.89
Hourly flow rate (vph)	33	61	106	41	101	1	168	25	20	4	22	25

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	200	143	213	51
Volume Left (vph)	33	41	168	4
Volume Right (vph)	106	1	20	25
Hadj (s)	-0.25	0.11	0.13	-0.28
Departure Headway (s)	4.5	4.9	4.9	4.8
Degree Utilization, x	0.25	0.20	0.29	0.07
Capacity (veh/h)	742	681	688	680
Control Delay (s/veh)	9.0	9.1	9.9	8.1
Approach Delay (s/veh)	9.0	9.1	9.9	8.1
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.3			
Level of Service	A			
Intersection Capacity Utilization	35.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1	43	20	33	76	29	266	0	0	180	38
Future Volume (Veh/h)	33	1	43	20	33	76	29	266	0	0	180	38
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.85	0.85	0.85	0.86	0.86	0.86
Hourly flow rate (vph)	38	1	49	23	38	87	34	313	0	0	209	44
Pedestrians		89			66			89			71	
Lane Width (ft)		10.0			13.0			10.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		7			7			7			6	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								331				
pX, platoon unblocked												
vC, conflicting volume	878	767	409	817	789	450	342			379		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	878	767	409	817	789	450	342			379		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	75	100	91	88	86	84	97			100		
cM capacity (veh/h)	154	281	559	198	273	536	1142			1109		

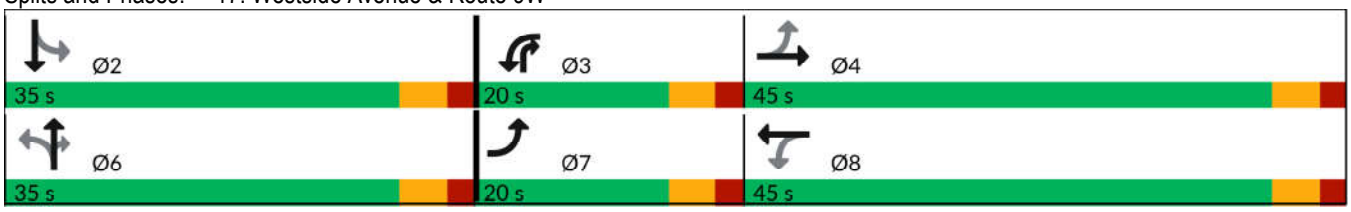
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	88	148	347	253
Volume Left	38	23	34	0
Volume Right	49	87	0	44
cSH	260	354	1142	1700
Volume to Capacity	0.34	0.42	0.03	0.15
Queue Length 95th (ft)	36	50	2	0
Control Delay (s/veh)	25.8	22.2	1.1	0.0
Lane LOS	D	C	A	
Approach Delay (s/veh)	25.8	22.2	1.1	0.0
Approach LOS	D	C		

Intersection Summary				
Average Delay	7.1			
Intersection Capacity Utilization	52.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	394	256	421	14	79	210	74	85
Future Volume (vph)	40	394	256	421	14	79	210	74	85
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	32.4	25.8	43.9	36.9		29.9	47.9		29.9
Actuated g/C Ratio	0.38	0.30	0.52	0.43		0.35	0.56		0.35
v/c Ratio	0.12	0.81	0.68	0.62		0.15	0.24		0.40
Control Delay (s/veh)	11.0	39.0	20.7	23.1		22.9	2.5		24.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	11.0	39.0	20.7	23.1		22.9	2.5		24.6
LOS	B	D	C	C		C	A		C
Approach Delay (s/veh)		36.5		22.3		8.8			24.6
Approach LOS		D		C		A			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 84.9	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 24.1	Intersection LOS: C
Intersection Capacity Utilization 67.4%	ICU Level of Service C
Analysis Period (min) 15	

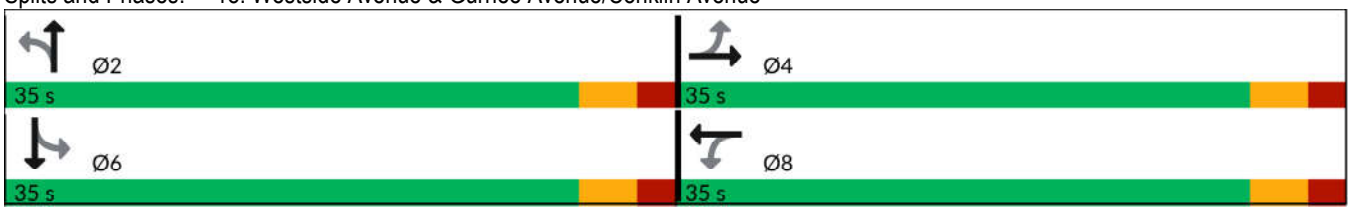
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	136	100	4	112	24	166	79	144
Future Volume (vph)	136	100	4	112	24	166	79	144
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		17.2		17.2		30.3		30.3
Actuated g/C Ratio		0.30		0.30		0.53		0.53
v/c Ratio		0.73		0.46		0.24		0.45
Control Delay (s/veh)		29.1		19.1		9.9		12.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		29.1		19.1		9.9		12.4
LOS		C		B		A		B
Approach Delay (s/veh)		29.1		19.1		9.9		12.4
Approach LOS		C		B		A		B

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 57.6	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 17.7	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	205	145	200	162	144	240
Future Volume (Veh/h)	205	145	200	162	144	240
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.88	0.88	0.83	0.83
Hourly flow rate (vph)	220	156	227	184	173	289
Pedestrians	21					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				635		
pX, platoon unblocked						
vC, conflicting volume	977	339	483			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	977	339	483			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	77	79			
cM capacity (veh/h)	215	688	1061			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	376	411	462
Volume Left	220	227	0
Volume Right	156	0	289
cSH	301	1061	1700
Volume to Capacity	1.25	0.21	0.27
Queue Length 95th (ft)	437	20	0
Control Delay (s/veh)	172.7	6.1	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	172.7	6.1	0.0
Approach LOS	F		

Intersection Summary			
Average Delay	54.0		
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	274	0	0	272	0	0
Future Volume (vph)	274	0	0	272	0	0
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	291	0	0	302	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	291	302	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.2	4.2	5.2
Degree Utilization, x	0.34	0.35	0.00
Capacity (veh/h)	840	835	628
Control Delay (s/veh)	9.4	9.5	8.2
Approach Delay (s/veh)	9.4	9.5	0.0
Approach LOS	A	A	A

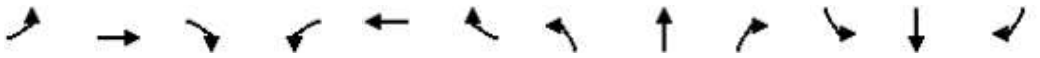
Intersection Summary			
Delay	9.5		
Level of Service	A		
Intersection Capacity Utilization	17.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	164	166	27	106	52	451	111	436	166
Future Volume (vph)	164	166	27	106	52	451	111	436	166
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.3	12.3	12.3	12.3	18.4	18.4	18.4	18.4	18.4
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.61	0.44	0.10	0.43	0.16	0.61	0.39	0.55	0.22
Control Delay (s/veh)	19.9	11.8	9.7	7.5	9.6	13.6	14.0	12.3	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.9	11.8	9.7	7.5	9.6	13.6	14.0	12.3	2.8
LOS	B	B	A	A	A	B	B	B	A
Approach Delay (s/veh)		15.4		7.7		13.2		10.3	
Approach LOS		B		A		B		B	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 39.8	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 11.9	Intersection LOS: B
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

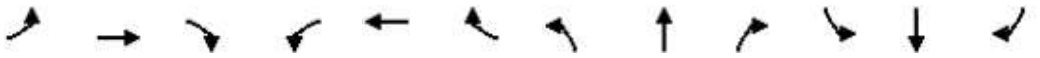




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	0	0	0	76	17	25	17	0	0	0	1
Future Volume (vph)	2	0	0	0	76	17	25	17	0	0	0	1
Peak Hour Factor	0.50	0.50	0.50	0.83	0.83	0.83	0.88	0.88	0.88	0.25	0.25	0.25
Hourly flow rate (vph)	4	0	0	0	92	20	28	19	0	0	0	4

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	112	47
Volume Left (vph)	0	28
Volume Right (vph)	20	0
Hadj (s)	-0.07	0.12
Departure Headway (s)	3.9	4.3
Degree Utilization, x	0.12	0.06
Capacity (veh/h)	898	815
Control Delay (s/veh)	7.5	7.5
Approach Delay (s/veh)	7.5	7.5
Approach LOS	A	A

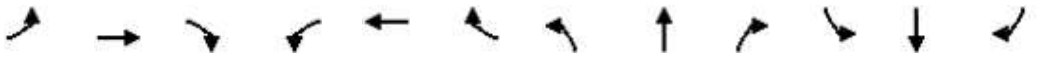
Intersection Summary			
Delay	Err		
Level of Service	F		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	26	76	0	0	0	0	0	26	19
Future Volume (vph)	0	0	0	26	76	0	0	0	0	0	26	19
Peak Hour Factor	0.25	0.25	0.25	0.88	0.88	0.88	0.25	0.25	0.25	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	30	86	0	0	0	0	0	30	22

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	116	52
Volume Left (vph)	30	0
Volume Right (vph)	0	22
Hadj (s)	0.21	-0.21
Departure Headway (s)	4.2	3.9
Degree Utilization, x	0.14	0.06
Capacity (veh/h)	839	877
Control Delay (s/veh)	7.9	7.2
Approach Delay (s/veh)	7.9	7.2
Approach LOS	A	A

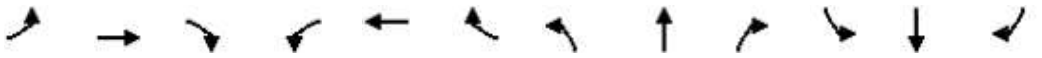
Intersection Summary				
Delay	7.7			
Level of Service	A			
Intersection Capacity Utilization	25.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	0	30	0	74	3	0	0	0	4
Future Volume (Veh/h)	0	1	0	0	30	0	74	3	0	0	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.68	0.68	0.68	0.80	0.80	0.80	0.50	0.50	0.50
Hourly flow rate (vph)	0	4	0	0	44	0	92	4	0	0	0	8
Pedestrians		8			12			8			12	
Lane Width (ft)		0.0			15.0			10.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	56			12			72	68	24	74	68	64
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	56			12			72	68	24	74	68	64
tC, single (s)	4.1			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			89	100	100	100	100	99
cM capacity (veh/h)	1544			1610			875	812	1037	882	812	994

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	44	96	8
Volume Left	0	92	0
Volume Right	0	0	8
cSH	1700	872	994
Volume to Capacity	0.03	0.11	0.01
Queue Length 95th (ft)	0	9	1
Control Delay (s/veh)	0.0	9.6	8.6
Lane LOS		A	A
Approach Delay (s/veh)	0.0	9.6	8.6
Approach LOS		A	A

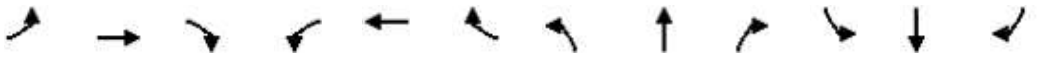
Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	178	20	7	86	10	0	0	0	0	0	0
Future Volume (Veh/h)	38	178	20	7	86	10	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	44	205	23	7	91	11	0	0	0	0	0	0
Pedestrians		73			58			50			73	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		6			5			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked												
vC, conflicting volume	175			278			538	544	325	546	550	243
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	175			278			538	544	325	546	550	243
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			100	100	100	100	100	100
cM capacity (veh/h)	1395			1296			419	433	688	419	429	755

Direction, Lane #	EB 1	WB 1
Volume Total	272	109
Volume Left	44	7
Volume Right	23	11
cSH	1395	1296
Volume to Capacity	0.03	0.01
Queue Length 95th (ft)	2	0
Control Delay (s/veh)	1.5	0.5
Lane LOS	A	A
Approach Delay (s/veh)	1.5	0.5
Approach LOS		

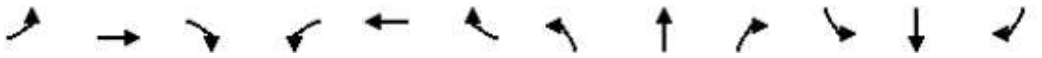
Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	22.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	171	2	0	19	0	38	0	29	18	0	32
Future Volume (Veh/h)	6	171	2	0	19	0	38	0	29	18	0	32
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.68	0.68	0.68	0.80	0.80	0.80	0.62	0.62	0.62
Hourly flow rate (vph)	7	199	2	0	28	0	48	0	36	29	0	52
Pedestrians		29			21			21			29	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			2			3			3	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	57			222			344	292	242	328	293	86
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			222			344	292	242	328	293	86
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.6	4.0	3.3
p0 queue free %	100			100			91	100	95	95	100	94
cM capacity (veh/h)	1507			1325			520	583	745	531	582	923

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	208	28	84	81
Volume Left	7	0	48	29
Volume Right	2	0	36	52
cSH	1507	1700	598	730
Volume to Capacity	0.00	0.02	0.14	0.11
Queue Length 95th (ft)	0	0	12	9
Control Delay (s/veh)	0.3	0.0	12.0	10.5
Lane LOS	A		B	B
Approach Delay (s/veh)	0.3	0.0	12.0	10.5
Approach LOS			B	B

Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	30.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	63	35	0	23	1	0	0	0	0	0	0
Future Volume (Veh/h)	99	63	35	0	23	1	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	109	69	38	0	31	1	0	0	0	0	0	0
Pedestrians		11			22			22			11	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	43			129			371	371	132	371	390	54
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	43			129			371	371	132	371	390	54
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			100	100	100	100	100	100
cM capacity (veh/h)	1566			1444			554	523	907	549	511	1011

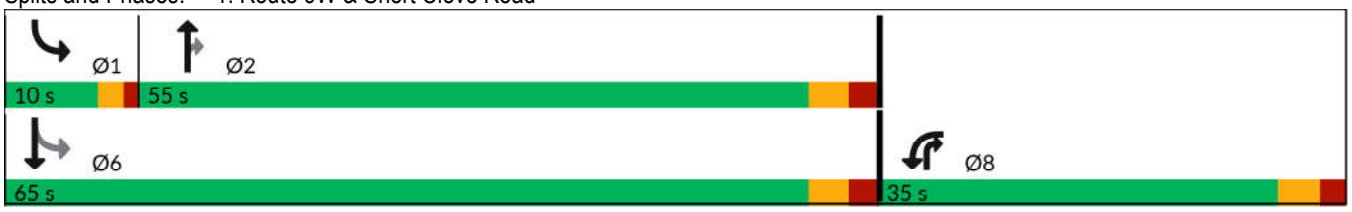
Direction, Lane #	EB 1	WB 1
Volume Total	216	32
Volume Left	109	0
Volume Right	38	1
cSH	1566	1444
Volume to Capacity	0.07	0.00
Queue Length 95th (ft)	6	0
Control Delay (s/veh)	4.0	0.0
Lane LOS	A	
Approach Delay (s/veh)	4.0	0.0
Approach LOS		

Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	21.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	134	471	146	39	512
Future Volume (vph)	134	471	146	39	512
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	10.1	55.0	72.1	62.4	60.4
Actuated g/C Ratio	0.13	0.68	0.90	0.78	0.75
v/c Ratio	0.52	0.43	0.11	0.06	0.38
Control Delay (s/veh)	32.3	8.2	0.4	2.6	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.3	8.2	0.4	2.6	4.7
LOS	C	A	A	A	A
Approach Delay (s/veh)	32.3	6.4			4.5
Approach LOS	C	A			A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 80.5	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 9.6	Intersection LOS: A
Intersection Capacity Utilization 45.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	172	9	20	145	4
Future Volume (Veh/h)	12	172	9	20	145	4
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.77	0.77	0.45	0.45	0.79	0.79
Hourly flow rate (vph)	16	223	20	44	184	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	415	42			64	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	415	42			64	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	78			88	
cM capacity (veh/h)	527	1034			1545	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	239	64	189
Volume Left	16	0	184
Volume Right	223	44	0
cSH	972	1700	1545
Volume to Capacity	0.25	0.04	0.12
Queue Length 95th (ft)	24	0	10
Control Delay (s/veh)	9.9	0.0	7.5
Lane LOS	A		A
Approach Delay (s/veh)	9.9	0.0	7.5
Approach LOS	A		

Intersection Summary			
Average Delay	7.7		
Intersection Capacity Utilization	32.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	72	11	122	47	9	81
Future Volume (Veh/h)	72	11	122	47	9	81
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.78	0.78	0.86	0.86
Hourly flow rate (vph)	84	13	156	60	10	94
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	270	156			216	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270	156			216	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	88	99			99	
cM capacity (veh/h)	716	872			1366	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	97	156	60	104
Volume Left	84	0	0	10
Volume Right	13	0	60	0
cSH	734	1700	1700	1366
Volume to Capacity	0.13	0.09	0.04	0.01
Queue Length 95th (ft)	11	0	0	1
Control Delay (s/veh)	10.7	0.0	0.0	0.8
Lane LOS	B			A
Approach Delay (s/veh)	10.7	0.0		0.8
Approach LOS	B			

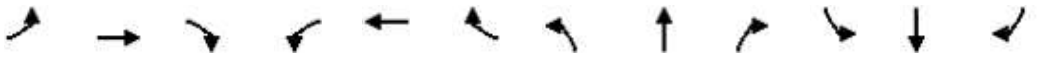
Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	23.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	130	0	0	95
Future Volume (Veh/h)	0	0	130	0	0	95
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.88	0.88	0.74	0.74
Hourly flow rate (vph)	0	0	148	0	0	128
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	276	148			148	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276	148			148	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	718	904			1446	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	148	128
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1446
Volume to Capacity	0.00	0.09	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s/veh)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s/veh)	0.0	0.0	0.0
Approach LOS	A		

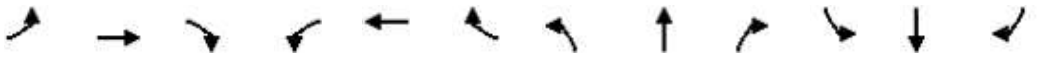
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	10.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1	0	8	0	62	68	27	93	0
Future Volume (Veh/h)	0	0	0	1	0	8	0	62	68	27	93	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.75	0.75	0.75	0.84	0.84	0.84	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	0	1	0	11	0	74	81	33	112	0
Pedestrians					1			1				
Lane Width (ft)					12.0			12.0				
Walking Speed (ft/s)					3.5			3.5				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	304	334	113	295	294	116	112			156		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	304	334	113	295	294	116	112			156		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	99	100			98		
cM capacity (veh/h)	633	575	944	648	606	941	1490			1435		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	12	155	145
Volume Left	0	1	0	33
Volume Right	0	11	81	0
cSH	1700	907	1490	1435
Volume to Capacity	0.00	0.01	0.00	0.02
Queue Length 95th (ft)	0	1	0	2
Control Delay (s/veh)	0.0	9.0	0.0	1.9
Lane LOS	A	A		A
Approach Delay (s/veh)	0.0	9.0	0.0	1.9
Approach LOS	A	A		

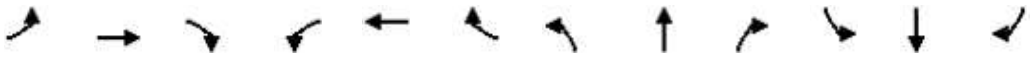
Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	27.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	4	13	23	9	9	18	47	7	12	87	6
Future Volume (vph)	11	4	13	23	9	9	18	47	7	12	87	6
Peak Hour Factor	0.70	0.70	0.70	0.85	0.85	0.85	0.82	0.82	0.82	0.85	0.85	0.85
Hourly flow rate (vph)	16	6	19	27	11	11	22	57	9	14	102	7

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	41	49	88	123
Volume Left (vph)	16	27	22	14
Volume Right (vph)	19	11	9	7
Hadj (s)	-0.20	0.02	-0.01	-0.01
Departure Headway (s)	4.2	4.4	4.2	4.2
Degree Utilization, x	0.05	0.06	0.10	0.14
Capacity (veh/h)	806	762	823	838
Control Delay (s/veh)	7.4	7.7	7.7	7.9
Approach Delay (s/veh)	7.4	7.7	7.7	7.9
Approach LOS	A	A	A	A

Intersection Summary				
Delay		7.7		
Level of Service		A		
Intersection Capacity Utilization		18.3%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	7	6	31	12	18	2	62	10	25	66	4
Future Volume (vph)	13	7	6	31	12	18	2	62	10	25	66	4
Peak Hour Factor	0.81	0.81	0.81	0.66	0.66	0.66	0.77	0.77	0.77	0.91	0.91	0.91
Hourly flow rate (vph)	16	9	7	47	18	27	3	81	13	27	73	4

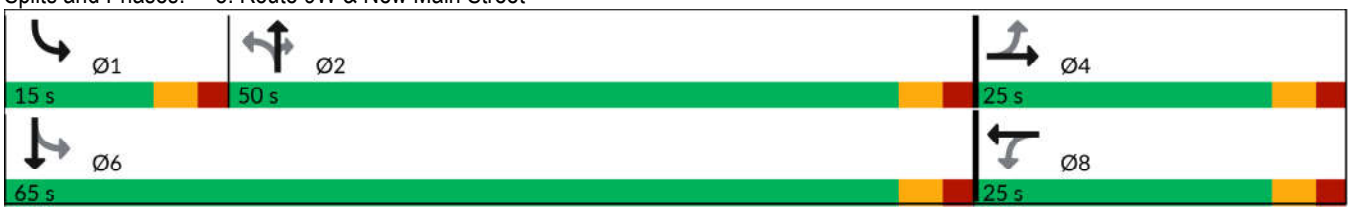
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	32	92	97	104
Volume Left (vph)	16	47	3	27
Volume Right (vph)	7	27	13	4
Hadj (s)	0.04	-0.04	-0.02	0.03
Departure Headway (s)	4.5	4.3	4.3	4.3
Degree Utilization, x	0.04	0.11	0.12	0.12
Capacity (veh/h)	758	780	806	804
Control Delay (s/veh)	7.7	7.9	7.8	7.9
Approach Delay (s/veh)	7.7	7.9	7.8	7.9
Approach LOS	A	A	A	A

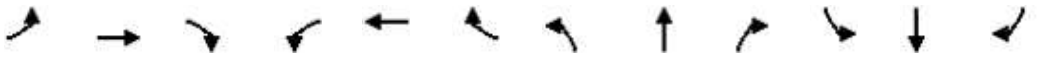
Intersection Summary				
Delay	7.9			
Level of Service	A			
Intersection Capacity Utilization	24.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	10	2	88	5	4	424	84	83	512
Future Volume (vph)	10	2	88	5	4	424	84	83	512
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	25.0	25.0	25.0	25.0	50.0	50.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	55.6%	55.6%	55.6%	16.7%	72.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		13.1	13.1	13.1		52.9	52.9	62.9	62.9
Actuated g/C Ratio		0.15	0.15	0.15		0.61	0.61	0.73	0.73
v/c Ratio		0.11	0.57	0.34		0.41	0.10	0.15	0.41
Control Delay (s/veh)		22.3	43.7	10.2		11.5	2.7	4.5	6.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		22.3	43.7	10.2		11.5	2.7	4.5	6.0
LOS		C	D	B		B	A	A	A
Approach Delay (s/veh)		22.3		27.2		10.0			5.8
Approach LOS		C		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 86.1	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 11.1	Intersection LOS: B
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Route 9W & New Main Street

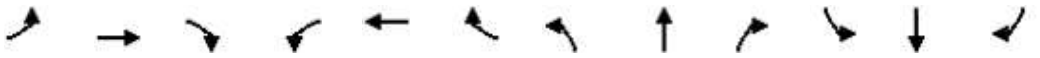




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	140	13	1	124	10	29	22	4	13	14	31
Future Volume (Veh/h)	30	140	13	1	124	10	29	22	4	13	14	31
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.79	0.79	0.79	0.86	0.86	0.86	0.91	0.91	0.91
Hourly flow rate (vph)	37	171	16	1	157	13	34	26	5	14	15	34
Pedestrians		3			4			4			3	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked												
vC, conflicting volume	173			191			467	432	187	444	434	170
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	173			191			467	432	187	444	434	170
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			93	95	99	97	97	96
cM capacity (veh/h)	1412			1390			464	502	855	489	501	875

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	224	171	65	63
Volume Left	37	1	34	14
Volume Right	16	13	5	34
cSH	1412	1390	497	647
Volume to Capacity	0.03	0.00	0.13	0.10
Queue Length 95th (ft)	2	0	11	8
Control Delay (s/veh)	1.4	0.1	13.3	11.2
Lane LOS	A	A	B	B
Approach Delay (s/veh)	1.4	0.1	13.3	11.2
Approach LOS			B	B

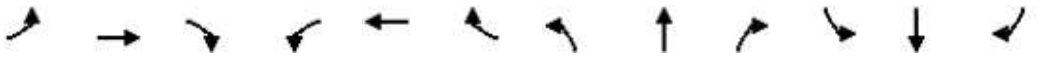
Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	34.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	6	141	6	7	121	5	0	0	0	8	10	10
Future Volume (vph)	6	141	6	7	121	5	0	0	0	8	10	10
Peak Hour Factor	0.89	0.89	0.89	0.74	0.74	0.74	0.25	0.25	0.25	0.64	0.64	0.64
Hourly flow rate (vph)	7	158	7	9	164	7	0	0	0	12	16	16

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	172	180	44
Volume Left (vph)	7	9	12
Volume Right (vph)	7	7	16
Hadj (s)	0.00	0.01	-0.05
Departure Headway (s)	4.2	4.2	4.6
Degree Utilization, x	0.20	0.21	0.06
Capacity (veh/h)	842	842	722
Control Delay (s/veh)	8.2	8.3	7.9
Approach Delay (s/veh)	8.2	8.3	7.9
Approach LOS	A	A	A

Intersection Summary				
Delay	8.2			
Level of Service	A			
Intersection Capacity Utilization	25.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	89	34	24	89	47	32	36	30	52	34	11
Future Volume (vph)	11	89	34	24	89	47	32	36	30	52	34	11
Peak Hour Factor	0.91	0.91	0.91	0.78	0.78	0.78	0.79	0.79	0.79	0.90	0.90	0.90
Hourly flow rate (vph)	12	98	37	31	114	60	41	46	38	58	38	12

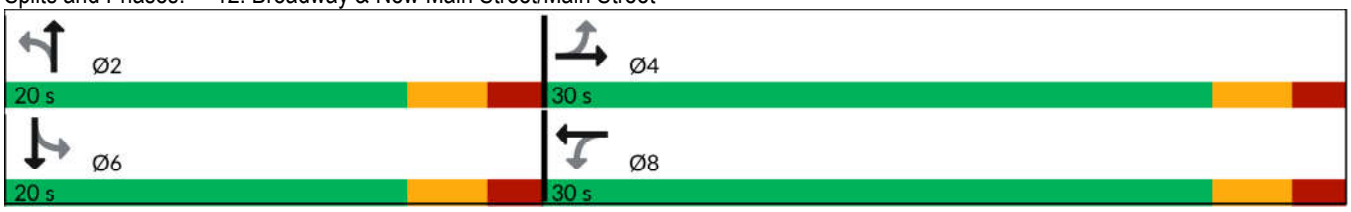
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	147	205	125	108
Volume Left (vph)	12	31	41	58
Volume Right (vph)	37	60	38	12
Hadj (s)	-0.10	-0.11	-0.07	0.09
Departure Headway (s)	4.6	4.6	4.8	5.0
Degree Utilization, x	0.19	0.26	0.17	0.15
Capacity (veh/h)	720	741	690	661
Control Delay (s/veh)	8.7	9.2	8.8	8.9
Approach Delay (s/veh)	8.7	9.2	8.8	8.9
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.9			
Level of Service	A			
Intersection Capacity Utilization	31.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	70	88	4	64	9	100	93	61
Future Volume (vph)	70	88	4	64	9	100	93	61
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		10.6		10.4		19.2		19.2
Actuated g/C Ratio		0.29		0.29		0.53		0.53
v/c Ratio		0.54		0.33		0.18		0.40
Control Delay (s/veh)		15.9		11.6		8.5		10.7
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		15.9		11.6		8.5		10.7
LOS		B		B		A		B
Approach Delay (s/veh)		15.9		11.6		8.5		10.7
Approach LOS		B		B		A		B

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 36.4	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 11.8	Intersection LOS: B
Intersection Capacity Utilization 56.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	17	28	61	8	19	40
Future Volume (vph)	17	28	61	8	19	40
Peak Hour Factor	0.86	0.86	0.86	0.86	0.82	0.82
Hourly flow rate (vph)	20	33	71	9	23	49

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	53	80	72
Volume Left (vph)	20	0	23
Volume Right (vph)	33	9	0
Hadj (s)	-0.30	-0.07	0.06
Departure Headway (s)	3.9	4.0	4.2
Degree Utilization, x	0.06	0.09	0.08
Capacity (veh/h)	880	872	850
Control Delay (s/veh)	7.2	7.4	7.5
Approach Delay (s/veh)	7.2	7.4	7.5
Approach LOS	A	A	A

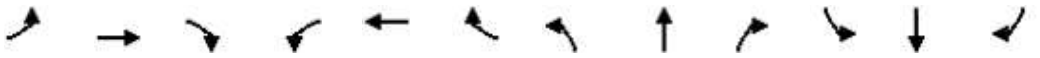
Intersection Summary			
Delay	7.4		
Level of Service	A		
Intersection Capacity Utilization	19.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	24	42	113	110	8
Future Volume (Veh/h)	7	24	42	113	110	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.60	0.60	0.90	0.90	0.89	0.89
Hourly flow rate (vph)	12	40	47	126	124	9
Pedestrians					11	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	184				185	121
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	184				185	121
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	99				84	99
cM capacity (veh/h)	1310				788	928

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	52	173	133
Volume Left	12	0	124
Volume Right	0	126	9
cSH	1310	1700	796
Volume to Capacity	0.01	0.10	0.17
Queue Length 95th (ft)	1	0	15
Control Delay (s/veh)	1.8	0.0	10.4
Lane LOS	A		B
Approach Delay (s/veh)	1.8	0.0	10.4
Approach LOS			B

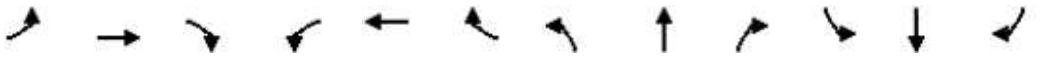
Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	47	63	18	72	5	76	10	21	3	7	13
Future Volume (vph)	12	47	63	18	72	5	76	10	21	3	7	13
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.89	0.89	0.89	0.72	0.72	0.72
Hourly flow rate (vph)	15	60	81	23	91	6	85	11	24	4	10	18

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	156	120	120	32
Volume Left (vph)	15	23	85	4
Volume Right (vph)	81	6	24	18
Hadj (s)	-0.28	0.02	0.02	-0.31
Departure Headway (s)	4.1	4.4	4.6	4.4
Degree Utilization, x	0.18	0.15	0.15	0.04
Capacity (veh/h)	837	767	740	759
Control Delay (s/veh)	8.0	8.2	8.4	7.5
Approach Delay (s/veh)	8.0	8.2	8.4	7.5
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.1			
Level of Service	A			
Intersection Capacity Utilization	29.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	0	35	38	29	76	21	167	0	1	169	34
Future Volume (Veh/h)	29	0	35	38	29	76	21	167	0	1	169	34
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	35	0	42	41	32	83	23	186	0	1	182	37
Pedestrians		61			53			61			46	
Lane Width (ft)		10.0			13.0			10.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			5			5			4	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								331				
pX, platoon unblocked												
vC, conflicting volume	641	549	323	591	567	285	280			239		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	641	549	323	591	567	285	280			239		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.3			2.2		
p0 queue free %	87	100	94	87	92	88	98			100		
cM capacity (veh/h)	267	394	648	314	384	686	1199			1266		

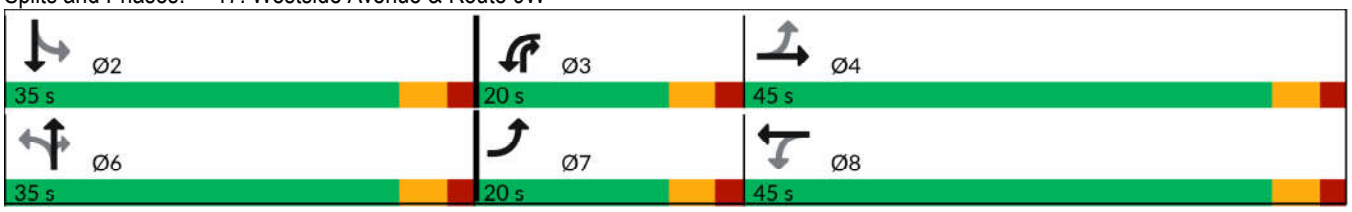
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	77	156	209	220
Volume Left	35	41	23	1
Volume Right	42	83	0	37
cSH	394	466	1199	1266
Volume to Capacity	0.20	0.33	0.02	0.00
Queue Length 95th (ft)	18	36	1	0
Control Delay (s/veh)	16.4	16.6	1.0	0.0
Lane LOS	C	C	A	A
Approach Delay (s/veh)	16.4	16.6	1.0	0.0
Approach LOS	C	C		

Intersection Summary				
Average Delay	6.2			
Intersection Capacity Utilization	43.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	34	360	154	329	14	52	178	82	44
Future Volume (vph)	34	360	154	329	14	52	178	82	44
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	28.9	22.5	37.7	31.3		29.9	40.0		29.9
Actuated g/C Ratio	0.36	0.28	0.48	0.40		0.38	0.51		0.38
v/c Ratio	0.10	0.77	0.49	0.56		0.10	0.21		0.34
Control Delay (s/veh)	11.2	36.5	16.1	22.5		19.7	2.4		20.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	11.2	36.5	16.1	22.5		19.7	2.4		20.8
LOS	B	D	B	C		B	A		C
Approach Delay (s/veh)		34.4		20.7		7.1			20.8
Approach LOS		C		C		A			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.2	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 22.5	Intersection LOS: C
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

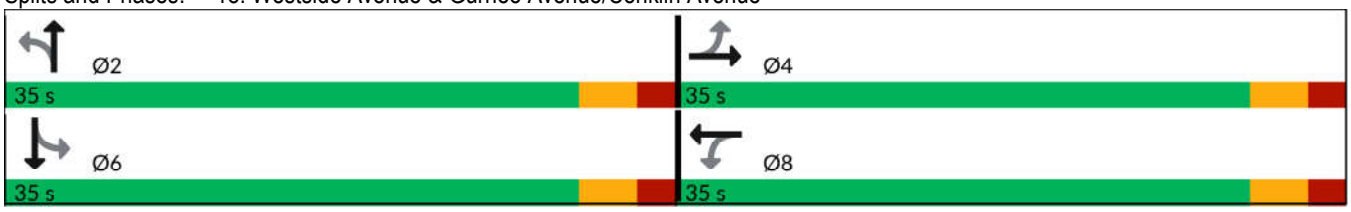
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	83	67	2	78	19	103	37	129
Future Volume (vph)	83	67	2	78	19	103	37	129
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		11.9		11.9		32.8		32.8
Actuated g/C Ratio		0.22		0.22		0.60		0.60
v/c Ratio		0.56		0.33		0.14		0.32
Control Delay (s/veh)		24.7		19.1		6.2		7.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		24.7		19.1		6.2		7.4
LOS		C		B		A		A
Approach Delay (s/veh)		24.7		19.1		6.2		7.4
Approach LOS		C		B		A		A

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 54.8	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 13.3	Intersection LOS: B
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	138	101	108	107	119	138
Future Volume (Veh/h)	138	101	108	107	119	138
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.90	0.90	0.94	0.94
Hourly flow rate (vph)	166	122	120	119	127	147
Pedestrians	7					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				635		
pX, platoon unblocked						
vC, conflicting volume	567	208	281			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	567	208	281			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	62	85	91			
cM capacity (veh/h)	436	829	1278			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	288	239	274
Volume Left	166	120	0
Volume Right	122	0	147
cSH	546	1278	1700
Volume to Capacity	0.53	0.09	0.16
Queue Length 95th (ft)	76	8	0
Control Delay (s/veh)	18.7	4.5	0.0
Lane LOS	C	A	
Approach Delay (s/veh)	18.7	4.5	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	8.1		
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	258	0	0	233	0	0
Future Volume (vph)	258	0	0	233	0	0
Peak Hour Factor	0.84	0.84	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	307	0	0	248	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	307	248	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.2	4.2	5.1
Degree Utilization, x	0.36	0.29	0.00
Capacity (veh/h)	852	831	641
Control Delay (s/veh)	9.5	9.0	8.1
Approach Delay (s/veh)	9.5	9.0	0.0
Approach LOS	A	A	A

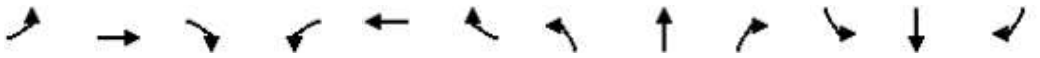
Intersection Summary			
Delay	9.2		
Level of Service	A		
Intersection Capacity Utilization	16.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	180	104	38	97	32	447	118	443	181
Future Volume (vph)	180	104	38	97	32	447	118	443	181
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.0	12.0	12.0	12.0	19.4	19.4	19.4	19.4	19.4
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.48	0.48	0.48	0.48	0.48
v/c Ratio	0.63	0.27	0.13	0.46	0.10	0.59	0.40	0.54	0.23
Control Delay (s/veh)	21.4	8.6	10.1	7.4	8.7	13.0	13.9	11.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.4	8.6	10.1	7.4	8.7	13.0	13.9	11.6	2.7
LOS	C	A	B	A	A	B	B	B	A
Approach Delay (s/veh)		15.7		7.8		12.7		9.8	
Approach LOS		B		A		B		A	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 40.4	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 11.3	Intersection LOS: B
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

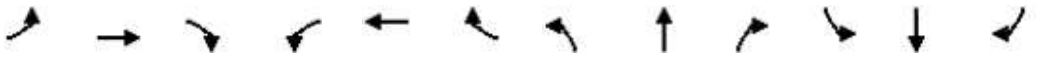




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	65	3	35	11	0	0	0	0
Future Volume (vph)	0	0	0	0	65	3	35	11	0	0	0	0
Peak Hour Factor	0.25	0.25	0.25	0.71	0.71	0.71	0.89	0.89	0.89	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	92	4	39	12	0	0	0	0

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	96	51
Volume Left (vph)	0	39
Volume Right (vph)	4	0
Hadj (s)	0.02	0.19
Departure Headway (s)	4.0	4.3
Degree Utilization, x	0.11	0.06
Capacity (veh/h)	875	810
Control Delay (s/veh)	7.5	7.6
Approach Delay (s/veh)	7.5	7.6
Approach LOS	A	A

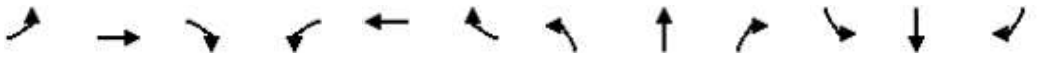
Intersection Summary				
Delay	7.5			
Level of Service	A			
Intersection Capacity Utilization	23.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	23	55	0	0	0	0	0	23	20
Future Volume (vph)	0	0	0	23	55	0	0	0	0	0	23	20
Peak Hour Factor	0.25	0.25	0.25	0.85	0.85	0.85	0.25	0.25	0.25	0.63	0.63	0.63
Hourly flow rate (vph)	0	0	0	27	65	0	0	0	0	0	37	32

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	92	69
Volume Left (vph)	27	0
Volume Right (vph)	0	32
Hadj (s)	0.08	-0.16
Departure Headway (s)	4.1	3.9
Degree Utilization, x	0.11	0.08
Capacity (veh/h)	853	882
Control Delay (s/veh)	7.6	7.3
Approach Delay (s/veh)	7.6	7.3
Approach LOS	A	A

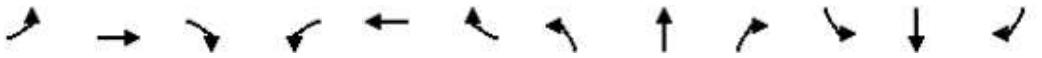
Intersection Summary				
Delay	7.5			
Level of Service	A			
Intersection Capacity Utilization	21.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	25	0	53	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	25	0	53	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.69	0.69	0.69	0.70	0.70	0.70	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	36	0	76	0	0	0	0	0
Pedestrians		1			3			1			3	
Lane Width (ft)		0.0			15.0			10.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	39			1			38	40	4	42	40	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	39			1			38	40	4	42	40	40
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			92	100	100	100	100	100
cM capacity (veh/h)	1579			1634			958	853	1081	957	853	1034

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	36	76	0
Volume Left	0	76	0
Volume Right	0	0	0
cSH	1700	958	1700
Volume to Capacity	0.02	0.08	0.00
Queue Length 95th (ft)	0	6	0
Control Delay (s/veh)	0.0	9.1	0.0
Lane LOS		A	A
Approach Delay (s/veh)	0.0	9.1	0.0
Approach LOS		A	A

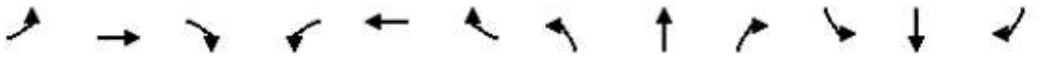
Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	166	25	17	105	22	0	0	0	0	0	0
Future Volume (Veh/h)	31	166	25	17	105	22	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	36	191	29	20	122	26	0	0	0	0	0	0
Pedestrians		63			93			76			93	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			7			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked												
vC, conflicting volume	241			296			592	635	375	639	636	291
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	241			296			592	635	375	639	636	291
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			100	100	100	100	100	100
cM capacity (veh/h)	1337			1277			387	382	626	351	381	715

