September 5, 2023 **REVISION 1**

Dutchess Shepherd LLC
c/a NAVA
Attn: David Ruff, AIA (david@nava.nyc)

RE: Traffic Impact Study for Residential Development, 6 Mulberry Street, Village of Rhinebeck, Dutchess County, New York; CM Project No. 123-020

Dear Mr. Ruff:

As requested, Creighton Manning Engineering, LLP (CM) has completed a revised Traffic Impact Study for the proposed residential development located on Mulberry Street in the Village of Rhinebeck, Dutchess County, NY. This study, which was revised according to feedback from Tighe & Bond Engineering and Landscape Architecture in its letter dated June 28, 2023, is based on traffic engineering industry standards and the Subdivision Plan prepared by NAVA Partners LLC, which is included under Attachment A.

1.0 Project Description

The subject site is defined on the Dutchess County Tax Map as Section 19, Block 1, Lot 10, and is developed with a three-story building previously occupied by Bulkeley Schoolhouse elementary school in the 20th century. The property continues to be used for community and educational purposes including basketball leagues and private educational uses. The site is accessed via an existing driveway on Mulberry Street approximately 90-feet north of South Street. The proposed project consists of subdividing and redeveloping the property by repurposing the existing building into a multi-family residential building with nine units (on newly created Lot 3) and constructing four detached single-family homes on the remaining four lots (on newly created Lots 1, 2, 4 and 5). The multi-family residential building will be accessed via a driveway on Mulberry Street approximately 180 feet north of South Street and each single-family home will be accessed via a private driveway on either Mulberry Street or South Street. The residential building will be supported 18 parking spaces inclusive of two ADA-accessible spaces. The proposed development is expected to be completed by 2025. A map illustrating the site location is shown in Exhibit 1.

Exhibit 1 – Site Location

2.0 Existing Conditions

Roadways Serving the Site

- **East Market Street (NYS Route 308)** is classified as a Rural Major Collector roadway and is under the jurisdiction of the New York State Department of Transportation (NYSDOT). The roadway runs primarily east-west from NYS Route 199 in the Town of Red Hook to US Route 9 in the Town of Rhinebeck. In the vicinity of the site, East Market Street provides one 12-foot-wide travel lane in each direction with on-street parking on both sides of the road. Turn lanes are generally not provided at intersections or driveways. The posted speed limit is 30 miles per hour.

- **Mulberry Street** is classified as a Rural Local roadway and is under the jurisdiction of the Village of Rhinebeck. The roadway runs north-south from US Route 9 to South Street within the Village. In the vicinity of the site, Mulberry Street provides a 33-feet-wide cross-section for two-way travel and on-street parking on both sides of the road. Turn lanes are not provided at intersections or driveways. The posted speed limit 30 miles per house. Sidewalks are provided on both sides of the roadway.

- **South Street** is classified as a Rural Local roadway and is under the jurisdiction of the Village of Rhinebeck. The roadway runs east-west from East-Market Street to Mill Street within the Village. In the vicinity of the site, South Street provides a 35-feet-wide cross-section for a two-way travel and on-street parking on both side of the road. Turn lanes are not provided at intersections or driveways. The posted speed-limit 30 miles per house. Sidewalks are provided on both sides of the roadway.

- **North/South Parsonage Street:** is classified as a Rural Local roadway and is under the jurisdiction of the Village of Rhinebeck. The roadway runs north-south-west from 4H Hill Lane to Mill Street within the Village. In the vicinity of the site, North/South Parsonage Street provides a 30-foot-wide cross-section for one-way and two-way travel on different segments of the road. Turn lanes are not provided at intersections or driveways. The posted speed limit 30 miles per house. Sidewalks are provided on both sides of the roadway.

Study Intersections

- **East Market Street/Mulberry Street:** This is a four-leg unsignalized intersection operating with stop control on the northbound and southbound approaches. The eastbound, westbound, northbound, and southbound intersection approaches each provide one shared left-turn/through/right-turn lane. Marked crosswalks are provided on the east and south legs of the intersection. Curb ramps are present on all corners of the intersection. Exhibit 2 depicts the intersection.

Exhibit 2 – East Market St and Mulberry St Intersection

- **East Market Street/North Parsonage Street:** This is a four-leg unsignalized intersection operating with stop control on the southbound approach. The eastbound East Market Street approach provides one shared left-turn/through/right-turn lane. The westbound East Market Street approach provides one shared left-turn/through/right-turn lane. There is no northbound approach since North Parsonage Street is one-way southbound. The southbound North Parsonage Street approach provides one shared left-turn/through/right-turn lane. Curb ramps are present on all corners. Exhibit 3 depicts the intersection.

Exhibit 3 – East Market St and North Parsonage St Intersection

- **South Street/Mulberry Street:** This is a three-way unsignalized intersection operating with stop control on the southbound approach. The eastbound South Street approach provides one shared left-turn/through lane. The westbound South Street approach provides one shared through/right-turn lane. The southbound Mulberry Street approach provides a shared left-turn/right-turn lane. Curb ramps are present on northeast and northwest corners of the intersection. Exhibit 4 depicts the intersection.

Exhibit 4 – South St and Mulberry St Intersection

- **South Street/North Parsonage Street/South Parsonage Street:** This is a four-leg unsignalized intersection operating with stop control on the eastbound and westbound approaches. The eastbound South Street approach provides one shared through/right-turn lane. The westbound South Street approach provides one shared left-turn/through lane. The northbound South Parsonage Street approach provides one shared left-turn/right-turn lane. The southbound North Parsonage Street approach provides one shared left-turn/through/right-turn lane. Curb ramps are present on the northeast, northwest, and southwest corners of the intersection. Exhibit 5 depicts the intersection.

Exhibit 5 – South St/N. Parsonage St/S. Parsonage St Intersection

Motor Vehicle Collision Analysis

Motor vehicle collision data for the aforementioned study intersections was obtained from the NYSDOT from December 31, 2019 to December 31, 2022 period. Tables 1-3 summarize the collision type and severity of the reported vehicle collision at each intersection. It should be noted that there no collisions reported at the South Street/Mulberry Street intersection.