Direction, Lane #	EB 1	WB 1
Volume Total	256	168
Volume Left	36	20
Volume Right	29	26
cSH	1337	1277
Volume to Capacity	0.03	0.02
Queue Length 95th (ft)	2	1
Control Delay (s/veh)	1.3	1.1
Lane LOS	A	A
Approach Delay (s/veh)	1.3	1.1
Approach LOS		

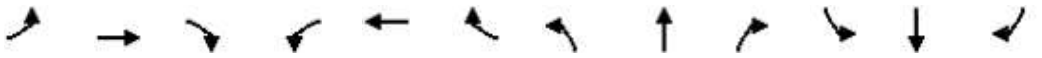
Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	20.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	151	0	0	42	0	40	0	9	8	0	44
Future Volume (Veh/h)	18	151	0	0	42	0	40	0	9	8	0	44
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.66	0.66	0.66	0.72	0.72	0.72	0.68	0.68	0.68
Hourly flow rate (vph)	22	186	0	0	64	0	56	0	12	12	0	65
Pedestrians		13			28			28			13	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			3			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	77			214			400	335	242	347	335	90
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	77			214			400	335	242	347	335	90
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			88	100	98	98	100	93
cM capacity (veh/h)	1511			1323			479	552	758	552	552	948

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	208	64	68	77
Volume Left	22	0	56	12
Volume Right	0	0	12	65
cSH	1511	1700	512	853
Volume to Capacity	0.01	0.04	0.13	0.09
Queue Length 95th (ft)	1	0	11	7
Control Delay (s/veh)	0.9	0.0	13.1	9.6
Lane LOS	A		B	A
Approach Delay (s/veh)	0.9	0.0	13.1	9.6
Approach LOS			B	A

Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	34.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	58	26	0	18	0	0	0	0	0	0	0
Future Volume (Veh/h)	64	58	26	0	18	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	74	67	30	0	24	0	0	0	0	0	0	0
Pedestrians		2			12			12			4	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	28			109			268	270	106	270	285	30
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	28			109			268	270	106	270	285	30
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			100	100	100	100	100	100
cM capacity (veh/h)	1573			1494			663	610	945	656	598	1049

Direction, Lane #	EB 1	WB 1
Volume Total	171	24
Volume Left	74	0
Volume Right	30	0
cSH	1573	1494
Volume to Capacity	0.05	0.00
Queue Length 95th (ft)	4	0
Control Delay (s/veh)	3.4	0.0
Lane LOS	A	
Approach Delay (s/veh)	3.4	0.0
Approach LOS		

Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	18.2%	ICU Level of Service	A	
Analysis Period (min)	15			

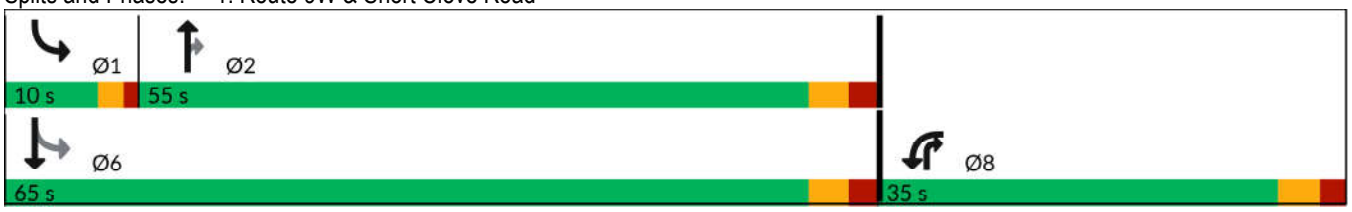
Capacity Analysis

No-Build Conditions

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	408	526	165	60	932
Future Volume (vph)	408	526	165	60	932
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	20.4	52.5	79.0	62.2	60.2
Actuated g/C Ratio	0.23	0.58	0.87	0.69	0.66
v/c Ratio	0.75	0.58	0.15	0.17	0.79
Control Delay (s/veh)	38.6	17.0	0.5	6.9	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.6	17.0	0.5	6.9	18.4
LOS	D	B	A	A	B
Approach Delay (s/veh)	38.6	13.1			17.7
Approach LOS	D	B			B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 90.6	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 21.0	Intersection LOS: C
Intersection Capacity Utilization 71.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	187	6	38	476	7
Future Volume (Veh/h)	40	187	6	38	476	7
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.77	0.77	0.87	0.87
Hourly flow rate (vph)	44	208	8	49	547	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1135	33			57	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1135	33			57	
tC, single (s)	7.3	6.4			4.2	
tC, 2 stage (s)						
tF (s)	4.3	3.5			2.3	
p0 queue free %	55	79			63	
cM capacity (veh/h)	98	992			1498	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	252	57	555
Volume Left	44	0	547
Volume Right	208	49	0
cSH	381	1700	1498
Volume to Capacity	0.66	0.03	0.37
Queue Length 95th (ft)	114	0	43
Control Delay (s/veh)	31.0	0.0	8.7
Lane LOS	D		A
Approach Delay (s/veh)	31.0	0.0	8.7
Approach LOS	D		

Intersection Summary			
Average Delay		14.6	
Intersection Capacity Utilization		53.8%	ICU Level of Service A
Analysis Period (min)		15	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	107	15	169	28	15	377
Future Volume (Veh/h)	107	15	169	28	15	377
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.85	0.85	0.87	0.87
Hourly flow rate (vph)	123	17	199	33	17	433
Pedestrians	2					2
Lane Width (ft)	16.0					13.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	668	203			234	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	668	203			234	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	70	98			99	
cM capacity (veh/h)	415	819			1216	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	140	199	33	450
Volume Left	123	0	0	17
Volume Right	17	0	33	0
cSH	441	1700	1700	1216
Volume to Capacity	0.32	0.12	0.02	0.01
Queue Length 95th (ft)	34	0	0	1
Control Delay (s/veh)	16.9	0.0	0.0	0.4
Lane LOS	C			A
Approach Delay (s/veh)	16.9	0.0		0.4
Approach LOS	C			

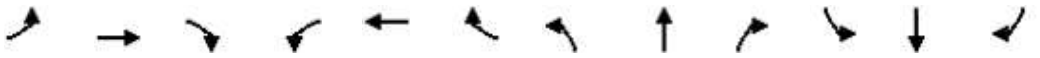
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	66	12	159	26	5	310
Future Volume (Veh/h)	66	12	159	26	5	310
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.81	0.81	0.85	0.85
Hourly flow rate (vph)	264	48	196	32	6	365
Pedestrians	3		3			
Lane Width (ft)	13.0		16.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	595	215			231	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	595	215			231	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	43	94			100	
cM capacity (veh/h)	465	827			1345	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	312	228	371
Volume Left	264	0	6
Volume Right	48	32	0
cSH	499	1700	1345
Volume to Capacity	0.63	0.13	0.00
Queue Length 95th (ft)	106	0	0
Control Delay (s/veh)	23.5	0.0	0.2
Lane LOS	C		A
Approach Delay (s/veh)	23.5	0.0	0.2
Approach LOS	C		

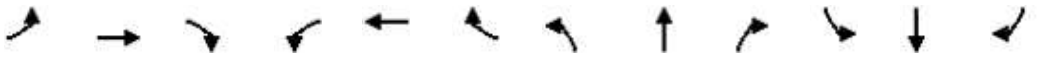
Intersection Summary			
Average Delay	8.1		
Intersection Capacity Utilization	31.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	7	0	9	0	77	92	41	307	2
Future Volume (Veh/h)	0	0	0	7	0	9	0	77	92	41	307	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.43	0.43	0.43	0.87	0.87	0.87	0.80	0.80	0.80
Hourly flow rate (vph)	0	0	0	16	0	21	0	89	106	51	384	2
Pedestrians		12			6			6			12	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	674	700	403	641	648	160	398			201		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	674	700	403	641	648	160	398			201		
tC, single (s)	7.1	6.5	6.2	7.3	6.5	6.5	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.7	4.0	3.6	2.2			2.3		
p0 queue free %	100	100	100	95	100	97	100			96		
cM capacity (veh/h)	338	346	641	348	370	796	1158			1334		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	37	195	437
Volume Left	0	16	0	51
Volume Right	0	21	106	2
cSH	1700	511	1158	1334
Volume to Capacity	0.00	0.07	0.00	0.04
Queue Length 95th (ft)	0	6	0	3
Control Delay (s/veh)	0.0	12.6	0.0	1.3
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	12.6	0.0	1.3
Approach LOS	A	B		

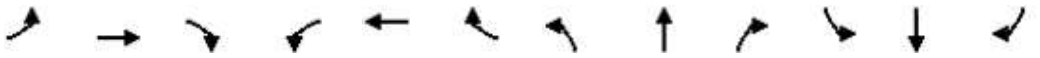
Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	42.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	5	48	61	6	15	10	92	9	5	287	7
Future Volume (vph)	17	5	48	61	6	15	10	92	9	5	287	7
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.66	0.66	0.66	0.94	0.94	0.94
Hourly flow rate (vph)	25	7	70	88	9	22	15	139	14	5	305	7

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	102	119	168	317
Volume Left (vph)	25	88	15	5
Volume Right (vph)	70	22	14	7
Hadj (s)	-0.23	0.18	0.27	0.16
Departure Headway (s)	5.1	5.5	5.2	4.9
Degree Utilization, x	0.14	0.18	0.24	0.43
Capacity (veh/h)	629	594	651	701
Control Delay (s/veh)	9.0	9.7	9.9	11.6
Approach Delay (s/veh)	9.0	9.7	9.9	11.6
Approach LOS	A	A	A	B

Intersection Summary			
Delay	10.5		
Level of Service	B		
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	18	29	134	13	37	4	121	20	60	120	2
Future Volume (vph)	13	18	29	134	13	37	4	121	20	60	120	2
Peak Hour Factor	0.75	0.75	0.75	0.90	0.90	0.90	0.78	0.78	0.78	0.86	0.86	0.86
Hourly flow rate (vph)	17	24	39	149	14	41	5	155	26	70	140	2

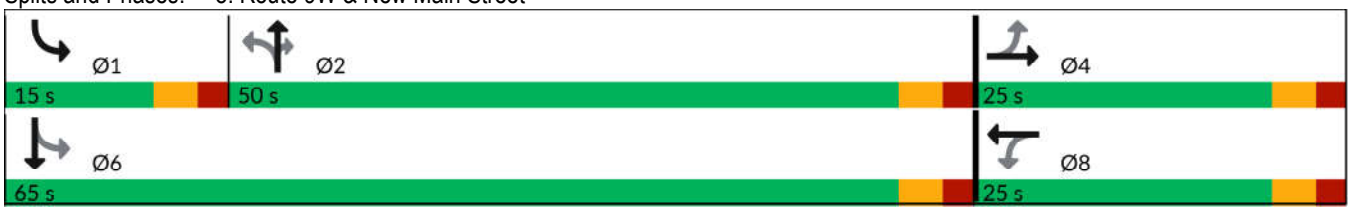
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	80	204	186	212
Volume Left (vph)	17	149	5	70
Volume Right (vph)	39	41	26	2
Hadj (s)	0.03	0.19	0.24	0.20
Departure Headway (s)	5.3	5.3	5.2	5.1
Degree Utilization, x	0.12	0.30	0.27	0.30
Capacity (veh/h)	607	633	645	655
Control Delay (s/veh)	9.0	10.5	10.1	10.4
Approach Delay (s/veh)	9.0	10.5	10.1	10.4
Approach LOS	A	B	B	B

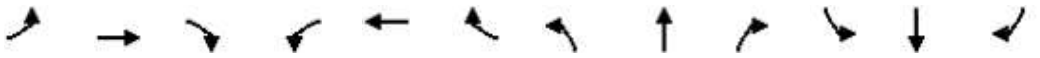
Intersection Summary			
Delay	10.2		
Level of Service	B		
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	16	3	130	3	2	460	103	69	868
Future Volume (vph)	16	3	130	3	2	460	103	69	868
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	25.0	25.0	25.0	25.0	50.0	50.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	55.6%	55.6%	55.6%	16.7%	72.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		16.2	16.2	16.2		52.1	52.1	61.8	61.8
Actuated g/C Ratio		0.18	0.18	0.18		0.59	0.59	0.70	0.70
v/c Ratio		0.15	0.75	0.32		0.53	0.13	0.14	0.75
Control Delay (s/veh)		24.1	52.7	8.6		15.4	2.7	5.6	14.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		24.1	52.7	8.6		15.4	2.7	5.6	14.1
LOS		C	D	A		B	A	A	B
Approach Delay (s/veh)		24.1		34.6		13.1			13.5
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 88	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 17.0	Intersection LOS: B
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Route 9W & New Main Street

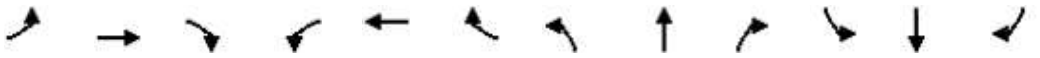




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	142	15	4	107	8	35	24	4	15	22	79
Future Volume (Veh/h)	40	142	15	4	107	8	35	24	4	15	22	79
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.72	0.72	0.72	0.89	0.89	0.89	0.74	0.74	0.74
Hourly flow rate (vph)	47	165	17	6	149	11	39	27	4	20	30	107
Pedestrians		3			7			7			3	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked												
vC, conflicting volume	163			189			566	450	188	462	453	161
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	163			189			566	450	188	462	453	161
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.2	3.3
p0 queue free %	97			100			89	94	100	96	93	88
cM capacity (veh/h)	1353			1389			349	478	850	456	454	880

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	229	166	70	157
Volume Left	47	6	39	20
Volume Right	17	11	4	107
cSH	1353	1389	405	678
Volume to Capacity	0.03	0.00	0.17	0.23
Queue Length 95th (ft)	3	0	15	22
Control Delay (s/veh)	1.8	0.3	15.7	11.9
Lane LOS	A	A	C	B
Approach Delay (s/veh)	1.8	0.3	15.7	11.9
Approach LOS			C	B

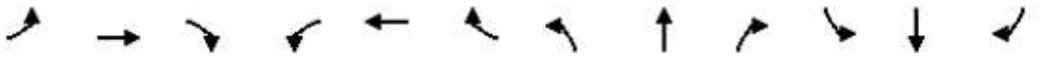
Intersection Summary				
Average Delay	5.5			
Intersection Capacity Utilization	34.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	38	116	10	5	87	15	0	0	0	16	26	30
Future Volume (vph)	38	116	10	5	87	15	0	0	0	16	26	30
Peak Hour Factor	0.82	0.82	0.82	0.77	0.77	0.77	0.25	0.25	0.25	0.62	0.62	0.62
Hourly flow rate (vph)	46	141	12	6	113	19	0	0	0	26	42	48

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	199	138	116
Volume Left (vph)	46	6	26
Volume Right (vph)	12	19	48
Hadj (s)	0.16	0.10	-0.04
Departure Headway (s)	4.5	4.5	4.6
Degree Utilization, x	0.25	0.17	0.15
Capacity (veh/h)	776	763	725
Control Delay (s/veh)	9.0	8.5	8.5
Approach Delay (s/veh)	9.0	8.5	8.5
Approach LOS	A	A	A

Intersection Summary				
Delay	8.7			
Level of Service	A			
Intersection Capacity Utilization	33.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	54	3	67	3	3	0	71	97	3	6	121	32
Future Volume (vph)	54	3	67	3	3	0	71	97	3	6	121	32
Peak Hour Factor	0.79	0.79	0.79	0.50	0.50	0.50	0.79	0.79	0.79	0.92	0.92	0.92
Hourly flow rate (vph)	68	4	85	6	6	0	90	123	4	7	132	35

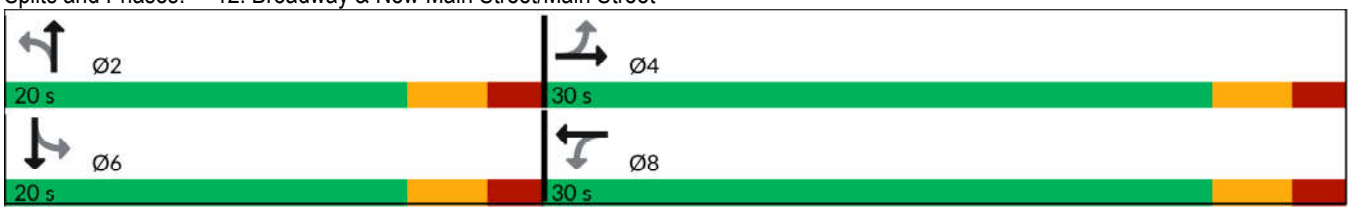
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	157	12	217	174
Volume Left (vph)	68	6	90	7
Volume Right (vph)	85	0	4	35
Hadj (s)	-0.05	0.10	0.30	0.01
Departure Headway (s)	4.8	5.2	4.8	4.6
Degree Utilization, x	0.21	0.02	0.29	0.22
Capacity (veh/h)	691	622	713	739
Control Delay (s/veh)	9.1	8.3	9.8	8.9
Approach Delay (s/veh)	9.1	8.3	9.8	8.9
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.3			
Level of Service	A			
Intersection Capacity Utilization	40.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	3	0	35	0	119	82	142
Future Volume (vph)	3	0	35	0	119	82	142
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		4		8	2		6
Permitted Phases	4		8			6	
Detector Phase	4	4	8	8	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	5.0		5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	Max	Max	Max
Act Effct Green (s)		7.8		8.1	24.7		24.7
Actuated g/C Ratio		0.22		0.22	0.68		0.68
v/c Ratio		0.06		0.36	0.23		0.27
Control Delay (s/veh)		10.3		15.2	6.3		6.7
Queue Delay		0.0		0.0	0.0		0.0
Total Delay (s/veh)		10.3		15.2	6.3		6.7
LOS		B		B	A		A
Approach Delay (s/veh)		10.3		15.2	6.3		6.7
Approach LOS		B		B	A		A

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 36.2	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay (s/veh): 8.0	Intersection LOS: A
Intersection Capacity Utilization 47.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street

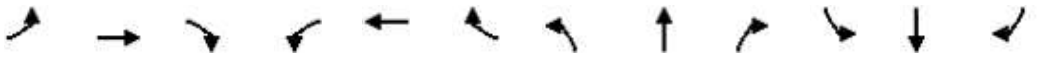




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	38	44	57	19	57	76
Future Volume (vph)	38	44	57	19	57	76
Peak Hour Factor	0.88	0.88	0.85	0.85	0.77	0.77
Hourly flow rate (vph)	43	50	67	22	74	99

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	93	89	173
Volume Left (vph)	43	0	74
Volume Right (vph)	50	22	0
Hadj (s)	-0.15	0.01	0.15
Departure Headway (s)	4.3	4.3	4.4
Degree Utilization, x	0.11	0.11	0.21
Capacity (veh/h)	773	804	805
Control Delay (s/veh)	7.9	7.8	8.5
Approach Delay (s/veh)	7.9	7.8	8.5
Approach LOS	A	A	A

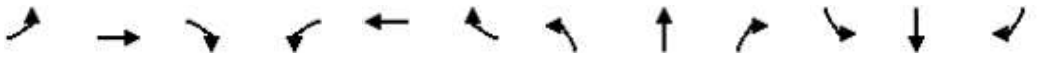
Intersection Summary			
Delay	8.2		
Level of Service	A		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	51	5	1	59	137	7	0	11	198	0	13
Future Volume (Veh/h)	21	51	5	1	59	137	7	0	11	198	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.78	0.78	0.92	0.92	0.92	0.87	0.92	0.87
Hourly flow rate (vph)	23	57	5	1	76	176	8	0	12	228	0	15
Pedestrians		6			3						6	
Lane Width (ft)		11.0			11.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		1			0						1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	258			62			293	366	63	293	280	176
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	258			62			293	366	63	293	280	176
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.3	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.0	3.5
p0 queue free %	98			100			99	100	99	63	100	98
cM capacity (veh/h)	1244			1541			632	549	1000	608	613	821

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	85	253	20	243
Volume Left	23	1	8	228
Volume Right	5	176	12	15
cSH	1244	1541	811	618
Volume to Capacity	0.02	0.00	0.02	0.39
Queue Length 95th (ft)	1	0	2	47
Control Delay (s/veh)	2.3	0.0	9.6	14.5
Lane LOS	A	A	A	B
Approach Delay (s/veh)	2.3	0.0	9.6	14.5
Approach LOS			A	B

Intersection Summary				
Average Delay	6.5			
Intersection Capacity Utilization	44.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	42	98	32	73	7	80	23	44	3	26	36
Future Volume (vph)	17	42	98	32	73	7	80	23	44	3	26	36
Peak Hour Factor	0.83	0.83	0.83	0.75	0.75	0.75	0.84	0.84	0.84	0.57	0.57	0.57
Hourly flow rate (vph)	20	51	118	43	97	9	95	27	52	5	46	63

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	189	149	174	114
Volume Left (vph)	20	43	95	5
Volume Right (vph)	118	9	52	63
Hadj (s)	-0.20	0.20	0.22	-0.27
Departure Headway (s)	4.6	5.1	5.1	4.7
Degree Utilization, x	0.24	0.21	0.25	0.15
Capacity (veh/h)	719	658	658	692
Control Delay (s/veh)	9.1	9.4	9.8	8.6
Approach Delay (s/veh)	9.1	9.4	9.8	8.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.3			
Level of Service	A			
Intersection Capacity Utilization	35.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	0	42	21	33	60	34	132	0	0	176	37
Future Volume (Veh/h)	41	0	42	21	33	60	34	132	0	0	176	37
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.84	0.84	0.80	0.86	0.86	0.86	0.94	0.94	0.94
Hourly flow rate (vph)	53	0	54	25	39	75	40	153	0	0	187	39
Pedestrians		49			55			38			55	
Lane Width (ft)		10.0			13.0			10.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		4			6			3			5	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								331				
pX, platoon unblocked												
vC, conflicting volume	638	544	294	587	563	263	275			208		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	638	544	294	587	563	263	275			208		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.3	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.4	3.5	4.1	3.4	2.3			2.2		
p0 queue free %	79	100	92	92	90	89	97			100		
cM capacity (veh/h)	251	394	665	323	372	671	1195			1297		

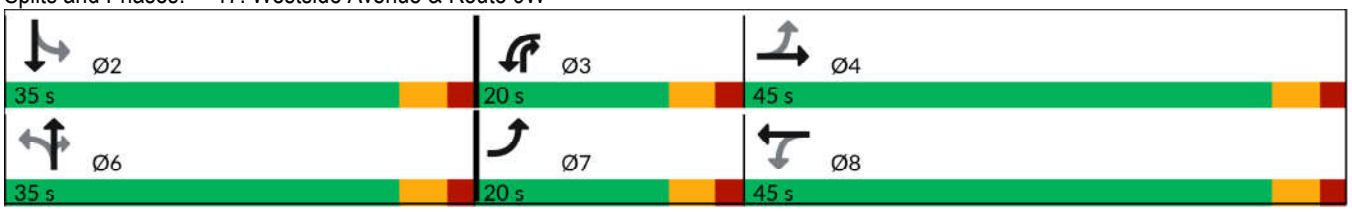
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	107	139	193	226
Volume Left	53	25	40	0
Volume Right	54	75	0	39
cSH	366	473	1195	1700
Volume to Capacity	0.29	0.29	0.03	0.13
Queue Length 95th (ft)	30	30	3	0
Control Delay (s/veh)	18.8	15.8	1.9	0.0
Lane LOS	C	C	A	
Approach Delay (s/veh)	18.8	15.8	1.9	0.0
Approach LOS	C	C		

Intersection Summary				
Average Delay	6.9			
Intersection Capacity Utilization	47.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	32	512	138	379	11	69	323	119	101
Future Volume (vph)	32	512	138	379	11	69	323	119	101
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	40.9	34.5	50.0	43.5		29.7	45.7		29.7
Actuated g/C Ratio	0.45	0.38	0.55	0.48		0.33	0.50		0.33
v/c Ratio	0.09	0.90	0.58	0.62		0.16	0.42		0.56
Control Delay (s/veh)	9.9	45.0	19.1	22.5		25.6	9.9		31.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	9.9	45.0	19.1	22.5		25.6	9.9		31.9
LOS	A	D	B	C		C	A		C
Approach Delay (s/veh)		43.0		21.7		13.0			31.9
Approach LOS		D		C		B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 91.3	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 28.0	Intersection LOS: C
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

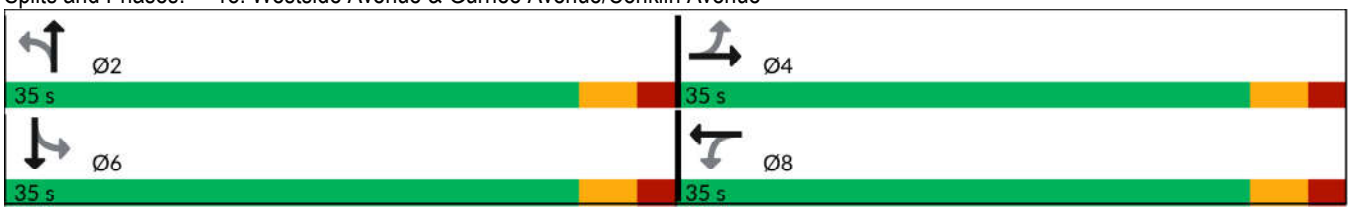
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	97	141	10	95	29	74	94	202
Future Volume (vph)	97	141	10	95	29	74	94	202
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		18.4		18.4		30.3		30.3
Actuated g/C Ratio		0.31		0.31		0.51		0.51
v/c Ratio		0.77		0.53		0.20		0.69
Control Delay (s/veh)		31.7		20.5		10.6		19.7
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		31.7		20.5		10.6		19.7
LOS		C		C		B		B
Approach Delay (s/veh)		31.7		20.5		10.6		19.7
Approach LOS		C		C		B		B

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 58.9	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 21.9	Intersection LOS: C
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	197	191	128	100	129	190
Future Volume (Veh/h)	197	191	128	100	129	190
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.80	0.80	0.90	0.90
Hourly flow rate (vph)	237	230	160	125	143	211
Pedestrians	7			1		
Lane Width (ft)	13.0			13.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	1			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				635		
pX, platoon unblocked						
vC, conflicting volume	701	257	361			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	701	257	361			
tC, single (s)	6.5	6.4	4.3			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.4			
p0 queue free %	29	69	85			
cM capacity (veh/h)	335	743	1102			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	467	285	354
Volume Left	237	160	0
Volume Right	230	0	211
cSH	459	1102	1700
Volume to Capacity	1.02	0.15	0.21
Queue Length 95th (ft)	343	13	0
Control Delay (s/veh)	76.7	5.6	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	76.7	5.6	0.0
Approach LOS	F		

Intersection Summary			
Average Delay	33.8		
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	258	0	0	270	0	0
Future Volume (vph)	258	0	0	270	0	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.92	0.92
Hourly flow rate (vph)	307	0	0	321	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	307	321	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.2	4.2	5.2
Degree Utilization, x	0.36	0.38	0.00
Capacity (veh/h)	836	833	616
Control Delay (s/veh)	9.6	9.8	8.2
Approach Delay (s/veh)	9.6	9.8	0.0
Approach LOS	A	A	A

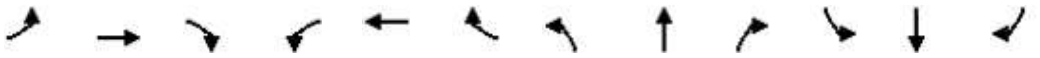
Intersection Summary			
Delay	9.7		
Level of Service	A		
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	137	152	52	149	34	419	75	527	97
Future Volume (vph)	137	152	52	149	34	419	75	527	97
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	11.6	11.6	11.6	11.6	18.3	18.3	18.3	18.3	18.3
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.47	0.47	0.47	0.47	0.47
v/c Ratio	0.58	0.49	0.20	0.55	0.15	0.66	0.30	0.70	0.15
Control Delay (s/veh)	19.8	12.3	11.1	11.7	9.7	16.0	12.1	16.9	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.8	12.3	11.1	11.7	9.7	16.0	12.1	16.9	3.6
LOS	B	B	B	B	A	B	B	B	A
Approach Delay (s/veh)		15.4		11.6		15.5		14.5	
Approach LOS		B		B		B		B	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 39	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 14.5	Intersection LOS: B
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

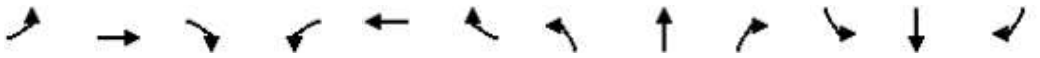




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	69	18	25	22	0	0	0	0
Future Volume (vph)	0	0	0	0	69	18	25	22	0	0	0	0
Peak Hour Factor	0.25	0.25	0.25	0.82	0.82	0.82	0.90	0.90	0.90	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	84	22	28	24	0	0	0	0

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	106	52
Volume Left (vph)	0	28
Volume Right (vph)	22	0
Hadj (s)	0.13	0.19
Departure Headway (s)	4.2	4.3
Degree Utilization, x	0.12	0.06
Capacity (veh/h)	851	803
Control Delay (s/veh)	7.7	7.6
Approach Delay (s/veh)	7.7	7.6
Approach LOS	A	A

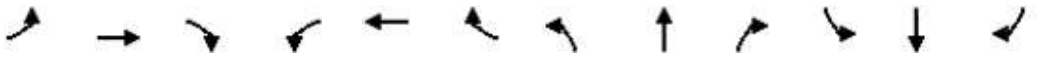
Intersection Summary				
Delay	7.7			
Level of Service	A			
Intersection Capacity Utilization	24.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	22	61	0	0	0	0	0	28	19
Future Volume (vph)	0	0	0	22	61	0	0	0	0	0	28	19
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.25	0.25	0.25	0.70	0.70	0.70
Hourly flow rate (vph)	0	0	0	24	67	0	0	0	0	0	40	27

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	91	67
Volume Left (vph)	24	0
Volume Right (vph)	0	27
Hadj (s)	0.34	-0.12
Departure Headway (s)	4.4	4.0
Degree Utilization, x	0.11	0.07
Capacity (veh/h)	805	872
Control Delay (s/veh)	7.9	7.3
Approach Delay (s/veh)	7.9	7.3
Approach LOS	A	A

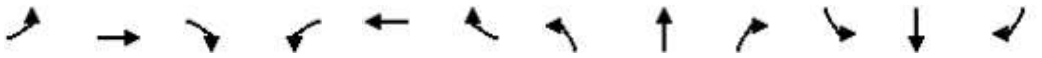
Intersection Summary				
Delay	7.7			
Level of Service	A			
Intersection Capacity Utilization	23.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	20	2	55	0	0	0	0	2
Future Volume (Veh/h)	0	0	0	0	20	2	55	0	0	0	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.79	0.79	0.79	0.78	0.78	0.78	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	25	3	71	0	0	0	0	8
Pedestrians		4			7			3			7	
Lane Width (ft)		0.0			15.0			10.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	35			3			42	38	10	41	37	38
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	35			3			42	38	10	41	37	38
tC, single (s)	4.1			4.1			7.3	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.7	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			92	100	100	100	100	99
cM capacity (veh/h)	1579			1628			908	850	1066	947	852	1033

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	28	71	8
Volume Left	0	71	0
Volume Right	3	0	8
cSH	1700	908	1033
Volume to Capacity	0.02	0.08	0.01
Queue Length 95th (ft)	0	6	1
Control Delay (s/veh)	0.0	9.3	8.5
Lane LOS		A	A
Approach Delay (s/veh)	0.0	9.3	8.5
Approach LOS		A	A

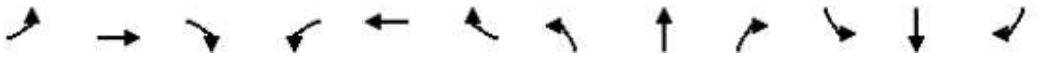
Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	24.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	101	10	6	81	12	0	0	0	0	0	0
Future Volume (Veh/h)	44	101	10	6	81	12	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	51	117	12	6	87	13	0	0	0	0	0	0
Pedestrians		26			44			44			26	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			3			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked												
vC, conflicting volume	126			173			401	407	211	401	407	146
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	126			173			401	407	211	401	407	146
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			100	100	100	100	100	100
cM capacity (veh/h)	1424			1416			535	515	805	527	515	888

Direction, Lane #	EB 1	WB 1
Volume Total	180	106
Volume Left	51	6
Volume Right	12	13
cSH	1424	1416
Volume to Capacity	0.04	0.00
Queue Length 95th (ft)	3	0
Control Delay (s/veh)	2.4	0.5
Lane LOS	A	A
Approach Delay (s/veh)	2.4	0.5
Approach LOS		

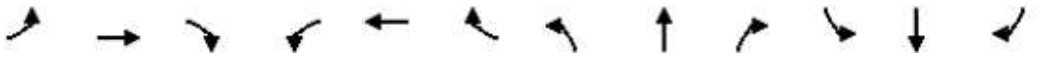
Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	18.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	100	0	0	13	0	42	0	23	16	0	32
Future Volume (Veh/h)	0	100	0	0	13	0	42	0	23	16	0	32
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.75	0.75	0.75	0.78	0.78	0.78	0.77	0.77	0.77
Hourly flow rate (vph)	0	127	0	0	17	0	54	0	29	21	0	42
Pedestrians		8			26			26			11	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			3			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	28			153			220	181	179	210	181	36
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	28			153			220	181	179	210	181	36
tC, single (s)	4.1			4.1			7.2	6.5	6.3	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.4	3.6	4.0	3.4
p0 queue free %	100			100			92	100	96	97	100	96
cM capacity (veh/h)	1578			1395			645	685	801	663	685	994

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	127	17	83	63
Volume Left	0	0	54	21
Volume Right	0	0	29	42
cSH	1700	1700	692	853
Volume to Capacity	0.07	0.01	0.12	0.07
Queue Length 95th (ft)	0	0	10	6
Control Delay (s/veh)	0.0	0.0	10.9	9.6
Lane LOS			B	A
Approach Delay (s/veh)	0.0	0.0	10.9	9.6
Approach LOS			B	A

Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	24.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	46	26	3	12	0	0	0	0	0	0	0
Future Volume (Veh/h)	59	46	26	3	12	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.54	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	67	52	30	6	22	0	0	0	0	0	0	0
Pedestrians		4			23			23			3	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			2			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	25			105			262	261	113	261	276	29
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	25			105			262	261	113	261	276	29
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			100	100	100	100	100	100
cM capacity (veh/h)	1509			1499			667	616	928	658	604	1048

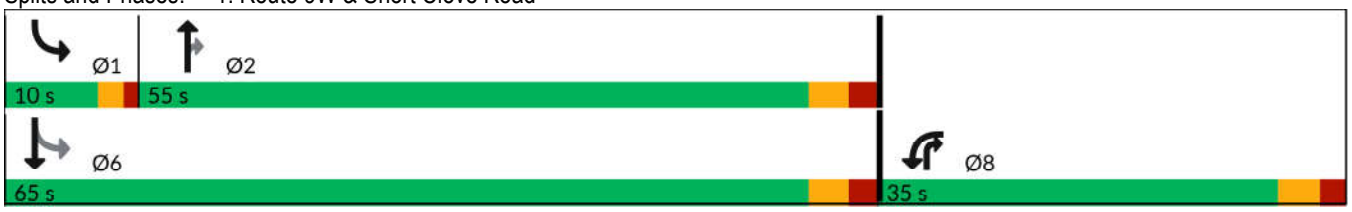
Direction, Lane #	EB 1	WB 1
Volume Total	149	28
Volume Left	67	6
Volume Right	30	0
cSH	1509	1499
Volume to Capacity	0.04	0.00
Queue Length 95th (ft)	3	0
Control Delay (s/veh)	3.6	1.6
Lane LOS	A	A
Approach Delay (s/veh)	3.6	1.6
Approach LOS		

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	17.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	176	809	523	82	617
Future Volume (vph)	176	809	523	82	617
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	12.9	52.2	71.2	62.1	60.1
Actuated g/C Ratio	0.16	0.63	0.86	0.75	0.72
v/c Ratio	0.55	0.77	0.39	0.35	0.49
Control Delay (s/veh)	31.0	18.9	0.9	7.4	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	18.9	0.9	7.4	6.8
LOS	C	B	A	A	A
Approach Delay (s/veh)	31.0	11.9			6.9
Approach LOS	C	B			A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 83	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 12.7	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	596	7	13	224	6
Future Volume (Veh/h)	23	596	7	13	224	6
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.75	0.75	0.77	0.77
Hourly flow rate (vph)	26	662	9	17	291	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	608	18			26	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	608	18			26	
tC, single (s)	6.6	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.4			2.2	
p0 queue free %	93	37			82	
cM capacity (veh/h)	356	1047			1595	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	688	26	299
Volume Left	26	0	291
Volume Right	662	17	0
cSH	975	1700	1595
Volume to Capacity	0.71	0.02	0.18
Queue Length 95th (ft)	153	0	17
Control Delay (s/veh)	17.0	0.0	7.6
Lane LOS	C		A
Approach Delay (s/veh)	17.0	0.0	7.6
Approach LOS	C		

Intersection Summary			
Average Delay	13.8		
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	24	516	85	11	194
Future Volume (Veh/h)	37	24	516	85	11	194
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.91	0.91	0.75	0.75
Hourly flow rate (vph)	47	31	567	93	15	259
Pedestrians	1		1			1
Lane Width (ft)	16.0		11.0			13.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	858	569			661	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	858	569			661	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	85	94			98	
cM capacity (veh/h)	323	517			847	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	78	567	93	274
Volume Left	47	0	0	15
Volume Right	31	0	93	0
cSH	380	1700	1700	847
Volume to Capacity	0.21	0.33	0.05	0.02
Queue Length 95th (ft)	19	0	0	1
Control Delay (s/veh)	16.9	0.0	0.0	0.7
Lane LOS	C			A
Approach Delay (s/veh)	16.9	0.0		0.7
Approach LOS	C			

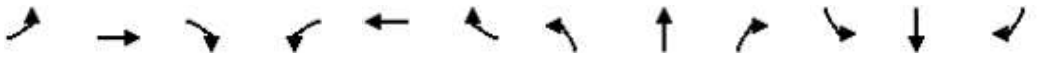
Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	8	471	70	12	175
Future Volume (Veh/h)	45	8	471	70	12	175
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.85	0.85	0.89	0.89
Hourly flow rate (vph)	180	32	554	82	13	197
Pedestrians	1					1
Lane Width (ft)	13.0					14.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	819	597			637	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	819	597			637	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	47	94			99	
cM capacity (veh/h)	343	506			955	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	212	636	210
Volume Left	180	0	13
Volume Right	32	82	0
cSH	360	1700	955
Volume to Capacity	0.59	0.37	0.01
Queue Length 95th (ft)	90	0	1
Control Delay (s/veh)	28.3	0.0	0.7
Lane LOS	D		A
Approach Delay (s/veh)	28.3	0.0	0.7
Approach LOS	D		

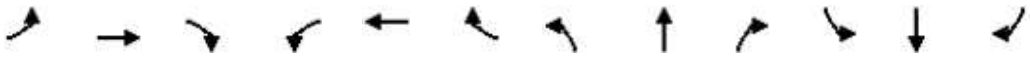
Intersection Summary			
Average Delay	5.8		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2	2	15	0	24	0	239	261	29	140	0
Future Volume (Veh/h)	3	2	2	15	0	24	0	239	261	29	140	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.44	0.44	0.44	0.88	0.88	0.88	0.89	0.89	0.89
Hourly flow rate (vph)	6	4	4	34	0	55	0	272	297	33	157	0
Pedestrians		2			1			1			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	703	795	160	652	647	424	159			570		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	703	795	160	652	647	424	159			570		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	100	91	100	91	100			97		
cM capacity (veh/h)	314	311	888	368	379	633	1430			1012		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	89	569	190
Volume Left	6	34	0	33
Volume Right	4	55	297	0
cSH	384	496	1430	1012
Volume to Capacity	0.04	0.18	0.00	0.03
Queue Length 95th (ft)	3	16	0	3
Control Delay (s/veh)	14.7	13.8	0.0	1.8
Lane LOS	B	B		A
Approach Delay (s/veh)	14.7	13.8	0.0	1.8
Approach LOS	B	B		

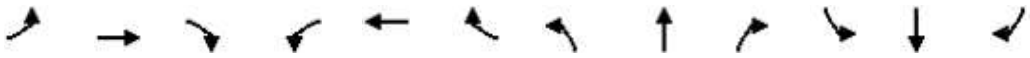
Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	42.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	8	25	19	12	16	48	207	15	8	137	4
Future Volume (vph)	11	8	25	19	12	16	48	207	15	8	137	4
Peak Hour Factor	0.71	0.71	0.71	0.81	0.81	0.81	0.82	0.82	0.82	0.78	0.78	0.78
Hourly flow rate (vph)	15	11	35	23	15	20	59	252	18	10	176	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	61	58	329	191
Volume Left (vph)	15	23	59	10
Volume Right (vph)	35	20	18	5
Hadj (s)	-0.21	-0.13	0.04	0.10
Departure Headway (s)	5.0	5.1	4.5	4.7
Degree Utilization, x	0.08	0.08	0.41	0.25
Capacity (veh/h)	642	631	780	733
Control Delay (s/veh)	8.4	8.5	10.5	9.2
Approach Delay (s/veh)	8.4	8.5	10.5	9.2
Approach LOS	A	A	B	A

Intersection Summary				
Delay	9.8			
Level of Service	A			
Intersection Capacity Utilization	39.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	19	23	11	41	6	29	11	194	23	23	105	15
Future Volume (vph)	19	23	11	41	6	29	11	194	23	23	105	15
Peak Hour Factor	0.92	0.92	0.92	0.74	0.74	0.74	0.79	0.79	0.79	0.96	0.96	0.96
Hourly flow rate (vph)	21	25	12	55	8	39	14	246	29	24	109	16