Table 1 – Summary of Motor Vehicle Collisions

Location	Collision Type	Number of Collisions	Number of Collisions Resulting in Injury	Number of Collisions Resulting in Fatalities
East Market St & Mulberry St Intersection	Rear End	0	0	0
	Overtaking	0	0	0
	Head-on	0	0	0
	Left-Turn	0	0	0
	Right Angle	1	0	0
	Right Turn	0	0	0
	Collision with Fixed Object	0	0	0
	Collision with Animal	0	0	0
	Other	0	0	0
Total		1	0	0

Table 2 – Summary of Motor Vehicle Collisions

Location	Collision Type	Number of Collisions	Number of Collisions Resulting in Injury	Number of Collisions Resulting in Fatalities
East Market St & N. Parsonage St Intersection	Rear End	0	0	0
	Overtaking	0	0	0
	Head-on	0	0	0
	Left-Turn	1	0	0
	Right Angle	2	1	0
	Right Turn	0	0	0
	Collision with Fixed Object	0	0	0
	Collision with Animal	0	0	0
	Other	0	0	0
Total		3	1	0

Table 3 – Summary of Motor Vehicle Collisions

Location	Collision Type	Number of Collisions	Number of Collisions Resulting in Injury	Number of Collisions Resulting in Fatalities
South St & N. Parsonage St/S. Parsonage St Intersection	Rear End	0	0	0
	Overtaking	0	0	0
	Head-on	0	0	0
	Left-Turn	0	0	0
	Right Angle	4	1	0
	Right Turn	0	0	0
	Collision with Fixed Object	0	0	0
	Collision with Animal	0	0	0
	Other	0	0	0
Total		4	1	0

- **East Market Street/Mulberry Street:** Table 1 shows that one collision was reported at the intersection over the three-year period. This collision was a right-angle collision, and the apparent contributing factor was failure to yield right of way. This crash did not result in an injury or fatality. There no collisions involving a pedestrian or bicyclist.

- **East Market Street/N. Parsonage Street:** Table 2 shows that three collisions were reported at the intersection over the three-year period. Out of those three collisions, one resulted in an injury. The data received reports that the collisions occurred due to failure to yield right of way and driver inattention. There were zero collisions resulting in fatality. There no collisions involving a pedestrian or bicyclist.

- **South Street/N. Parsonage Street/S. Parsonage Street**: Table 3 shows that four collisions were reported at the intersection over the three-year period. Out of those four collisions, one resulted in an injury. The data received reports that the collisions occurred due to failure to yield right of way with all collisions being right-angle collisions. There were zero collisions resulting in fatality. There no collisions involving a pedestrian or bicyclist.

Data Collection

Turning Movement Counts (TMCs) were conducted on Wednesday, March 1, 2023, during the weekday morning (7:00AM - 9:00AM), weekday school dismissal (2:00PM - 4:00PM), weekday evening (4:00PM - 6:00PM) and on Saturday February 25, 2023 during the midday (11:00AM - 2:00PM).[1] These periods coincide with the anticipated peak-hour operation times of the proposed use as well as the adjacent street traffic. The observed peak hours were 7:30AM to 8:30AM, 2:30PM to 3:30PM, and 4:15PM to 5:15PM on the weekday, and 1:00PM to 2:00PM on the Saturday. Counts were performed at the following intersections:

- East Market St/Mulberry St
- East Market St/North Parsonage St
- South St/Mulberry St
- South St/North Parsonage St/South Parsonage St

Given their proximity to Rhinebeck school District, East Market Street/North Parsonage Street and South Street/North Parsonage Street/South Parsonage Street intersections were only counted during the weekday morning and weekday dismissal peak hour. These intersections will experience high volumes of passenger vehicles, school buses, and pedestrians during the peak hours.

It is important to note that the Novel Coronavirus/COVID-19 pandemic was anticipated to have an effect on the turning movement counts. CM cited historical traffic data published by the NYSDOT on the Traffic Data Viewer to compare the observed counts on East Market Street and North Parsonage Street intersection. The comparison showed that the observed AM and school dismissal volumes were higher than the historical data. For the weekday evening period, the comparison showed that the volumes were lower than historical data. A calibration factor was calculated and applied to the weekday evening and Saturday volumes to develop "pre-pandemic" traffic volumes.[2] Figure 1-1 shows the 2023 Existing traffic volumes for the study area. The raw TMC data is included under Attachment B.

[1] South Street/South Parsonage Street and East Market Street/North Parsonage Street were only counted during the weekday morning and weekday school dismissal periods given their proximity to the school.
[2] Weekday PM Calibration Factor = 1.05 | Saturday Midday Calibration Factor = 1.05

3.0 Traffic Assessment

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, is the industry-standard resource used for estimating trip generation for proposed land uses based on data collected at similar uses. Upon review of the *Trip Generation Manual*, Land Use Code (LUC) 210 "Single-Family Detached Housing" and LUC 220 "Multifamily Housing (Low-Rise)" most accurately describe the proposed uses. Table 4 summarizes the trip generation for the weekday AM, weekday school dismissal, weekday PM, and Saturday Midday peak hours.

Table 4 – Trip Generation Summary for Proposed Use

Land Use	Independent Variable	Weekday AM Peak Hour			Weekday School Dismissal Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (Low-Rise) – LUC 220	9 Units	1	3	4	3	2	5	3	2	5	2	2	4
Single Family Detached House – LUC 210[1]	4 Unit	0	4	4	4	0	4	4	0	4	0	4	4
Total Trips Generated		**1**	**7**	**8**	**7**	**2**	**9**	**7**	**2**	**9**	**2**	**6**	**8**

[1]A total of four units for this development as is reflected in the total trips generated row.