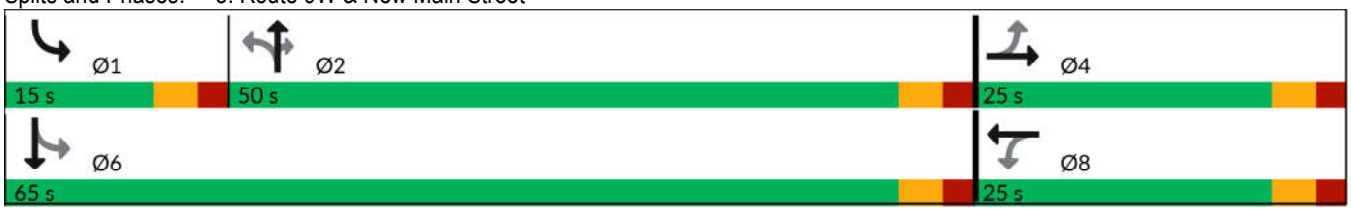
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	58	102	289	149
Volume Left (vph)	21	55	14	24
Volume Right (vph)	12	39	29	16
Hadj (s)	-0.05	-0.05	-0.01	0.01
Departure Headway (s)	5.0	5.0	4.5	4.7
Degree Utilization, x	0.08	0.14	0.36	0.19
Capacity (veh/h)	643	658	772	730
Control Delay (s/veh)	8.5	8.8	10.0	8.8
Approach Delay (s/veh)	8.5	8.8	10.0	8.8
Approach LOS	A	A	A	A

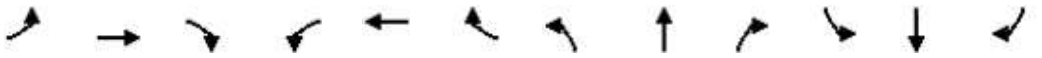
Intersection Summary				
Delay	9.3			
Level of Service	A			
Intersection Capacity Utilization	31.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	13	5	115	5	6	712	136	115	605
Future Volume (vph)	13	5	115	5	6	712	136	115	605
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	25.0	25.0	25.0	25.0	50.0	50.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	55.6%	55.6%	55.6%	16.7%	72.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		13.6	13.6	13.6		48.1	48.1	60.8	60.8
Actuated g/C Ratio		0.16	0.16	0.16		0.57	0.57	0.72	0.72
v/c Ratio		0.17	0.58	0.34		0.73	0.16	0.36	0.57
Control Delay (s/veh)		22.8	44.0	9.4		20.4	2.6	7.1	8.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		22.8	44.0	9.4		20.4	2.6	7.1	8.6
LOS		C	D	A		C	A	A	A
Approach Delay (s/veh)		22.8		26.7		17.6			8.3
Approach LOS		C		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 84.4	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 15.1	Intersection LOS: B
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Route 9W & New Main Street

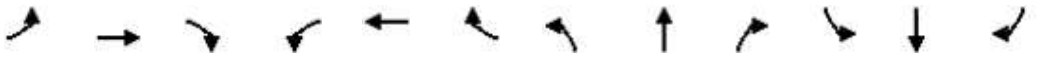




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	209	26	4	148	13	25	36	7	22	19	37
Future Volume (Veh/h)	73	209	26	4	148	13	25	36	7	22	19	37
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.94	0.94	0.94	0.78	0.78	0.78	0.65	0.65	0.65
Hourly flow rate (vph)	86	246	31	4	157	14	32	46	9	34	29	57
Pedestrians		11			18			18			11	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			2			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked												
vC, conflicting volume	182			295			706	642	298	667	650	186
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	182			295			706	642	298	667	650	186
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.6	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.1	3.3
p0 queue free %	94			100			89	87	99	88	92	93
cM capacity (veh/h)	1392			1258			281	357	724	294	349	838

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	363	175	87	120
Volume Left	86	4	32	34
Volume Right	31	14	9	57
cSH	1392	1258	341	450
Volume to Capacity	0.06	0.00	0.26	0.27
Queue Length 95th (ft)	5	0	25	27
Control Delay (s/veh)	2.3	0.2	19.2	15.9
Lane LOS	A	A	C	C
Approach Delay (s/veh)	2.3	0.2	19.2	15.9
Approach LOS			C	C

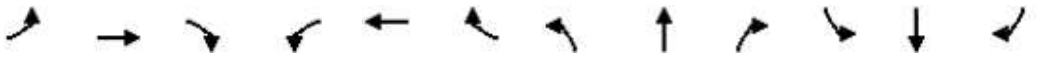
Intersection Summary				
Average Delay	6.0			
Intersection Capacity Utilization	45.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	29	179	24	7	138	17	0	0	0	20	37	29
Future Volume (vph)	29	179	24	7	138	17	0	0	0	20	37	29
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.25	0.25	0.25	0.84	0.84	0.84
Hourly flow rate (vph)	32	195	26	8	148	18	0	0	0	24	44	35

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	253	174	103
Volume Left (vph)	32	8	24
Volume Right (vph)	26	18	35
Hadj (s)	-0.01	-0.03	-0.13
Departure Headway (s)	4.3	4.4	4.7
Degree Utilization, x	0.30	0.21	0.13
Capacity (veh/h)	808	782	703
Control Delay (s/veh)	9.2	8.6	8.4
Approach Delay (s/veh)	9.2	8.6	8.4
Approach LOS	A	A	A

Intersection Summary					
Delay	8.9				
Level of Service	A				
Intersection Capacity Utilization	41.8%	ICU Level of Service		A	
Analysis Period (min)	15				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	38	97	38	35	75	31	64	126	44	64	65	22
Future Volume (vph)	38	97	38	35	75	31	64	126	44	64	65	22
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	43	110	43	40	86	36	77	152	53	77	78	27

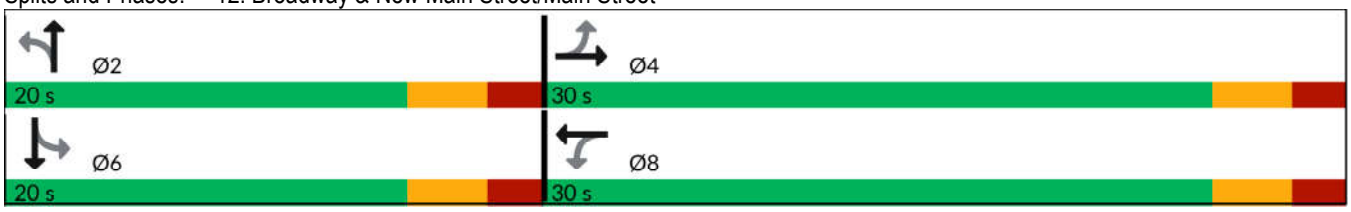
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	196	162	282	182
Volume Left (vph)	43	40	77	77
Volume Right (vph)	43	36	53	27
Hadj (s)	-0.07	-0.06	-0.01	0.03
Departure Headway (s)	5.4	5.4	5.2	5.4
Degree Utilization, x	0.29	0.24	0.41	0.27
Capacity (veh/h)	611	599	644	614
Control Delay (s/veh)	10.6	10.2	11.7	10.4
Approach Delay (s/veh)	10.6	10.2	11.7	10.4
Approach LOS	B	B	B	B

Intersection Summary			
Delay	10.8		
Level of Service	B		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	80	84	4	46	12	185	101	75
Future Volume (vph)	80	84	4	46	12	185	101	75
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		11.2		10.9		19.3		19.3
Actuated g/C Ratio		0.30		0.30		0.52		0.52
v/c Ratio		0.57		0.29		0.33		0.45
Control Delay (s/veh)		16.6		10.9		9.9		13.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		16.6		10.9		9.9		13.4
LOS		B		B		A		B
Approach Delay (s/veh)		16.6		10.9		9.9		13.4
Approach LOS		B		B		A		B

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 36.9	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 12.8	Intersection LOS: B
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street

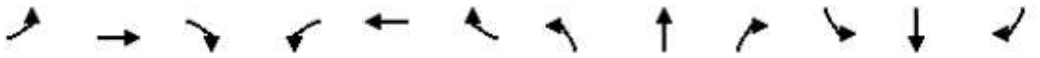




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	23	56	85	31	53	52
Future Volume (vph)	23	56	85	31	53	52
Peak Hour Factor	0.87	0.87	0.84	0.84	0.78	0.78
Hourly flow rate (vph)	26	64	101	37	68	67

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	90	138	135
Volume Left (vph)	26	0	68
Volume Right (vph)	64	37	0
Hadj (s)	-0.34	-0.15	0.15
Departure Headway (s)	4.2	4.1	4.4
Degree Utilization, x	0.10	0.16	0.16
Capacity (veh/h)	803	849	798
Control Delay (s/veh)	7.6	7.9	8.3
Approach Delay (s/veh)	7.6	7.9	8.3
Approach LOS	A	A	A

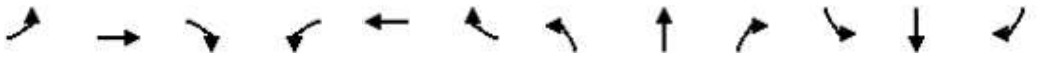
Intersection Summary			
Delay	8.0		
Level of Service	A		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	44	16	6	58	203	5	0	8	206	0	12
Future Volume (Veh/h)	23	44	16	6	58	203	5	0	8	206	0	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.92	0.92	0.87	0.87	0.92	0.92	0.92	0.79	0.92	0.79
Hourly flow rate (vph)	31	59	17	7	67	233	5	0	9	261	0	15
Pedestrians		1			6						11	
Lane Width (ft)		11.0			11.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		0			1						1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	311			76			343	455	74	353	347	196
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	311			76			343	455	74	353	347	196
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	98			100			99	100	99	54	100	98
cM capacity (veh/h)	1248			1523			581	482	983	569	554	819

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	107	307	14	276
Volume Left	31	7	5	261
Volume Right	17	233	9	15
cSH	1248	1523	789	579
Volume to Capacity	0.02	0.00	0.02	0.48
Queue Length 95th (ft)	2	0	1	64
Control Delay (s/veh)	2.5	0.2	9.6	16.8
Lane LOS	A	A	A	C
Approach Delay (s/veh)	2.5	0.2	9.6	16.8
Approach LOS			A	C

Intersection Summary				
Average Delay	7.2			
Intersection Capacity Utilization	42.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	55	95	36	88	2	154	23	19	5	22	24
Future Volume (vph)	30	55	95	36	88	2	154	23	19	5	22	24
Peak Hour Factor	0.82	0.82	0.82	0.80	0.80	0.80	0.84	0.84	0.84	0.89	0.89	0.89
Hourly flow rate (vph)	37	67	116	45	110	2	183	27	23	6	25	27

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	220	157	233	58
Volume Left (vph)	37	45	183	6
Volume Right (vph)	116	2	23	27
Hadj (s)	-0.25	0.10	0.12	-0.26
Departure Headway (s)	4.6	5.0	5.0	4.9
Degree Utilization, x	0.28	0.22	0.33	0.08
Capacity (veh/h)	723	661	672	652
Control Delay (s/veh)	9.5	9.5	10.4	8.3
Approach Delay (s/veh)	9.5	9.5	10.4	8.3
Approach LOS	A	A	B	A

Intersection Summary				
Delay	9.7			
Level of Service	A			
Intersection Capacity Utilization	37.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	0	47	22	36	83	32	289	0	0	195	42
Future Volume (Veh/h)	38	0	47	22	36	83	32	289	0	0	195	42
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.85	0.85	0.85	0.86	0.86	0.86
Hourly flow rate (vph)	43	0	53	25	41	95	38	340	0	0	227	49
Pedestrians		89			66			89			71	
Lane Width (ft)		10.0			13.0			10.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		7			7			7			6	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								331				
pX, platoon unblocked												
vC, conflicting volume	943	823	430	876	847	477	365			406		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	943	823	430	876	847	477	365			406		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	67	100	90	86	84	82	97			100		
cM capacity (veh/h)	132	260	544	178	252	518	1120			1084		

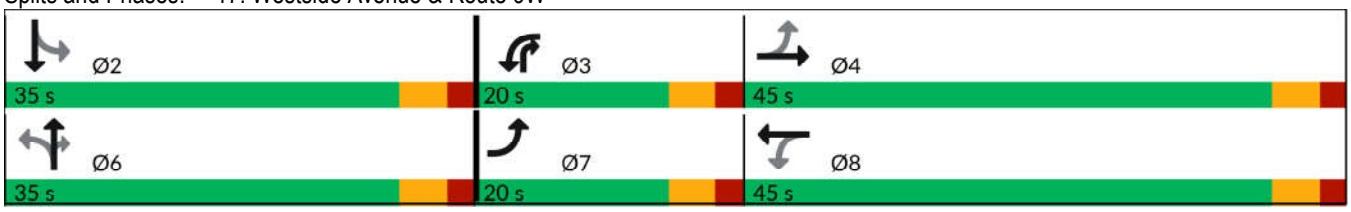
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	96	161	378	276
Volume Left	43	25	38	0
Volume Right	53	95	0	49
cSH	227	331	1120	1700
Volume to Capacity	0.42	0.49	0.03	0.16
Queue Length 95th (ft)	49	63	3	0
Control Delay (s/veh)	32.0	25.8	1.2	0.0
Lane LOS	D	D	A	
Approach Delay (s/veh)	32.0	25.8	1.2	0.0
Approach LOS	D	D		

Intersection Summary				
Average Delay	8.4			
Intersection Capacity Utilization	55.3%	ICU Level of Service	B	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	50	467	278	484	16	86	228	81	93
Future Volume (vph)	50	467	278	484	16	86	228	81	93
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	37.1	30.3	48.9	41.8		29.8	48.4		29.8
Actuated g/C Ratio	0.41	0.34	0.54	0.46		0.33	0.54		0.33
v/c Ratio	0.16	0.86	0.80	0.67		0.18	0.27		0.47
Control Delay (s/veh)	10.9	42.6	30.9	23.9		25.2	3.6		28.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	10.9	42.6	30.9	23.9		25.2	3.6		28.2
LOS	B	D	C	C		C	A		C
Approach Delay (s/veh)		39.6		26.3		10.3			28.2
Approach LOS		D		C		B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 89.9	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 27.6	Intersection LOS: C
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

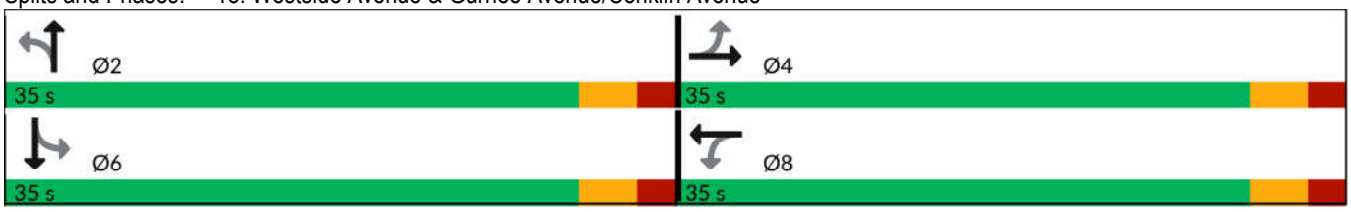
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	148	109	5	122	26	180	86	156
Future Volume (vph)	148	109	5	122	26	180	86	156
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		19.2		19.2		30.4		30.4
Actuated g/C Ratio		0.32		0.32		0.51		0.51
v/c Ratio		0.76		0.47		0.27		0.51
Control Delay (s/veh)		30.6		18.7		11.2		14.6
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		30.6		18.7		11.2		14.6
LOS		C		B		B		B
Approach Delay (s/veh)		30.6		18.7		11.2		14.6
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 59.7	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 19.0	Intersection LOS: B
Intersection Capacity Utilization 78.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	223	158	217	176	156	260
Future Volume (Veh/h)	223	158	217	176	156	260
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.88	0.88	0.83	0.83
Hourly flow rate (vph)	240	170	247	200	188	313
Pedestrians	21					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				635		
pX, platoon unblocked						
vC, conflicting volume	1060	366	522			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1060	366	522			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	74	76			
cM capacity (veh/h)	185	665	1027			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	410	447	501
Volume Left	240	247	0
Volume Right	170	0	313
cSH	264	1027	1700
Volume to Capacity	1.55	0.24	0.29
Queue Length 95th (ft)	612	24	0
Control Delay (s/veh)	300.2	6.5	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	300.2	6.5	0.0
Approach LOS	F		

Intersection Summary			
Average Delay	92.8		
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	297	0	0	295	0	0
Future Volume (vph)	297	0	0	295	0	0
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	316	0	0	328	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	316	328	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.3	4.2	5.3
Degree Utilization, x	0.37	0.39	0.00
Capacity (veh/h)	835	831	611
Control Delay (s/veh)	9.8	9.9	8.3
Approach Delay (s/veh)	9.8	9.9	0.0
Approach LOS	A	A	A

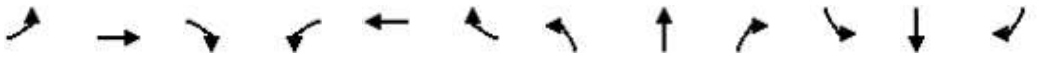
Intersection Summary			
Delay	9.8		
Level of Service	A		
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	178	180	30	115	57	519	121	519	180
Future Volume (vph)	178	180	30	115	57	519	121	519	180
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.0	13.0	13.0	13.0	18.2	18.2	18.2	18.2	18.2
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.45	0.45	0.45	0.45	0.45
v/c Ratio	0.67	0.46	0.11	0.44	0.23	0.71	0.55	0.67	0.24
Control Delay (s/veh)	22.3	12.0	9.7	7.5	11.6	17.7	24.6	16.6	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.3	12.0	9.7	7.5	11.6	17.7	24.6	16.6	3.2
LOS	C	B	A	A	B	B	C	B	A
Approach Delay (s/veh)		16.6		7.7		17.1		14.8	
Approach LOS		B		A		B		B	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 40.3	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 14.9	Intersection LOS: B
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

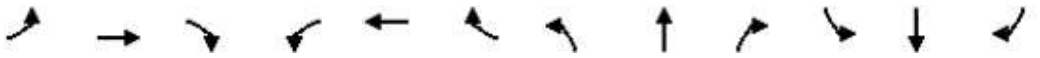




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	0	0	0	84	19	28	19	0	0	0	2
Future Volume (vph)	2	0	0	0	84	19	28	19	0	0	0	2
Peak Hour Factor	0.50	0.50	0.50	0.83	0.83	0.83	0.88	0.88	0.88	0.25	0.25	0.25
Hourly flow rate (vph)	4	0	0	0	101	23	32	22	0	0	0	8

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	124	54
Volume Left (vph)	0	32
Volume Right (vph)	23	0
Hadj (s)	-0.07	0.12
Departure Headway (s)	4.0	4.3
Degree Utilization, x	0.14	0.06
Capacity (veh/h)	894	809
Control Delay (s/veh)	7.6	7.6
Approach Delay (s/veh)	7.6	7.6
Approach LOS	A	A

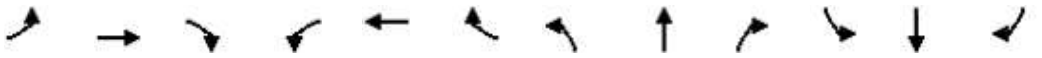
Intersection Summary				
Delay	Err			
Level of Service	F			
Intersection Capacity Utilization	Err%	ICU Level of Service	H	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	29	84	0	0	0	0	0	30	21
Future Volume (vph)	0	0	0	29	84	0	0	0	0	0	30	21
Peak Hour Factor	0.25	0.25	0.25	0.88	0.88	0.88	0.25	0.25	0.25	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	33	95	0	0	0	0	0	35	24

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	128	59
Volume Left (vph)	33	0
Volume Right (vph)	0	24
Hadj (s)	0.21	-0.20
Departure Headway (s)	4.2	4.0
Degree Utilization, x	0.15	0.07
Capacity (veh/h)	835	867
Control Delay (s/veh)	8.0	7.3
Approach Delay (s/veh)	8.0	7.3
Approach LOS	A	A

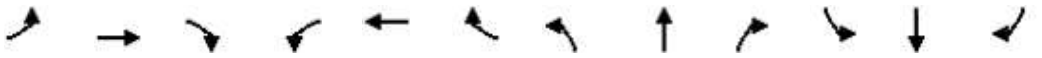
Intersection Summary				
Delay	7.8			
Level of Service	A			
Intersection Capacity Utilization	26.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	0	0	33	0	81	4	0	0	0	5
Future Volume (Veh/h)	0	2	0	0	33	0	81	4	0	0	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.68	0.68	0.68	0.80	0.80	0.80	0.50	0.50	0.50
Hourly flow rate (vph)	0	8	0	0	49	0	101	5	0	0	0	10
Pedestrians		8			12			8			12	
Lane Width (ft)		0.0			15.0			10.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	61			16			83	77	28	84	77	69
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	61			16			83	77	28	84	77	69
tC, single (s)	4.1			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			88	99	100	100	100	99
cM capacity (veh/h)	1537			1604			859	803	1031	869	803	988

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	49	106	10
Volume Left	0	101	0
Volume Right	0	0	10
cSH	1700	856	988
Volume to Capacity	0.03	0.12	0.01
Queue Length 95th (ft)	0	11	1
Control Delay (s/veh)	0.0	9.8	8.7
Lane LOS		A	A
Approach Delay (s/veh)	0.0	9.8	8.7
Approach LOS		A	A

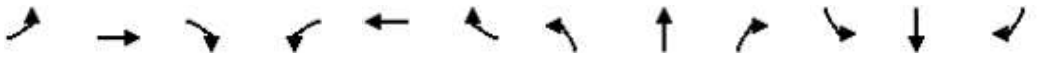
Intersection Summary			
Average Delay		Err	
Intersection Capacity Utilization		Err%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	193	22	8	94	11	0	0	0	0	0	0
Future Volume (Veh/h)	42	193	22	8	94	11	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	48	222	25	8	99	12	0	0	0	0	0	0
Pedestrians		73			58			50			73	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		6			5			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked												
vC, conflicting volume	184			297			575	581	343	583	587	251
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	184			297			575	581	343	583	587	251
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			100	100	100	100	100	100
cM capacity (veh/h)	1385			1276			395	411	672	395	407	747

Direction, Lane #	EB 1	WB 1
Volume Total	295	119
Volume Left	48	8
Volume Right	25	12
cSH	1385	1276
Volume to Capacity	0.03	0.01
Queue Length 95th (ft)	3	0
Control Delay (s/veh)	1.5	0.6
Lane LOS	A	A
Approach Delay (s/veh)	1.5	0.6
Approach LOS		

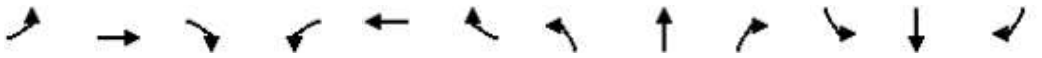
Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	23.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	189	0	0	21	0	42	0	32	20	0	35
Future Volume (Veh/h)	7	189	0	0	21	0	42	0	32	20	0	35
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.68	0.68	0.68	0.80	0.80	0.80	0.62	0.62	0.62
Hourly flow rate (vph)	8	220	0	0	31	0	52	0	40	32	0	56
Pedestrians		29			21			21			29	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			2			3			3	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	60			241			373	317	262	357	317	89
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	60			241			373	317	262	357	317	89
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.6	4.0	3.3
p0 queue free %	99			100			90	100	94	94	100	94
cM capacity (veh/h)	1503			1304			495	564	726	504	564	919

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	228	31	92	88
Volume Left	8	0	52	32
Volume Right	0	0	40	56
cSH	1503	1700	575	708
Volume to Capacity	0.01	0.02	0.16	0.12
Queue Length 95th (ft)	0	0	14	11
Control Delay (s/veh)	0.3	0.0	12.5	10.8
Lane LOS	A		B	B
Approach Delay (s/veh)	0.3	0.0	12.5	10.8
Approach LOS			B	B

Intersection Summary				
Average Delay	4.9			
Intersection Capacity Utilization	32.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	69	38	0	25	2	0	0	0	0	0	0
Future Volume (Veh/h)	109	69	38	0	25	2	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	120	76	42	0	33	3	0	0	0	0	0	0
Pedestrians		11			22			22			11	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	47			140			405	406	141	405	426	57
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	47			140			405	406	141	405	426	57
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			100	100	100	100	100	100
cM capacity (veh/h)	1560			1431			523	496	896	518	484	1007

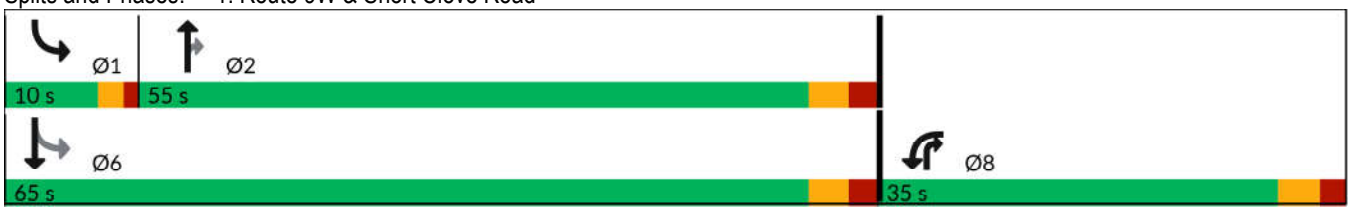
Direction, Lane #	EB 1	WB 1
Volume Total	238	36
Volume Left	120	0
Volume Right	42	3
cSH	1560	1431
Volume to Capacity	0.08	0.00
Queue Length 95th (ft)	6	0
Control Delay (s/veh)	4.1	0.0
Lane LOS	A	
Approach Delay (s/veh)	4.1	0.0
Approach LOS		

Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	22.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	190	517	207	69	562
Future Volume (vph)	190	517	207	69	562
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	12.8	52.5	71.4	62.1	60.1
Actuated g/C Ratio	0.15	0.63	0.86	0.75	0.72
v/c Ratio	0.62	0.50	0.16	0.13	0.43
Control Delay (s/veh)	33.4	11.4	0.5	3.8	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.4	11.4	0.5	3.8	6.2
LOS	C	B	A	A	A
Approach Delay (s/veh)	33.4	8.3			5.9
Approach LOS	C	A			A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 82.9	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 50.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	262	10	22	226	5
Future Volume (Veh/h)	14	262	10	22	226	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.77	0.77	0.45	0.45	0.79	0.79
Hourly flow rate (vph)	18	340	22	49	286	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	625	47			71	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	625	47			71	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	67			81	
cM capacity (veh/h)	368	1029			1536	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	358	71	292
Volume Left	18	0	286
Volume Right	340	49	0
cSH	943	1700	1536
Volume to Capacity	0.38	0.04	0.19
Queue Length 95th (ft)	45	0	17
Control Delay (s/veh)	11.1	0.0	7.7
Lane LOS	B		A
Approach Delay (s/veh)	11.1	0.0	7.7
Approach LOS	B		

Intersection Summary			
Average Delay	8.7		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	12	208	51	10	156
Future Volume (Veh/h)	78	12	208	51	10	156
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.78	0.78	0.86	0.86
Hourly flow rate (vph)	91	14	267	65	12	181
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	472	267			332	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	472	267			332	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	83	98			99	
cM capacity (veh/h)	547	755			1239	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	105	267	65	193
Volume Left	91	0	0	12
Volume Right	14	0	65	0
cSH	568	1700	1700	1239
Volume to Capacity	0.18	0.16	0.04	0.01
Queue Length 95th (ft)	17	0	0	1
Control Delay (s/veh)	12.8	0.0	0.0	0.6
Lane LOS	B			A
Approach Delay (s/veh)	12.8	0.0		0.6
Approach LOS	B			

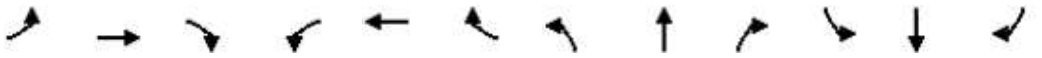
Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	28.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	68	12	141	75	13	103
Future Volume (Veh/h)	68	12	141	75	13	103
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.88	0.88	0.74	0.74
Hourly flow rate (vph)	272	48	160	85	18	139
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	378	203			245	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	378	203			245	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	56	94			99	
cM capacity (veh/h)	620	843			1333	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	320	245	157
Volume Left	272	0	18
Volume Right	48	85	0
cSH	645	1700	1333
Volume to Capacity	0.50	0.14	0.01
Queue Length 95th (ft)	69	0	1
Control Delay (s/veh)	15.9	0.0	1.0
Lane LOS	C		A
Approach Delay (s/veh)	15.9	0.0	1.0
Approach LOS	C		

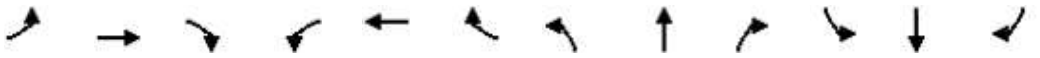
Intersection Summary			
Average Delay	7.3		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	2	0	10	0	80	74	30	114	0
Future Volume (Veh/h)	0	0	0	2	0	10	0	80	74	30	114	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.75	0.75	0.75	0.84	0.84	0.84	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	0	3	0	13	0	95	88	36	137	0
Pedestrians					1			1				
Lane Width (ft)					12.0			12.0				
Walking Speed (ft/s)					3.5			3.5				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	361	393	138	350	349	140	137			184		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361	393	138	350	349	140	137			184		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	99	100			97		
cM capacity (veh/h)	578	532	915	595	563	912	1459			1402		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	16	183	173
Volume Left	0	3	0	36
Volume Right	0	13	88	0
cSH	1700	829	1459	1402
Volume to Capacity	0.00	0.02	0.00	0.03
Queue Length 95th (ft)	0	1	0	2
Control Delay (s/veh)	0.0	9.4	0.0	1.8
Lane LOS	A	A		A
Approach Delay (s/veh)	0.0	9.4	0.0	1.8
Approach LOS	A	A		

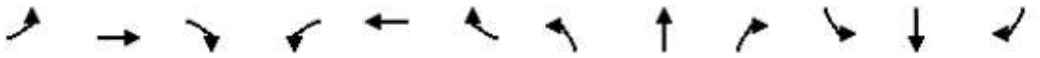
Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	29.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	5	15	25	10	10	21	63	8	14	108	7
Future Volume (vph)	12	5	15	25	10	10	21	63	8	14	108	7
Peak Hour Factor	0.70	0.70	0.70	0.85	0.85	0.85	0.82	0.82	0.82	0.85	0.85	0.85
Hourly flow rate (vph)	17	7	21	29	12	12	26	77	10	16	127	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	45	53	113	151
Volume Left (vph)	17	29	26	16
Volume Right (vph)	21	12	10	8
Hadj (s)	-0.20	0.02	-0.01	-0.01
Departure Headway (s)	4.3	4.6	4.3	4.2
Degree Utilization, x	0.05	0.07	0.13	0.18
Capacity (veh/h)	765	734	809	826
Control Delay (s/veh)	7.6	7.9	7.9	8.2
Approach Delay (s/veh)	7.6	7.9	7.9	8.2
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.0			
Level of Service	A			
Intersection Capacity Utilization	19.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	8	7	34	13	20	3	80	11	28	85	5
Future Volume (vph)	15	8	7	34	13	20	3	80	11	28	85	5
Peak Hour Factor	0.81	0.81	0.81	0.66	0.66	0.66	0.77	0.77	0.77	0.91	0.91	0.91
Hourly flow rate (vph)	19	10	9	52	20	30	4	104	14	31	93	5

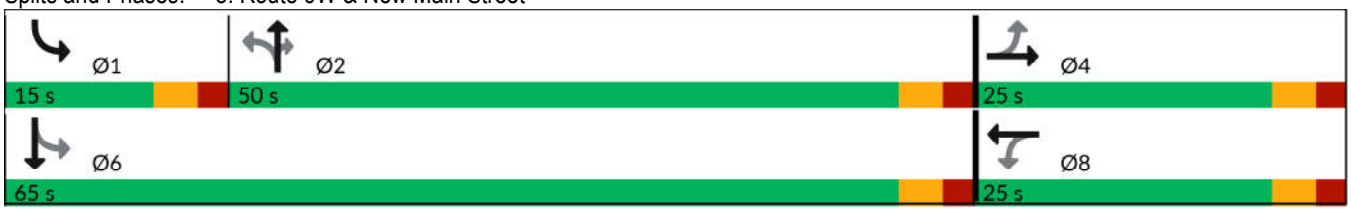
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	38	102	122	129
Volume Left (vph)	19	52	4	31
Volume Right (vph)	9	30	14	5
Hadj (s)	0.02	-0.04	-0.01	0.02
Departure Headway (s)	4.6	4.5	4.4	4.4
Degree Utilization, x	0.05	0.13	0.15	0.16
Capacity (veh/h)	721	752	788	780
Control Delay (s/veh)	7.9	8.1	8.1	8.2
Approach Delay (s/veh)	7.9	8.1	8.1	8.2
Approach LOS	A	A	A	A

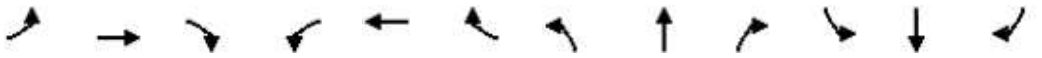
Intersection Summary				
Delay	8.1			
Level of Service	A			
Intersection Capacity Utilization	26.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	3	103	6	5	484	97	105	581
Future Volume (vph)	11	3	103	6	5	484	97	105	581
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	11.0	23.5
Total Split (s)	25.0	25.0	25.0	25.0	50.0	50.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	55.6%	55.6%	55.6%	16.7%	72.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		14.2	14.2	14.2		51.5	51.5	61.8	61.8
Actuated g/C Ratio		0.17	0.17	0.17		0.60	0.60	0.72	0.72
v/c Ratio		0.12	0.62	0.38		0.48	0.11	0.21	0.47
Control Delay (s/veh)		21.3	45.1	9.4		13.5	2.8	5.3	7.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		21.3	45.1	9.4		13.5	2.8	5.3	7.1
LOS		C	D	A		B	A	A	A
Approach Delay (s/veh)		21.3		26.8		11.7			6.8
Approach LOS		C		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 86	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 12.3	Intersection LOS: B
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Route 9W & New Main Street

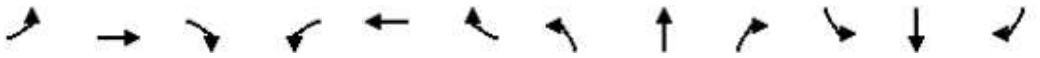




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	167	15	2	154	11	32	24	5	15	16	37
Future Volume (Veh/h)	39	167	15	2	154	11	32	24	5	15	16	37
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.79	0.79	0.79	0.86	0.86	0.86	0.91	0.91	0.91
Hourly flow rate (vph)	48	204	18	3	195	14	37	28	6	16	18	41
Pedestrians		3			4			4			3	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked												
vC, conflicting volume	212			226			574	531	221	544	533	208
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	212			226			574	531	221	544	533	208
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			90	94	99	96	96	95
cM capacity (veh/h)	1367			1350			383	437	818	411	436	833

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	270	212	71	75
Volume Left	48	3	37	16
Volume Right	18	14	6	41
cSH	1367	1350	423	580
Volume to Capacity	0.04	0.00	0.17	0.13
Queue Length 95th (ft)	3	0	15	11
Control Delay (s/veh)	1.6	0.1	15.2	12.1
Lane LOS	A	A	C	B
Approach Delay (s/veh)	1.6	0.1	15.2	12.1
Approach LOS			C	B

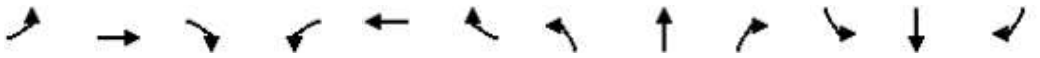
Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	39.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	166	7	8	144	6	0	0	0	9	11	18
Future Volume (vph)	9	166	7	8	144	6	0	0	0	9	11	18
Peak Hour Factor	0.89	0.89	0.89	0.74	0.74	0.74	0.25	0.25	0.25	0.64	0.64	0.64
Hourly flow rate (vph)	10	187	8	11	195	8	0	0	0	14	17	28

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	205	214	59
Volume Left (vph)	10	11	14
Volume Right (vph)	8	8	28
Hadj (s)	0.00	0.02	-0.14
Departure Headway (s)	4.3	4.3	4.7
Degree Utilization, x	0.24	0.25	0.08
Capacity (veh/h)	824	815	705
Control Delay (s/veh)	8.6	8.7	8.1
Approach Delay (s/veh)	8.6	8.7	8.1
Approach LOS	A	A	A

Intersection Summary					
Delay	8.6				
Level of Service	A				
Intersection Capacity Utilization	28.1%	ICU Level of Service		A	
Analysis Period (min)	15				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	97	50	26	97	51	47	39	33	57	37	12
Future Volume (vph)	12	97	50	26	97	51	47	39	33	57	37	12
Peak Hour Factor	0.91	0.91	0.91	0.78	0.78	0.78	0.79	0.79	0.79	0.90	0.90	0.90
Hourly flow rate (vph)	13	107	55	33	124	65	59	49	42	63	41	13

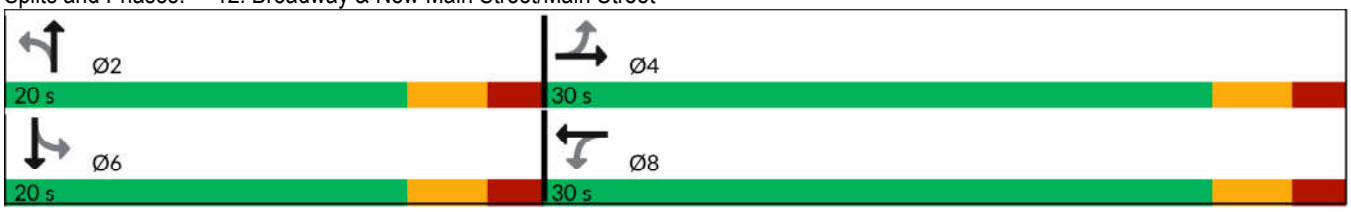
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	175	222	150	117
Volume Left (vph)	13	33	59	63
Volume Right (vph)	55	65	42	13
Hadj (s)	-0.14	-0.11	-0.04	0.09
Departure Headway (s)	4.7	4.7	5.0	5.2
Degree Utilization, x	0.23	0.29	0.21	0.17
Capacity (veh/h)	702	714	661	631
Control Delay (s/veh)	9.2	9.7	9.3	9.2
Approach Delay (s/veh)	9.2	9.7	9.3	9.2
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.4			
Level of Service	A			
Intersection Capacity Utilization	33.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	96	5	70	10	109	102	67
Future Volume (vph)	76	96	5	70	10	109	102	67
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		11.3		11.0		19.3		19.3
Actuated g/C Ratio		0.31		0.30		0.52		0.52
v/c Ratio		0.56		0.35		0.21		0.45
Control Delay (s/veh)		15.9		11.6		9.0		13.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		15.9		11.6		9.0		13.0
LOS		B		B		A		B
Approach Delay (s/veh)		15.9		11.6		9.0		13.0
Approach LOS		B		B		A		B

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 37	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 12.7	Intersection LOS: B
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street

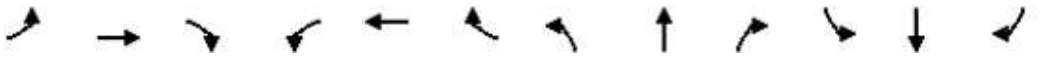




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	22	33	67	15	24	44
Future Volume (vph)	22	33	67	15	24	44
Peak Hour Factor	0.86	0.86	0.86	0.86	0.82	0.82
Hourly flow rate (vph)	26	38	78	17	29	54

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	64	95	83
Volume Left (vph)	26	0	29
Volume Right (vph)	38	17	0
Hadj (s)	-0.28	-0.11	0.07
Departure Headway (s)	4.0	4.0	4.2
Degree Utilization, x	0.07	0.11	0.10
Capacity (veh/h)	858	870	838
Control Delay (s/veh)	7.3	7.5	7.6
Approach Delay (s/veh)	7.3	7.5	7.6
Approach LOS	A	A	A

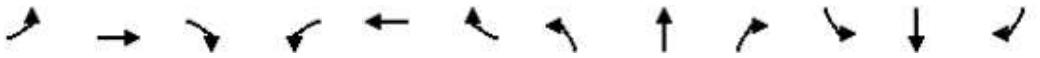
Intersection Summary			
Delay	7.5		
Level of Service	A		
Intersection Capacity Utilization	20.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	26	9	4	45	123	5	0	7	120	0	9
Future Volume (Veh/h)	8	26	9	4	45	123	5	0	7	120	0	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.89	0.92	0.89
Hourly flow rate (vph)	13	43	10	4	50	137	5	0	8	135	0	10
Pedestrians											11	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											3.5	
Percent Blockage											1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	198			53			211	280	48	220	217	130
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	198			53			211	280	48	220	217	130
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	99	81	100	99
cM capacity (veh/h)	1292			1553			726	614	1021	708	666	916

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	66	191	13	145
Volume Left	13	4	5	135
Volume Right	10	137	8	10
cSH	1292	1553	883	720
Volume to Capacity	0.01	0.00	0.01	0.20
Queue Length 95th (ft)	1	0	1	19
Control Delay (s/veh)	1.6	0.2	9.1	11.3
Lane LOS	A	A	A	B
Approach Delay (s/veh)	1.6	0.2	9.1	11.3
Approach LOS			A	B

Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	32.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	51	69	20	78	6	83	11	23	4	8	15
Future Volume (vph)	14	51	69	20	78	6	83	11	23	4	8	15
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.89	0.89	0.89	0.72	0.72	0.72
Hourly flow rate (vph)	18	65	88	25	99	8	93	12	26	6	11	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	171	132	131	38
Volume Left (vph)	18	25	93	6
Volume Right (vph)	88	8	26	21
Hadj (s)	-0.27	0.01	0.02	-0.30
Departure Headway (s)	4.2	4.5	4.7	4.5
Degree Utilization, x	0.20	0.17	0.17	0.05
Capacity (veh/h)	822	755	726	738
Control Delay (s/veh)	8.2	8.4	8.6	7.7
Approach Delay (s/veh)	8.2	8.4	8.6	7.7
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.3			
Level of Service	A			
Intersection Capacity Utilization	30.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	38	42	32	83	24	181	0	0	186	37
Future Volume (Veh/h)	32	0	38	42	32	83	24	181	0	0	186	37
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	38	0	45	46	35	90	27	201	0	0	200	40
Pedestrians		61			53			61			46	
Lane Width (ft)		10.0			13.0			10.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			5			5			4	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								331				
pX, platoon unblocked												
vC, conflicting volume	690	589	342	634	609	300	301			254		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	690	589	342	634	609	300	301			254		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.3			2.2		
p0 queue free %	84	100	93	84	90	87	98			100		
cM capacity (veh/h)	241	372	632	291	363	673	1178			1251		

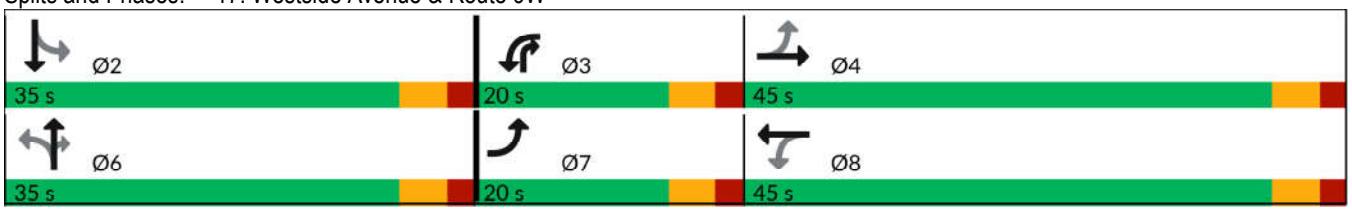
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	83	171	228	240
Volume Left	38	46	27	0
Volume Right	45	90	0	40
cSH	363	440	1178	1700
Volume to Capacity	0.23	0.39	0.02	0.14
Queue Length 95th (ft)	22	45	2	0
Control Delay (s/veh)	17.8	18.3	1.1	0.0
Lane LOS	C	C	A	
Approach Delay (s/veh)	17.8	18.3	1.1	0.0
Approach LOS	C	C		

Intersection Summary				
Average Delay	6.7			
Intersection Capacity Utilization	49.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	432	167	397	16	57	193	89	48
Future Volume (vph)	40	432	167	397	16	57	193	89	48
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	33.7	27.1	42.9	36.3		29.9	40.5		29.9
Actuated g/C Ratio	0.40	0.32	0.51	0.43		0.35	0.48		0.35
v/c Ratio	0.13	0.82	0.56	0.62		0.12	0.23		0.40
Control Delay (s/veh)	10.8	37.9	17.4	22.9		22.7	2.7		24.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	10.8	37.9	17.4	22.9		22.7	2.7		24.5
LOS	B	D	B	C		C	A		C
Approach Delay (s/veh)		35.7		21.4		8.2			24.5
Approach LOS		D		C		A			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 84.4	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 24.2	Intersection LOS: C
Intersection Capacity Utilization 62.7%	ICU Level of Service B
Analysis Period (min) 15	

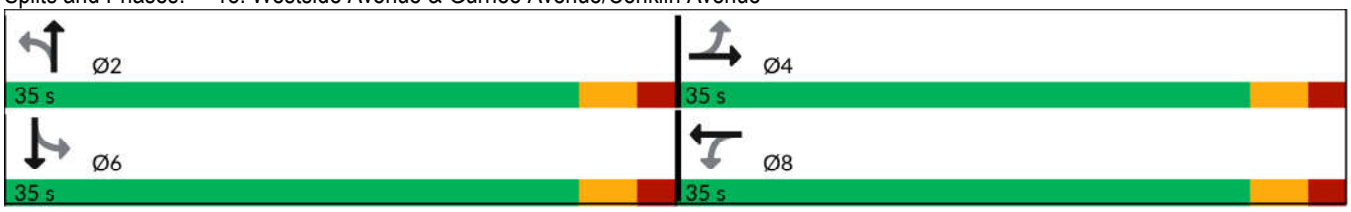
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	90	73	3	85	21	112	41	140
Future Volume (vph)	90	73	3	85	21	112	41	140
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		12.6		12.6		31.9		31.9
Actuated g/C Ratio		0.23		0.23		0.59		0.59
v/c Ratio		0.58		0.35		0.16		0.36
Control Delay (s/veh)		24.8		19.0		6.6		8.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		24.8		19.0		6.6		8.1
LOS		C		B		A		A
Approach Delay (s/veh)		24.8		19.0		6.6		8.1
Approach LOS		C		B		A		A

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 54.5	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 13.7	Intersection LOS: B
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	110	121	113	129	151
Future Volume (Veh/h)	150	110	121	113	129	151
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.90	0.90	0.94	0.94
Hourly flow rate (vph)	181	133	134	126	137	161
Pedestrians	7					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				635		
pX, platoon unblocked						
vC, conflicting volume	619	225	305			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	619	225	305			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	55	84	89			
cM capacity (veh/h)	401	812	1252			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	314	260	298
Volume Left	181	134	0
Volume Right	133	0	161
cSH	511	1252	1700
Volume to Capacity	0.62	0.11	0.18
Queue Length 95th (ft)	103	9	0
Control Delay (s/veh)	22.7	4.7	0.0
Lane LOS	C	A	
Approach Delay (s/veh)	22.7	4.7	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	9.6		
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	280	0	0	253	0	0
Future Volume (vph)	280	0	0	253	0	0
Peak Hour Factor	0.84	0.84	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	333	0	0	269	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	333	269	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.2	4.3	5.2
Degree Utilization, x	0.39	0.32	0.00
Capacity (veh/h)	847	827	625
Control Delay (s/veh)	9.8	9.2	8.2
Approach Delay (s/veh)	9.8	9.2	0.0
Approach LOS	A	A	A

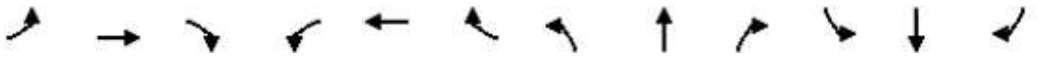
Intersection Summary			
Delay	9.6		
Level of Service	A		
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	195	113	42	106	35	526	128	525	197
Future Volume (vph)	195	113	42	106	35	526	128	525	197
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.7	12.7	12.7	12.7	18.6	18.6	18.6	18.6	18.6
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.68	0.28	0.13	0.48	0.15	0.72	0.61	0.66	0.26
Control Delay (s/veh)	23.7	8.4	10.0	7.8	10.0	17.8	28.5	15.8	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.7	8.4	10.0	7.8	10.0	17.8	28.5	15.8	3.3
LOS	C	A	A	A	A	B	C	B	A
Approach Delay (s/veh)		16.8		8.1		17.3		14.8	
Approach LOS		B		A		B		B	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 40.3	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 14.8	Intersection LOS: B
Intersection Capacity Utilization 77.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

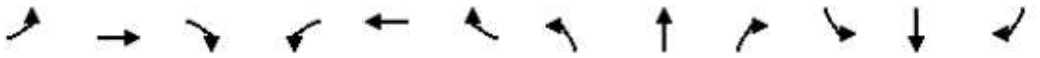




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	71	4	38	12	0	0	0	0
Future Volume (vph)	0	0	0	0	71	4	38	12	0	0	0	0
Peak Hour Factor	0.25	0.25	0.25	0.71	0.71	0.71	0.89	0.89	0.89	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	100	6	43	13	0	0	0	0

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	106	56
Volume Left (vph)	0	43
Volume Right (vph)	6	0
Hadj (s)	0.01	0.19
Departure Headway (s)	4.0	4.3
Degree Utilization, x	0.12	0.07
Capacity (veh/h)	874	805
Control Delay (s/veh)	7.6	7.6
Approach Delay (s/veh)	7.6	7.6
Approach LOS	A	A

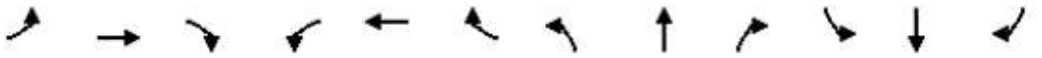
Intersection Summary				
Delay	7.6			
Level of Service	A			
Intersection Capacity Utilization	24.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	25	60	0	0	0	0	0	25	22
Future Volume (vph)	0	0	0	25	60	0	0	0	0	0	25	22
Peak Hour Factor	0.25	0.25	0.25	0.85	0.85	0.85	0.25	0.25	0.25	0.63	0.63	0.63
Hourly flow rate (vph)	0	0	0	29	71	0	0	0	0	0	40	35

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	100	75
Volume Left (vph)	29	0
Volume Right (vph)	0	35
Hadj (s)	0.08	-0.16
Departure Headway (s)	4.1	4.0
Degree Utilization, x	0.12	0.08
Capacity (veh/h)	850	877
Control Delay (s/veh)	7.7	7.3
Approach Delay (s/veh)	7.7	7.3
Approach LOS	A	A

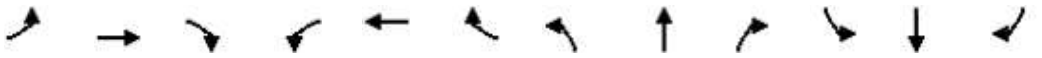
Intersection Summary				
Delay	7.5			
Level of Service	A			
Intersection Capacity Utilization	22.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	28	0	58	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	28	0	58	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.69	0.69	0.69	0.70	0.70	0.70	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	41	0	83	0	0	0	0	0
Pedestrians		1			3			1			3	
Lane Width (ft)		0.0			15.0			10.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	44			1			43	45	4	47	45	45
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	44			1			43	45	4	47	45	45
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			91	100	100	100	100	100
cM capacity (veh/h)	1573			1634			951	848	1081	950	848	1028

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	41	83	0
Volume Left	0	83	0
Volume Right	0	0	0
cSH	1700	951	1700
Volume to Capacity	0.02	0.09	0.00
Queue Length 95th (ft)	0	7	0
Control Delay (s/veh)	0.0	9.1	0.0
Lane LOS		A	A
Approach Delay (s/veh)	0.0	9.1	0.0
Approach LOS		A	A

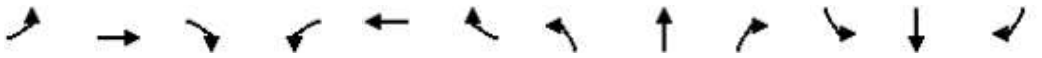
Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	180	28	20	114	24	0	0	0	0	0	0
Future Volume (Veh/h)	35	180	28	20	114	24	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	40	207	32	23	133	28	0	0	0	0	0	0
Pedestrians		63			93			76			93	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			7			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked												
vC, conflicting volume	254			315			635	679	392	682	681	303
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	254			315			635	679	392	682	681	303
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			100	100	100	100	100	100
cM capacity (veh/h)	1323			1257			361	358	612	327	357	704

Direction, Lane #	EB 1	WB 1
Volume Total	279	184
Volume Left	40	23
Volume Right	32	28
cSH	1323	1257
Volume to Capacity	0.03	0.02
Queue Length 95th (ft)	2	1
Control Delay (s/veh)	1.4	1.1
Lane LOS	A	A
Approach Delay (s/veh)	1.4	1.1
Approach LOS		

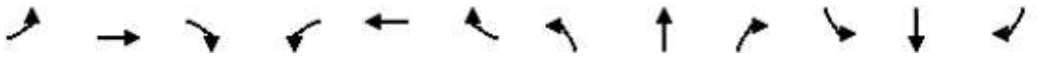
Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	21.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	184	0	0	46	0	44	0	10	9	0	48
Future Volume (Veh/h)	0	184	0	0	46	0	44	0	10	9	0	48
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.66	0.66	0.66	0.72	0.72	0.72	0.68	0.68	0.68
Hourly flow rate (vph)	0	227	0	0	70	0	61	0	14	13	0	71
Pedestrians		13			28			28			13	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			3			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	83			255			409	338	283	352	338	96
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	83			255			409	338	283	352	338	96
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			87	100	98	98	100	92
cM capacity (veh/h)	1503			1278			474	558	719	551	558	941

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	227	70	75	84
Volume Left	0	0	61	13
Volume Right	0	0	14	71
cSH	1700	1700	506	848
Volume to Capacity	0.13	0.04	0.15	0.10
Queue Length 95th (ft)	0	0	13	8
Control Delay (s/veh)	0.0	0.0	13.3	9.7
Lane LOS			B	A
Approach Delay (s/veh)	0.0	0.0	13.3	9.7
Approach LOS			B	A

Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	28.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	63	29	0	20	0	0	0	0	0	0	0
Future Volume (Veh/h)	70	63	29	0	20	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	81	73	34	0	27	0	0	0	0	0	0	0
Pedestrians		2			12			12			4	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	31			119			293	295	114	295	312	33
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	31			119			293	295	114	295	312	33
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			100	100	100	100	100	100
cM capacity (veh/h)	1569			1482			636	588	935	629	575	1045

Direction, Lane #	EB 1	WB 1
Volume Total	188	27
Volume Left	81	0
Volume Right	34	0
cSH	1569	1482
Volume to Capacity	0.05	0.00
Queue Length 95th (ft)	4	0
Control Delay (s/veh)	3.4	0.0
Lane LOS	A	
Approach Delay (s/veh)	3.4	0.0
Approach LOS		

Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	19.0%	ICU Level of Service	A	
Analysis Period (min)	15			

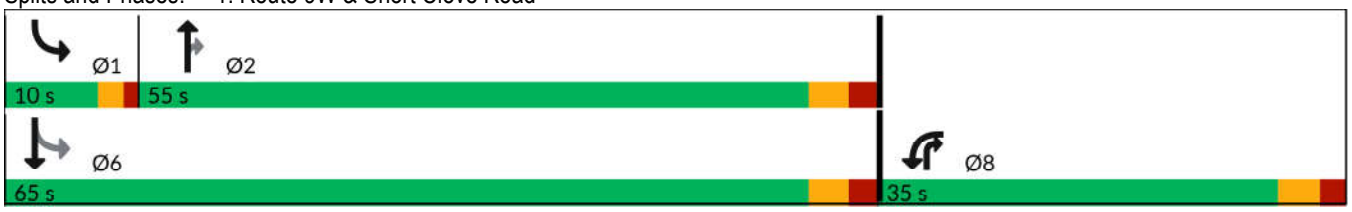
Capacity Analysis

Build Conditions

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	434	559	170	60	984
Future Volume (vph)	434	559	170	60	984
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	21.5	52.5	80.2	62.2	60.2
Actuated g/C Ratio	0.23	0.57	0.87	0.68	0.66
v/c Ratio	0.76	0.62	0.16	0.18	0.85
Control Delay (s/veh)	38.7	18.9	0.5	7.6	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.7	18.9	0.5	7.6	22.3
LOS	D	B	A	A	C
Approach Delay (s/veh)	38.7	14.6			21.5
Approach LOS	D	B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 91.8	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 23.2	Intersection LOS: C
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	192	6	38	502	7
Future Volume (Veh/h)	40	192	6	38	502	7
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.77	0.77	0.87	0.87
Hourly flow rate (vph)	44	213	8	49	577	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1195	33			57	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1195	33			57	
tC, single (s)	7.3	6.4			4.2	
tC, 2 stage (s)						
tF (s)	4.3	3.5			2.3	
p0 queue free %	49	79			61	
cM capacity (veh/h)	86	992			1498	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	257	57	585
Volume Left	44	0	577
Volume Right	213	49	0
cSH	354	1700	1498
Volume to Capacity	0.73	0.03	0.39
Queue Length 95th (ft)	137	0	46
Control Delay (s/veh)	38.0	0.0	8.8
Lane LOS	E		A
Approach Delay (s/veh)	38.0	0.0	8.8
Approach LOS	E		

Intersection Summary			
Average Delay	16.6		
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	107	15	174	28	15	403
Future Volume (Veh/h)	107	15	174	28	15	403
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.85	0.85	0.87	0.87
Hourly flow rate (vph)	123	17	205	33	17	463
Pedestrians	2					2
Lane Width (ft)	16.0					13.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	704	209			240	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	704	209			240	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	69	98			99	
cM capacity (veh/h)	395	813			1210	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	140	205	33	480
Volume Left	123	0	0	17
Volume Right	17	0	33	0
cSH	421	1700	1700	1210
Volume to Capacity	0.33	0.12	0.02	0.01
Queue Length 95th (ft)	36	0	0	1
Control Delay (s/veh)	17.7	0.0	0.0	0.4
Lane LOS	C			A
Approach Delay (s/veh)	17.7	0.0		0.4
Approach LOS	C			

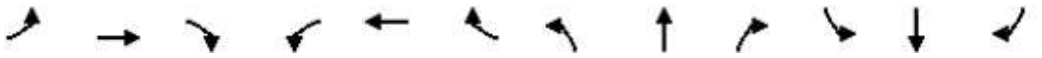
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	66	12	164	26	5	336
Future Volume (Veh/h)	66	12	164	26	5	336
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.81	0.81	0.85	0.85
Hourly flow rate (vph)	264	48	202	32	6	395
Pedestrians	3		3			
Lane Width (ft)	13.0		16.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	631	221			237	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	631	221			237	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	40	94			100	
cM capacity (veh/h)	443	821			1338	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	312	234	401
Volume Left	264	0	6
Volume Right	48	32	0
cSH	477	1700	1338
Volume to Capacity	0.65	0.14	0.00
Queue Length 95th (ft)	116	0	0
Control Delay (s/veh)	25.7	0.0	0.2
Lane LOS	D		A
Approach Delay (s/veh)	25.7	0.0	0.2
Approach LOS	D		

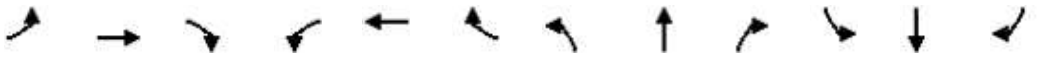
Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	32.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	7	0	6	0	77	97	41	333	2
Future Volume (Veh/h)	0	0	0	7	0	6	0	77	97	41	333	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.43	0.43	0.43	0.87	0.87	0.87	0.80	0.80	0.80
Hourly flow rate (vph)	0	0	0	16	0	14	0	89	111	51	416	2
Pedestrians		12			6			6			12	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	702	737	435	676	683	163	430			206		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	702	737	435	676	683	163	430			206		
tC, single (s)	7.1	6.5	6.2	7.3	6.5	6.5	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.7	4.0	3.6	2.2			2.3		
p0 queue free %	100	100	100	95	100	98	100			96		
cM capacity (veh/h)	327	329	615	330	354	794	1127			1328		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	30	200	469
Volume Left	0	16	0	51
Volume Right	0	14	111	2
cSH	1700	453	1127	1328
Volume to Capacity	0.00	0.07	0.00	0.04
Queue Length 95th (ft)	0	5	0	3
Control Delay (s/veh)	0.0	13.5	0.0	1.2
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	13.5	0.0	1.2
Approach LOS	A	B		

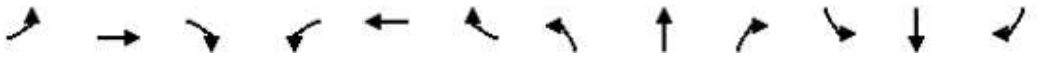
Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	44.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	5	48	61	6	15	10	92	9	5	313	7
Future Volume (vph)	17	5	48	61	6	15	10	92	9	5	313	7
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.66	0.66	0.66	0.94	0.94	0.94
Hourly flow rate (vph)	25	7	70	88	9	22	15	139	14	5	333	7

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	102	119	168	345
Volume Left (vph)	25	88	15	5
Volume Right (vph)	70	22	14	7
Hadj (s)	-0.23	0.18	0.27	0.16
Departure Headway (s)	5.2	5.6	5.2	4.9
Degree Utilization, x	0.15	0.18	0.24	0.47
Capacity (veh/h)	617	583	644	701
Control Delay (s/veh)	9.1	9.8	9.9	12.2
Approach Delay (s/veh)	9.1	9.8	9.9	12.2
Approach LOS	A	A	A	B

Intersection Summary				
Delay	10.9			
Level of Service	B			
Intersection Capacity Utilization	36.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	23	29	134	21	37	4	121	20	60	146	2
Future Volume (vph)	13	23	29	134	21	37	4	121	20	60	146	2
Peak Hour Factor	0.75	0.75	0.75	0.90	0.90	0.90	0.78	0.78	0.78	0.86	0.86	0.86
Hourly flow rate (vph)	17	31	39	149	23	41	5	155	26	70	170	2

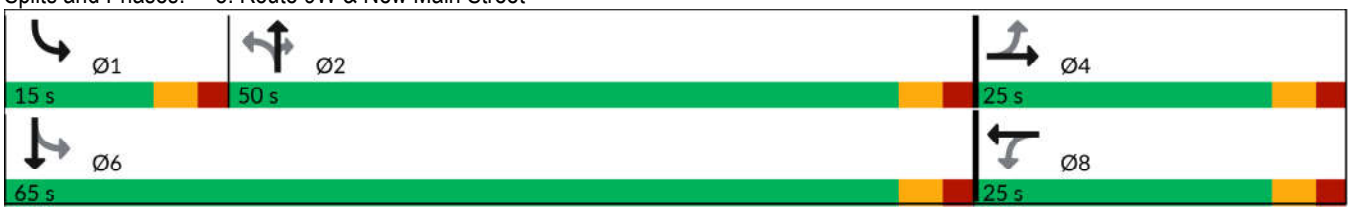
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	87	213	186	242
Volume Left (vph)	17	149	5	70
Volume Right (vph)	39	41	26	2
Hadj (s)	0.06	0.19	0.24	0.19
Departure Headway (s)	5.5	5.4	5.4	5.2
Degree Utilization, x	0.13	0.32	0.28	0.35
Capacity (veh/h)	588	618	628	647
Control Delay (s/veh)	9.3	10.9	10.4	11.0
Approach Delay (s/veh)	9.3	10.9	10.4	11.0
Approach LOS	A	B	B	B

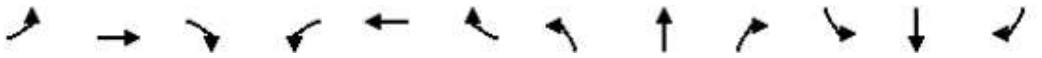
Intersection Summary				
Delay	10.6			
Level of Service	B			
Intersection Capacity Utilization	49.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	16	3	182	3	2	460	136	94	868
Future Volume (vph)	16	3	182	3	2	460	136	94	868
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	25.0	25.0	25.0	25.0	50.0	50.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	55.6%	55.6%	55.6%	16.7%	72.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		19.1	19.1	19.1		49.8	49.8	60.0	60.0
Actuated g/C Ratio		0.21	0.21	0.21		0.56	0.56	0.67	0.67
v/c Ratio		0.13	0.90	0.37		0.57	0.18	0.21	0.78
Control Delay (s/veh)		23.6	68.8	7.6		17.4	2.7	6.4	16.3
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		23.6	68.8	7.6		17.4	2.7	6.4	16.3
LOS		C	E	A		B	A	A	B
Approach Delay (s/veh)		23.6		43.8		14.1			15.3
Approach LOS		C		D		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 89.1	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 20.9	Intersection LOS: C
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Route 9W & New Main Street

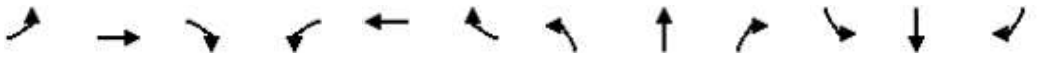




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	202	15	4	195	8	35	24	4	15	22	79
Future Volume (Veh/h)	40	202	15	4	195	8	35	24	4	15	22	79
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.72	0.72	0.72	0.89	0.89	0.89	0.74	0.74	0.74
Hourly flow rate (vph)	47	235	17	6	271	11	39	27	4	20	30	107
Pedestrians		3			7			7			3	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked												
vC, conflicting volume	285			259			758	642	258	654	645	283
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	285			259			758	642	258	654	645	283
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.2	3.3
p0 queue free %	96			100			84	93	99	94	91	86
cM capacity (veh/h)	1219			1309			249	370	777	333	350	753

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	299	288	70	157
Volume Left	47	6	39	20
Volume Right	17	11	4	107
cSH	1219	1309	298	545
Volume to Capacity	0.04	0.00	0.23	0.29
Queue Length 95th (ft)	3	0	22	30
Control Delay (s/veh)	1.6	0.2	20.7	14.3
Lane LOS	A	A	C	B
Approach Delay (s/veh)	1.6	0.2	20.7	14.3
Approach LOS			C	B

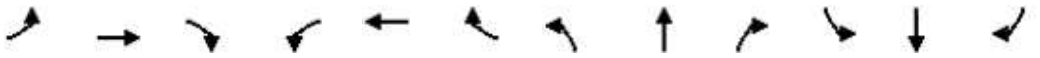
Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	45.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	38	176	10	5	157	15	0	0	0	24	26	47
Future Volume (vph)	38	176	10	5	157	15	0	0	0	24	26	47
Peak Hour Factor	0.82	0.82	0.82	0.77	0.77	0.77	0.25	0.25	0.25	0.62	0.62	0.62
Hourly flow rate (vph)	46	215	12	6	204	19	0	0	0	39	42	76

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	273	229	157
Volume Left (vph)	46	6	39
Volume Right (vph)	12	19	76
Hadj (s)	0.15	0.11	-0.07
Departure Headway (s)	4.8	4.8	5.0
Degree Utilization, x	0.36	0.30	0.22
Capacity (veh/h)	722	721	660
Control Delay (s/veh)	10.4	9.8	9.4
Approach Delay (s/veh)	10.4	9.8	9.4
Approach LOS	B	A	A

Intersection Summary			
Delay	10.0		
Level of Service	A		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	54	71	67	11	47	0	71	97	3	6	138	58
Future Volume (vph)	54	71	67	11	47	0	71	97	3	6	138	58
Peak Hour Factor	0.79	0.79	0.79	0.50	0.50	0.50	0.79	0.79	0.79	0.92	0.92	0.92
Hourly flow rate (vph)	68	90	85	22	94	0	90	123	4	7	150	63

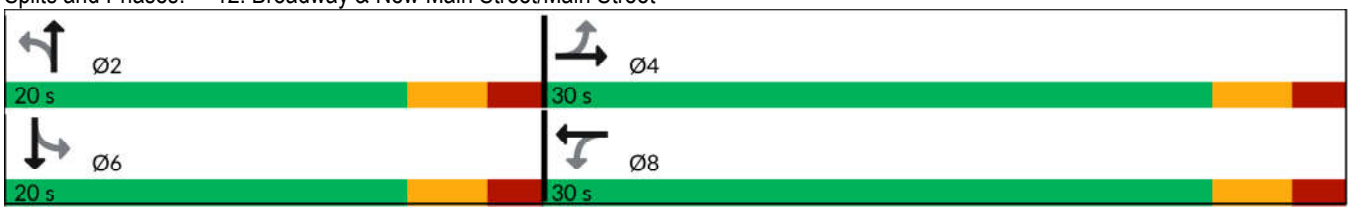
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	243	116	217	220
Volume Left (vph)	68	22	90	7
Volume Right (vph)	85	0	4	63
Hadj (s)	0.27	0.04	0.30	-0.04
Departure Headway (s)	5.6	5.6	5.6	5.3
Degree Utilization, x	0.38	0.18	0.34	0.32
Capacity (veh/h)	599	576	591	632
Control Delay (s/veh)	11.9	9.8	11.4	10.8
Approach Delay (s/veh)	11.9	9.8	11.4	10.8
Approach LOS	B	A	B	B

Intersection Summary				
Delay	11.2			
Level of Service	B			
Intersection Capacity Utilization	49.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	3	68	43	8	119	90	142
Future Volume (vph)	3	68	43	8	119	90	142
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		4		8	2		6
Permitted Phases	4		8			6	
Detector Phase	4	4	8	8	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	5.0		5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	Max	Max	Max
Act Effct Green (s)		8.5		8.4	19.1		19.1
Actuated g/C Ratio		0.25		0.24	0.55		0.55
v/c Ratio		0.35		0.41	0.30		0.45
Control Delay (s/veh)		12.6		14.8	8.0		10.6
Queue Delay		0.0		0.0	0.0		0.0
Total Delay (s/veh)		12.6		14.8	8.0		10.6
LOS		B		B	A		B
Approach Delay (s/veh)		12.6		14.8	8.0		10.6
Approach LOS		B		B	A		B

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 34.5	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street

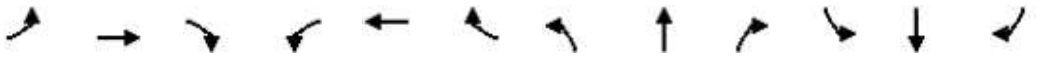




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	38	44	57	19	57	76
Future Volume (vph)	38	44	57	19	57	76
Peak Hour Factor	0.88	0.88	0.85	0.85	0.77	0.77
Hourly flow rate (vph)	43	50	67	22	74	99

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	93	89	173
Volume Left (vph)	43	0	74
Volume Right (vph)	50	22	0
Hadj (s)	-0.15	0.01	0.15
Departure Headway (s)	4.3	4.3	4.4
Degree Utilization, x	0.11	0.11	0.21
Capacity (veh/h)	773	804	805
Control Delay (s/veh)	7.9	7.8	8.5
Approach Delay (s/veh)	7.9	7.8	8.5
Approach LOS	A	A	A

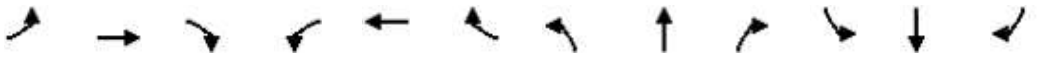
Intersection Summary			
Delay	8.2		
Level of Service	A		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	51	5	1	59	172	7	0	11	206	0	13
Future Volume (Veh/h)	21	51	5	1	59	172	7	0	11	206	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.78	0.78	0.92	0.92	0.92	0.87	0.92	0.87
Hourly flow rate (vph)	23	57	5	1	76	221	8	0	12	237	0	15
Pedestrians		6			3						6	
Lane Width (ft)		11.0			11.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		1			0						1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	303			62			315	411	63	315	303	199
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	303			62			315	411	63	315	303	199
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.3	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.0	3.5
p0 queue free %	98			100			99	100	99	60	100	98
cM capacity (veh/h)	1196			1541			610	517	1000	587	595	797

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	85	298	20	252
Volume Left	23	1	8	237
Volume Right	5	221	12	15
cSH	1196	1541	796	597
Volume to Capacity	0.02	0.00	0.03	0.42
Queue Length 95th (ft)	1	0	2	52
Control Delay (s/veh)	2.3	0.0	9.6	15.4
Lane LOS	A	A	A	C
Approach Delay (s/veh)	2.3	0.0	9.6	15.4
Approach LOS			A	C

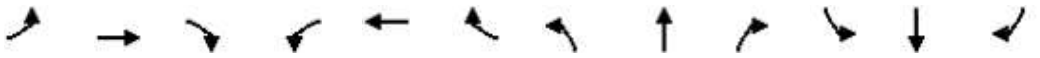
Intersection Summary				
Average Delay	6.5			
Intersection Capacity Utilization	45.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	42	98	76	125	7	80	23	44	3	26	36
Future Volume (vph)	17	42	98	76	125	7	80	23	44	3	26	36
Peak Hour Factor	0.83	0.83	0.83	0.75	0.75	0.75	0.84	0.84	0.84	0.57	0.57	0.57
Hourly flow rate (vph)	20	51	118	101	167	9	95	27	52	5	46	63

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	189	277	174	114
Volume Left (vph)	20	101	95	5
Volume Right (vph)	118	9	52	63
Hadj (s)	-0.20	0.23	0.22	-0.27
Departure Headway (s)	4.9	5.2	5.5	5.2
Degree Utilization, x	0.26	0.40	0.27	0.16
Capacity (veh/h)	675	656	590	623
Control Delay (s/veh)	9.6	11.6	10.5	9.2
Approach Delay (s/veh)	9.6	11.6	10.5	9.2
Approach LOS	A	B	B	A

Intersection Summary				
Delay	10.5			
Level of Service	B			
Intersection Capacity Utilization	47.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	0	42	65	129	77	34	132	0	0	184	37
Future Volume (Veh/h)	41	0	42	65	129	77	34	132	0	0	184	37
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.84	0.84	0.80	0.86	0.86	0.86	0.94	0.94	0.94
Hourly flow rate (vph)	53	0	54	77	154	96	40	153	0	0	196	39
Pedestrians		49			55			38			55	
Lane Width (ft)		10.0			13.0			10.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		4			6			3			5	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								331				
pX, platoon unblocked												
vC, conflicting volume	726	553	303	596	572	263	284			208		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	726	553	303	596	572	263	284			208		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.3	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.4	3.5	4.1	3.4	2.3			2.2		
p0 queue free %	66	100	92	76	58	86	97			100		
cM capacity (veh/h)	155	389	658	318	367	671	1186			1297		

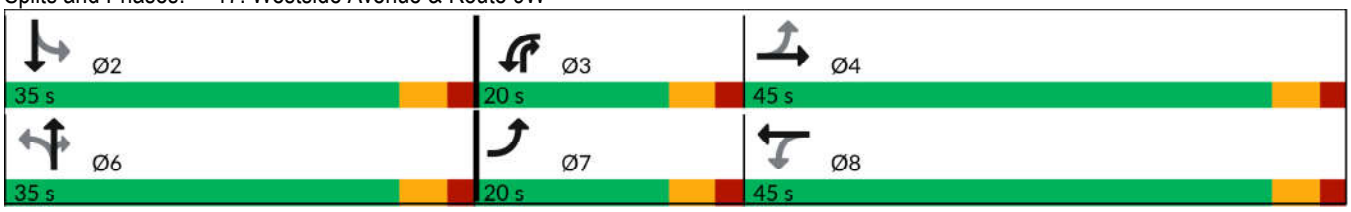
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	107	327	193	235
Volume Left	53	77	40	0
Volume Right	54	96	0	39
cSH	253	407	1186	1700
Volume to Capacity	0.42	0.80	0.03	0.14
Queue Length 95th (ft)	50	179	3	0
Control Delay (s/veh)	29.3	41.5	1.9	0.0
Lane LOS	D	E	A	
Approach Delay (s/veh)	29.3	41.5	1.9	0.0
Approach LOS	D	E		

Intersection Summary				
Average Delay	19.8			
Intersection Capacity Utilization	52.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	32	537	138	414	11	69	323	119	101
Future Volume (vph)	32	537	138	414	11	69	323	119	101
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	42.5	36.1	51.6	45.0		29.7	45.6		29.7
Actuated g/C Ratio	0.46	0.39	0.56	0.48		0.32	0.49		0.32
v/c Ratio	0.10	0.91	0.60	0.65		0.16	0.43		0.57
Control Delay (s/veh)	9.9	46.9	20.9	23.6		25.9	10.9		32.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	9.9	46.9	20.9	23.6		25.9	10.9		32.6
LOS	A	D	C	C		C	B		C
Approach Delay (s/veh)		44.9		23.0		13.9			32.6
Approach LOS		D		C		B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 92.8	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 29.3	Intersection LOS: C
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

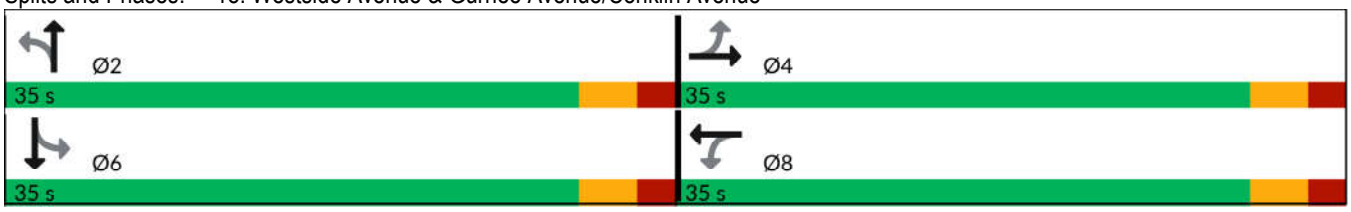
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	97	149	10	130	29	74	94	202
Future Volume (vph)	97	149	10	130	29	74	94	202
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		19.3		19.3		30.4		30.4
Actuated g/C Ratio		0.32		0.32		0.51		0.51
v/c Ratio		0.82		0.62		0.21		0.70
Control Delay (s/veh)		35.7		22.7		11.1		20.6
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		35.7		22.7		11.1		20.6
LOS		D		C		B		C
Approach Delay (s/veh)		35.7		22.7		11.1		20.6
Approach LOS		D		C		B		C

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 59.8	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 23.8	Intersection LOS: C
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	197	191	128	100	129	190
Future Volume (Veh/h)	197	191	128	100	129	190
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.80	0.80	0.90	0.90
Hourly flow rate (vph)	237	230	160	125	143	211
Pedestrians	7			1		
Lane Width (ft)	13.0			13.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	1			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				635		
pX, platoon unblocked						
vC, conflicting volume	701	257	361			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	701	257	361			
tC, single (s)	6.5	6.4	4.3			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.4			
p0 queue free %	29	69	85			
cM capacity (veh/h)	335	743	1102			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	467	285	354
Volume Left	237	160	0
Volume Right	230	0	211
cSH	459	1102	1700
Volume to Capacity	1.02	0.15	0.21
Queue Length 95th (ft)	343	13	0
Control Delay (s/veh)	76.7	5.6	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	76.7	5.6	0.0
Approach LOS	F		

Intersection Summary			
Average Delay	33.8		
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	266	0	0	305	0	0
Future Volume (vph)	266	0	0	305	0	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.92	0.92
Hourly flow rate (vph)	317	0	0	363	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	317	363	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.3	4.2	5.3
Degree Utilization, x	0.38	0.43	0.00
Capacity (veh/h)	827	831	601
Control Delay (s/veh)	9.9	10.4	8.3
Approach Delay (s/veh)	9.9	10.4	0.0
Approach LOS	A	B	A

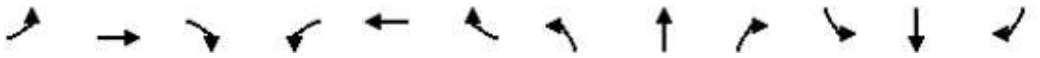
Intersection Summary			
Delay	10.1		
Level of Service	B		
Intersection Capacity Utilization	19.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	137	152	52	149	34	454	83	552	97
Future Volume (vph)	137	152	52	149	34	454	83	552	97
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.0	12.0	12.0	12.0	18.2	18.2	18.2	18.2	18.2
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.64	0.48	0.19	0.60	0.17	0.72	0.38	0.74	0.15
Control Delay (s/veh)	23.1	12.0	10.9	11.9	10.4	18.5	14.8	18.8	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.1	12.0	10.9	11.9	10.4	18.5	14.8	18.8	3.9
LOS	C	B	B	B	B	B	B	B	A
Approach Delay (s/veh)		16.5		11.7		18.0		16.4	
Approach LOS		B		B		B		B	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 39.4	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 16.0	Intersection LOS: B
Intersection Capacity Utilization 71.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

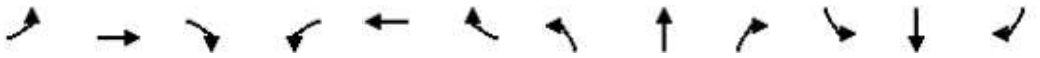




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	226	18	25	22	0	0	0	0
Future Volume (vph)	0	0	0	0	226	18	25	22	0	0	0	0
Peak Hour Factor	0.25	0.25	0.25	0.82	0.82	0.82	0.90	0.90	0.90	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	276	22	28	24	0	0	0	0

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	298	52
Volume Left (vph)	0	28
Volume Right (vph)	22	0
Hadj (s)	0.22	0.19
Departure Headway (s)	4.3	4.8
Degree Utilization, x	0.35	0.07
Capacity (veh/h)	834	706
Control Delay (s/veh)	9.6	8.1
Approach Delay (s/veh)	9.6	8.1
Approach LOS	A	A

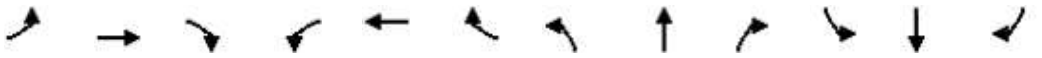
Intersection Summary				
Delay	9.3			
Level of Service	A			
Intersection Capacity Utilization	30.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	39	218	0	0	0	0	0	28	19
Future Volume (vph)	0	0	0	39	218	0	0	0	0	0	28	19
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.25	0.25	0.25	0.70	0.70	0.70
Hourly flow rate (vph)	0	0	0	43	240	0	0	0	0	0	40	27

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	283	67
Volume Left (vph)	43	0
Volume Right (vph)	0	27
Hadj (s)	0.36	-0.12
Departure Headway (s)	4.4	4.5
Degree Utilization, x	0.35	0.08
Capacity (veh/h)	802	756
Control Delay (s/veh)	9.8	7.9
Approach Delay (s/veh)	9.8	7.9
Approach LOS	A	A

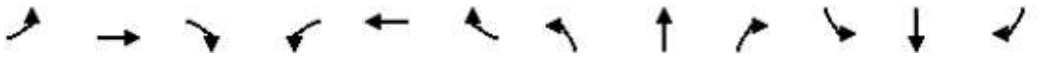
Intersection Summary				
Delay	9.4			
Level of Service	A			
Intersection Capacity Utilization	32.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	20	2	55	85	0	0	0	176
Future Volume (Veh/h)	0	0	0	0	20	2	55	85	0	0	0	176
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.79	0.79	0.79	0.78	0.78	0.78	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	25	3	71	109	0	0	0	704
Pedestrians		4			7			3			7	
Lane Width (ft)		0.0			15.0			10.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	35			3			738	38	10	95	37	38
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	35			3			738	38	10	95	37	38
tC, single (s)	4.1			4.1			7.3	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.7	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			29	87	100	100	100	32
cM capacity (veh/h)	1579			1628			99	850	1066	788	852	1033

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	28	180	704
Volume Left	0	71	0
Volume Right	3	0	704
cSH	1700	214	1033
Volume to Capacity	0.02	0.84	0.68
Queue Length 95th (ft)	0	160	141
Control Delay (s/veh)	0.0	74.0	15.6
Lane LOS		F	C
Approach Delay (s/veh)	0.0	74.0	15.6
Approach LOS		F	C

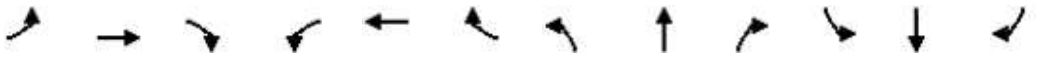
Intersection Summary			
Average Delay	26.6		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	186	10	6	98	12	0	0	0	0	0	0
Future Volume (Veh/h)	44	186	10	6	98	12	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	51	216	12	6	105	13	0	0	0	0	0	0
Pedestrians		26			44			44			26	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			3			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked												
vC, conflicting volume	144			272			518	524	310	518	524	164
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	144			272			518	524	310	518	524	164
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			100	100	100	100	100	100
cM capacity (veh/h)	1402			1303			448	442	709	441	442	868

Direction, Lane #	EB 1	WB 1
Volume Total	279	124
Volume Left	51	6
Volume Right	12	13
cSH	1402	1303
Volume to Capacity	0.04	0.00
Queue Length 95th (ft)	3	0
Control Delay (s/veh)	1.7	0.4
Lane LOS	A	A
Approach Delay (s/veh)	1.7	0.4
Approach LOS		

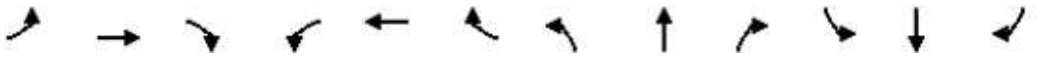
Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	22.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	175	0	0	13	0	42	0	23	16	0	49
Future Volume (Veh/h)	10	175	0	0	13	0	42	0	23	16	0	49
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.75	0.75	0.75	0.78	0.78	0.78	0.77	0.77	0.77
Hourly flow rate (vph)	13	222	0	0	17	0	54	0	29	21	0	64
Pedestrians		8			26			26			11	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			3			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	28			248			363	302	274	331	302	36
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	28			248			363	302	274	331	302	36
tC, single (s)	4.1			4.1			7.2	6.5	6.3	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.4	3.6	4.0	3.4
p0 queue free %	99			100			89	100	96	96	100	94
cM capacity (veh/h)	1578			1288			504	582	708	546	582	994

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	235	17	83	85
Volume Left	13	0	54	21
Volume Right	0	0	29	64
cSH	1578	1700	560	827
Volume to Capacity	0.01	0.01	0.15	0.10
Queue Length 95th (ft)	1	0	13	9
Control Delay (s/veh)	0.5	0.0	12.5	9.9
Lane LOS	A		B	A
Approach Delay (s/veh)	0.5	0.0	12.5	9.9
Approach LOS			B	A

Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	34.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	46	26	3	12	0	0	0	0	0	0	0
Future Volume (Veh/h)	144	46	26	3	12	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.54	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	164	52	30	6	22	0	0	0	0	0	0	0
Pedestrians		4			23			23			3	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			2			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	25			105			456	455	113	455	470	29
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	25			105			456	455	113	455	470	29
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			100			100	100	100	100	100	100
cM capacity (veh/h)	1509			1499			472	448	928	466	439	1048

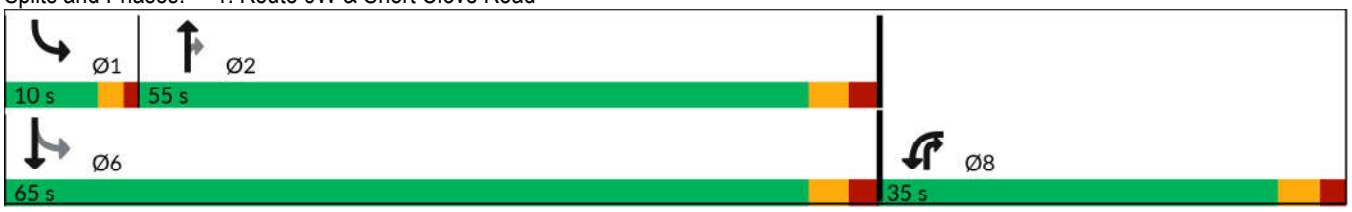
Direction, Lane #	EB 1	WB 1
Volume Total	246	28
Volume Left	164	6
Volume Right	30	0
cSH	1509	1499
Volume to Capacity	0.11	0.00
Queue Length 95th (ft)	9	0
Control Delay (s/veh)	5.4	1.6
Lane LOS	A	A
Approach Delay (s/veh)	5.4	1.6
Approach LOS		

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	22.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	195	876	531	82	656
Future Volume (vph)	195	876	531	82	656
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	13.7	52.3	72.0	62.1	60.1
Actuated g/C Ratio	0.16	0.62	0.86	0.74	0.72
v/c Ratio	0.58	0.84	0.40	0.42	0.52
Control Delay (s/veh)	32.2	23.4	1.1	9.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.2	23.4	1.1	9.9	7.6
LOS	C	C	A	A	A
Approach Delay (s/veh)	32.2	15.0			7.9
Approach LOS	C	B			A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 83.8	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 15.0	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	604	7	13	243	6
Future Volume (Veh/h)	23	604	7	13	243	6
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.75	0.75	0.77	0.77
Hourly flow rate (vph)	26	671	9	17	316	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	658	18			26	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	658	18			26	
tC, single (s)	6.6	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.4			2.2	
p0 queue free %	92	36			80	
cM capacity (veh/h)	326	1047			1595	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	697	26	324
Volume Left	26	0	316
Volume Right	671	17	0
cSH	967	1700	1595
Volume to Capacity	0.72	0.02	0.20
Queue Length 95th (ft)	162	0	18
Control Delay (s/veh)	17.7	0.0	7.7
Lane LOS	C		A
Approach Delay (s/veh)	17.7	0.0	7.7
Approach LOS	C		

Intersection Summary			
Average Delay	14.1		
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	24	524	85	11	213
Future Volume (Veh/h)	37	24	524	85	11	213
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.91	0.91	0.75	0.75
Hourly flow rate (vph)	47	31	576	93	15	284
Pedestrians	1		1			1
Lane Width (ft)	16.0		11.0			13.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	892	578			670	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	892	578			670	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	85	94			98	
cM capacity (veh/h)	309	511			840	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	78	576	93	299
Volume Left	47	0	0	15
Volume Right	31	0	93	0
cSH	366	1700	1700	840
Volume to Capacity	0.21	0.34	0.05	0.02
Queue Length 95th (ft)	20	0	0	1
Control Delay (s/veh)	17.5	0.0	0.0	0.7
Lane LOS	C			A
Approach Delay (s/veh)	17.5	0.0		0.7
Approach LOS	C			

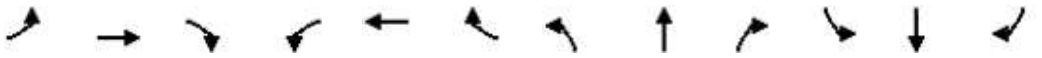
Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	8	479	70	12	194
Future Volume (Veh/h)	45	8	479	70	12	194
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.85	0.85	0.89	0.89
Hourly flow rate (vph)	180	32	564	82	13	218
Pedestrians	1					1
Lane Width (ft)	13.0					14.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	850	607			647	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	850	607			647	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	45	94			99	
cM capacity (veh/h)	329	499			947	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	212	646	231
Volume Left	180	0	13
Volume Right	32	82	0
cSH	346	1700	947
Volume to Capacity	0.61	0.38	0.01
Queue Length 95th (ft)	96	0	1
Control Delay (s/veh)	30.5	0.0	0.6
Lane LOS	D		A
Approach Delay (s/veh)	30.5	0.0	0.6
Approach LOS	D		

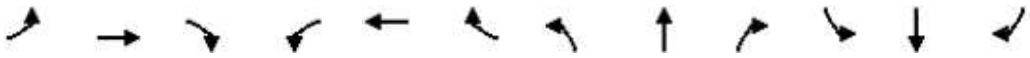
Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	39.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2	2	15	0	24	0	239	269	29	159	0
Future Volume (Veh/h)	3	2	2	15	0	24	0	239	269	29	159	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.44	0.44	0.44	0.88	0.88	0.88	0.89	0.89	0.89
Hourly flow rate (vph)	6	4	4	34	0	55	0	272	306	33	179	0
Pedestrians		2			1			1			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	729	826	182	678	673	428	181			579		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	729	826	182	678	673	428	181			579		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	100	90	100	91	100			97		
cM capacity (veh/h)	302	298	863	353	366	629	1404			1004		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	89	578	212
Volume Left	6	34	0	33
Volume Right	4	55	306	0
cSH	369	484	1404	1004
Volume to Capacity	0.04	0.18	0.00	0.03
Queue Length 95th (ft)	3	17	0	3
Control Delay (s/veh)	15.1	14.1	0.0	1.6
Lane LOS	C	B		A
Approach Delay (s/veh)	15.1	14.1	0.0	1.6
Approach LOS	C	B		

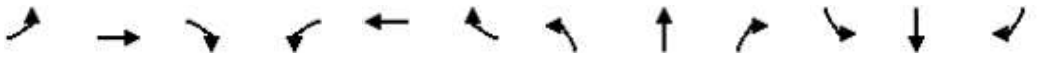
Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	43.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	8	25	19	12	16	48	207	15	8	156	4
Future Volume (vph)	11	8	25	19	12	16	48	207	15	8	156	4
Peak Hour Factor	0.71	0.71	0.71	0.81	0.81	0.81	0.82	0.82	0.82	0.78	0.78	0.78
Hourly flow rate (vph)	15	11	35	23	15	20	59	252	18	10	200	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	61	58	329	215
Volume Left (vph)	15	23	59	10
Volume Right (vph)	35	20	18	5
Hadj (s)	-0.21	-0.13	0.04	0.11
Departure Headway (s)	5.0	5.1	4.5	4.7
Degree Utilization, x	0.09	0.08	0.41	0.28
Capacity (veh/h)	632	622	774	733
Control Delay (s/veh)	8.5	8.6	10.6	9.5
Approach Delay (s/veh)	8.5	8.6	10.6	9.5
Approach LOS	A	A	B	A

Intersection Summary				
Delay	9.9			
Level of Service	A			
Intersection Capacity Utilization	40.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	19	31	11	41	12	29	11	194	23	23	124	15
Future Volume (vph)	19	31	11	41	12	29	11	194	23	23	124	15
Peak Hour Factor	0.92	0.92	0.92	0.74	0.74	0.74	0.79	0.79	0.79	0.96	0.96	0.96
Hourly flow rate (vph)	21	34	12	55	16	39	14	246	29	24	129	16

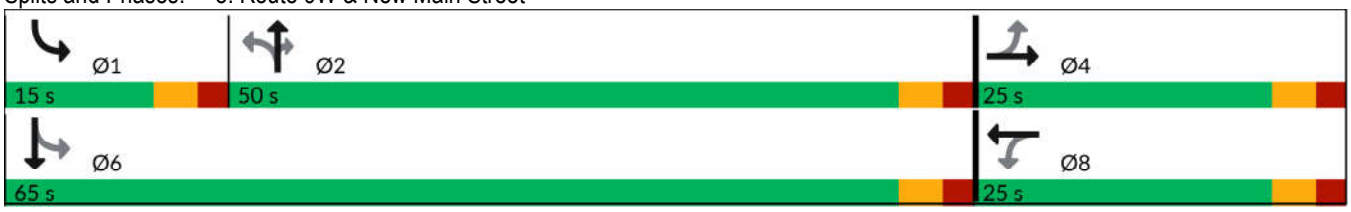
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	67	110	289	169
Volume Left (vph)	21	55	14	24
Volume Right (vph)	12	39	29	16
Hadj (s)	-0.04	-0.04	-0.01	0.01
Departure Headway (s)	5.1	5.0	4.6	4.7
Degree Utilization, x	0.10	0.15	0.37	0.22
Capacity (veh/h)	630	646	757	719
Control Delay (s/veh)	8.6	9.0	10.2	9.1
Approach Delay (s/veh)	8.6	9.0	10.2	9.1
Approach LOS	A	A	B	A

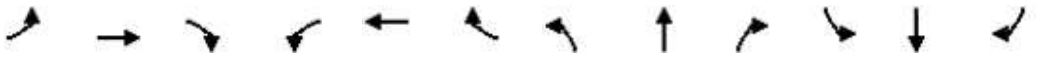
Intersection Summary				
Delay	9.5			
Level of Service	A			
Intersection Capacity Utilization	33.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	13	5	154	5	6	712	203	165	605
Future Volume (vph)	13	5	154	5	6	712	203	165	605
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	25.0	25.0	25.0	25.0	50.0	50.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	55.6%	55.6%	55.6%	16.7%	72.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		15.5	15.5	15.5		46.6	46.6	60.1	60.1
Actuated g/C Ratio		0.18	0.18	0.18		0.54	0.54	0.70	0.70
v/c Ratio		0.15	0.70	0.37		0.77	0.25	0.54	0.58
Control Delay (s/veh)		22.0	48.9	8.5		23.5	2.6	10.9	9.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		22.0	48.9	8.5		23.5	2.6	10.9	9.6
LOS		C	D	A		C	A	B	A
Approach Delay (s/veh)		22.0		29.6		18.9			9.9
Approach LOS		C		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 85.6	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Route 9W & New Main Street

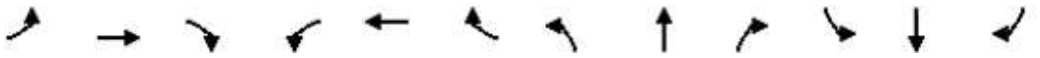




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	326	26	4	213	13	25	36	7	22	19	37
Future Volume (Veh/h)	73	326	26	4	213	13	25	36	7	22	19	37
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.94	0.94	0.94	0.78	0.78	0.78	0.65	0.65	0.65
Hourly flow rate (vph)	86	384	31	4	227	14	32	46	9	34	29	57
Pedestrians		11			18			18			11	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			2			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked				1.00			1.00	1.00	1.00	1.00	1.00	
vC, conflicting volume	252			433			914	850	436	875	858	256
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	252			430			913	848	433	873	856	256
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.6	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.1	3.3
p0 queue free %	93			100			84	83	99	83	89	93
cM capacity (veh/h)	1312			1119			197	269	607	203	263	766

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	501	245	87	120
Volume Left	86	4	32	34
Volume Right	31	14	9	57
cSH	1312	1119	250	341
Volume to Capacity	0.07	0.00	0.35	0.35
Queue Length 95th (ft)	5	0	37	39
Control Delay (s/veh)	1.9	0.2	26.9	21.2
Lane LOS	A	A	D	C
Approach Delay (s/veh)	1.9	0.2	26.9	21.2
Approach LOS			D	C

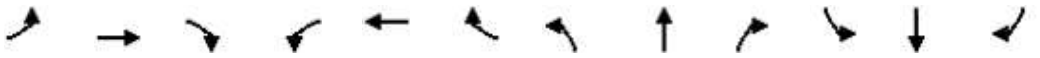
Intersection Summary				
Average Delay	6.2			
Intersection Capacity Utilization	54.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	29	296	24	7	190	17	0	0	0	37	37	42
Future Volume (vph)	29	296	24	7	190	17	0	0	0	37	37	42
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.25	0.25	0.25	0.84	0.84	0.84
Hourly flow rate (vph)	32	322	26	8	204	18	0	0	0	44	44	50

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	380	230	138
Volume Left (vph)	32	8	44
Volume Right (vph)	26	18	50
Hadj (s)	0.00	-0.02	-0.12
Departure Headway (s)	4.6	4.7	5.2
Degree Utilization, x	0.48	0.30	0.20
Capacity (veh/h)	760	730	622
Control Delay (s/veh)	11.7	9.7	9.5
Approach Delay (s/veh)	11.7	9.7	9.5
Approach LOS	B	A	A

Intersection Summary				
Delay	10.7			
Level of Service	B			
Intersection Capacity Utilization	50.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	38	231	38	41	107	31	64	126	44	64	78	41
Future Volume (vph)	38	231	38	41	107	31	64	126	44	64	78	41
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	43	262	43	47	123	36	77	152	53	77	94	49

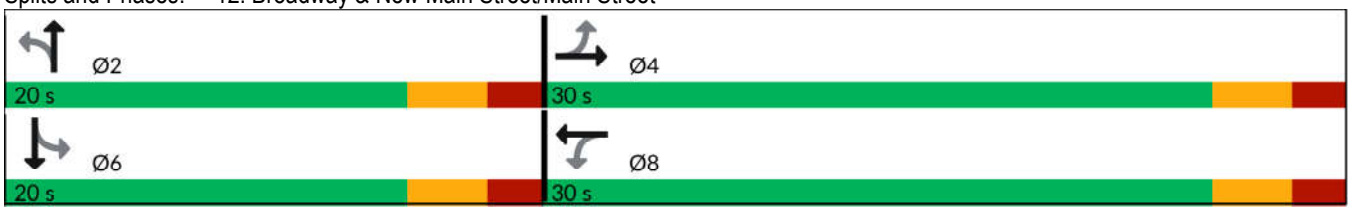
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	348	206	282	220
Volume Left (vph)	43	47	77	77
Volume Right (vph)	43	36	53	49
Hadj (s)	-0.02	-0.04	-0.01	-0.03
Departure Headway (s)	5.9	6.2	6.1	6.2
Degree Utilization, x	0.57	0.35	0.48	0.38
Capacity (veh/h)	572	512	541	511
Control Delay (s/veh)	16.4	12.5	14.5	12.9
Approach Delay (s/veh)	16.4	12.5	14.5	12.9
Approach LOS	C	B	B	B

Intersection Summary				
Delay	14.4			
Level of Service	B			
Intersection Capacity Utilization	42.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	80	218	10	52	12	185	118	75
Future Volume (vph)	80	218	10	52	12	185	118	75
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.7		15.7		15.3		15.3
Actuated g/C Ratio		0.38		0.38		0.37		0.37
v/c Ratio		0.69		0.25		0.51		0.77
Control Delay (s/veh)		17.2		9.2		16.0		30.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		17.2		9.2		16.0		30.0
LOS		B		A		B		C
Approach Delay (s/veh)		17.2		9.2		16.0		30.0
Approach LOS		B		A		B		C

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 41.2	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street

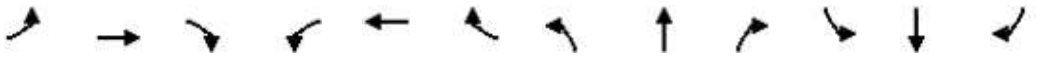




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	23	56	85	31	53	52
Future Volume (vph)	23	56	85	31	53	52
Peak Hour Factor	0.87	0.87	0.84	0.84	0.78	0.78
Hourly flow rate (vph)	26	64	101	37	68	67

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	90	138	135
Volume Left (vph)	26	0	68
Volume Right (vph)	64	37	0
Hadj (s)	-0.34	-0.15	0.15
Departure Headway (s)	4.2	4.1	4.4
Degree Utilization, x	0.10	0.16	0.16
Capacity (veh/h)	803	849	798
Control Delay (s/veh)	7.6	7.9	8.3
Approach Delay (s/veh)	7.6	7.9	8.3
Approach LOS	A	A	A

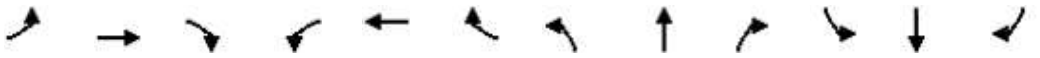
Intersection Summary			
Delay	8.0		
Level of Service	A		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	44	16	6	58	229	5	0	8	223	0	12
Future Volume (Veh/h)	23	44	16	6	58	229	5	0	8	223	0	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.92	0.92	0.87	0.87	0.92	0.92	0.92	0.79	0.92	0.79
Hourly flow rate (vph)	31	59	17	7	67	263	5	0	9	282	0	15
Pedestrians		1			6						11	
Lane Width (ft)		11.0			11.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		0			1						1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	341			76			358	485	74	368	362	211
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	341			76			358	485	74	368	362	211
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97			100			99	100	99	49	100	98
cM capacity (veh/h)	1216			1523			568	463	983	556	543	803

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	107	337	14	297
Volume Left	31	7	5	282
Volume Right	17	263	9	15
cSH	1216	1523	779	565
Volume to Capacity	0.03	0.00	0.02	0.53
Queue Length 95th (ft)	2	0	1	76
Control Delay (s/veh)	2.5	0.2	9.7	18.2
Lane LOS	A	A	A	C
Approach Delay (s/veh)	2.5	0.2	9.7	18.2
Approach LOS			A	C

Intersection Summary				
Average Delay	7.8			
Intersection Capacity Utilization	44.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	55	95	68	127	2	154	23	19	5	22	24
Future Volume (vph)	30	55	95	68	127	2	154	23	19	5	22	24
Peak Hour Factor	0.82	0.82	0.82	0.80	0.80	0.80	0.84	0.84	0.84	0.89	0.89	0.89
Hourly flow rate (vph)	37	67	116	85	159	2	183	27	23	6	25	27

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	220	246	233	58
Volume Left (vph)	37	85	183	6
Volume Right (vph)	116	2	23	27
Hadj (s)	-0.25	0.12	0.12	-0.26
Departure Headway (s)	4.8	5.1	5.3	5.2
Degree Utilization, x	0.29	0.35	0.34	0.08
Capacity (veh/h)	692	659	623	601
Control Delay (s/veh)	9.8	10.9	11.1	8.7
Approach Delay (s/veh)	9.8	10.9	11.1	8.7
Approach LOS	A	B	B	A

Intersection Summary				
Delay	10.5			
Level of Service	B			
Intersection Capacity Utilization	44.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2	47	54	106	96	32	289	0	0	212	42
Future Volume (Veh/h)	36	2	47	54	106	96	32	289	0	0	212	42
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.85	0.85	0.85	0.86	0.86	0.86
Hourly flow rate (vph)	41	2	53	62	122	110	38	340	0	0	247	49
Pedestrians		89			66			89			71	
Lane Width (ft)		10.0			13.0			10.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		7			7			7			6	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								331				
pX, platoon unblocked												
vC, conflicting volume	1019	843	450	897	867	477	385			406		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1019	843	450	897	867	477	385			406		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	48	99	90	64	50	79	97			100		
cM capacity (veh/h)	79	253	530	171	245	518	1101			1084		

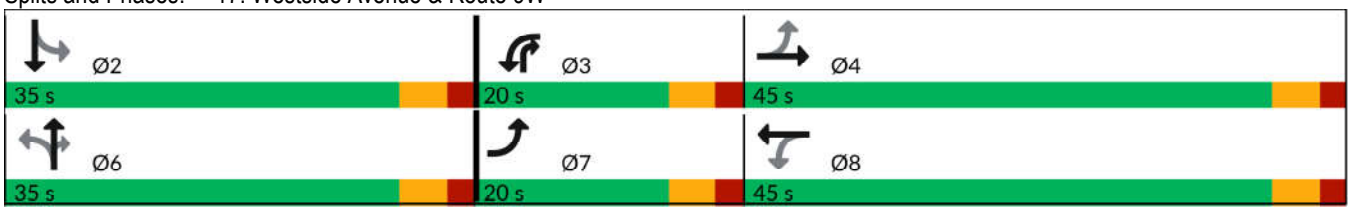
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	96	294	378	296
Volume Left	41	62	38	0
Volume Right	53	110	0	49
cSH	154	274	1101	1700
Volume to Capacity	0.62	1.07	0.03	0.17
Queue Length 95th (ft)	85	296	3	0
Control Delay (s/veh)	61.0	115.8	1.2	0.0
Lane LOS	F	F	A	
Approach Delay (s/veh)	61.0	115.8	1.2	0.0
Approach LOS	F	F		

Intersection Summary				
Average Delay	37.9			
Intersection Capacity Utilization	59.0%	ICU Level of Service	B	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	50	517	278	510	16	86	228	81	93
Future Volume (vph)	50	517	278	510	16	86	228	81	93
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	40.4	33.7	52.6	42.9		29.7	48.7		29.7
Actuated g/C Ratio	0.43	0.36	0.56	0.46		0.32	0.52		0.32
v/c Ratio	0.17	0.89	0.85	0.71		0.19	0.28		0.49
Control Delay (s/veh)	10.9	45.3	40.5	26.1		26.5	5.2		29.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	10.9	45.3	40.5	26.1		26.5	5.2		29.9
LOS	B	D	D	C		C	A		C
Approach Delay (s/veh)		42.3		30.8		11.8			29.9
Approach LOS		D		C		B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 93.4	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 31.0	Intersection LOS: C
Intersection Capacity Utilization 76.4%	ICU Level of Service D
Analysis Period (min) 15	

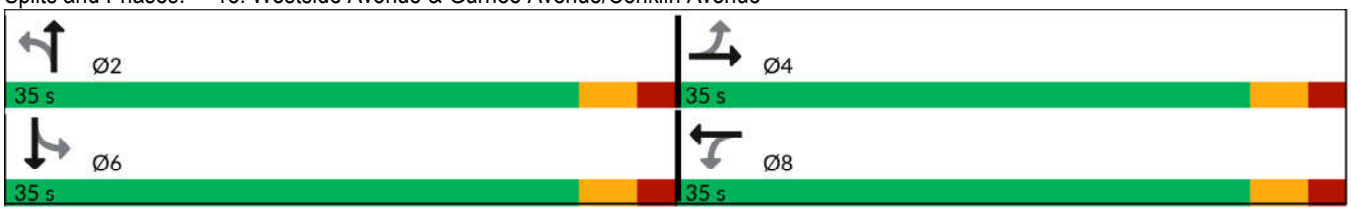
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	148	126	5	148	26	180	86	156
Future Volume (vph)	148	126	5	148	26	180	86	156
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		20.3		20.3		30.3		30.3
Actuated g/C Ratio		0.33		0.33		0.50		0.50
v/c Ratio		0.80		0.50		0.28		0.52
Control Delay (s/veh)		33.3		19.1		11.7		15.2
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		33.3		19.1		11.7		15.2
LOS		C		B		B		B
Approach Delay (s/veh)		33.3		19.1		11.7		15.2
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 60.7	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 20.3	Intersection LOS: C
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	223	158	217	176	156	260
Future Volume (Veh/h)	223	158	217	176	156	260
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.88	0.88	0.83	0.83
Hourly flow rate (vph)	240	170	247	200	188	313
Pedestrians	21					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				635		
pX, platoon unblocked						
vC, conflicting volume	1060	366	522			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1060	366	522			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	74	76			
cM capacity (veh/h)	185	665	1027			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	410	447	501
Volume Left	240	247	0
Volume Right	170	0	313
cSH	264	1027	1700
Volume to Capacity	1.55	0.24	0.29
Queue Length 95th (ft)	612	24	0
Control Delay (s/veh)	300.2	6.5	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	300.2	6.5	0.0
Approach LOS	F		

Intersection Summary			
Average Delay	92.8		
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	314	0	0	321	0	0
Future Volume (vph)	314	0	0	321	0	0
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	334	0	0	357	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	334	357	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.3	4.3	5.4
Degree Utilization, x	0.40	0.42	0.00
Capacity (veh/h)	829	828	597
Control Delay (s/veh)	10.1	10.3	8.4
Approach Delay (s/veh)	10.1	10.3	0.0
Approach LOS	B	B	A

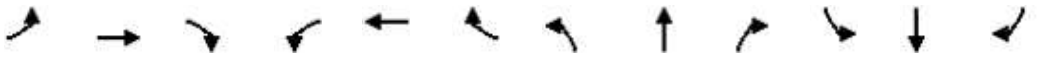
Intersection Summary			
Delay	10.2		
Level of Service	B		
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	178	180	30	115	57	545	138	569	180
Future Volume (vph)	178	180	30	115	57	545	138	569	180
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.3	13.3	13.3	13.3	18.2	18.2	18.2	18.2	18.2
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.45	0.45	0.45	0.45	0.45
v/c Ratio	0.71	0.46	0.11	0.48	0.28	0.75	0.71	0.75	0.24
Control Delay (s/veh)	25.6	11.9	9.6	7.5	13.2	19.5	38.5	19.6	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.6	11.9	9.6	7.5	13.2	19.5	38.5	19.6	3.7
LOS	C	B	A	A	B	B	D	B	A
Approach Delay (s/veh)		18.0		7.7		18.9		19.3	
Approach LOS		B		A		B		B	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 40.6	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 17.3	Intersection LOS: B
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

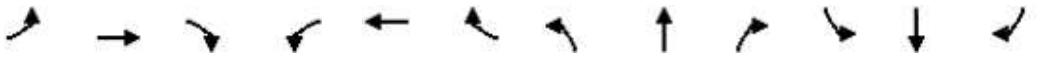




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	0	0	2	198	19	28	19	0	0	0	2
Future Volume (vph)	4	0	0	2	198	19	28	19	0	0	0	2
Peak Hour Factor	0.50	0.50	0.50	0.83	0.83	0.83	0.88	0.88	0.88	0.25	0.25	0.25
Hourly flow rate (vph)	8	0	0	2	239	23	32	22	0	0	0	8

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	264	54
Volume Left (vph)	2	32
Volume Right (vph)	23	0
Hadj (s)	0.00	0.12
Departure Headway (s)	4.0	4.6
Degree Utilization, x	0.30	0.07
Capacity (veh/h)	880	737
Control Delay (s/veh)	8.7	7.9
Approach Delay (s/veh)	8.7	7.9
Approach LOS	A	A

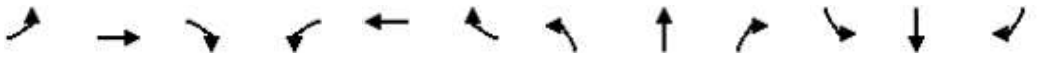
Intersection Summary				
Delay	Err			
Level of Service	F			
Intersection Capacity Utilization	Err%	ICU Level of Service	H	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	42	198	2	0	0	0	2	28	21
Future Volume (vph)	0	0	0	42	198	2	0	0	0	2	28	21
Peak Hour Factor	0.25	0.25	0.25	0.88	0.88	0.88	0.25	0.25	0.25	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	48	225	2	0	0	0	2	33	24

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	275	59
Volume Left (vph)	48	2
Volume Right (vph)	2	24
Hadj (s)	0.20	-0.20
Departure Headway (s)	4.2	4.3
Degree Utilization, x	0.32	0.07
Capacity (veh/h)	838	778
Control Delay (s/veh)	9.2	7.7
Approach Delay (s/veh)	9.2	7.7
Approach LOS	A	A

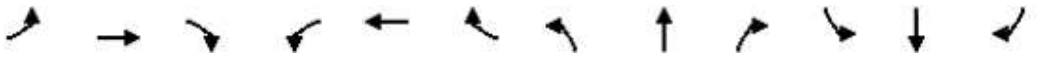
Intersection Summary				
Delay	9.0			
Level of Service	A			
Intersection Capacity Utilization	36.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	0	0	33	0	81	171	0	0	0	133
Future Volume (Veh/h)	0	2	0	0	33	0	81	171	0	0	0	133
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.68	0.68	0.68	0.80	0.80	0.80	0.50	0.50	0.50
Hourly flow rate (vph)	0	8	0	0	49	0	101	214	0	0	0	266
Pedestrians		8			12			8			12	
Lane Width (ft)		0.0			15.0			10.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	61			16			339	77	28	188	77	69
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	61			16			339	77	28	188	77	69
tC, single (s)	4.1			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			76	73	100	100	100	73
cM capacity (veh/h)	1537			1604			430	803	1031	593	803	988

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	49	315	266
Volume Left	0	101	0
Volume Right	0	0	266
cSH	1700	628	988
Volume to Capacity	0.03	0.50	0.27
Queue Length 95th (ft)	0	70	27
Control Delay (s/veh)	0.0	16.4	10.0
Lane LOS		C	A
Approach Delay (s/veh)	0.0	16.4	10.0
Approach LOS		C	A

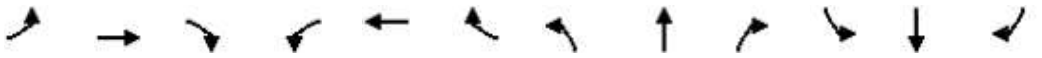
Intersection Summary				
Average Delay		Err		
Intersection Capacity Utilization		Err%	ICU Level of Service	H
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	360	22	8	107	11	0	0	0	0	0	0
Future Volume (Veh/h)	42	360	22	8	107	11	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	48	414	25	8	113	12	0	0	0	0	0	0
Pedestrians		73			58			50			73	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		6			5			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked				0.91			0.91	0.91	0.91	0.91	0.91	
vC, conflicting volume	198			489			781	787	535	789	793	265
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	198			387			708	714	437	717	722	265
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			100	100	100	100	100	100
cM capacity (veh/h)	1369			1074			292	312	540	291	309	733

Direction, Lane #	EB 1	WB 1
Volume Total	487	133
Volume Left	48	8
Volume Right	25	12
cSH	1369	1074
Volume to Capacity	0.04	0.01
Queue Length 95th (ft)	3	1
Control Delay (s/veh)	1.1	0.6
Lane LOS	A	A
Approach Delay (s/veh)	1.1	0.6
Approach LOS		

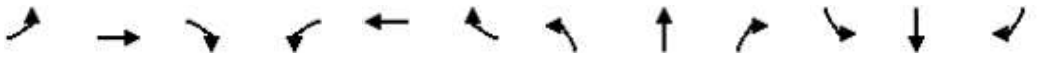
Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	32.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	353	3	0	21	0	42	0	32	20	0	48
Future Volume (Veh/h)	7	353	3	0	21	0	42	0	32	20	0	48
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.68	0.68	0.68	0.80	0.80	0.80	0.62	0.62	0.62
Hourly flow rate (vph)	8	410	3	0	31	0	52	0	40	32	0	77
Pedestrians		29			21			21			29	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			2			3			3	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	60			434			586	509	454	549	510	89
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	60			434			586	509	454	549	510	89
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.6	4.0	3.3
p0 queue free %	99			100			85	100	93	91	100	92
cM capacity (veh/h)	1503			1108			349	440	566	370	440	919

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	421	31	92	109
Volume Left	8	0	52	32
Volume Right	3	0	40	77
cSH	1503	1700	419	640
Volume to Capacity	0.01	0.02	0.22	0.17
Queue Length 95th (ft)	0	0	21	15
Control Delay (s/veh)	0.2	0.0	16.0	11.8
Lane LOS	A		C	B
Approach Delay (s/veh)	0.2	0.0	16.0	11.8
Approach LOS			C	B

Intersection Summary				
Average Delay	4.3			
Intersection Capacity Utilization	42.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	69	38	0	25	2	0	0	0	0	0	0
Future Volume (Veh/h)	276	69	38	0	25	2	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	303	76	42	0	33	3	0	0	0	0	0	0
Pedestrians		11			22			22			11	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	47			140			771	772	141	771	792	57
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	47			140			771	772	141	771	792	57
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	81			100			100	100	100	100	100	100
cM capacity (veh/h)	1560			1431			270	268	896	267	261	1007

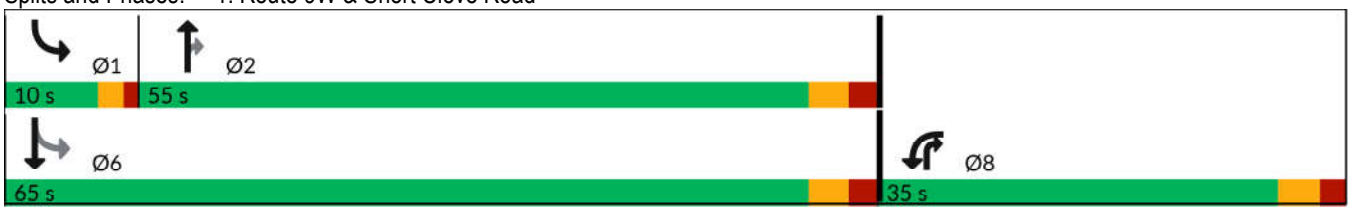
Direction, Lane #	EB 1	WB 1
Volume Total	421	36
Volume Left	303	0
Volume Right	42	3
cSH	1560	1431
Volume to Capacity	0.19	0.00
Queue Length 95th (ft)	18	0
Control Delay (s/veh)	6.1	0.0
Lane LOS	A	
Approach Delay (s/veh)	6.1	0.0
Approach LOS		

Intersection Summary				
Average Delay	5.6			
Intersection Capacity Utilization	31.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	211	581	216	69	606
Future Volume (vph)	211	581	216	69	606
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	13.9	52.5	72.5	62.1	60.1
Actuated g/C Ratio	0.17	0.63	0.86	0.74	0.72
v/c Ratio	0.63	0.57	0.17	0.15	0.47
Control Delay (s/veh)	34.2	13.2	0.5	4.3	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.2	13.2	0.5	4.3	7.1
LOS	C	B	A	A	A
Approach Delay (s/veh)	34.2	9.8			6.8
Approach LOS	C	A			A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 84	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 13.2	Intersection LOS: B
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	271	10	22	247	5
Future Volume (Veh/h)	14	271	10	22	247	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.77	0.77	0.45	0.45	0.79	0.79
Hourly flow rate (vph)	18	352	22	49	313	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	679	47			71	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	679	47			71	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	66			80	
cM capacity (veh/h)	335	1029			1536	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	370	71	319
Volume Left	18	0	313
Volume Right	352	49	0
cSH	934	1700	1536
Volume to Capacity	0.40	0.04	0.20
Queue Length 95th (ft)	48	0	19
Control Delay (s/veh)	11.4	0.0	7.8
Lane LOS	B		A
Approach Delay (s/veh)	11.4	0.0	7.8
Approach LOS	B		

Intersection Summary			
Average Delay	8.8		
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	12	217	51	10	177
Future Volume (Veh/h)	78	12	217	51	10	177
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.78	0.78	0.86	0.86
Hourly flow rate (vph)	91	14	278	65	12	206
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	508	278			343	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	508	278			343	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	83	98			99	
cM capacity (veh/h)	521	744			1227	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	105	278	65	218
Volume Left	91	0	0	12
Volume Right	14	0	65	0
cSH	543	1700	1700	1227
Volume to Capacity	0.19	0.16	0.04	0.01
Queue Length 95th (ft)	18	0	0	1
Control Delay (s/veh)	13.2	0.0	0.0	0.5
Lane LOS	B			A
Approach Delay (s/veh)	13.2	0.0		0.5
Approach LOS	B			

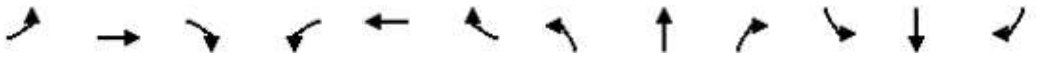
Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	68	12	150	75	13	124
Future Volume (Veh/h)	68	12	150	75	13	124
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.88	0.88	0.74	0.74
Hourly flow rate (vph)	272	48	170	85	18	168
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	417	213			255	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	417	213			255	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	54	94			99	
cM capacity (veh/h)	588	833			1322	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	320	255	186
Volume Left	272	0	18
Volume Right	48	85	0
cSH	615	1700	1322
Volume to Capacity	0.52	0.15	0.01
Queue Length 95th (ft)	75	0	1
Control Delay (s/veh)	17.0	0.0	0.9
Lane LOS	C		A
Approach Delay (s/veh)	17.0	0.0	0.9
Approach LOS	C		

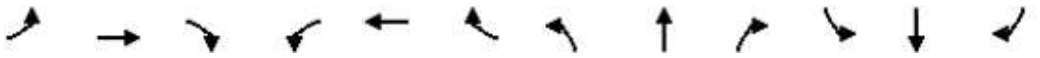
Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	2	0	10	0	80	83	30	135	0
Future Volume (Veh/h)	0	0	0	2	0	10	0	80	83	30	135	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.75	0.75	0.75	0.84	0.84	0.84	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	0	3	0	13	0	95	99	36	163	0
Pedestrians					1			1				
Lane Width (ft)					12.0			12.0				
Walking Speed (ft/s)					3.5			3.5				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	393	430	164	382	381	146	163			195		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	393	430	164	382	381	146	163			195		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	99	100			97		
cM capacity (veh/h)	551	507	885	567	540	906	1428			1389		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	16	194	199
Volume Left	0	3	0	36
Volume Right	0	13	99	0
cSH	1700	815	1428	1389
Volume to Capacity	0.00	0.02	0.00	0.03
Queue Length 95th (ft)	0	2	0	2
Control Delay (s/veh)	0.0	9.5	0.0	1.6
Lane LOS	A	A		A
Approach Delay (s/veh)	0.0	9.5	0.0	1.6
Approach LOS	A	A		