Table 4 shows that the project is expected to generate eight total trips during weekday AM peak hour, nine total trips during the weekday school dismissal peak hour, nine total trips during the weekday PM peak hour, and eight trips during the Saturday midday peak hour. It is important to note that there is no "pass-by" component of the traffic associated with the proposed development. Additionally, the magnitude of the new traffic associated with this development is less than the NYSDOT and ITE threshold of 100-site generated trips on any one intersection, which is an industry threshold indicating whether a proposed development will have a significant impact on off-site intersections. While the anticipated trip generation falls below that threshold, the study herein analyzes four off-site intersections.

In response to Tighe and Bond's request for more information about the existing/historic use, CM has noted that the subject site is developed with a three-story building previously occupied by Bulkeley Schoolhouse elementary school in the 20th century. The property continues to be used periodically for community and educational purposes including basketball leagues and private educational uses. In order to provide some background on the trip making characteristics of the historical school use, CM had developed a trip generation estimate based on the available information. CM was unable to determine the size of the student body when it was fully operational; therefore, CM applied the trip generation of the *proposed use* during the weekday PM peak hour to calculate the number of students that would result in an equivalent number of vehicle trips. Based on the ITE data for the LUC 520 "Elementary School," the school would have generated nine total trips during the weekday PM peak hour with 55 students enrolled. Table 5 summarizes the trip generation of the school during the other three peak hours assuming an enrollment of 55 students.

Table 5 – Trip Generation Summary for Previous Use

Land Use	Independent Variable	Weekday AM Peak Hour			Weekday School Dismissal Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Elementary School – LUC 520	**55** Students	22	19	41	14	11	25	4	5	9	--	--	--

Table 5 shows that the previous use would need to have 55 students to generate nine trips in the PM peak hour of the proposed development. Furthermore, the school would have generated 33 more trips during the weekday AM peak hour and 16 more trips during the weekday school dismissal peak hour. School traffic is generally more concentrated with the majority of trips occurring within a fraction of the peak hour whereas residential traffic is typically distributed over the course of the peak hour.

Future Traffic Volumes

To evaluate the impact of the proposed project, traffic projections were prepared for the anticipated year of completion – 2025. Historic traffic volume data along East Market Street indicates that traffic volumes along the roadway have decreased by 1.72% annually.[3] In order to conservatively forecast the 2025 traffic volume, a +0.5% growth rate was applied to the existing traffic volumes and compounded annually for two years. CM contacted the Village of Rhinebeck Planning Board Clerk, who identified developments in the area that when constructed could potentially increase traffic within the study area. Table 6 summarizes the other planned development projects that are considered in this analysis.

Table 6 – Other Planned Development Projects

Project	Type	Location	Source of Trip Generation	Trips Generated in Study Area by Projects			
				Weekday AM Peak Hour	Weekday School Dismissal Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Locus Hill Development	Residential	Rhinecliff Road	CLP	10	16	11	12
Grasmere House Country Inn 2	Hotel	US Route 9	GPI	16	20	20	23

These volumes were then added to the grown 2025 traffic volumes to represent 2025 No-Build conditions. These 2025 No-Build conditions are shown on Figures 1-2 and represent the expected traffic volumes in 2025 *without* the proposed development.

Traffic generated by the project was distributed on the adjacent roadway network based on existing observed travel patterns in the project area. The proximity of the site to the Taconic State Parkway to the east and New York State Thruway to the west is expected to influence trip-making behavior. The distribution of the multifamily residential and detached family homes is shown on Figures 2A and 2B, respectively. The associated site-generated traffic volumes are shown on Figures 3A for the multifamily residential and Figure 3B for the single-family homes. The site-generated trips were then added to the 2025 No-Build traffic volumes, resulting in the 2025 Build traffic volumes shown on Figure 4.

Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro Version 11 software, which automates the procedures contained in the Highway Capacity Manual. Table 7A and Table 7B summarize the results of the level of service calculations for the Existing, No-Build, and Build conditions during the weekday AM peak hour, weekday school dismissal peak hour, weekday PM peak hour, and Saturday Midday peak hour. The detailed level of service analyses are included under Attachment C.

[3] Based on NYSDOT ATR Station ID 820596. Study years: 2013, 2015, 2019.

Table 7A – Level of Service Summary

Intersection		Control	Weekday AM Peak Hour			School Dismissal Peak Hour		
			2023 Existing	2025 No-Build	2025 Build	2023 Existing	2025 No-Build	2025 Build
East Market St/Mulberry St		U						
E. Market St, EB	LTR		A (7.7)	A (7.7)	A (7.7)	A (7.6)	A (7.6)	A (7.6)
E. Market St, WB	LTR		A (7.5)	A (7.5)	A (7.5)	A (7.7)	A (7.8)	A (7.8)
Mulberry St, NB	LTR		B (13.0)	B (13.3)	B (13.3)	C (15.0)	C (15.5)	C (15.7)
Mulberry, SB	LTR		B (12.4)	B (12.6)	B (12.7)	B (13.7)	B (14.1)	B (14.2)
East Market St/North Parsonage St		U						
E. Market St, EB	LTR		A (7.7)	A (7.7)	A (7.7)	A (7.6)	A (7.6)	A (7.6)
E. Market St, WB	LTR		A (7.9)	A (7.9)	A (7.9)	A (7.8)	A (7.8)	A (7.8)
N. Parsonage St, SB	LTR		B (13.5)	B (13.8)	B (13.8)	B (11.7)	B (11.8)	B (11.8)
Mulberry St/South Street		U						
South St, EB	LT		A (7.6)	A (7.7)	A (7.7)	A (7.8)	A (7.9)	A (7.9)
Mulberry St, SB	LR		A (9.6)	A (9.8)	A (9.8)	B (10.1)	B (10.3)	B (10.3)
South St/South Parsonage St		U						
South St, EB	TR		B (12.5)	B (14.1)	B (14.1)	B (11.5)	B (12.5)	B (12.5)
South St, WB	LT		C (23.0)	D (25.2)	D (25.2)	C (16.6)	C (17.2)	C (17.2)
S. Parsonage St, NB	LR		A (8.3)	A (8.3)	A (8.3)	A (7.8)	A (7.8)	A (7.8)
S. Parsonage St, SB	LTR		A (0)	A (0)	A (0)	A (7.5)	A (7.5)	A (7.5)
Mulberry St/Lot 1		U						
Lot 1, EB	LR		--	--	A (9.3)	--	--	A (0)
Mulberry St, NB	LT		--	--	A (0)	--	--	A (0)
Mulberry St/Lot 2		U						
Lot 2, EB	LR		--	--	A (9.3)	--	--	A (0)
Mulberry St, NB	LT		--	--	A (0)	--	--	A (0)
Mulberry St/Lot 3		U						
Lot 3, EB	LR		--	--	A (9.0)	--	--	A (0)
Mulberry St, NB	LT		--	--	A (0)	--	--	A (0)
South St/Lot 4		U						
South St, EB	LT		--	--	A (0)	--	--	A (7.4)
Lot 4, SB	LR		--	--	A (8.8)	--	--	A (0)
South St/Lot 5		U						
South St, EB	LT		--	--	A (0)	--	--	A (7.4)
Lot 5, SB	LR		--	--	A (8.8)	--	--	A (0)

U = Unsignalized intersection
S = Signalized intersection
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)

Table 7B – Level of Service Summary

Intersection		Control	Weekday PM Peak Hour			Saturday Midday Peak Hour		
			2023 Existing	2025 No-Build	2025 Build	2023 Existing	2025 No-Build	2025 Build
East Market St/Mulberry St		U						
E. Market St, EB	LTR		A (7.7)	A (7.7)	A (7.7)	A (7.6)	A (7.6)	A (7.6)
E. Market St, WB	LTR		A (7.5)	A (7.7)	A (7.7)	A (7.7)	A (7.7)	A (7.7)
Mulberry St, NB	LTR		B (12.6)	B (13.0)	B (13.2)	B (12.2)	B (12.4)	B (12.4)
Mulberry, SB	LTR		B (12.3)	B (12.4)	B (12.5)	B (11.3)	B (11.5)	B (11.5)
Mulberry St/South Street		U						
South St, EB	LT		A (7.6)	A (7.4)	A (7.4)	A (7.4)	A (7.4)	A (7.4)
Mulberry St, SB	LR		A (9.1)	A (9.6)	A (9.3)	A (9.1)	A (9.3)	A (9.3)
Mulberry St/Lot 1		U						
Lot 1, EB	LR		--	--	A (0)	--	--	A (8.8)
Mulberry St, NB	LT		--	--	A (0)	--	--	A (0)
Mulberry St/Lot 2		U						
Lot 2, EB	LR		--	--	A (0)	--	--	A (8.8)
Mulberry St, NB	LT		--	--	A (0)	--	--	A (0)
Mulberry St/Lot 3		U						
Lot 3, EB	LR		--	--	A (8.7)	--	--	A (8.8)
Mulberry St, NB	LT		--	--	A (7.3)	--	--	A (7.3)
South St/Lot 4		U						
South St, EB	LT		--	--	A (7.3)	--	--	A (8.5)
Lot 4, SB	LR		--	--	A (0)	--	--	A (0)
South St/Lot 5		U						
South St, EB	LT		--	--	A (7.3)	--	--	A (8.5)
Lot 5, SB	LR		--	--	A (0)	--	--	A (0)

U = Unsignalized intersection
S = Signalized intersection
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)

The impact of the project can be described by comparing the analysis of the No-Build and Build operating conditions. The following observation are evident from the analysis:

- **East Market Street/Mulberry Street:** The level of service analysis indicates that the eastbound South Main Street approach currently operates at an acceptable LOS B or better during the study peak hours and will continue to do so in the Build conditions.
- **East Market Street/North Parsonage Street:** The level of service analysis indicates that the eastbound South Main Street approach currently operates at an acceptable LOS B or better during the study peak hours and will continue to do so in the Build conditions.
- **Mulberry Street/South Street:** The level of service analysis indicates that the eastbound South Main Street approach currently operates at an acceptable LOS B or better during the study peak hours and will continue to do so in the Build conditions.
- **South Street/South Parsonage Street:** The level of service analysis indicates that the eastbound South Main Street approach currently operates at an acceptable LOS C or better during the study peak hours and will continue to do so in the Build conditions.
- **Site Driveways (Lot 1 – Lot 5):** The level of service analysis indicates that as a two-way stop-controlled intersection with stop-control the driveway approaches will operate at a LOS A during all peak hours.

4.0 Sight Distance

The available intersection sight distance from the site driveway intersections were measured from the perspective of a driver who would be exiting the site and looking in both directions along Mulberry Street to determine if adequate sight lines are available. The intersection sight distance was also measured for drivers traveling north on Mulberry Street seeking to turn left into the proposed site driveway. The available intersection sight distance on a side street or driveway should provide drivers a sufficient view of the intersecting highway to allow vehicles to enter or exit the intersection without excessively slowing vehicles traveling at or near the operating speed on the intersecting mainline. *Stopping* sight distance was also measured at the proposed site driveways. Stopping sight distance is the length of the roadway ahead that is visible to the driver on the mainline. The available stopping sight distance on a roadway should be of sufficient length to enable a vehicle traveling at or near the operating speed to stop before reaching a stationary object in its path. Exhibit 6 depicts the sight distance measurements.

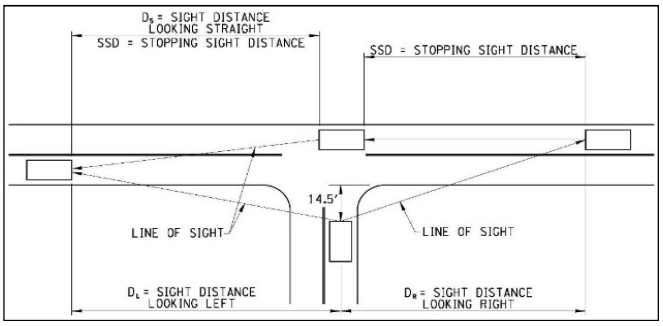


Exhibit 6 – Sight Distance Measurements

The posted speed limit on Mulberry Street along the subject site's frontage is 30 miles per hour. Therefore, the sight distances measured in the field were compared to the guidelines presented in the AASHTO *A Policy on Geometric Design of Highway and Streets* "Green Book", 2018, and NYSDOT design guidance (EB 17-007) for 35 miles per hour (Posted speed + 5MPH). The results of the analysis are summarized in Table 8.