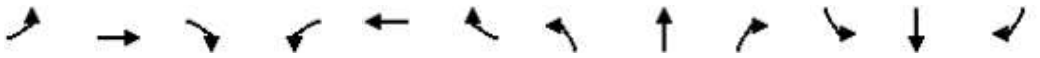
Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	31.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	5	15	25	10	10	21	63	8	14	129	7
Future Volume (vph)	12	5	15	25	10	10	21	63	8	14	129	7
Peak Hour Factor	0.70	0.70	0.70	0.85	0.85	0.85	0.82	0.82	0.82	0.85	0.85	0.85
Hourly flow rate (vph)	17	7	21	29	12	12	26	77	10	16	152	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	45	53	113	176
Volume Left (vph)	17	29	26	16
Volume Right (vph)	21	12	10	8
Hadj (s)	-0.20	0.02	-0.01	-0.01
Departure Headway (s)	4.4	4.6	4.3	4.2
Degree Utilization, x	0.06	0.07	0.14	0.21
Capacity (veh/h)	752	722	803	826
Control Delay (s/veh)	7.7	8.0	8.0	8.4
Approach Delay (s/veh)	7.7	8.0	8.0	8.4
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.1			
Level of Service	A			
Intersection Capacity Utilization	20.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	17	7	34	20	20	3	80	11	28	106	5
Future Volume (vph)	15	17	7	34	20	20	3	80	11	28	106	5
Peak Hour Factor	0.81	0.81	0.81	0.66	0.66	0.66	0.77	0.77	0.77	0.91	0.91	0.91
Hourly flow rate (vph)	19	21	9	52	30	30	4	104	14	31	116	5

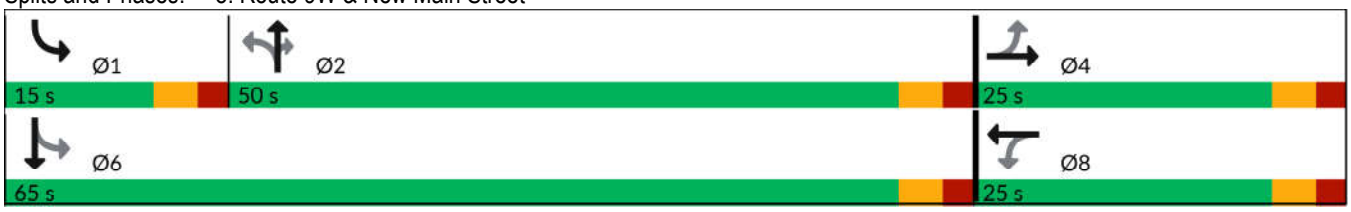
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	49	112	122	152
Volume Left (vph)	19	52	4	31
Volume Right (vph)	9	30	14	5
Hadj (s)	0.07	-0.04	-0.01	0.02
Departure Headway (s)	4.7	4.6	4.5	4.5
Degree Utilization, x	0.06	0.14	0.15	0.19
Capacity (veh/h)	700	736	769	768
Control Delay (s/veh)	8.1	8.3	8.3	8.5
Approach Delay (s/veh)	8.1	8.3	8.3	8.5
Approach LOS	A	A	A	A

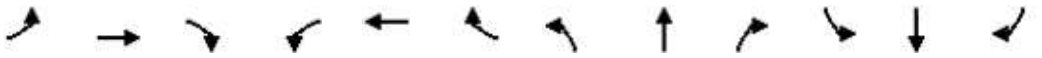
Intersection Summary				
Delay	8.3			
Level of Service	A			
Intersection Capacity Utilization	28.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	3	147	6	5	484	161	153	581
Future Volume (vph)	11	3	147	6	5	484	161	153	581
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	25.0	25.0	25.0	25.0	50.0	50.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	55.6%	55.6%	55.6%	16.7%	72.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		16.5	16.5	16.5		46.8	46.8	60.1	60.1
Actuated g/C Ratio		0.19	0.19	0.19		0.54	0.54	0.69	0.69
v/c Ratio		0.11	0.77	0.41		0.53	0.20	0.33	0.49
Control Delay (s/veh)		20.5	53.0	8.4		16.4	2.6	6.9	8.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		20.5	53.0	8.4		16.4	2.6	6.9	8.2
LOS		C	D	A		B	A	A	A
Approach Delay (s/veh)		20.5		31.4		13.0			7.9
Approach LOS		C		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 86.6	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 14.7	Intersection LOS: B
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Route 9W & New Main Street

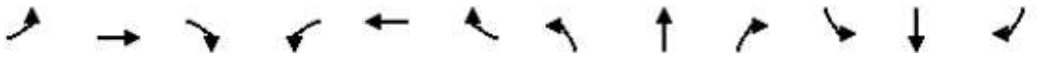




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	278	15	2	227	11	32	24	5	15	16	37
Future Volume (Veh/h)	39	278	15	2	227	11	32	24	5	15	16	37
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.79	0.79	0.79	0.86	0.86	0.86	0.91	0.91	0.91
Hourly flow rate (vph)	48	339	18	3	287	14	37	28	6	16	18	41
Pedestrians		3			4			4			3	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked												
vC, conflicting volume	304			361			801	758	356	771	760	300
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	304			361			801	758	356	771	760	300
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			86	91	99	94	94	94
cM capacity (veh/h)	1265			1205			265	323	688	284	322	741

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	405	304	71	75
Volume Left	48	3	37	16
Volume Right	18	14	6	41
cSH	1265	1205	302	448
Volume to Capacity	0.04	0.00	0.24	0.17
Queue Length 95th (ft)	3	0	22	15
Control Delay (s/veh)	1.3	0.1	20.6	14.7
Lane LOS	A	A	C	B
Approach Delay (s/veh)	1.3	0.1	20.6	14.7
Approach LOS			C	B

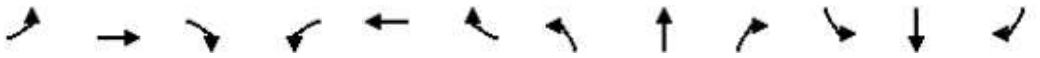
Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	48.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	277	7	8	202	6	0	0	0	25	11	33
Future Volume (vph)	9	277	7	8	202	6	0	0	0	25	11	33
Peak Hour Factor	0.89	0.89	0.89	0.74	0.74	0.74	0.25	0.25	0.25	0.64	0.64	0.64
Hourly flow rate (vph)	10	311	8	11	273	8	0	0	0	39	17	52

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	329	292	108
Volume Left (vph)	10	11	39
Volume Right (vph)	8	8	52
Hadj (s)	0.01	0.02	-0.06
Departure Headway (s)	4.5	4.6	5.2
Degree Utilization, x	0.42	0.37	0.16
Capacity (veh/h)	770	755	610
Control Delay (s/veh)	10.7	10.3	9.2
Approach Delay (s/veh)	10.7	10.3	9.2
Approach LOS	B	B	A

Intersection Summary				
Delay	10.3			
Level of Service	B			
Intersection Capacity Utilization	36.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	225	50	33	133	51	47	39	33	57	52	33
Future Volume (vph)	12	225	50	33	133	51	47	39	33	57	52	33
Peak Hour Factor	0.91	0.91	0.91	0.78	0.78	0.78	0.79	0.79	0.79	0.90	0.90	0.90
Hourly flow rate (vph)	13	247	55	42	171	65	59	49	42	63	58	37

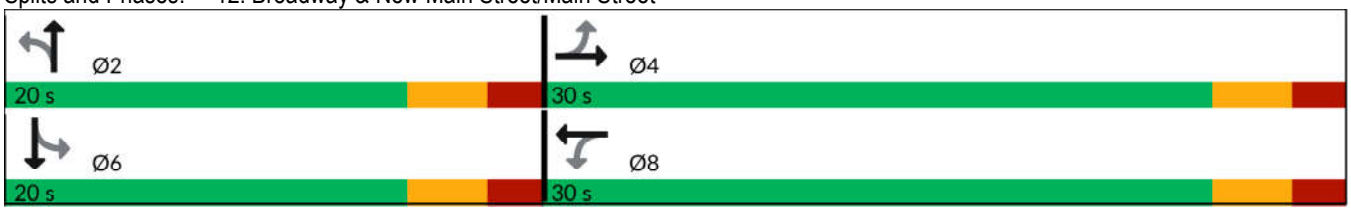
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	315	278	150	158
Volume Left (vph)	13	42	59	63
Volume Right (vph)	55	65	42	37
Hadj (s)	-0.06	-0.07	-0.04	0.01
Departure Headway (s)	5.2	5.2	5.7	5.8
Degree Utilization, x	0.45	0.40	0.24	0.25
Capacity (veh/h)	651	643	550	554
Control Delay (s/veh)	12.4	11.7	10.5	10.7
Approach Delay (s/veh)	12.4	11.7	10.5	10.7
Approach LOS	B	B	B	B

Intersection Summary				
Delay	11.6			
Level of Service	B			
Intersection Capacity Utilization	42.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	224	12	77	10	109	118	67
Future Volume (vph)	76	224	12	77	10	109	118	67
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.7		15.7		15.3		15.3
Actuated g/C Ratio		0.38		0.38		0.37		0.37
v/c Ratio		0.69		0.31		0.33		0.77
Control Delay (s/veh)		17.1		9.7		13.3		29.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		17.1		9.7		13.3		29.3
LOS		B		A		B		C
Approach Delay (s/veh)		17.1		9.7		13.3		29.3
Approach LOS		B		A		B		C

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 41.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 19.3	Intersection LOS: B
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street

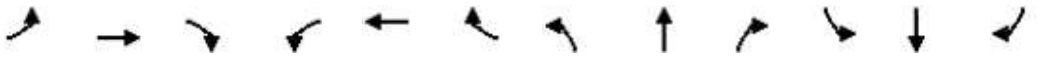




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	22	33	67	15	24	44
Future Volume (vph)	22	33	67	15	24	44
Peak Hour Factor	0.86	0.86	0.86	0.86	0.82	0.82
Hourly flow rate (vph)	26	38	78	17	29	54

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	64	95	83
Volume Left (vph)	26	0	29
Volume Right (vph)	38	17	0
Hadj (s)	-0.28	-0.11	0.07
Departure Headway (s)	4.0	4.0	4.2
Degree Utilization, x	0.07	0.11	0.10
Capacity (veh/h)	858	870	838
Control Delay (s/veh)	7.3	7.5	7.6
Approach Delay (s/veh)	7.3	7.5	7.6
Approach LOS	A	A	A

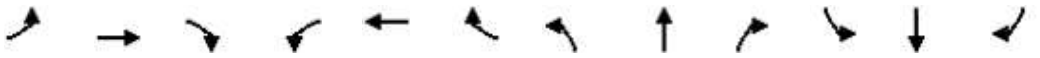
Intersection Summary			
Delay	7.5		
Level of Service	A		
Intersection Capacity Utilization	20.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	26	9	4	45	152	5	0	7	136	0	9
Future Volume (Veh/h)	8	26	9	4	45	152	5	0	7	136	0	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.89	0.92	0.89
Hourly flow rate (vph)	13	43	10	4	50	169	5	0	8	153	0	10
Pedestrians											11	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											3.5	
Percent Blockage											1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	230			53			227	312	48	236	233	146
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	230			53			227	312	48	236	233	146
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	99	78	100	99
cM capacity (veh/h)	1257			1553			708	589	1021	691	652	897

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	66	223	13	163
Volume Left	13	4	5	153
Volume Right	10	169	8	10
cSH	1257	1553	873	701
Volume to Capacity	0.01	0.00	0.01	0.23
Queue Length 95th (ft)	1	0	1	22
Control Delay (s/veh)	1.6	0.2	9.2	11.7
Lane LOS	A	A	A	B
Approach Delay (s/veh)	1.6	0.2	9.2	11.7
Approach LOS			A	B

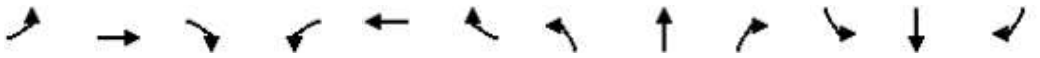
Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	34.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	51	69	56	122	6	83	11	23	4	8	15
Future Volume (vph)	14	51	69	56	122	6	83	11	23	4	8	15
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.89	0.89	0.89	0.72	0.72	0.72
Hourly flow rate (vph)	18	65	88	71	154	8	93	12	26	6	11	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	171	233	131	38
Volume Left (vph)	18	71	93	6
Volume Right (vph)	88	8	26	21
Hadj (s)	-0.27	0.05	0.02	-0.30
Departure Headway (s)	4.3	4.6	4.9	4.7
Degree Utilization, x	0.21	0.30	0.18	0.05
Capacity (veh/h)	791	750	680	681
Control Delay (s/veh)	8.4	9.5	9.0	8.0
Approach Delay (s/veh)	8.4	9.5	9.0	8.0
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.0			
Level of Service	A			
Intersection Capacity Utilization	36.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	38	78	111	98	24	181	0	2	200	37
Future Volume (Veh/h)	32	0	38	78	111	98	24	181	0	2	200	37
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	38	0	45	85	121	107	27	201	0	2	215	40
Pedestrians		61			53			61			46	
Lane Width (ft)		10.0			13.0			10.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			5			5			4	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								331				
pX, platoon unblocked												
vC, conflicting volume	769	608	357	653	628	300	316			254		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	769	608	357	653	628	300	316			254		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.3			2.2		
p0 queue free %	77	100	93	70	66	84	98			100		
cM capacity (veh/h)	165	362	620	281	353	673	1163			1251		

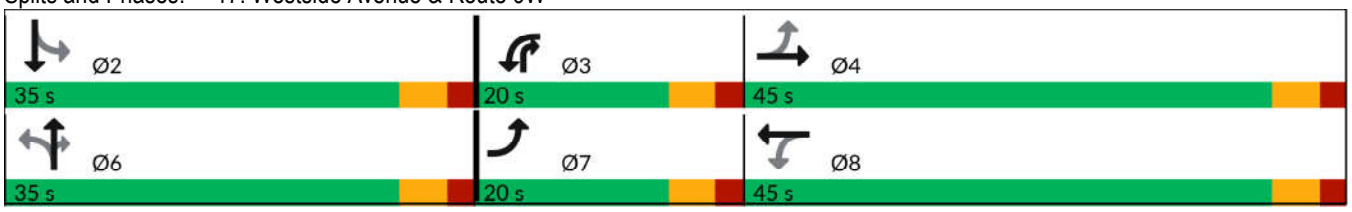
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	83	313	228	257
Volume Left	38	85	27	2
Volume Right	45	107	0	40
cSH	274	389	1163	1251
Volume to Capacity	0.30	0.80	0.02	0.00
Queue Length 95th (ft)	31	177	2	0
Control Delay (s/veh)	23.8	42.9	1.2	0.1
Lane LOS	C	E	A	A
Approach Delay (s/veh)	23.8	42.9	1.2	0.1
Approach LOS	C	E		

Intersection Summary				
Average Delay	17.8			
Intersection Capacity Utilization	51.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	480	167	426	16	57	193	89	48
Future Volume (vph)	40	480	167	426	16	57	193	89	48
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	36.1	29.6	45.4	38.7		29.9	40.5		29.9
Actuated g/C Ratio	0.42	0.34	0.52	0.45		0.34	0.47		0.34
v/c Ratio	0.13	0.85	0.60	0.63		0.13	0.24		0.41
Control Delay (s/veh)	10.6	40.4	19.1	23.0		23.7	3.1		25.7
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	10.6	40.4	19.1	23.0		23.7	3.1		25.7
LOS	B	D	B	C		C	A		C
Approach Delay (s/veh)		38.2		22.0		8.7			25.7
Approach LOS		D		C		A			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 86.8	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 25.7	Intersection LOS: C
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

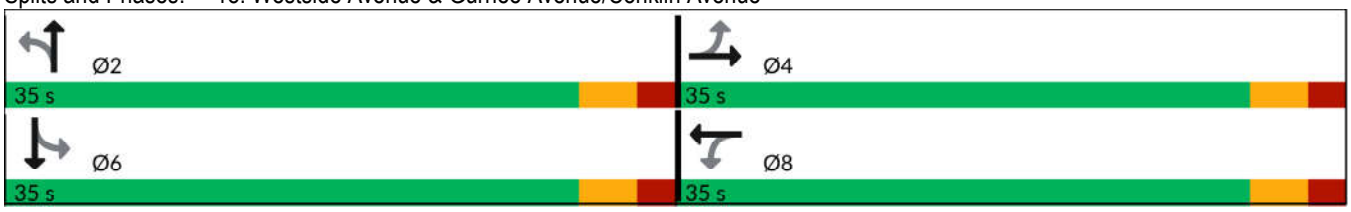
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	90	89	3	114	21	112	41	140
Future Volume (vph)	90	89	3	114	21	112	41	140
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		13.1		13.1		30.9		30.9
Actuated g/C Ratio		0.24		0.24		0.57		0.57
v/c Ratio		0.61		0.40		0.16		0.36
Control Delay (s/veh)		25.3		19.5		7.0		8.6
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		25.3		19.5		7.0		8.6
LOS		C		B		A		A
Approach Delay (s/veh)		25.3		19.5		7.0		8.6
Approach LOS		C		B		A		A

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 54	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 14.6	Intersection LOS: B
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	110	117	117	129	151
Future Volume (Veh/h)	150	110	117	117	129	151
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.90	0.90	0.94	0.94
Hourly flow rate (vph)	181	133	130	130	137	161
Pedestrians	7					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				635		
pX, platoon unblocked						
vC, conflicting volume	615	225	305			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	615	225	305			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	55	84	90			
cM capacity (veh/h)	405	812	1252			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	314	260	298
Volume Left	181	130	0
Volume Right	133	0	161
cSH	514	1252	1700
Volume to Capacity	0.61	0.10	0.18
Queue Length 95th (ft)	101	9	0
Control Delay (s/veh)	22.4	4.6	0.0
Lane LOS	C	A	
Approach Delay (s/veh)	22.4	4.6	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	9.4		
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	296	0	0	282	0	0
Future Volume (vph)	296	0	0	282	0	0
Peak Hour Factor	0.84	0.84	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	352	0	0	300	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	352	300	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.2	4.3	5.3
Degree Utilization, x	0.41	0.36	0.00
Capacity (veh/h)	841	823	609
Control Delay (s/veh)	10.2	9.6	8.3
Approach Delay (s/veh)	10.2	9.6	0.0
Approach LOS	B	A	A

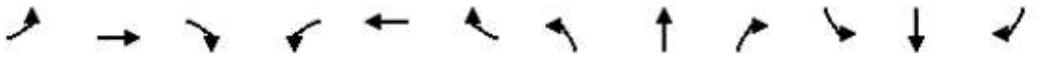
Intersection Summary			
Delay	9.9		
Level of Service	A		
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	195	113	42	106	35	555	144	573	197
Future Volume (vph)	195	113	42	106	35	555	144	573	197
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.1	13.1	13.1	13.1	18.2	18.2	18.2	18.2	18.2
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.45	0.45	0.45	0.45	0.45
v/c Ratio	0.72	0.27	0.13	0.54	0.18	0.77	0.82	0.74	0.27
Control Delay (s/veh)	27.3	8.3	9.8	9.4	11.2	20.6	53.3	19.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	8.3	9.8	9.4	11.2	20.6	53.3	19.0	3.8
LOS	C	A	A	A	B	C	D	B	A
Approach Delay (s/veh)		18.7		9.5		20.1		21.2	
Approach LOS		B		A		C		C	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 40.4	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 18.6	Intersection LOS: B
Intersection Capacity Utilization 82.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

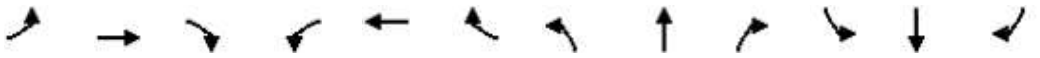




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	200	4	38	12	0	0	0	0
Future Volume (vph)	0	0	0	0	200	4	38	12	0	0	0	0
Peak Hour Factor	0.25	0.25	0.25	0.71	0.71	0.71	0.89	0.89	0.89	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	282	6	43	13	0	0	0	0

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	288	56
Volume Left (vph)	0	43
Volume Right (vph)	6	0
Hadj (s)	0.04	0.19
Departure Headway (s)	4.1	4.7
Degree Utilization, x	0.33	0.07
Capacity (veh/h)	869	714
Control Delay (s/veh)	9.0	8.1
Approach Delay (s/veh)	9.0	8.1
Approach LOS	A	A

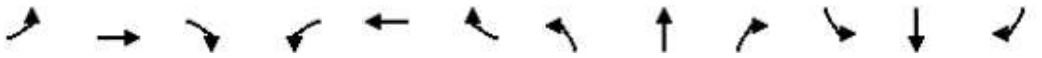
Intersection Summary				
Delay	8.9			
Level of Service	A			
Intersection Capacity Utilization	29.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	40	189	0	0	0	0	0	25	22
Future Volume (vph)	0	0	0	40	189	0	0	0	0	0	25	22
Peak Hour Factor	0.25	0.25	0.25	0.85	0.85	0.85	0.25	0.25	0.25	0.63	0.63	0.63
Hourly flow rate (vph)	0	0	0	47	222	0	0	0	0	0	40	35

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	269	75
Volume Left (vph)	47	0
Volume Right (vph)	0	35
Hadj (s)	0.06	-0.16
Departure Headway (s)	4.1	4.3
Degree Utilization, x	0.31	0.09
Capacity (veh/h)	854	778
Control Delay (s/veh)	9.0	7.8
Approach Delay (s/veh)	9.0	7.8
Approach LOS	A	A

Intersection Summary				
Delay	8.7			
Level of Service	A			
Intersection Capacity Utilization	29.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	28	0	58	159	0	0	0	144
Future Volume (Veh/h)	0	0	0	0	28	0	58	159	0	0	0	144
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.69	0.69	0.69	0.70	0.70	0.70	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	41	0	83	227	0	0	0	576
Pedestrians		1			3			1			3	
Lane Width (ft)		0.0			15.0			10.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	44			1			619	45	4	161	45	45
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	44			1			619	45	4	161	45	45
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			52	73	100	100	100	44
cM capacity (veh/h)	1573			1634			174	848	1081	636	848	1028

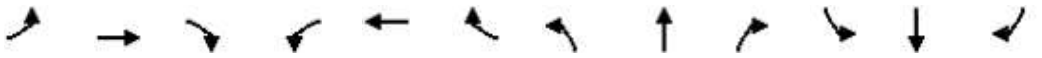
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	41	310	576
Volume Left	0	83	0
Volume Right	0	0	576
cSH	1700	417	1028
Volume to Capacity	0.02	0.74	0.56
Queue Length 95th (ft)	0	150	90
Control Delay (s/veh)	0.0	34.8	12.9
Lane LOS		D	B
Approach Delay (s/veh)	0.0	34.8	12.9
Approach LOS		D	B

Intersection Summary			
Average Delay	19.7		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	339	28	20	129	24	0	0	0	0	0	0
Future Volume (Veh/h)	35	339	28	20	129	24	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	40	390	32	23	150	28	0	0	0	0	0	0
Pedestrians		63			93			76			93	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			7			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked				0.90			0.90	0.90	0.90	0.90	0.90	
vC, conflicting volume	271			498			835	879	575	882	881	320
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	271			388			762	811	473	814	813	320
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			100	100	100	100	100	100
cM capacity (veh/h)	1304			1065			266	270	497	240	269	689

Direction, Lane #	EB 1	WB 1
Volume Total	462	201
Volume Left	40	23
Volume Right	32	28
cSH	1304	1065
Volume to Capacity	0.03	0.02
Queue Length 95th (ft)	2	2
Control Delay (s/veh)	1.0	1.1
Lane LOS	A	A
Approach Delay (s/veh)	1.0	1.1
Approach LOS		

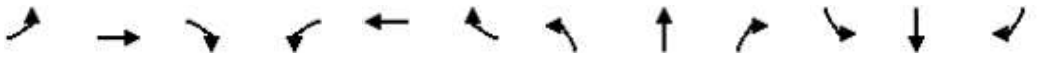
Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	30.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	323	0	0	46	0	44	0	10	9	0	63
Future Volume (Veh/h)	20	323	0	0	46	0	44	0	10	9	0	63
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.66	0.66	0.66	0.72	0.72	0.72	0.68	0.68	0.68
Hourly flow rate (vph)	25	399	0	0	70	0	61	0	14	13	0	93
Pedestrians		13			28			28			13	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			3			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	83			427			653	560	455	574	560	96
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	83			427			653	560	455	574	560	96
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			81	100	98	97	100	90
cM capacity (veh/h)	1503			1105			314	412	576	386	412	941

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	424	70	75	106
Volume Left	25	0	61	13
Volume Right	0	0	14	93
cSH	1503	1700	343	800
Volume to Capacity	0.02	0.04	0.22	0.13
Queue Length 95th (ft)	1	0	20	11
Control Delay (s/veh)	0.6	0.0	18.4	10.2
Lane LOS	A		C	B
Approach Delay (s/veh)	0.6	0.0	18.4	10.2
Approach LOS			C	B

Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	43.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	63	29	0	20	0	0	0	0	0	0	0
Future Volume (Veh/h)	229	63	29	0	20	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	266	73	34	0	27	0	0	0	0	0	0	0
Pedestrians		2			12			12			4	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	31			119			663	665	114	665	682	33
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	31			119			663	665	114	665	682	33
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			100			100	100	100	100	100	100
cM capacity (veh/h)	1569			1482			328	318	935	324	311	1045

Direction, Lane #	EB 1	WB 1
Volume Total	373	27
Volume Left	266	0
Volume Right	34	0
cSH	1569	1482
Volume to Capacity	0.17	0.00
Queue Length 95th (ft)	15	0
Control Delay (s/veh)	5.9	0.0
Lane LOS	A	
Approach Delay (s/veh)	5.9	0.0
Approach LOS		

Intersection Summary				
Average Delay	5.5			
Intersection Capacity Utilization	27.8%	ICU Level of Service	A	
Analysis Period (min)	15			

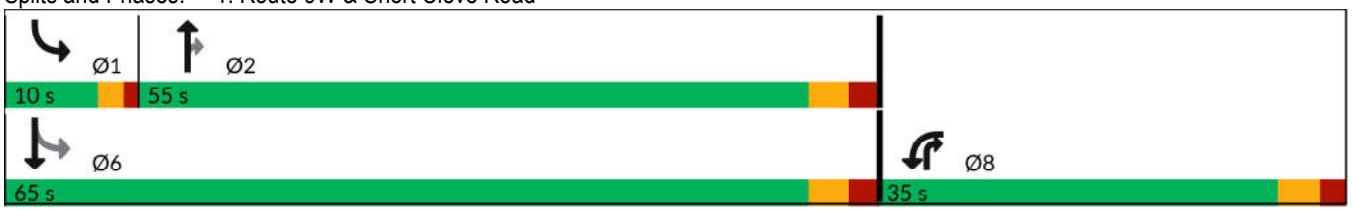
Capacity Analysis

Build with Mitigation Conditions

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	434	559	170	60	984
Future Volume (vph)	434	559	170	60	984
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	21.5	52.5	80.2	62.2	60.2
Actuated g/C Ratio	0.23	0.57	0.87	0.68	0.66
v/c Ratio	0.76	0.62	0.16	0.18	0.85
Control Delay (s/veh)	38.7	18.9	0.5	7.6	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.7	18.9	0.5	7.6	22.3
LOS	D	B	A	A	C
Approach Delay (s/veh)	38.7	14.6			21.5
Approach LOS	D	B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 91.8	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 23.2	Intersection LOS: C
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	192	6	38	502	7
Future Volume (Veh/h)	40	192	6	38	502	7
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.77	0.77	0.87	0.87
Hourly flow rate (vph)	44	213	8	49	577	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1195	33			57	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1195	33			57	
tC, single (s)	7.3	6.4			4.2	
tC, 2 stage (s)						
tF (s)	4.3	3.5			2.3	
p0 queue free %	49	79			61	
cM capacity (veh/h)	86	992			1498	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	257	57	585
Volume Left	44	0	577
Volume Right	213	49	0
cSH	354	1700	1498
Volume to Capacity	0.73	0.03	0.39
Queue Length 95th (ft)	137	0	46
Control Delay (s/veh)	38.0	0.0	8.8
Lane LOS	E		A
Approach Delay (s/veh)	38.0	0.0	8.8
Approach LOS	E		

Intersection Summary			
Average Delay	16.6		
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	107	15	174	28	15	403
Future Volume (Veh/h)	107	15	174	28	15	403
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.85	0.85	0.87	0.87
Hourly flow rate (vph)	123	17	205	33	17	463
Pedestrians	2					2
Lane Width (ft)	16.0					13.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	704	209			240	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	704	209			240	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	69	98			99	
cM capacity (veh/h)	395	813			1210	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	140	205	33	480
Volume Left	123	0	0	17
Volume Right	17	0	33	0
cSH	421	1700	1700	1210
Volume to Capacity	0.33	0.12	0.02	0.01
Queue Length 95th (ft)	36	0	0	1
Control Delay (s/veh)	17.7	0.0	0.0	0.4
Lane LOS	C			A
Approach Delay (s/veh)	17.7	0.0		0.4
Approach LOS	C			

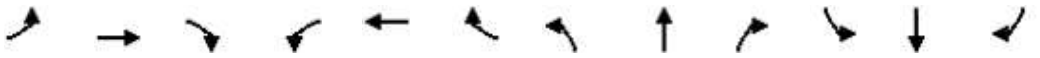
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	66	12	164	26	5	336
Future Volume (Veh/h)	66	12	164	26	5	336
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.81	0.81	0.85	0.85
Hourly flow rate (vph)	264	48	202	32	6	395
Pedestrians	3		3			
Lane Width (ft)	13.0		16.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	631	221			237	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	631	221			237	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	40	94			100	
cM capacity (veh/h)	443	821			1338	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	312	234	401
Volume Left	264	0	6
Volume Right	48	32	0
cSH	477	1700	1338
Volume to Capacity	0.65	0.14	0.00
Queue Length 95th (ft)	116	0	0
Control Delay (s/veh)	25.7	0.0	0.2
Lane LOS	D		A
Approach Delay (s/veh)	25.7	0.0	0.2
Approach LOS	D		

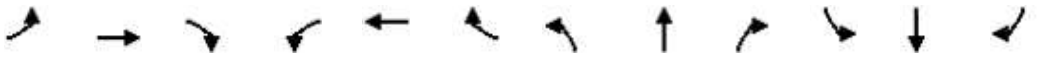
Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	32.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	7	0	6	0	77	97	41	333	2
Future Volume (Veh/h)	0	0	0	7	0	6	0	77	97	41	333	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.43	0.43	0.43	0.87	0.87	0.87	0.80	0.80	0.80
Hourly flow rate (vph)	0	0	0	16	0	14	0	89	111	51	416	2
Pedestrians		12			6			6			12	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	702	737	435	676	683	163	430			206		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	702	737	435	676	683	163	430			206		
tC, single (s)	7.1	6.5	6.2	7.3	6.5	6.5	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.7	4.0	3.6	2.2			2.3		
p0 queue free %	100	100	100	95	100	98	100			96		
cM capacity (veh/h)	327	329	615	330	354	794	1127			1328		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	30	200	469
Volume Left	0	16	0	51
Volume Right	0	14	111	2
cSH	1700	453	1127	1328
Volume to Capacity	0.00	0.07	0.00	0.04
Queue Length 95th (ft)	0	5	0	3
Control Delay (s/veh)	0.0	13.5	0.0	1.2
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	13.5	0.0	1.2
Approach LOS	A	B		

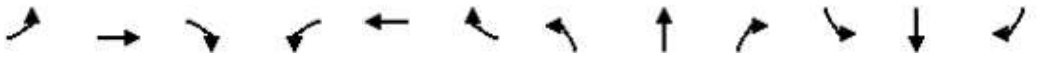
Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	44.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	5	48	61	6	15	10	92	9	5	313	7
Future Volume (vph)	17	5	48	61	6	15	10	92	9	5	313	7
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.66	0.66	0.66	0.94	0.94	0.94
Hourly flow rate (vph)	25	7	70	88	9	22	15	139	14	5	333	7

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	102	119	168	345
Volume Left (vph)	25	88	15	5
Volume Right (vph)	70	22	14	7
Hadj (s)	-0.23	0.18	0.27	0.16
Departure Headway (s)	5.2	5.6	5.2	4.9
Degree Utilization, x	0.15	0.18	0.24	0.47
Capacity (veh/h)	617	583	644	701
Control Delay (s/veh)	9.1	9.8	9.9	12.2
Approach Delay (s/veh)	9.1	9.8	9.9	12.2
Approach LOS	A	A	A	B

Intersection Summary				
Delay	10.9			
Level of Service	B			
Intersection Capacity Utilization	36.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	23	29	134	21	37	4	121	20	60	146	2
Future Volume (vph)	13	23	29	134	21	37	4	121	20	60	146	2
Peak Hour Factor	0.75	0.75	0.75	0.90	0.90	0.90	0.78	0.78	0.78	0.86	0.86	0.86
Hourly flow rate (vph)	17	31	39	149	23	41	5	155	26	70	170	2

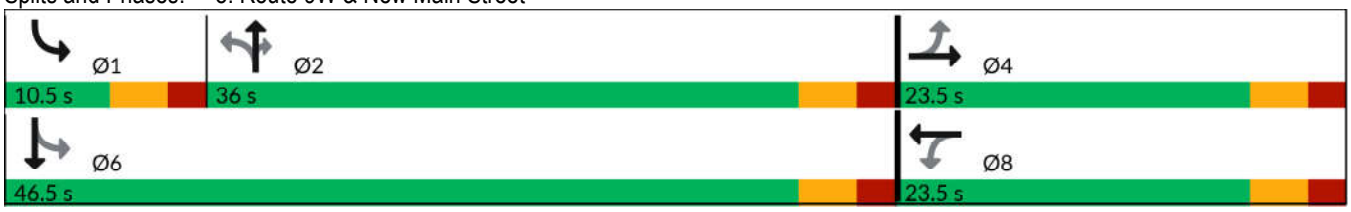
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	87	213	186	242
Volume Left (vph)	17	149	5	70
Volume Right (vph)	39	41	26	2
Hadj (s)	0.06	0.19	0.24	0.19
Departure Headway (s)	5.5	5.4	5.4	5.2
Degree Utilization, x	0.13	0.32	0.28	0.35
Capacity (veh/h)	588	618	628	647
Control Delay (s/veh)	9.3	10.9	10.4	11.0
Approach Delay (s/veh)	9.3	10.9	10.4	11.0
Approach LOS	A	B	B	B

Intersection Summary				
Delay	10.6			
Level of Service	B			
Intersection Capacity Utilization	49.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	16	3	182	3	2	460	136	94	868
Future Volume (vph)	16	3	182	3	2	460	136	94	868
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	23.5	36.0	36.0	36.0	10.5	46.5
Total Split (%)	33.6%	33.6%	33.6%	33.6%	51.4%	51.4%	51.4%	15.0%	66.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		16.3	16.3	16.3		33.6	33.6	41.8	41.8
Actuated g/C Ratio		0.24	0.24	0.24		0.49	0.49	0.61	0.61
v/c Ratio		0.12	0.80	0.35		0.64	0.20	0.24	0.85
Control Delay (s/veh)		16.7	44.8	6.1		19.7	3.2	7.6	22.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		16.7	44.8	6.1		19.7	3.2	7.6	22.1
LOS		B	D	A		B	A	A	C
Approach Delay (s/veh)		16.7		29.0		15.9			20.7
Approach LOS		B		C		B			C

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 68.2	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 20.9	Intersection LOS: C
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	

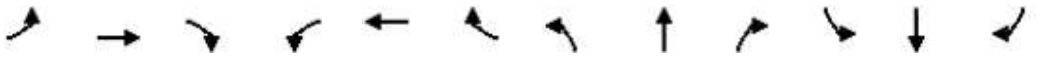
Splits and Phases: 8: Route 9W & New Main Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	202	15	4	195	8	35	24	4	15	22	79
Future Volume (Veh/h)	40	202	15	4	195	8	35	24	4	15	22	79
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.72	0.72	0.72	0.89	0.89	0.89	0.74	0.74	0.74
Hourly flow rate (vph)	47	235	17	6	271	11	39	27	4	20	30	107
Pedestrians		3			7			7			3	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked												
vC, conflicting volume	285			259			758	642	258	654	645	283
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	285			259			758	642	258	654	645	283
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.2	3.3
p0 queue free %	96			100			84	93	99	94	91	86
cM capacity (veh/h)	1219			1309			249	370	777	333	350	753

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	299	288	70	157
Volume Left	47	6	39	20
Volume Right	17	11	4	107
cSH	1219	1309	298	545
Volume to Capacity	0.04	0.00	0.23	0.29
Queue Length 95th (ft)	3	0	22	30
Control Delay (s/veh)	1.6	0.2	20.7	14.3
Lane LOS	A	A	C	B
Approach Delay (s/veh)	1.6	0.2	20.7	14.3
Approach LOS			C	B

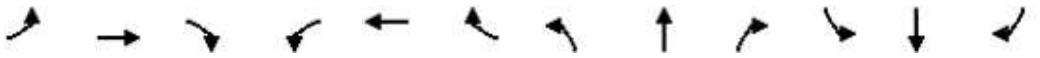
Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	45.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	38	176	10	5	157	15	0	0	0	24	26	47
Future Volume (vph)	38	176	10	5	157	15	0	0	0	24	26	47
Peak Hour Factor	0.82	0.82	0.82	0.77	0.77	0.77	0.25	0.25	0.25	0.62	0.62	0.62
Hourly flow rate (vph)	46	215	12	6	204	19	0	0	0	39	42	76

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	273	229	157
Volume Left (vph)	46	6	39
Volume Right (vph)	12	19	76
Hadj (s)	0.15	0.11	-0.07
Departure Headway (s)	4.8	4.8	5.0
Degree Utilization, x	0.36	0.30	0.22
Capacity (veh/h)	722	721	660
Control Delay (s/veh)	10.4	9.8	9.4
Approach Delay (s/veh)	10.4	9.8	9.4
Approach LOS	B	A	A

Intersection Summary				
Delay	10.0			
Level of Service	A			
Intersection Capacity Utilization	46.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	54	71	67	11	47	0	71	97	3	6	138	58
Future Volume (vph)	54	71	67	11	47	0	71	97	3	6	138	58
Peak Hour Factor	0.79	0.79	0.79	0.50	0.50	0.50	0.79	0.79	0.79	0.92	0.92	0.92
Hourly flow rate (vph)	68	90	85	22	94	0	90	123	4	7	150	63

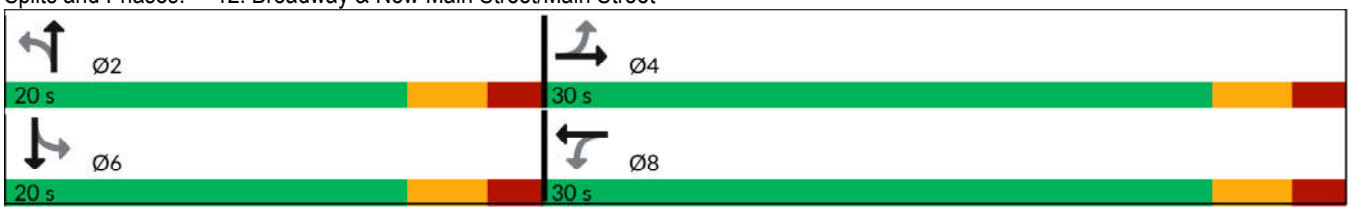
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	243	116	217	220
Volume Left (vph)	68	22	90	7
Volume Right (vph)	85	0	4	63
Hadj (s)	0.27	0.04	0.30	-0.04
Departure Headway (s)	5.6	5.6	5.6	5.3
Degree Utilization, x	0.38	0.18	0.34	0.32
Capacity (veh/h)	599	576	591	632
Control Delay (s/veh)	11.9	9.8	11.4	10.8
Approach Delay (s/veh)	11.9	9.8	11.4	10.8
Approach LOS	B	A	B	B

Intersection Summary				
Delay	11.2			
Level of Service	B			
Intersection Capacity Utilization	49.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	3	68	43	8	119	90	142
Future Volume (vph)	3	68	43	8	119	90	142
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		4		8	2		6
Permitted Phases	4		8			6	
Detector Phase	4	4	8	8	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	5.0		5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	Max	Max	Max
Act Effct Green (s)		8.5		8.4	19.1		19.1
Actuated g/C Ratio		0.25		0.24	0.55		0.55
v/c Ratio		0.35		0.41	0.30		0.45
Control Delay (s/veh)		12.6		14.8	8.0		10.6
Queue Delay		0.0		0.0	0.0		0.0
Total Delay (s/veh)		12.6		14.8	8.0		10.6
LOS		B		B	A		B
Approach Delay (s/veh)		12.6		14.8	8.0		10.6
Approach LOS		B		B	A		B

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 34.5	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street

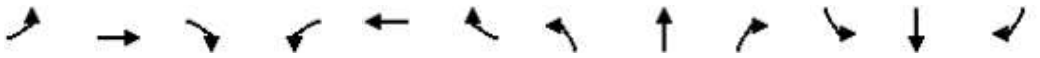




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	38	44	57	19	57	76
Future Volume (vph)	38	44	57	19	57	76
Peak Hour Factor	0.88	0.88	0.85	0.85	0.77	0.77
Hourly flow rate (vph)	43	50	67	22	74	99

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	93	89	173
Volume Left (vph)	43	0	74
Volume Right (vph)	50	22	0
Hadj (s)	-0.15	0.01	0.15
Departure Headway (s)	4.3	4.3	4.4
Degree Utilization, x	0.11	0.11	0.21
Capacity (veh/h)	773	804	805
Control Delay (s/veh)	7.9	7.8	8.5
Approach Delay (s/veh)	7.9	7.8	8.5
Approach LOS	A	A	A

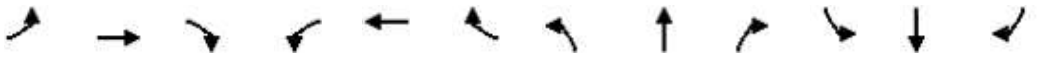
Intersection Summary			
Delay	8.2		
Level of Service	A		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	51	5	1	59	172	7	0	11	206	0	13
Future Volume (Veh/h)	21	51	5	1	59	172	7	0	11	206	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.78	0.78	0.92	0.92	0.92	0.87	0.92	0.87
Hourly flow rate (vph)	23	57	5	1	76	221	8	0	12	237	0	15
Pedestrians		6			3						6	
Lane Width (ft)		11.0			11.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		1			0						1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	303			62			315	411	63	315	303	199
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	303			62			315	411	63	315	303	199
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.3	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.0	3.5
p0 queue free %	98			100			99	100	99	60	100	98
cM capacity (veh/h)	1196			1541			610	517	1000	587	595	797

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	85	298	20	252
Volume Left	23	1	8	237
Volume Right	5	221	12	15
cSH	1196	1541	796	597
Volume to Capacity	0.02	0.00	0.03	0.42
Queue Length 95th (ft)	1	0	2	52
Control Delay (s/veh)	2.3	0.0	9.6	15.4
Lane LOS	A	A	A	C
Approach Delay (s/veh)	2.3	0.0	9.6	15.4
Approach LOS			A	C

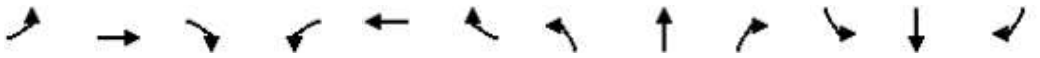
Intersection Summary				
Average Delay	6.5			
Intersection Capacity Utilization	45.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	42	98	76	125	7	80	23	44	3	26	36
Future Volume (vph)	17	42	98	76	125	7	80	23	44	3	26	36
Peak Hour Factor	0.83	0.83	0.83	0.75	0.75	0.75	0.84	0.84	0.84	0.57	0.57	0.57
Hourly flow rate (vph)	20	51	118	101	167	9	95	27	52	5	46	63

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	189	277	174	114
Volume Left (vph)	20	101	95	5
Volume Right (vph)	118	9	52	63
Hadj (s)	-0.20	0.23	0.22	-0.27
Departure Headway (s)	4.9	5.2	5.5	5.2
Degree Utilization, x	0.26	0.40	0.27	0.16
Capacity (veh/h)	675	656	590	623
Control Delay (s/veh)	9.6	11.6	10.5	9.2
Approach Delay (s/veh)	9.6	11.6	10.5	9.2
Approach LOS	A	B	B	A

Intersection Summary				
Delay	10.5			
Level of Service	B			
Intersection Capacity Utilization	47.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	41	0	42	65	129	77	34	132	0	0	184	37
Future Volume (vph)	41	0	42	65	129	77	34	132	0	0	184	37
Peak Hour Factor	0.78	0.78	0.78	0.84	0.84	0.80	0.86	0.86	0.86	0.94	0.94	0.94
Hourly flow rate (vph)	53	0	54	77	154	96	40	153	0	0	196	39

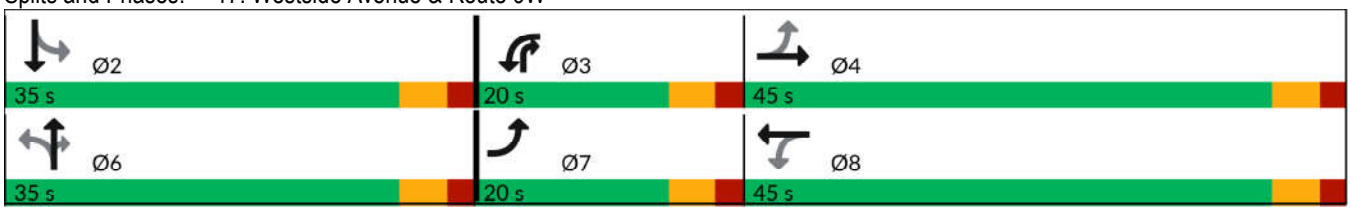
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	107	327	193	235
Volume Left (vph)	53	77	40	0
Volume Right (vph)	54	96	0	39
Hadj (s)	0.07	0.02	0.25	0.12
Departure Headway (s)	5.8	5.4	5.8	5.6
Degree Utilization, x	0.17	0.49	0.31	0.37
Capacity (veh/h)	549	632	563	594
Control Delay (s/veh)	10.0	13.3	11.4	11.8
Approach Delay (s/veh)	10.0	13.3	11.4	11.8
Approach LOS	A	B	B	B

Intersection Summary				
Delay	12.1			
Level of Service	B			
Intersection Capacity Utilization	52.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	32	537	138	414	11	69	323	119	101
Future Volume (vph)	32	537	138	414	11	69	323	119	101
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	42.5	36.1	51.6	45.0		29.7	45.6		29.7
Actuated g/C Ratio	0.46	0.39	0.56	0.48		0.32	0.49		0.32
v/c Ratio	0.10	0.91	0.60	0.65		0.16	0.43		0.57
Control Delay (s/veh)	9.9	46.9	20.9	23.6		25.9	10.9		32.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	9.9	46.9	20.9	23.6		25.9	10.9		32.6
LOS	A	D	C	C		C	B		C
Approach Delay (s/veh)		44.9		23.0		13.9			32.6
Approach LOS		D		C		B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 92.8	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 29.3	Intersection LOS: C
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

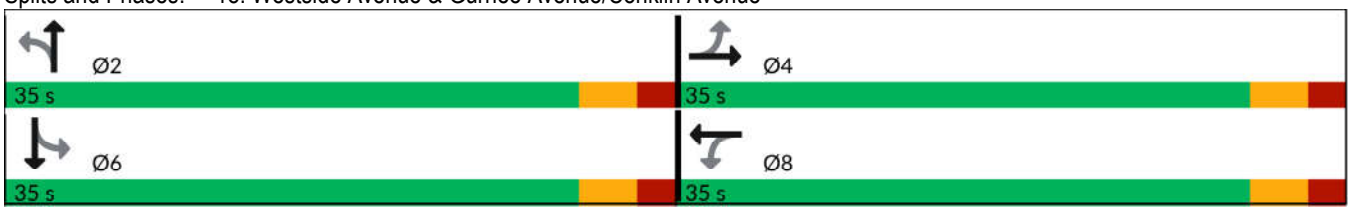
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	97	149	10	130	29	74	94	202
Future Volume (vph)	97	149	10	130	29	74	94	202
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		19.3		19.3		30.4		30.4
Actuated g/C Ratio		0.32		0.32		0.51		0.51
v/c Ratio		0.82		0.62		0.21		0.70
Control Delay (s/veh)		35.7		22.7		11.1		20.6
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		35.7		22.7		11.1		20.6
LOS		D		C		B		C
Approach Delay (s/veh)		35.7		22.7		11.1		20.6
Approach LOS		D		C		B		C

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 59.8	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 23.8	Intersection LOS: C
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	197	191	128	100	129	190
Future Volume (vph)	197	191	128	100	129	190
Peak Hour Factor	0.83	0.83	0.80	0.80	0.90	0.90
Hourly flow rate (vph)	237	230	160	125	143	211

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	467	285	354
Volume Left (vph)	237	160	0
Volume Right (vph)	230	0	211
Hadj (s)	0.02	0.37	-0.07
Departure Headway (s)	5.8	6.4	5.9
Degree Utilization, x	0.75	0.51	0.58
Capacity (veh/h)	591	526	582
Control Delay (s/veh)	24.2	15.8	16.6
Approach Delay (s/veh)	24.2	15.8	16.6
Approach LOS	C	C	C

Intersection Summary			
Delay	19.6		
Level of Service	C		
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	266	0	0	305	0	0
Future Volume (vph)	266	0	0	305	0	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.92	0.92
Hourly flow rate (vph)	317	0	0	363	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	317	363	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.3	4.2	5.3
Degree Utilization, x	0.38	0.43	0.00
Capacity (veh/h)	827	831	601
Control Delay (s/veh)	9.9	10.4	8.3
Approach Delay (s/veh)	9.9	10.4	0.0
Approach LOS	A	B	A

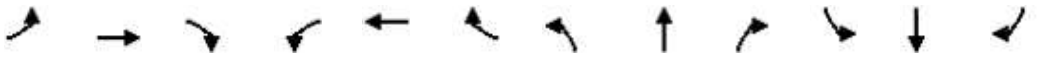
Intersection Summary			
Delay	10.1		
Level of Service	B		
Intersection Capacity Utilization	19.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	137	152	52	149	34	454	83	552	97
Future Volume (vph)	137	152	52	149	34	454	83	552	97
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	12.0	12.0	12.0	12.0	18.2	18.2	18.2	18.2	18.2
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.64	0.48	0.19	0.60	0.17	0.72	0.38	0.74	0.15
Control Delay (s/veh)	23.1	12.0	10.9	11.9	10.4	18.5	14.8	18.8	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.1	12.0	10.9	11.9	10.4	18.5	14.8	18.8	3.9
LOS	C	B	B	B	B	B	B	B	A
Approach Delay (s/veh)		16.5		11.7		18.0		16.4	
Approach LOS		B		B		B		B	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 39.4	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 16.0	Intersection LOS: B
Intersection Capacity Utilization 71.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

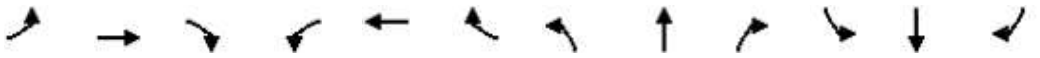




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	226	18	25	22	0	0	0	0
Future Volume (vph)	0	0	0	0	226	18	25	22	0	0	0	0
Peak Hour Factor	0.25	0.25	0.25	0.82	0.82	0.82	0.90	0.90	0.90	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	276	22	28	24	0	0	0	0

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	298	52
Volume Left (vph)	0	28
Volume Right (vph)	22	0
Hadj (s)	0.22	0.19
Departure Headway (s)	4.3	4.8
Degree Utilization, x	0.35	0.07
Capacity (veh/h)	834	706
Control Delay (s/veh)	9.6	8.1
Approach Delay (s/veh)	9.6	8.1
Approach LOS	A	A

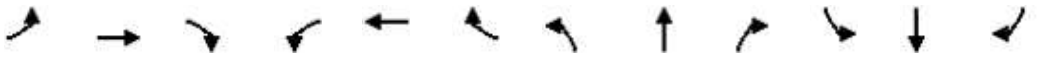
Intersection Summary				
Delay	9.3			
Level of Service	A			
Intersection Capacity Utilization	30.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	39	218	0	0	0	0	0	28	19
Future Volume (vph)	0	0	0	39	218	0	0	0	0	0	28	19
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.25	0.25	0.25	0.70	0.70	0.70
Hourly flow rate (vph)	0	0	0	43	240	0	0	0	0	0	40	27

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	283	67
Volume Left (vph)	43	0
Volume Right (vph)	0	27
Hadj (s)	0.36	-0.12
Departure Headway (s)	4.4	4.5
Degree Utilization, x	0.35	0.08
Capacity (veh/h)	802	756
Control Delay (s/veh)	9.8	7.9
Approach Delay (s/veh)	9.8	7.9
Approach LOS	A	A

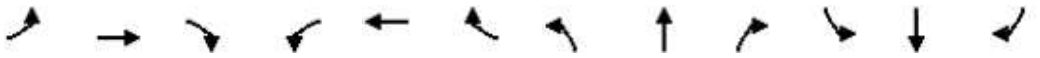
Intersection Summary				
Delay	9.4			
Level of Service	A			
Intersection Capacity Utilization	32.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	20	2	55	85	0	0	0	176
Future Volume (vph)	0	0	0	0	20	2	55	85	0	0	0	176
Peak Hour Factor	0.25	0.25	0.25	0.79	0.79	0.79	0.78	0.78	0.78	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	25	3	71	109	0	0	0	704

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	28	180	704
Volume Left (vph)	0	71	0
Volume Right (vph)	3	0	704
Hadj (s)	0.27	0.20	-0.60
Departure Headway (s)	5.9	4.8	3.6
Degree Utilization, x	0.05	0.24	0.70
Capacity (veh/h)	549	727	988
Control Delay (s/veh)	9.2	9.3	14.6
Approach Delay (s/veh)	9.2	9.3	14.6
Approach LOS	A	A	B

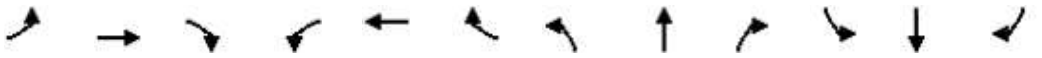
Intersection Summary				
Delay	13.3			
Level of Service	B			
Intersection Capacity Utilization	35.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	186	10	6	98	12	0	0	0	0	0	0
Future Volume (Veh/h)	44	186	10	6	98	12	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	51	216	12	6	105	13	0	0	0	0	0	0
Pedestrians		26			44			44			26	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			3			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked												
vC, conflicting volume	144			272			518	524	310	518	524	164
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	144			272			518	524	310	518	524	164
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			100	100	100	100	100	100
cM capacity (veh/h)	1402			1303			448	442	709	441	442	868

Direction, Lane #	EB 1	WB 1
Volume Total	279	124
Volume Left	51	6
Volume Right	12	13
cSH	1402	1303
Volume to Capacity	0.04	0.00
Queue Length 95th (ft)	3	0
Control Delay (s/veh)	1.7	0.4
Lane LOS	A	A
Approach Delay (s/veh)	1.7	0.4
Approach LOS		

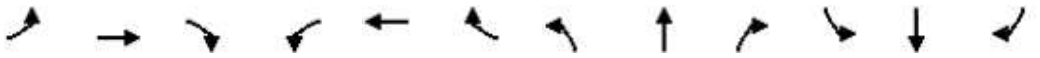
Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	22.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	175	0	0	13	0	42	0	23	16	0	49
Future Volume (Veh/h)	10	175	0	0	13	0	42	0	23	16	0	49
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.75	0.75	0.75	0.78	0.78	0.78	0.77	0.77	0.77
Hourly flow rate (vph)	13	222	0	0	17	0	54	0	29	21	0	64
Pedestrians		8			26			26			11	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			3			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	28			248			363	302	274	331	302	36
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	28			248			363	302	274	331	302	36
tC, single (s)	4.1			4.1			7.2	6.5	6.3	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.4	3.6	4.0	3.4
p0 queue free %	99			100			89	100	96	96	100	94
cM capacity (veh/h)	1578			1288			504	582	708	546	582	994

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	235	17	83	85
Volume Left	13	0	54	21
Volume Right	0	0	29	64
cSH	1578	1700	560	827
Volume to Capacity	0.01	0.01	0.15	0.10
Queue Length 95th (ft)	1	0	13	9
Control Delay (s/veh)	0.5	0.0	12.5	9.9
Lane LOS	A		B	A
Approach Delay (s/veh)	0.5	0.0	12.5	9.9
Approach LOS			B	A

Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	34.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	46	26	3	12	0	0	0	0	0	0	0
Future Volume (Veh/h)	144	46	26	3	12	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.54	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	164	52	30	6	22	0	0	0	0	0	0	0
Pedestrians		4			23			23			3	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			2			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	25			105			456	455	113	455	470	29
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	25			105			456	455	113	455	470	29
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			100			100	100	100	100	100	100
cM capacity (veh/h)	1509			1499			472	448	928	466	439	1048

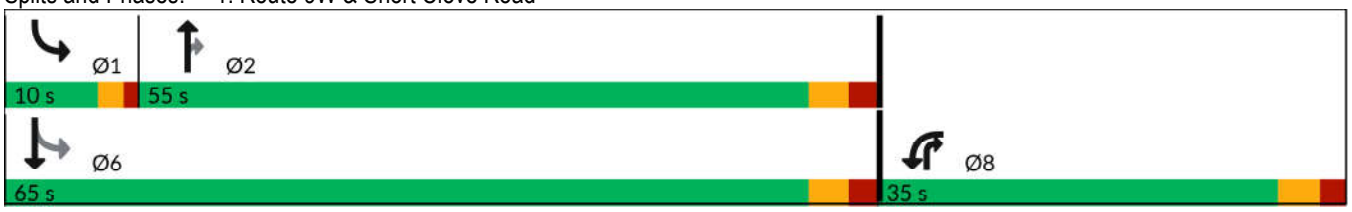
Direction, Lane #	EB 1	WB 1
Volume Total	246	28
Volume Left	164	6
Volume Right	30	0
cSH	1509	1499
Volume to Capacity	0.11	0.00
Queue Length 95th (ft)	9	0
Control Delay (s/veh)	5.4	1.6
Lane LOS	A	A
Approach Delay (s/veh)	5.4	1.6
Approach LOS		

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	22.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	195	876	531	82	656
Future Volume (vph)	195	876	531	82	656
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	13.7	52.3	72.0	62.1	60.1
Actuated g/C Ratio	0.16	0.62	0.86	0.74	0.72
v/c Ratio	0.58	0.84	0.40	0.42	0.52
Control Delay (s/veh)	32.2	23.4	1.1	9.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.2	23.4	1.1	9.9	7.6
LOS	C	C	A	A	A
Approach Delay (s/veh)	32.2	15.0			7.9
Approach LOS	C	B			A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 83.8	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 15.0	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	604	7	13	243	6
Future Volume (Veh/h)	23	604	7	13	243	6
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.75	0.75	0.77	0.77
Hourly flow rate (vph)	26	671	9	17	316	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	658	18			26	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	658	18			26	
tC, single (s)	6.6	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.4			2.2	
p0 queue free %	92	36			80	
cM capacity (veh/h)	326	1047			1595	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	697	26	324
Volume Left	26	0	316
Volume Right	671	17	0
cSH	967	1700	1595
Volume to Capacity	0.72	0.02	0.20
Queue Length 95th (ft)	162	0	18
Control Delay (s/veh)	17.7	0.0	7.7
Lane LOS	C		A
Approach Delay (s/veh)	17.7	0.0	7.7
Approach LOS	C		

Intersection Summary			
Average Delay	14.1		
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	24	524	85	11	213
Future Volume (Veh/h)	37	24	524	85	11	213
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.91	0.91	0.75	0.75
Hourly flow rate (vph)	47	31	576	93	15	284
Pedestrians	1		1			1
Lane Width (ft)	16.0		11.0			13.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	892	578			670	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	892	578			670	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	85	94			98	
cM capacity (veh/h)	309	511			840	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	78	576	93	299
Volume Left	47	0	0	15
Volume Right	31	0	93	0
cSH	366	1700	1700	840
Volume to Capacity	0.21	0.34	0.05	0.02
Queue Length 95th (ft)	20	0	0	1
Control Delay (s/veh)	17.5	0.0	0.0	0.7
Lane LOS	C			A
Approach Delay (s/veh)	17.5	0.0		0.7
Approach LOS	C			

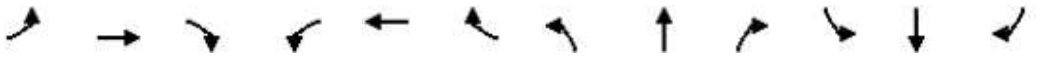
Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	8	479	70	12	194
Future Volume (Veh/h)	45	8	479	70	12	194
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.85	0.85	0.89	0.89
Hourly flow rate (vph)	180	32	564	82	13	218
Pedestrians	1					1
Lane Width (ft)	13.0					14.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	850	607			647	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	850	607			647	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	45	94			99	
cM capacity (veh/h)	329	499			947	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	212	646	231
Volume Left	180	0	13
Volume Right	32	82	0
cSH	346	1700	947
Volume to Capacity	0.61	0.38	0.01
Queue Length 95th (ft)	96	0	1
Control Delay (s/veh)	30.5	0.0	0.6
Lane LOS	D		A
Approach Delay (s/veh)	30.5	0.0	0.6
Approach LOS	D		

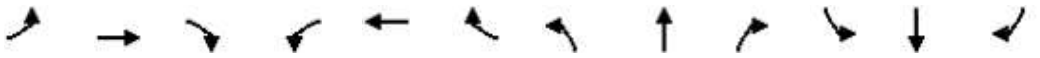
Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	39.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2	2	15	0	24	0	239	269	29	159	0
Future Volume (Veh/h)	3	2	2	15	0	24	0	239	269	29	159	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.44	0.44	0.44	0.88	0.88	0.88	0.89	0.89	0.89
Hourly flow rate (vph)	6	4	4	34	0	55	0	272	306	33	179	0
Pedestrians		2			1			1			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	729	826	182	678	673	428	181			579		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	729	826	182	678	673	428	181			579		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	100	90	100	91	100			97		
cM capacity (veh/h)	302	298	863	353	366	629	1404			1004		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	89	578	212
Volume Left	6	34	0	33
Volume Right	4	55	306	0
cSH	369	484	1404	1004
Volume to Capacity	0.04	0.18	0.00	0.03
Queue Length 95th (ft)	3	17	0	3
Control Delay (s/veh)	15.1	14.1	0.0	1.6
Lane LOS	C	B		A
Approach Delay (s/veh)	15.1	14.1	0.0	1.6
Approach LOS	C	B		

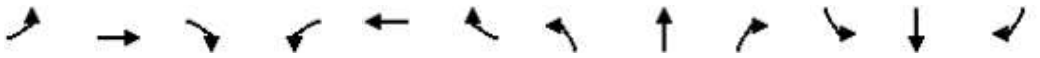
Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	43.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	8	25	19	12	16	48	207	15	8	156	4
Future Volume (vph)	11	8	25	19	12	16	48	207	15	8	156	4
Peak Hour Factor	0.71	0.71	0.71	0.81	0.81	0.81	0.82	0.82	0.82	0.78	0.78	0.78
Hourly flow rate (vph)	15	11	35	23	15	20	59	252	18	10	200	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	61	58	329	215
Volume Left (vph)	15	23	59	10
Volume Right (vph)	35	20	18	5
Hadj (s)	-0.21	-0.13	0.04	0.11
Departure Headway (s)	5.0	5.1	4.5	4.7
Degree Utilization, x	0.09	0.08	0.41	0.28
Capacity (veh/h)	632	622	774	733
Control Delay (s/veh)	8.5	8.6	10.6	9.5
Approach Delay (s/veh)	8.5	8.6	10.6	9.5
Approach LOS	A	A	B	A

Intersection Summary				
Delay	9.9			
Level of Service	A			
Intersection Capacity Utilization	40.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	19	31	11	41	12	29	11	194	23	23	124	15
Future Volume (vph)	19	31	11	41	12	29	11	194	23	23	124	15
Peak Hour Factor	0.92	0.92	0.92	0.74	0.74	0.74	0.79	0.79	0.79	0.96	0.96	0.96
Hourly flow rate (vph)	21	34	12	55	16	39	14	246	29	24	129	16

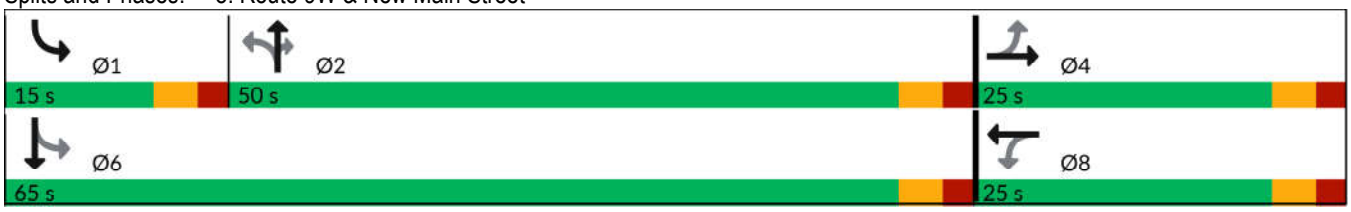
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	67	110	289	169
Volume Left (vph)	21	55	14	24
Volume Right (vph)	12	39	29	16
Hadj (s)	-0.04	-0.04	-0.01	0.01
Departure Headway (s)	5.1	5.0	4.6	4.7
Degree Utilization, x	0.10	0.15	0.37	0.22
Capacity (veh/h)	630	646	757	719
Control Delay (s/veh)	8.6	9.0	10.2	9.1
Approach Delay (s/veh)	8.6	9.0	10.2	9.1
Approach LOS	A	A	B	A

Intersection Summary				
Delay	9.5			
Level of Service	A			
Intersection Capacity Utilization	33.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	13	5	154	5	6	712	203	165	605
Future Volume (vph)	13	5	154	5	6	712	203	165	605
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	25.0	25.0	25.0	25.0	50.0	50.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	55.6%	55.6%	55.6%	16.7%	72.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		15.5	15.5	15.5		46.6	46.6	60.1	60.1
Actuated g/C Ratio		0.18	0.18	0.18		0.54	0.54	0.70	0.70
v/c Ratio		0.15	0.70	0.37		0.77	0.25	0.54	0.58
Control Delay (s/veh)		22.0	48.9	8.5		23.5	2.6	10.9	9.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		22.0	48.9	8.5		23.5	2.6	10.9	9.6
LOS		C	D	A		C	A	B	A
Approach Delay (s/veh)		22.0		29.6		18.9			9.9
Approach LOS		C		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 85.6	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	

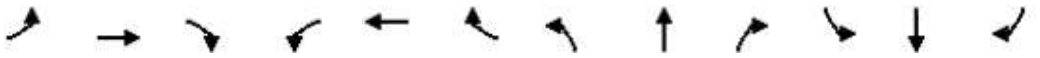
Splits and Phases: 8: Route 9W & New Main Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	326	26	4	213	13	25	36	7	22	19	37
Future Volume (Veh/h)	73	326	26	4	213	13	25	36	7	22	19	37
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.94	0.94	0.94	0.78	0.78	0.78	0.65	0.65	0.65
Hourly flow rate (vph)	86	384	31	4	227	14	32	46	9	34	29	57
Pedestrians		11			18			18			11	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			2			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked				1.00			1.00	1.00	1.00	1.00	1.00	
vC, conflicting volume	252			433			914	850	436	875	858	256
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	252			430			913	848	433	873	856	256
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.6	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.1	3.3
p0 queue free %	93			100			84	83	99	83	89	93
cM capacity (veh/h)	1312			1119			197	269	607	203	263	766

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	501	245	87	120
Volume Left	86	4	32	34
Volume Right	31	14	9	57
cSH	1312	1119	250	341
Volume to Capacity	0.07	0.00	0.35	0.35
Queue Length 95th (ft)	5	0	37	39
Control Delay (s/veh)	1.9	0.2	26.9	21.2
Lane LOS	A	A	D	C
Approach Delay (s/veh)	1.9	0.2	26.9	21.2
Approach LOS			D	C

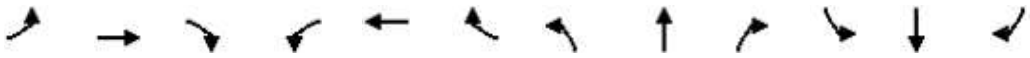
Intersection Summary				
Average Delay	6.2			
Intersection Capacity Utilization	54.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	29	296	24	7	190	17	0	0	0	37	37	42
Future Volume (vph)	29	296	24	7	190	17	0	0	0	37	37	42
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.25	0.25	0.25	0.84	0.84	0.84
Hourly flow rate (vph)	32	322	26	8	204	18	0	0	0	44	44	50

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	380	230	138
Volume Left (vph)	32	8	44
Volume Right (vph)	26	18	50
Hadj (s)	0.00	-0.02	-0.12
Departure Headway (s)	4.6	4.7	5.2
Degree Utilization, x	0.48	0.30	0.20
Capacity (veh/h)	760	730	622
Control Delay (s/veh)	11.7	9.7	9.5
Approach Delay (s/veh)	11.7	9.7	9.5
Approach LOS	B	A	A

Intersection Summary				
Delay	10.7			
Level of Service	B			
Intersection Capacity Utilization	50.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	38	231	38	41	107	31	64	126	44	64	78	41
Future Volume (vph)	38	231	38	41	107	31	64	126	44	64	78	41
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	43	262	43	47	123	36	77	152	53	77	94	49

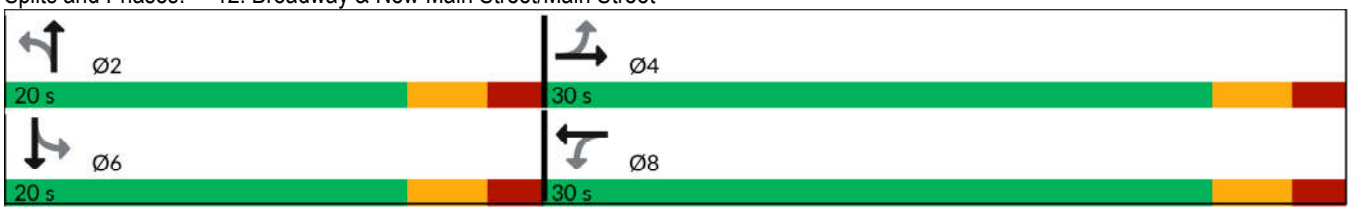
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	348	206	282	220
Volume Left (vph)	43	47	77	77
Volume Right (vph)	43	36	53	49
Hadj (s)	-0.02	-0.04	-0.01	-0.03
Departure Headway (s)	5.9	6.2	6.1	6.2
Degree Utilization, x	0.57	0.35	0.48	0.38
Capacity (veh/h)	572	512	541	511
Control Delay (s/veh)	16.4	12.5	14.5	12.9
Approach Delay (s/veh)	16.4	12.5	14.5	12.9
Approach LOS	C	B	B	B

Intersection Summary				
Delay	14.4			
Level of Service	B			
Intersection Capacity Utilization	42.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	80	218	10	52	12	185	118	75
Future Volume (vph)	80	218	10	52	12	185	118	75
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.7		15.7		15.3		15.3
Actuated g/C Ratio		0.38		0.38		0.37		0.37
v/c Ratio		0.69		0.25		0.51		0.77
Control Delay (s/veh)		17.2		9.2		16.0		30.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		17.2		9.2		16.0		30.0
LOS		B		A		B		C
Approach Delay (s/veh)		17.2		9.2		16.0		30.0
Approach LOS		B		A		B		C

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 41.2	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	23	56	85	31	53	52
Future Volume (vph)	23	56	85	31	53	52
Peak Hour Factor	0.87	0.87	0.84	0.84	0.78	0.78
Hourly flow rate (vph)	26	64	101	37	68	67

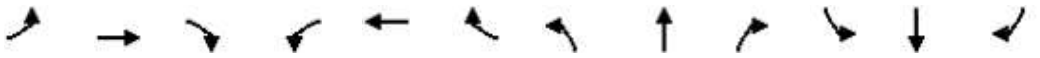
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	90	138	135
Volume Left (vph)	26	0	68
Volume Right (vph)	64	37	0
Hadj (s)	-0.34	-0.15	0.15
Departure Headway (s)	4.2	4.1	4.4
Degree Utilization, x	0.10	0.16	0.16
Capacity (veh/h)	803	849	798
Control Delay (s/veh)	7.6	7.9	8.3
Approach Delay (s/veh)	7.6	7.9	8.3
Approach LOS	A	A	A

Intersection Summary			
Delay	8.0		
Level of Service	A		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	44	16	6	58	229	5	0	8	223	0	12
Future Volume (Veh/h)	23	44	16	6	58	229	5	0	8	223	0	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.92	0.92	0.87	0.87	0.92	0.92	0.92	0.79	0.92	0.79
Hourly flow rate (vph)	31	59	17	7	67	263	5	0	9	282	0	15
Pedestrians		1			6						11	
Lane Width (ft)		11.0			11.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		0			1						1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	341			76			358	485	74	368	362	211
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	341			76			358	485	74	368	362	211
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97			100			99	100	99	49	100	98
cM capacity (veh/h)	1216			1523			568	463	983	556	543	803

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	107	337	14	297
Volume Left	31	7	5	282
Volume Right	17	263	9	15
cSH	1216	1523	779	565
Volume to Capacity	0.03	0.00	0.02	0.53
Queue Length 95th (ft)	2	0	1	76
Control Delay (s/veh)	2.5	0.2	9.7	18.2
Lane LOS	A	A	A	C
Approach Delay (s/veh)	2.5	0.2	9.7	18.2
Approach LOS			A	C

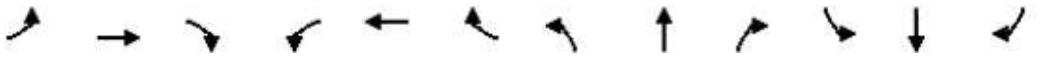
Intersection Summary				
Average Delay	7.8			
Intersection Capacity Utilization	44.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	55	95	68	127	2	154	23	19	5	22	24
Future Volume (vph)	30	55	95	68	127	2	154	23	19	5	22	24
Peak Hour Factor	0.82	0.82	0.82	0.80	0.80	0.80	0.84	0.84	0.84	0.89	0.89	0.89
Hourly flow rate (vph)	37	67	116	85	159	2	183	27	23	6	25	27

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	220	246	233	58
Volume Left (vph)	37	85	183	6
Volume Right (vph)	116	2	23	27
Hadj (s)	-0.25	0.12	0.12	-0.26
Departure Headway (s)	4.8	5.1	5.3	5.2
Degree Utilization, x	0.29	0.35	0.34	0.08
Capacity (veh/h)	692	659	623	601
Control Delay (s/veh)	9.8	10.9	11.1	8.7
Approach Delay (s/veh)	9.8	10.9	11.1	8.7
Approach LOS	A	B	B	A

Intersection Summary				
Delay	10.5			
Level of Service	B			
Intersection Capacity Utilization	44.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	36	2	47	54	106	96	32	289	0	0	212	42
Future Volume (vph)	36	2	47	54	106	96	32	289	0	0	212	42
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.85	0.85	0.85	0.86	0.86	0.86
Hourly flow rate (vph)	41	2	53	62	122	110	38	340	0	0	247	49

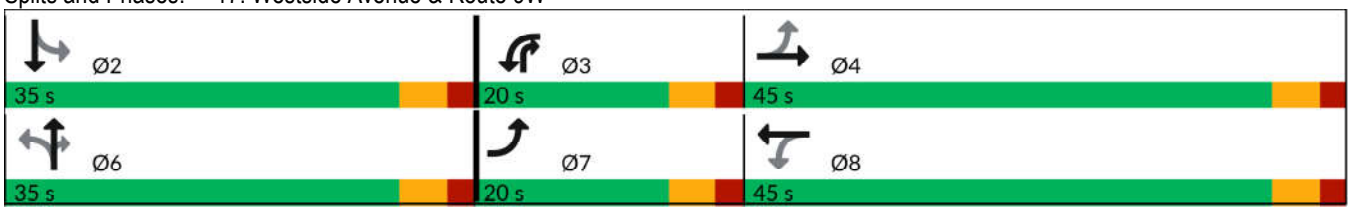
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	96	294	378	296
Volume Left (vph)	41	62	38	0
Volume Right (vph)	53	110	0	49
Hadj (s)	-0.22	-0.15	0.07	-0.01
Departure Headway (s)	6.3	5.9	5.7	5.8
Degree Utilization, x	0.17	0.48	0.60	0.48
Capacity (veh/h)	465	559	595	569
Control Delay (s/veh)	10.6	14.3	17.1	14.0
Approach Delay (s/veh)	10.6	14.3	17.1	14.0
Approach LOS	B	B	C	B

Intersection Summary				
Delay		14.9		
Level of Service		B		
Intersection Capacity Utilization		59.0%	ICU Level of Service	B
Analysis Period (min)		15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	50	517	278	510	16	86	228	81	93
Future Volume (vph)	50	517	278	510	16	86	228	81	93
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	40.4	33.7	52.6	42.9		29.7	48.7		29.7
Actuated g/C Ratio	0.43	0.36	0.56	0.46		0.32	0.52		0.32
v/c Ratio	0.17	0.89	0.85	0.71		0.19	0.28		0.49
Control Delay (s/veh)	10.9	45.3	40.5	26.1		26.5	5.2		29.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	10.9	45.3	40.5	26.1		26.5	5.2		29.9
LOS	B	D	D	C		C	A		C
Approach Delay (s/veh)		42.3		30.8		11.8			29.9
Approach LOS		D		C		B			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 93.4	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 31.0	Intersection LOS: C
Intersection Capacity Utilization 76.4%	ICU Level of Service D
Analysis Period (min) 15	

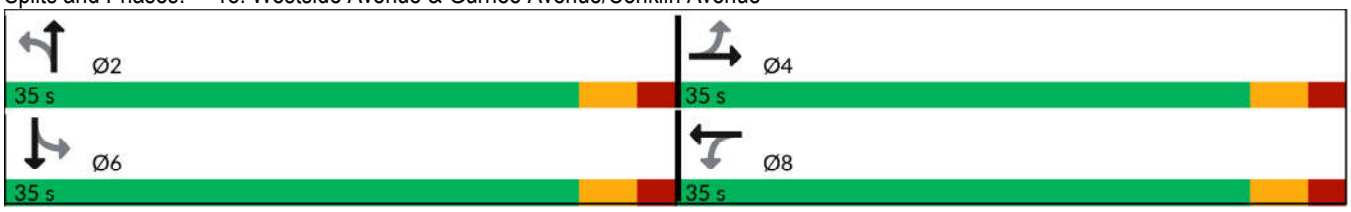
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	148	126	5	148	26	180	86	156
Future Volume (vph)	148	126	5	148	26	180	86	156
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		20.3		20.3		30.3		30.3
Actuated g/C Ratio		0.33		0.33		0.50		0.50
v/c Ratio		0.80		0.50		0.28		0.52
Control Delay (s/veh)		33.3		19.1		11.7		15.2
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		33.3		19.1		11.7		15.2
LOS		C		B		B		B
Approach Delay (s/veh)		33.3		19.1		11.7		15.2
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 60.7	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 20.3	Intersection LOS: C
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	223	158	217	176	156	260
Future Volume (vph)	223	158	217	176	156	260
Peak Hour Factor	0.93	0.93	0.88	0.88	0.83	0.83
Hourly flow rate (vph)	240	170	247	200	188	313

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	410	447	501
Volume Left (vph)	240	247	0
Volume Right (vph)	170	0	313
Hadj (s)	-0.11	0.12	-0.34
Departure Headway (s)	6.5	6.4	5.9
Degree Utilization, x	0.74	0.79	0.82
Capacity (veh/h)	532	548	592
Control Delay (s/veh)	25.4	29.7	30.3
Approach Delay (s/veh)	25.4	29.7	30.3
Approach LOS	D	D	D

Intersection Summary			
Delay	28.7		
Level of Service	D		
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	314	0	0	321	0	0
Future Volume (vph)	314	0	0	321	0	0
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	334	0	0	357	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	334	357	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.3	4.3	5.4
Degree Utilization, x	0.40	0.42	0.00
Capacity (veh/h)	829	828	597
Control Delay (s/veh)	10.1	10.3	8.4
Approach Delay (s/veh)	10.1	10.3	0.0
Approach LOS	B	B	A

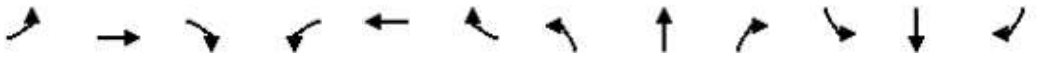
Intersection Summary			
Delay	10.2		
Level of Service	B		
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	178	180	30	115	57	545	138	569	180
Future Volume (vph)	178	180	30	115	57	545	138	569	180
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.3	13.3	13.3	13.3	18.2	18.2	18.2	18.2	18.2
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.45	0.45	0.45	0.45	0.45
v/c Ratio	0.71	0.46	0.11	0.48	0.28	0.75	0.71	0.75	0.24
Control Delay (s/veh)	25.6	11.9	9.6	7.5	13.2	19.5	38.5	19.6	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.6	11.9	9.6	7.5	13.2	19.5	38.5	19.6	3.7
LOS	C	B	A	A	B	B	D	B	A
Approach Delay (s/veh)		18.0		7.7		18.9		19.3	
Approach LOS		B		A		B		B	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 40.6	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 17.3	Intersection LOS: B
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

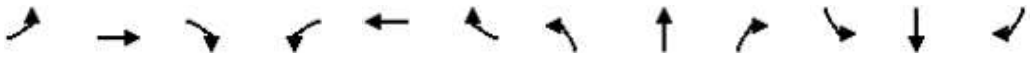




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	0	0	2	198	19	28	19	0	0	0	2
Future Volume (vph)	4	0	0	2	198	19	28	19	0	0	0	2
Peak Hour Factor	0.50	0.50	0.50	0.83	0.83	0.83	0.88	0.88	0.88	0.25	0.25	0.25
Hourly flow rate (vph)	8	0	0	2	239	23	32	22	0	0	0	8

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	264	54
Volume Left (vph)	2	32
Volume Right (vph)	23	0
Hadj (s)	0.00	0.12
Departure Headway (s)	4.0	4.6
Degree Utilization, x	0.30	0.07
Capacity (veh/h)	880	737
Control Delay (s/veh)	8.7	7.9
Approach Delay (s/veh)	8.7	7.9
Approach LOS	A	A

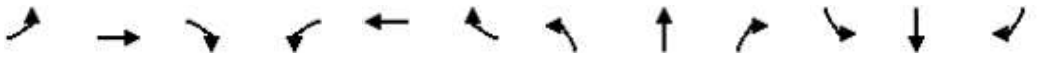
Intersection Summary				
Delay	Err			
Level of Service	F			
Intersection Capacity Utilization	Err%	ICU Level of Service	H	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	42	198	2	0	0	0	2	28	21
Future Volume (vph)	0	0	0	42	198	2	0	0	0	2	28	21
Peak Hour Factor	0.25	0.25	0.25	0.88	0.88	0.88	0.25	0.25	0.25	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	48	225	2	0	0	0	2	33	24