Table 8 – Sight Distance Summary

Intersection		Intersection Sight Distance[1]				Stopping Sight Distance[2]	
		Right Turn from Site Driveway (D_L)	Left Turn from Site Driveway		Left Turn from Mulberry Street. (D_S)	SSD_{NB}	SSD_{SB}
			Looking Left (D_L)	Looking Right (D_R)			
Mulberry Street/Site Driveway	Available	218 ft	218 ft	202 ft	202 ft	177 ft	218 ft
	Recommended	335 ft	390 ft	390 ft	285 ft	250 ft	250 ft

[1]Intersection sight distance is measured 14.5 feet back from the traveled way at an object height of 3.5 feet and an eye height of 3.5 feet for a vehicle.

[2]Stopping sight distance is measured from an eye height of 3.5 feet for a passenger car to an object height of 2 feet located in the path of northbound and southbound vehicles.

The sight distance evaluation for the site driveway serving the parking lot of the multi-family residential building indicates that the available intersection and stopping sight distances do not meet the AASHTO recommended guidelines for an assumed operating speed of 35 miles per hour. It should be noted that the evaluation is based on a conservative operating speed of 35 miles per hour. A more realistic speed is the actual posted speed limit of 30 miles per hour given that each intersection operates under stop-control, which requires vehicles to fully stop before proceeding north or south along Mulberry Street. The AASHTO recommended stopping sight distance for 30 miles per hour is 175-ft, which would be exceeded based on the location of the proposed driveway. Additionally, assuming that the typical right turn is performed at 10 miles per hour or less, an intersection sight distance of 100 feet should be provided based on "Case B2, Right Turn From Stop" and Equation 9-1 from AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2018. Assuming that the typical left turn is performed at 15 miles per hour or less, an intersection sight distance of 145 feet should be provided based on the same methodology. Lastly, the driveway location exceeds the NYSDOT guidance in its *Policy and Standard for Design of Entrances to State Highways* for driveway offset from adjacent intersections.

5.0 Site Access, Circulation, and Parking

CM reviewed the site access, site circulation, and parking as shown on the Proposed Subdivision Plan prepared by NAVA Partners LLC. Lots 1, 2 and 3 will be accessed via driveways on Mulberry Street, Lots 4 and 5 will be accessed via driveways on South Street. Each individual lot will have their own driveway. The multi-family building on Lot 3 will be supported by 18 parking spaces inclusive of two ADA-accessible spaces. The proposed number of parking spaces meets the Village of Rhinebeck zoning requirements.[4]

6.0 Conclusion

The subject site is defined on the Dutchess County Tax Map as Section 19, Block 1, Lot 10. The proposed project consists of redeveloping the existing building into a multi-family residential building and four single-family residential homes on adjacent lots. Two of the single-family homes and the multi-family residential building will be accessed via individual driveways on Mulberry Street and the two other single-family homes will be accessed via individual driveways on South Street. The following is noted regarding the proposed project:

- Turning movement counts were collected during a typical weekday and typical Saturday at the study intersections.
- Upon review of the *Trip Generation Manual*, Land Use Code (LUC) 210 "Single Family Detached Home" and LUC 220 "Multifamily Housing (Low-Rise)" most closely described the anticipated uses on site.
- The development is expected to generate a total of eight trips during the AM peak hour, a total of nine trips during the school dismissal peak hour, a total of nine trips during the PM peak hour, and a total of eight trips during the Saturday midday peak hour.
- Two other developments were identified by the Village of Rhinebeck and the traffic generated was included in this analysis.
- The level of service analysis indicates that the Build condition of the study intersections will operate at the levels of service consistent with the No-Build conditions.
- The project is not expected to have a significant adverse impact on surrounding roadway network.

Please do not hesitate to call our office if you have any questions or comments, or require additional information.

Respectfully submitted,
Creighton Manning Engineering, LLP

Frank A. Filiciotto, PE
Associate

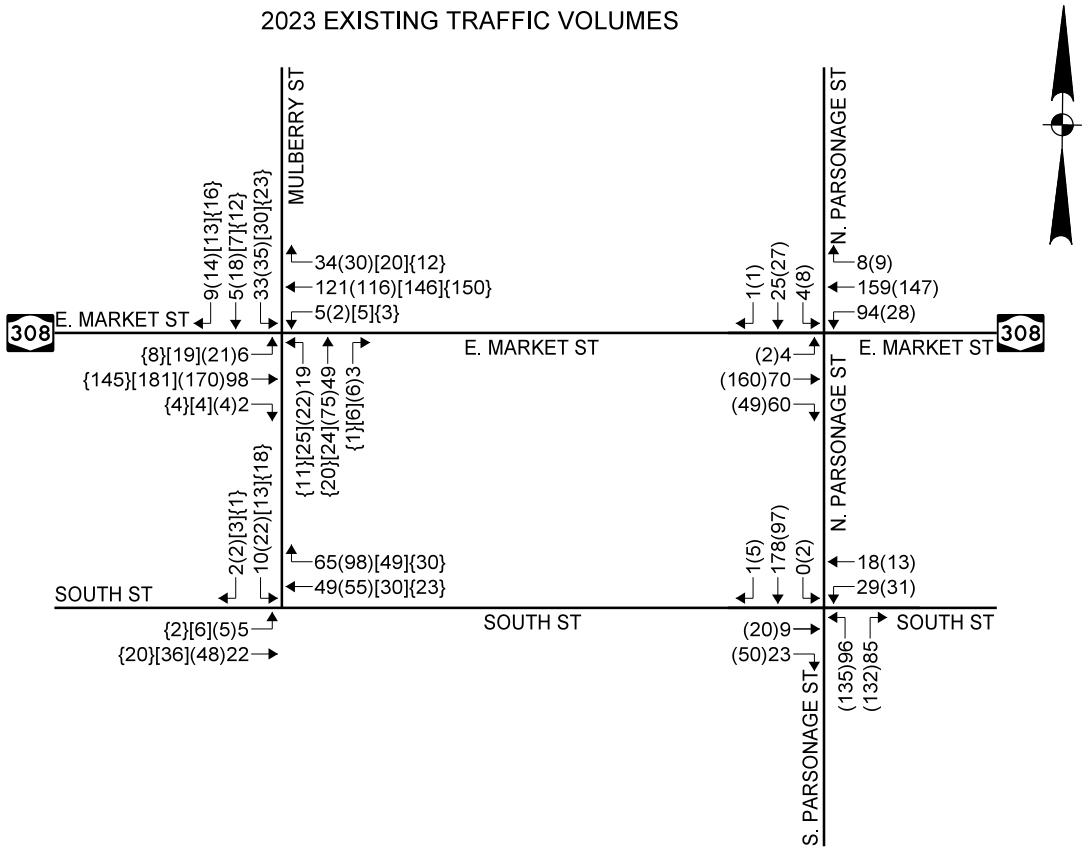
Fior M. Perez, EIT
Assistant Project Engineer