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	275	59
Volume Left (vph)	48	2
Volume Right (vph)	2	24
Hadj (s)	0.20	-0.20
Departure Headway (s)	4.2	4.3
Degree Utilization, x	0.32	0.07
Capacity (veh/h)	838	778
Control Delay (s/veh)	9.2	7.7
Approach Delay (s/veh)	9.2	7.7
Approach LOS	A	A

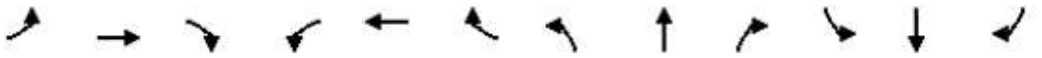
Intersection Summary				
Delay	9.0			
Level of Service	A			
Intersection Capacity Utilization	36.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	33	0	81	171	0	0	0	133
Future Volume (vph)	0	0	0	0	33	0	81	171	0	0	0	133
Peak Hour Factor	0.25	0.25	0.25	0.68	0.68	0.68	0.80	0.80	0.80	0.50	0.50	0.50
Hourly flow rate (vph)	0	0	0	0	49	0	101	214	0	0	0	266

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	49	315	266
Volume Left (vph)	0	101	0
Volume Right (vph)	0	0	266
Hadj (s)	0.12	0.12	-0.60
Departure Headway (s)	5.2	4.4	3.8
Degree Utilization, x	0.07	0.38	0.28
Capacity (veh/h)	616	801	924
Control Delay (s/veh)	8.6	10.1	8.2
Approach Delay (s/veh)	8.6	10.1	8.2
Approach LOS	A	B	A

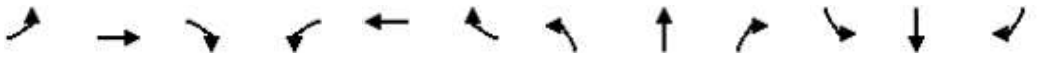
Intersection Summary				
Delay	9.2			
Level of Service	A			
Intersection Capacity Utilization	40.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	360	22	8	107	11	0	0	0	0	0	0
Future Volume (Veh/h)	42	360	22	8	107	11	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	48	414	25	8	113	12	0	0	0	0	0	0
Pedestrians		73			58			50			73	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		6			5			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked				0.91			0.91	0.91	0.91	0.91	0.91	
vC, conflicting volume	198			489			781	787	535	789	793	265
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	198			387			708	714	437	717	722	265
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			100	100	100	100	100	100
cM capacity (veh/h)	1369			1074			292	312	540	291	309	733

Direction, Lane #	EB 1	WB 1
Volume Total	487	133
Volume Left	48	8
Volume Right	25	12
cSH	1369	1074
Volume to Capacity	0.04	0.01
Queue Length 95th (ft)	3	1
Control Delay (s/veh)	1.1	0.6
Lane LOS	A	A
Approach Delay (s/veh)	1.1	0.6
Approach LOS		

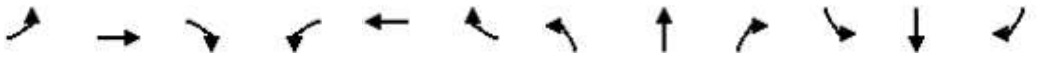
Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	32.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	353	3	0	21	0	42	0	32	20	0	48
Future Volume (Veh/h)	7	353	3	0	21	0	42	0	32	20	0	48
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.68	0.68	0.68	0.80	0.80	0.80	0.62	0.62	0.62
Hourly flow rate (vph)	8	410	3	0	31	0	52	0	40	32	0	77
Pedestrians		29			21			21			29	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			2			3			3	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	60			434			586	509	454	549	510	89
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	60			434			586	509	454	549	510	89
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.6	4.0	3.3
p0 queue free %	99			100			85	100	93	91	100	92
cM capacity (veh/h)	1503			1108			349	440	566	370	440	919

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	421	31	92	109
Volume Left	8	0	52	32
Volume Right	3	0	40	77
cSH	1503	1700	419	640
Volume to Capacity	0.01	0.02	0.22	0.17
Queue Length 95th (ft)	0	0	21	15
Control Delay (s/veh)	0.2	0.0	16.0	11.8
Lane LOS	A		C	B
Approach Delay (s/veh)	0.2	0.0	16.0	11.8
Approach LOS			C	B

Intersection Summary				
Average Delay	4.3			
Intersection Capacity Utilization	42.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	69	38	0	25	2	0	0	0	0	0	0
Future Volume (Veh/h)	276	69	38	0	25	2	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	303	76	42	0	33	3	0	0	0	0	0	0
Pedestrians		11			22			22			11	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	47			140			771	772	141	771	792	57
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	47			140			771	772	141	771	792	57
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	81			100			100	100	100	100	100	100
cM capacity (veh/h)	1560			1431			270	268	896	267	261	1007

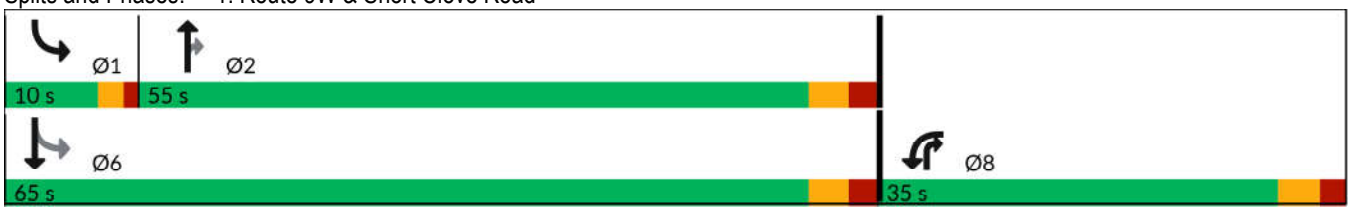
Direction, Lane #	EB 1	WB 1
Volume Total	421	36
Volume Left	303	0
Volume Right	42	3
cSH	1560	1431
Volume to Capacity	0.19	0.00
Queue Length 95th (ft)	18	0
Control Delay (s/veh)	6.1	0.0
Lane LOS	A	
Approach Delay (s/veh)	6.1	0.0
Approach LOS		

Intersection Summary				
Average Delay	5.6			
Intersection Capacity Utilization	31.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	211	581	216	69	606
Future Volume (vph)	211	581	216	69	606
Turn Type	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	8	2	8	1	6
Permitted Phases			2	6	
Detector Phase	8	2	8	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	23.0	23.0	23.0	8.0	23.0
Total Split (s)	35.0	55.0	35.0	10.0	65.0
Total Split (%)	35.0%	55.0%	35.0%	10.0%	65.0%
Yellow Time (s)	3.0	3.0	3.0	2.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max	None	None	Max
Act Effct Green (s)	13.9	52.5	72.5	62.1	60.1
Actuated g/C Ratio	0.17	0.63	0.86	0.74	0.72
v/c Ratio	0.63	0.57	0.17	0.15	0.47
Control Delay (s/veh)	34.2	13.2	0.5	4.3	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.2	13.2	0.5	4.3	7.1
LOS	C	B	A	A	A
Approach Delay (s/veh)	34.2	9.8			6.8
Approach LOS	C	A			A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 84	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 13.2	Intersection LOS: B
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Route 9W & Short Clove Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	271	10	22	247	5
Future Volume (Veh/h)	14	271	10	22	247	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.77	0.77	0.45	0.45	0.79	0.79
Hourly flow rate (vph)	18	352	22	49	313	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	679	47			71	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	679	47			71	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	66			80	
cM capacity (veh/h)	335	1029			1536	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	370	71	319
Volume Left	18	0	313
Volume Right	352	49	0
cSH	934	1700	1536
Volume to Capacity	0.40	0.04	0.20
Queue Length 95th (ft)	48	0	19
Control Delay (s/veh)	11.4	0.0	7.8
Lane LOS	B		A
Approach Delay (s/veh)	11.4	0.0	7.8
Approach LOS	B		

Intersection Summary			
Average Delay	8.8		
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	12	217	51	10	177
Future Volume (Veh/h)	78	12	217	51	10	177
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.78	0.78	0.86	0.86
Hourly flow rate (vph)	91	14	278	65	12	206
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	508	278			343	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	508	278			343	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	83	98			99	
cM capacity (veh/h)	521	744			1227	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	105	278	65	218
Volume Left	91	0	0	12
Volume Right	14	0	65	0
cSH	543	1700	1700	1227
Volume to Capacity	0.19	0.16	0.04	0.01
Queue Length 95th (ft)	18	0	0	1
Control Delay (s/veh)	13.2	0.0	0.0	0.5
Lane LOS	B			A
Approach Delay (s/veh)	13.2	0.0		0.5
Approach LOS	B			

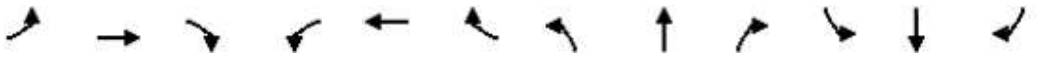
Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	68	12	150	75	13	124
Future Volume (Veh/h)	68	12	150	75	13	124
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.88	0.88	0.74	0.74
Hourly flow rate (vph)	272	48	170	85	18	168
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	417	213			255	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	417	213			255	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	54	94			99	
cM capacity (veh/h)	588	833			1322	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	320	255	186
Volume Left	272	0	18
Volume Right	48	85	0
cSH	615	1700	1322
Volume to Capacity	0.52	0.15	0.01
Queue Length 95th (ft)	75	0	1
Control Delay (s/veh)	17.0	0.0	0.9
Lane LOS	C		A
Approach Delay (s/veh)	17.0	0.0	0.9
Approach LOS	C		

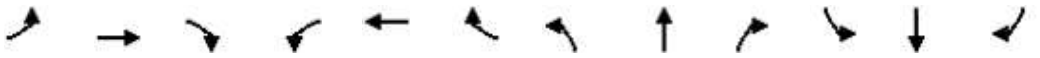
Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	2	0	10	0	80	83	30	135	0
Future Volume (Veh/h)	0	0	0	2	0	10	0	80	83	30	135	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.75	0.75	0.75	0.84	0.84	0.84	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	0	3	0	13	0	95	99	36	163	0
Pedestrians					1			1				
Lane Width (ft)					12.0			12.0				
Walking Speed (ft/s)					3.5			3.5				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	393	430	164	382	381	146	163			195		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	393	430	164	382	381	146	163			195		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	99	100			97		
cM capacity (veh/h)	551	507	885	567	540	906	1428			1389		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	16	194	199
Volume Left	0	3	0	36
Volume Right	0	13	99	0
cSH	1700	815	1428	1389
Volume to Capacity	0.00	0.02	0.00	0.03
Queue Length 95th (ft)	0	2	0	2
Control Delay (s/veh)	0.0	9.5	0.0	1.6
Lane LOS	A	A		A
Approach Delay (s/veh)	0.0	9.5	0.0	1.6
Approach LOS	A	A		

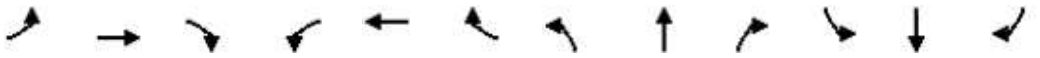
Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	31.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	5	15	25	10	10	21	63	8	14	129	7
Future Volume (vph)	12	5	15	25	10	10	21	63	8	14	129	7
Peak Hour Factor	0.70	0.70	0.70	0.85	0.85	0.85	0.82	0.82	0.82	0.85	0.85	0.85
Hourly flow rate (vph)	17	7	21	29	12	12	26	77	10	16	152	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	45	53	113	176
Volume Left (vph)	17	29	26	16
Volume Right (vph)	21	12	10	8
Hadj (s)	-0.20	0.02	-0.01	-0.01
Departure Headway (s)	4.4	4.6	4.3	4.2
Degree Utilization, x	0.06	0.07	0.14	0.21
Capacity (veh/h)	752	722	803	826
Control Delay (s/veh)	7.7	8.0	8.0	8.4
Approach Delay (s/veh)	7.7	8.0	8.0	8.4
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.1			
Level of Service	A			
Intersection Capacity Utilization	20.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	17	7	34	20	20	3	80	11	28	106	5
Future Volume (vph)	15	17	7	34	20	20	3	80	11	28	106	5
Peak Hour Factor	0.81	0.81	0.81	0.66	0.66	0.66	0.77	0.77	0.77	0.91	0.91	0.91
Hourly flow rate (vph)	19	21	9	52	30	30	4	104	14	31	116	5

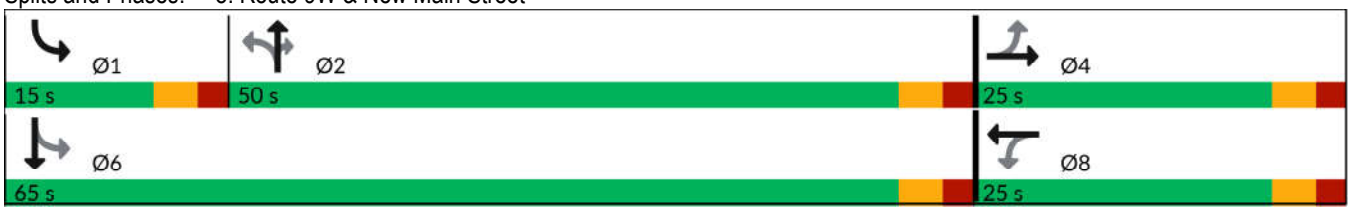
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	49	112	122	152
Volume Left (vph)	19	52	4	31
Volume Right (vph)	9	30	14	5
Hadj (s)	0.07	-0.04	-0.01	0.02
Departure Headway (s)	4.7	4.6	4.5	4.5
Degree Utilization, x	0.06	0.14	0.15	0.19
Capacity (veh/h)	700	736	769	768
Control Delay (s/veh)	8.1	8.3	8.3	8.5
Approach Delay (s/veh)	8.1	8.3	8.3	8.5
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.3			
Level of Service	A			
Intersection Capacity Utilization	28.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	3	147	6	5	484	161	153	581
Future Volume (vph)	11	3	147	6	5	484	161	153	581
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	25.0	25.0	25.0	25.0	50.0	50.0	50.0	15.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	55.6%	55.6%	55.6%	16.7%	72.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		16.5	16.5	16.5		46.8	46.8	60.1	60.1
Actuated g/C Ratio		0.19	0.19	0.19		0.54	0.54	0.69	0.69
v/c Ratio		0.11	0.77	0.41		0.53	0.20	0.33	0.49
Control Delay (s/veh)		20.5	53.0	8.4		16.4	2.6	6.9	8.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)		20.5	53.0	8.4		16.4	2.6	6.9	8.2
LOS		C	D	A		B	A	A	A
Approach Delay (s/veh)		20.5		31.4		13.0			7.9
Approach LOS		C		C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 86.6	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 14.7	Intersection LOS: B
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

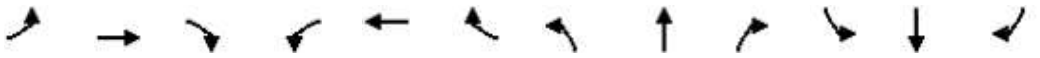
Splits and Phases: 8: Route 9W & New Main Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	278	15	2	227	11	32	24	5	15	16	37
Future Volume (Veh/h)	39	278	15	2	227	11	32	24	5	15	16	37
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.79	0.79	0.79	0.86	0.86	0.86	0.91	0.91	0.91
Hourly flow rate (vph)	48	339	18	3	287	14	37	28	6	16	18	41
Pedestrians		3			4			4			3	
Lane Width (ft)		10.0			10.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		353										
pX, platoon unblocked												
vC, conflicting volume	304			361			801	758	356	771	760	300
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	304			361			801	758	356	771	760	300
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			86	91	99	94	94	94
cM capacity (veh/h)	1265			1205			265	323	688	284	322	741

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	405	304	71	75
Volume Left	48	3	37	16
Volume Right	18	14	6	41
cSH	1265	1205	302	448
Volume to Capacity	0.04	0.00	0.24	0.17
Queue Length 95th (ft)	3	0	22	15
Control Delay (s/veh)	1.3	0.1	20.6	14.7
Lane LOS	A	A	C	B
Approach Delay (s/veh)	1.3	0.1	20.6	14.7
Approach LOS			C	B

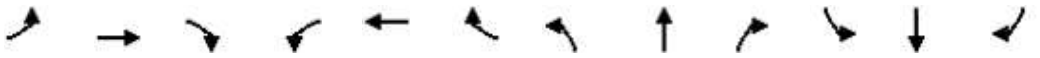
Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	48.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	277	7	8	202	6	0	0	0	25	11	33
Future Volume (vph)	9	277	7	8	202	6	0	0	0	25	11	33
Peak Hour Factor	0.89	0.89	0.89	0.74	0.74	0.74	0.25	0.25	0.25	0.64	0.64	0.64
Hourly flow rate (vph)	10	311	8	11	273	8	0	0	0	39	17	52

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	329	292	108
Volume Left (vph)	10	11	39
Volume Right (vph)	8	8	52
Hadj (s)	0.01	0.02	-0.06
Departure Headway (s)	4.5	4.6	5.2
Degree Utilization, x	0.42	0.37	0.16
Capacity (veh/h)	770	755	610
Control Delay (s/veh)	10.7	10.3	9.2
Approach Delay (s/veh)	10.7	10.3	9.2
Approach LOS	B	B	A

Intersection Summary				
Delay	10.3			
Level of Service	B			
Intersection Capacity Utilization	36.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	225	50	33	133	51	47	39	33	57	52	33
Future Volume (vph)	12	225	50	33	133	51	47	39	33	57	52	33
Peak Hour Factor	0.91	0.91	0.91	0.78	0.78	0.78	0.79	0.79	0.79	0.90	0.90	0.90
Hourly flow rate (vph)	13	247	55	42	171	65	59	49	42	63	58	37

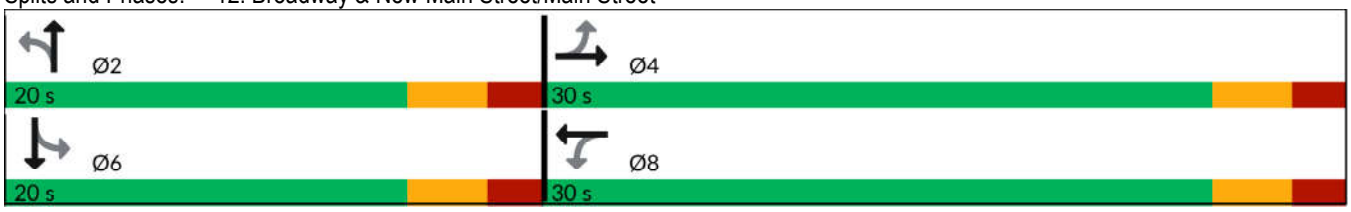
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	315	278	150	158
Volume Left (vph)	13	42	59	63
Volume Right (vph)	55	65	42	37
Hadj (s)	-0.06	-0.07	-0.04	0.01
Departure Headway (s)	5.2	5.2	5.7	5.8
Degree Utilization, x	0.45	0.40	0.24	0.25
Capacity (veh/h)	651	643	550	554
Control Delay (s/veh)	12.4	11.7	10.5	10.7
Approach Delay (s/veh)	12.4	11.7	10.5	10.7
Approach LOS	B	B	B	B

Intersection Summary				
Delay	11.6			
Level of Service	B			
Intersection Capacity Utilization	42.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	224	12	77	10	109	118	67
Future Volume (vph)	76	224	12	77	10	109	118	67
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	20.0	20.0	20.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		15.7		15.7		15.3		15.3
Actuated g/C Ratio		0.38		0.38		0.37		0.37
v/c Ratio		0.69		0.31		0.33		0.77
Control Delay (s/veh)		17.1		9.7		13.3		29.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		17.1		9.7		13.3		29.3
LOS		B		A		B		C
Approach Delay (s/veh)		17.1		9.7		13.3		29.3
Approach LOS		B		A		B		C

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 41.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 19.3	Intersection LOS: B
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: Broadway & New Main Street/Main Street

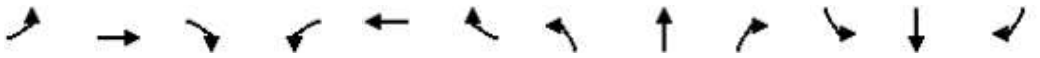




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	22	33	67	15	24	44
Future Volume (vph)	22	33	67	15	24	44
Peak Hour Factor	0.86	0.86	0.86	0.86	0.82	0.82
Hourly flow rate (vph)	26	38	78	17	29	54

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	64	95	83
Volume Left (vph)	26	0	29
Volume Right (vph)	38	17	0
Hadj (s)	-0.28	-0.11	0.07
Departure Headway (s)	4.0	4.0	4.2
Degree Utilization, x	0.07	0.11	0.10
Capacity (veh/h)	858	870	838
Control Delay (s/veh)	7.3	7.5	7.6
Approach Delay (s/veh)	7.3	7.5	7.6
Approach LOS	A	A	A

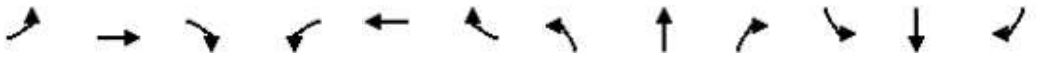
Intersection Summary			
Delay	7.5		
Level of Service	A		
Intersection Capacity Utilization	20.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	26	9	4	45	152	5	0	7	136	0	9
Future Volume (Veh/h)	8	26	9	4	45	152	5	0	7	136	0	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.89	0.92	0.89
Hourly flow rate (vph)	13	43	10	4	50	169	5	0	8	153	0	10
Pedestrians											11	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											3.5	
Percent Blockage											1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	230			53			227	312	48	236	233	146
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	230			53			227	312	48	236	233	146
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	99	78	100	99
cM capacity (veh/h)	1257			1553			708	589	1021	691	652	897

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	66	223	13	163
Volume Left	13	4	5	153
Volume Right	10	169	8	10
cSH	1257	1553	873	701
Volume to Capacity	0.01	0.00	0.01	0.23
Queue Length 95th (ft)	1	0	1	22
Control Delay (s/veh)	1.6	0.2	9.2	11.7
Lane LOS	A	A	A	B
Approach Delay (s/veh)	1.6	0.2	9.2	11.7
Approach LOS			A	B

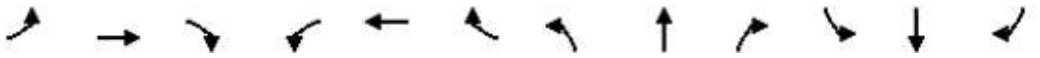
Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	34.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	51	69	56	122	6	83	11	23	4	8	15
Future Volume (vph)	14	51	69	56	122	6	83	11	23	4	8	15
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.89	0.89	0.89	0.72	0.72	0.72
Hourly flow rate (vph)	18	65	88	71	154	8	93	12	26	6	11	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	171	233	131	38
Volume Left (vph)	18	71	93	6
Volume Right (vph)	88	8	26	21
Hadj (s)	-0.27	0.05	0.02	-0.30
Departure Headway (s)	4.3	4.6	4.9	4.7
Degree Utilization, x	0.21	0.30	0.18	0.05
Capacity (veh/h)	791	750	680	681
Control Delay (s/veh)	8.4	9.5	9.0	8.0
Approach Delay (s/veh)	8.4	9.5	9.0	8.0
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.0			
Level of Service	A			
Intersection Capacity Utilization	36.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	32	0	38	78	111	98	24	181	0	2	200	37
Future Volume (vph)	32	0	38	78	111	98	24	181	0	2	200	37
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	38	0	45	85	121	107	27	201	0	2	215	40

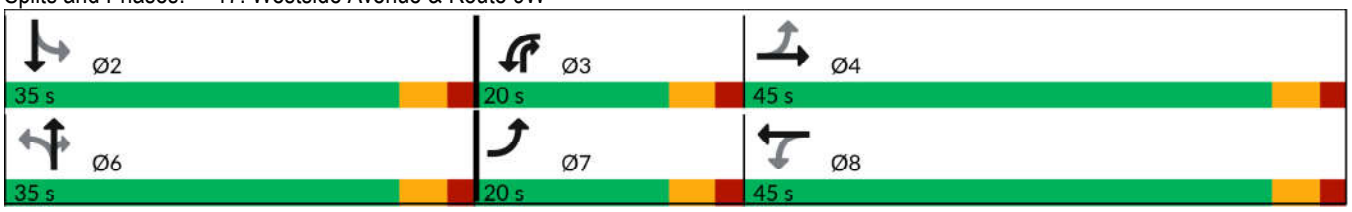
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	83	313	228	257
Volume Left (vph)	38	85	27	2
Volume Right (vph)	45	107	0	40
Hadj (s)	-0.21	-0.11	0.07	-0.07
Departure Headway (s)	5.6	5.3	5.5	5.3
Degree Utilization, x	0.13	0.46	0.35	0.38
Capacity (veh/h)	557	638	600	629
Control Delay (s/veh)	9.4	12.6	11.4	11.5
Approach Delay (s/veh)	9.4	12.6	11.4	11.5
Approach LOS	A	B	B	B

Intersection Summary				
Delay	11.7			
Level of Service	B			
Intersection Capacity Utilization	51.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	480	167	426	16	57	193	89	48
Future Volume (vph)	40	480	167	426	16	57	193	89	48
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		6	3		2
Permitted Phases	4		8		6		6	2	2
Detector Phase	7	4	3	8	6	6	3	2	2
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	23.5	10.5	23.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	20.0	45.0	20.0	45.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	20.0%	45.0%	20.0%	45.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5		5.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Max	Max
Act Effct Green (s)	36.1	29.6	45.4	38.7		29.9	40.5		29.9
Actuated g/C Ratio	0.42	0.34	0.52	0.45		0.34	0.47		0.34
v/c Ratio	0.13	0.85	0.60	0.63		0.13	0.24		0.41
Control Delay (s/veh)	10.6	40.4	19.1	23.0		23.7	3.1		25.7
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	10.6	40.4	19.1	23.0		23.7	3.1		25.7
LOS	B	D	B	C		C	A		C
Approach Delay (s/veh)		38.2		22.0		8.7			25.7
Approach LOS		D		C		A			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 86.8	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 25.7	Intersection LOS: C
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

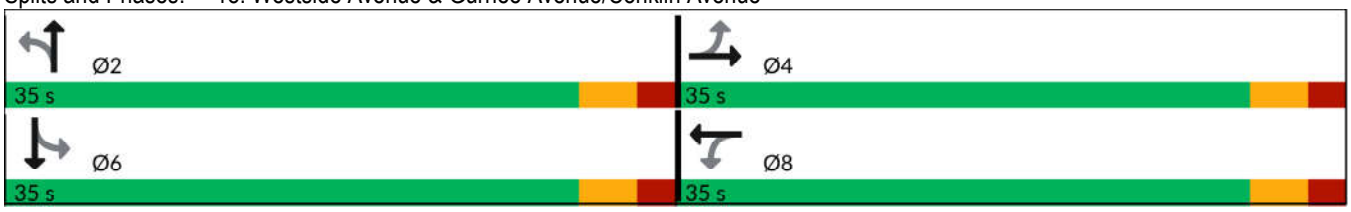
Splits and Phases: 17: Westside Avenue & Route 9W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	90	89	3	114	21	112	41	140
Future Volume (vph)	90	89	3	114	21	112	41	140
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		13.1		13.1		30.9		30.9
Actuated g/C Ratio		0.24		0.24		0.57		0.57
v/c Ratio		0.61		0.40		0.16		0.36
Control Delay (s/veh)		25.3		19.5		7.0		8.6
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		25.3		19.5		7.0		8.6
LOS		C		B		A		A
Approach Delay (s/veh)		25.3		19.5		7.0		8.6
Approach LOS		C		B		A		A

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 54	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 14.6	Intersection LOS: B
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Westside Avenue & Gurnee Avenue/Conklin Avenue





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	150	110	117	117	129	151
Future Volume (vph)	150	110	117	117	129	151
Peak Hour Factor	0.83	0.83	0.90	0.90	0.94	0.94
Hourly flow rate (vph)	181	133	130	130	137	161

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	314	260	298
Volume Left (vph)	181	130	0
Volume Right (vph)	133	0	161
Hadj (s)	-0.11	0.13	-0.29
Departure Headway (s)	5.2	5.3	4.9
Degree Utilization, x	0.45	0.38	0.40
Capacity (veh/h)	650	641	696
Control Delay (s/veh)	12.4	11.6	11.2
Approach Delay (s/veh)	12.4	11.6	11.2
Approach LOS	B	B	B

Intersection Summary			
Delay	11.8		
Level of Service	B		
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	296	0	0	282	0	0
Future Volume (vph)	296	0	0	282	0	0
Peak Hour Factor	0.84	0.84	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	352	0	0	300	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	352	300	0
Volume Left (vph)	0	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.03	0.03	0.00
Departure Headway (s)	4.2	4.3	5.3
Degree Utilization, x	0.41	0.36	0.00
Capacity (veh/h)	841	823	609
Control Delay (s/veh)	10.2	9.6	8.3
Approach Delay (s/veh)	10.2	9.6	0.0
Approach LOS	B	A	A

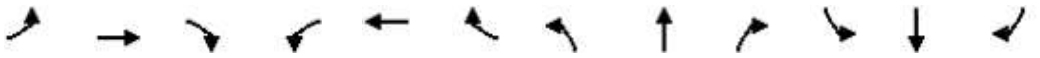
Intersection Summary			
Delay	9.9		
Level of Service	A		
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	195	113	42	106	35	555	144	573	197
Future Volume (vph)	195	113	42	106	35	555	144	573	197
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	13.1	13.1	13.1	13.1	18.2	18.2	18.2	18.2	18.2
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.45	0.45	0.45	0.45	0.45
v/c Ratio	0.72	0.27	0.13	0.54	0.18	0.77	0.82	0.74	0.27
Control Delay (s/veh)	27.3	8.3	9.8	9.4	11.2	20.6	53.3	19.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	8.3	9.8	9.4	11.2	20.6	53.3	19.0	3.8
LOS	C	A	A	A	B	C	D	B	A
Approach Delay (s/veh)		18.7		9.5		20.1		21.2	
Approach LOS		B		A		C		C	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 40.4	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 18.6	Intersection LOS: B
Intersection Capacity Utilization 82.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: Route 9W & Gurnee Avenue

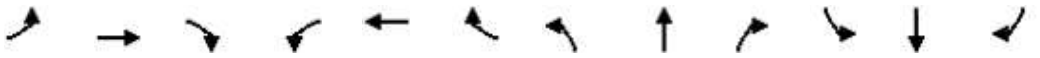




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	200	4	38	12	0	0	0	0
Future Volume (vph)	0	0	0	0	200	4	38	12	0	0	0	0
Peak Hour Factor	0.25	0.25	0.25	0.71	0.71	0.71	0.89	0.89	0.89	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	282	6	43	13	0	0	0	0

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	288	56
Volume Left (vph)	0	43
Volume Right (vph)	6	0
Hadj (s)	0.04	0.19
Departure Headway (s)	4.1	4.7
Degree Utilization, x	0.33	0.07
Capacity (veh/h)	869	714
Control Delay (s/veh)	9.0	8.1
Approach Delay (s/veh)	9.0	8.1
Approach LOS	A	A

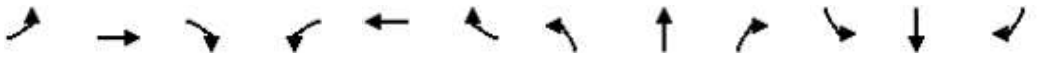
Intersection Summary				
Delay	8.9			
Level of Service	A			
Intersection Capacity Utilization	29.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	40	189	0	0	0	0	0	25	22
Future Volume (vph)	0	0	0	40	189	0	0	0	0	0	25	22
Peak Hour Factor	0.25	0.25	0.25	0.85	0.85	0.85	0.25	0.25	0.25	0.63	0.63	0.63
Hourly flow rate (vph)	0	0	0	47	222	0	0	0	0	0	40	35

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	269	75
Volume Left (vph)	47	0
Volume Right (vph)	0	35
Hadj (s)	0.06	-0.16
Departure Headway (s)	4.1	4.3
Degree Utilization, x	0.31	0.09
Capacity (veh/h)	854	778
Control Delay (s/veh)	9.0	7.8
Approach Delay (s/veh)	9.0	7.8
Approach LOS	A	A

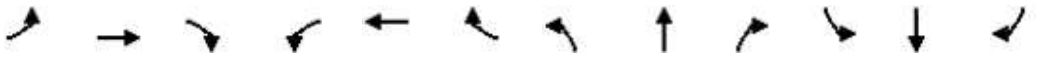
Intersection Summary				
Delay	8.7			
Level of Service	A			
Intersection Capacity Utilization	29.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	28	0	58	159	0	0	0	144
Future Volume (vph)	0	0	0	0	28	0	58	159	0	0	0	144
Peak Hour Factor	0.25	0.25	0.25	0.69	0.69	0.69	0.70	0.70	0.70	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	41	0	83	227	0	0	0	576

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	41	310	576
Volume Left (vph)	0	83	0
Volume Right (vph)	0	0	576
Hadj (s)	0.00	0.07	-0.60
Departure Headway (s)	5.7	4.6	3.8
Degree Utilization, x	0.06	0.40	0.60
Capacity (veh/h)	549	759	938
Control Delay (s/veh)	9.1	10.6	12.3
Approach Delay (s/veh)	9.1	10.6	12.3
Approach LOS	A	B	B

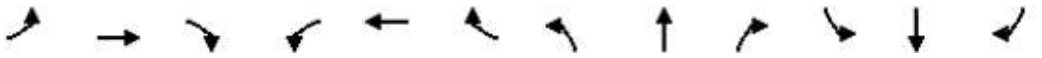
Intersection Summary				
Delay	11.6			
Level of Service	B			
Intersection Capacity Utilization	35.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	339	28	20	129	24	0	0	0	0	0	0
Future Volume (Veh/h)	35	339	28	20	129	24	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	40	390	32	23	150	28	0	0	0	0	0	0
Pedestrians		63			93			76			93	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			7			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		203										
pX, platoon unblocked				0.90			0.90	0.90	0.90	0.90	0.90	
vC, conflicting volume	271			498			835	879	575	882	881	320
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	271			388			762	811	473	814	813	320
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			100	100	100	100	100	100
cM capacity (veh/h)	1304			1065			266	270	497	240	269	689

Direction, Lane #	EB 1	WB 1
Volume Total	462	201
Volume Left	40	23
Volume Right	32	28
cSH	1304	1065
Volume to Capacity	0.03	0.02
Queue Length 95th (ft)	2	2
Control Delay (s/veh)	1.0	1.1
Lane LOS	A	A
Approach Delay (s/veh)	1.0	1.1
Approach LOS		

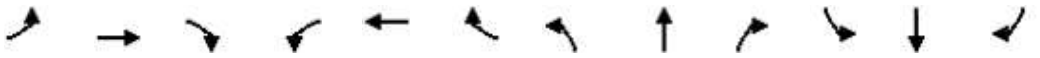
Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	30.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	323	0	0	46	0	44	0	10	9	0	63
Future Volume (Veh/h)	20	323	0	0	46	0	44	0	10	9	0	63
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.66	0.66	0.66	0.72	0.72	0.72	0.68	0.68	0.68
Hourly flow rate (vph)	25	399	0	0	70	0	61	0	14	13	0	93
Pedestrians		13			28			28			13	
Lane Width (ft)		10.0			10.0			15.0			15.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			2			3			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		542										
pX, platoon unblocked												
vC, conflicting volume	83			427			653	560	455	574	560	96
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	83			427			653	560	455	574	560	96
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			81	100	98	97	100	90
cM capacity (veh/h)	1503			1105			314	412	576	386	412	941

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	424	70	75	106
Volume Left	25	0	61	13
Volume Right	0	0	14	93
cSH	1503	1700	343	800
Volume to Capacity	0.02	0.04	0.22	0.13
Queue Length 95th (ft)	1	0	20	11
Control Delay (s/veh)	0.6	0.0	18.4	10.2
Lane LOS	A		C	B
Approach Delay (s/veh)	0.6	0.0	18.4	10.2
Approach LOS			C	B

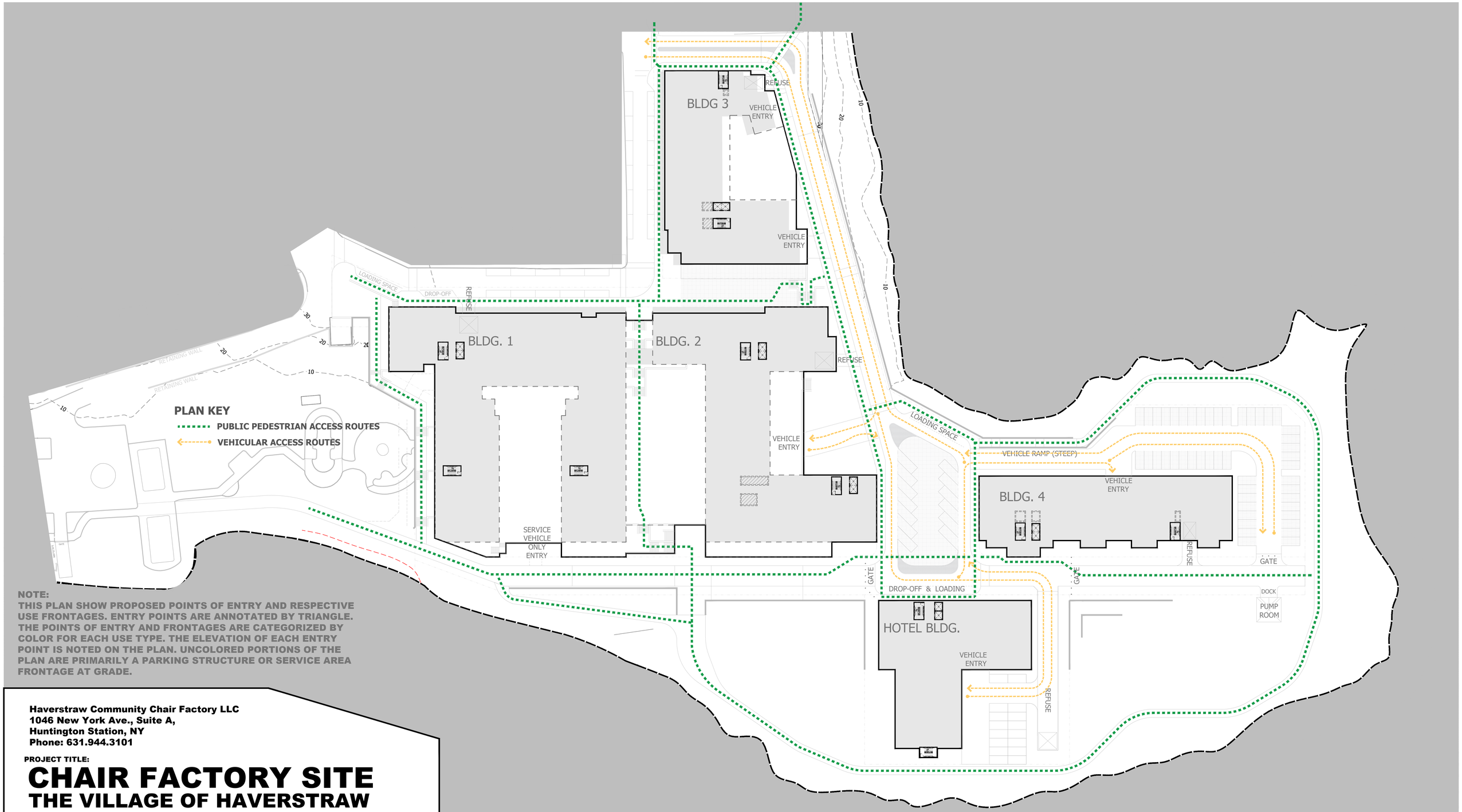
Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	43.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	63	29	0	20	0	0	0	0	0	0	0
Future Volume (Veh/h)	229	63	29	0	20	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	266	73	34	0	27	0	0	0	0	0	0	0
Pedestrians		2			12			12			4	
Lane Width (ft)		10.0			10.0			0.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		920										
pX, platoon unblocked												
vC, conflicting volume	31			119			663	665	114	665	682	33
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	31			119			663	665	114	665	682	33
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			100			100	100	100	100	100	100
cM capacity (veh/h)	1569			1482			328	318	935	324	311	1045

Direction, Lane #	EB 1	WB 1
Volume Total	373	27
Volume Left	266	0
Volume Right	34	0
cSH	1569	1482
Volume to Capacity	0.17	0.00
Queue Length 95th (ft)	15	0
Control Delay (s/veh)	5.9	0.0
Lane LOS	A	
Approach Delay (s/veh)	5.9	0.0
Approach LOS		

Intersection Summary				
Average Delay	5.5			
Intersection Capacity Utilization	27.8%	ICU Level of Service	A	
Analysis Period (min)	15			



NOTE:
THIS PLAN SHOW PROPOSED POINTS OF ENTRY AND RESPECTIVE USE FRONTAGES. ENTRY POINTS ARE ANNOTATED BY TRIANGLE. THE POINTS OF ENTRY AND FRONTAGES ARE CATEGORIZED BY COLOR FOR EACH USE TYPE. THE ELEVATION OF EACH ENTRY POINT IS NOTED ON THE PLAN. UNCOLORED PORTIONS OF THE PLAN ARE PRIMARILY A PARKING STRUCTURE OR SERVICE AREA FRONTAGE AT GRADE.

Haverstraw Community Chair Factory LLC
1046 New York Ave., Suite A,
Huntington Station, NY
Phone: 631.944.3101

PROJECT TITLE:

CHAIR FACTORY SITE
THE VILLAGE OF HAVERSTRAW

DRAWING TITLE:

ACCESS ROUTES PLAN

SCALE: 1"=40' **Date: 10.03.2023**

40' 0' 40' 80' 120' 160' 200'

SHEET 1 OF 1 **DRAWN BY: JV**