cc:

[4] Dwelling, Multifamily – 9 units * 2 spaces/units = 18 spaces | Total Required = 18

①

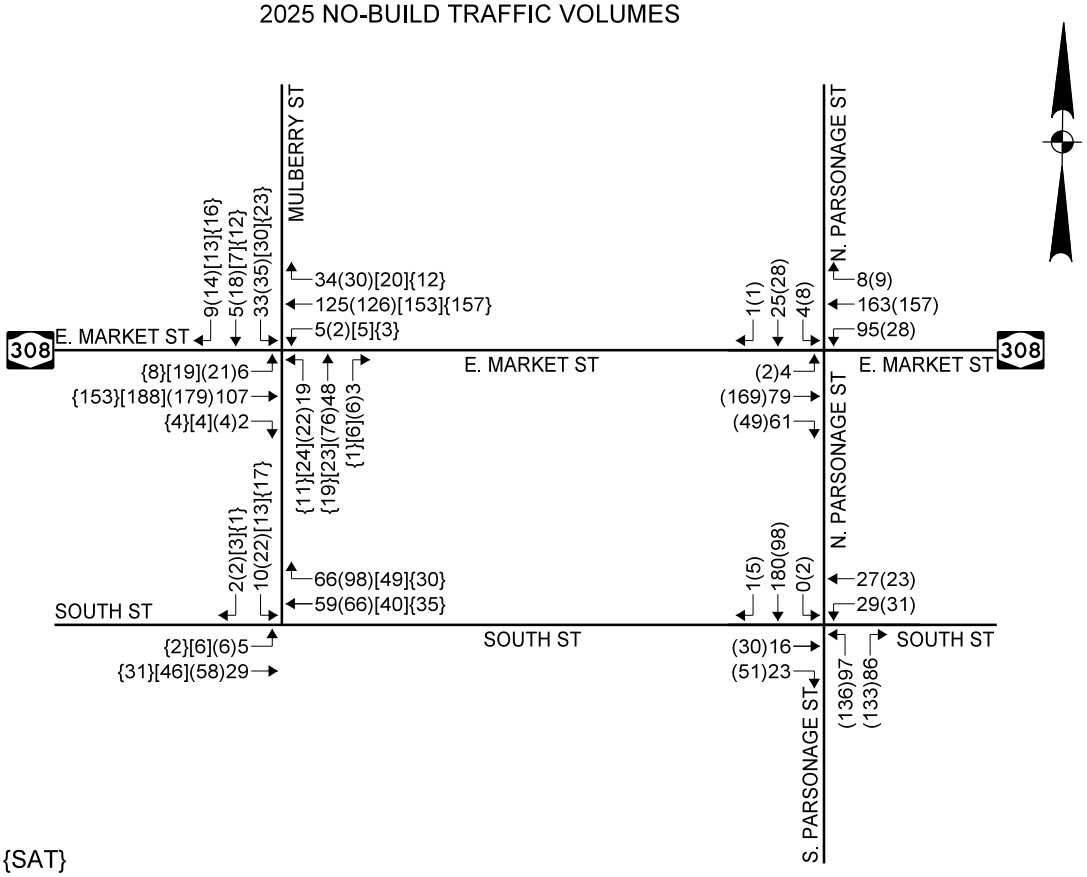
2023 EXISTING TRAFFIC VOLUMES



AM (MIDDAY) [PM] {SAT}

②

2025 NO-BUILD TRAFFIC VOLUMES



AM (MIDDAY) [PM] {SAT}

2022 EXISTING & 2025 NO-BUILD TRAFFIC VOLUMES

DUTCHESS SHEPHARD LLC
VILLAGE OF RHINEBECK
DUTCHESS COUNTY, NEW YORK

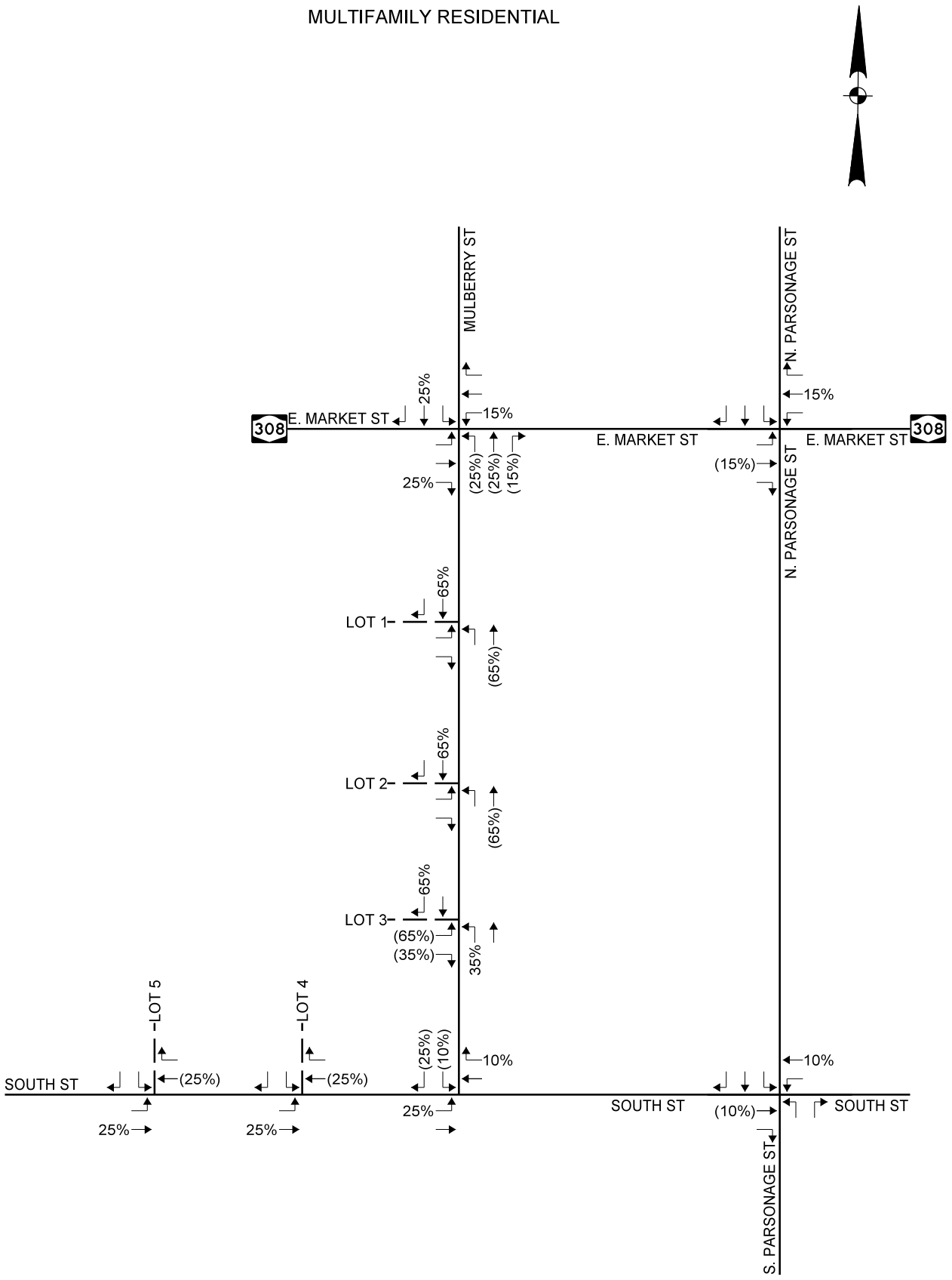
Creighton Manning

PROJECT: 123-020	DATE: 04/2023	FIGURE: 1

N:\Projects\2023\123-020 Dutchess Shepherd LLC - Rhinebeck\Working\CADD\dgn\figures\123-020_fig_traf_01.dgn

①

MULTIFAMILY RESIDENTIAL



ENTER (EXIT)

TRIP DISTRIBUTION

DUTCHESS SHEPHARD LLC
VILLAGE OF RHINEBECK
DUTCHESS COUNTY, NEW YORK

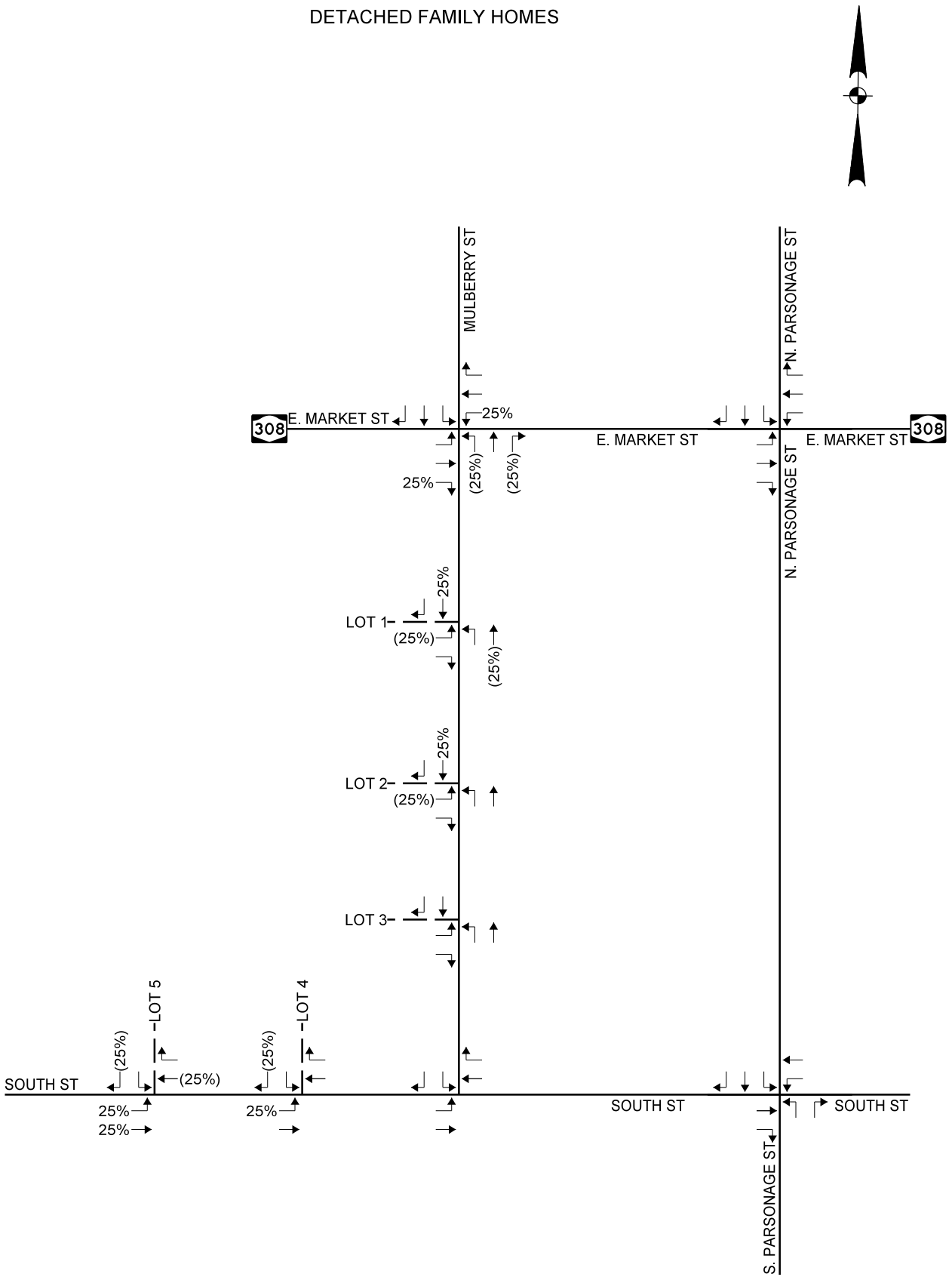
Creighton Manning

PROJECT: 123-020	DATE: 04/2023	FIGURE: 2A

N:\Projects\2023\123-020 Dutchess Shepherd LLC - Rhinebeck\Working\CADD\dgn\figures\123-020_fig_traf_01.dgn

①

DETACHED FAMILY HOMES



ENTER (EXIT)

TRIP DISTRIBUTION

DUTCHESS SHEPHARD LLC
VILLAGE OF RHINEBECK
DUTCHESS COUNTY, NEW YORK

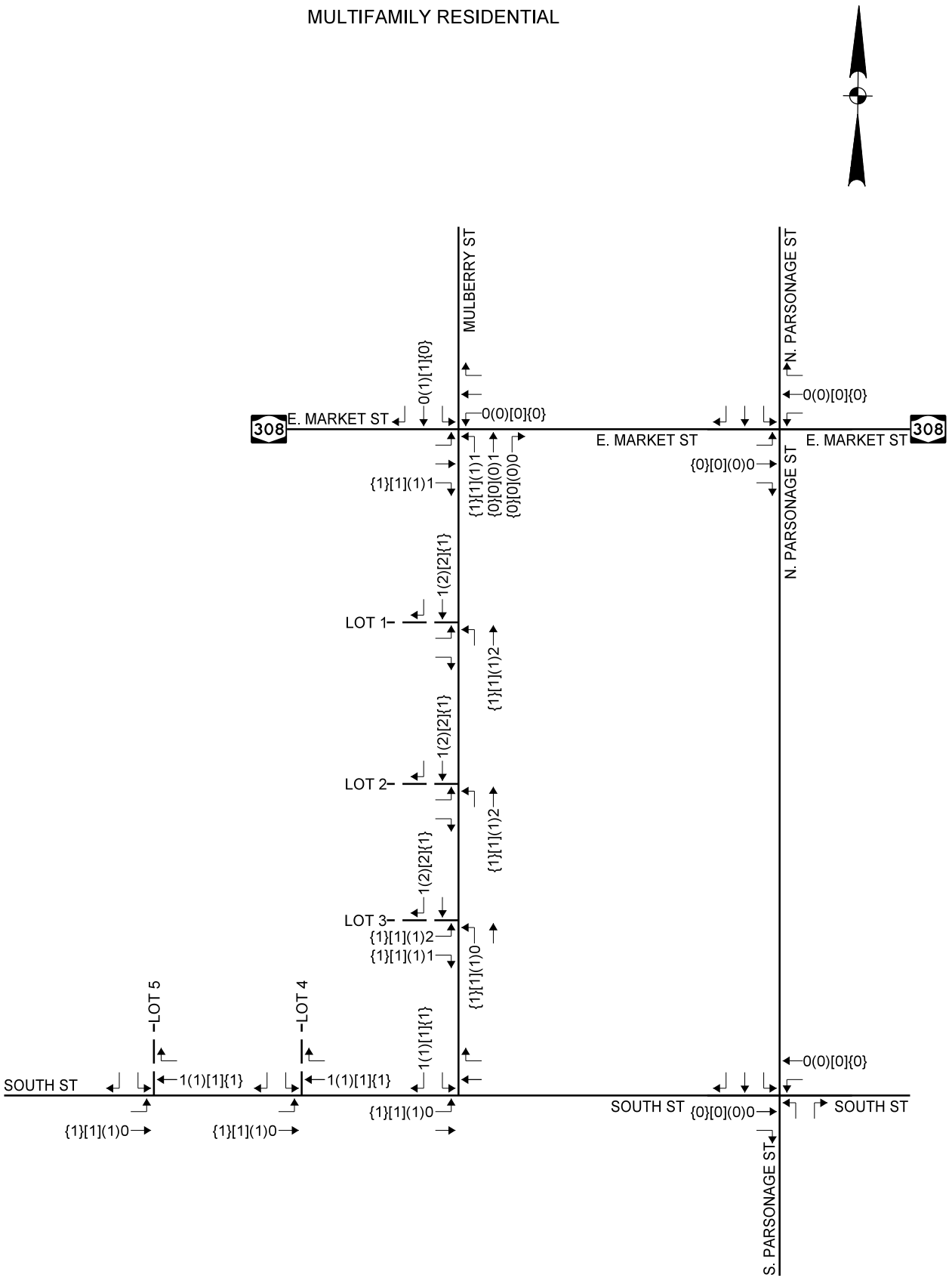
Creighton Manning

PROJECT: 123-020	DATE: 04/2023	FIGURE: 2B

N:\Projects\2023\123-020 Dutchess Shepherd LLC - Rhinebeck\Working\CADD\dgn\figures\123-020_fig_traf_01.dgn

①

MULTIFAMILY RESIDENTIAL



AM (MIDDAY) [PM] {SAT}

TRIP ASSIGNMENT

DUTCHESS SHEPHARD LLC
VILLAGE OF RHINEBECK
DUTCHESS COUNTY, NEW YORK

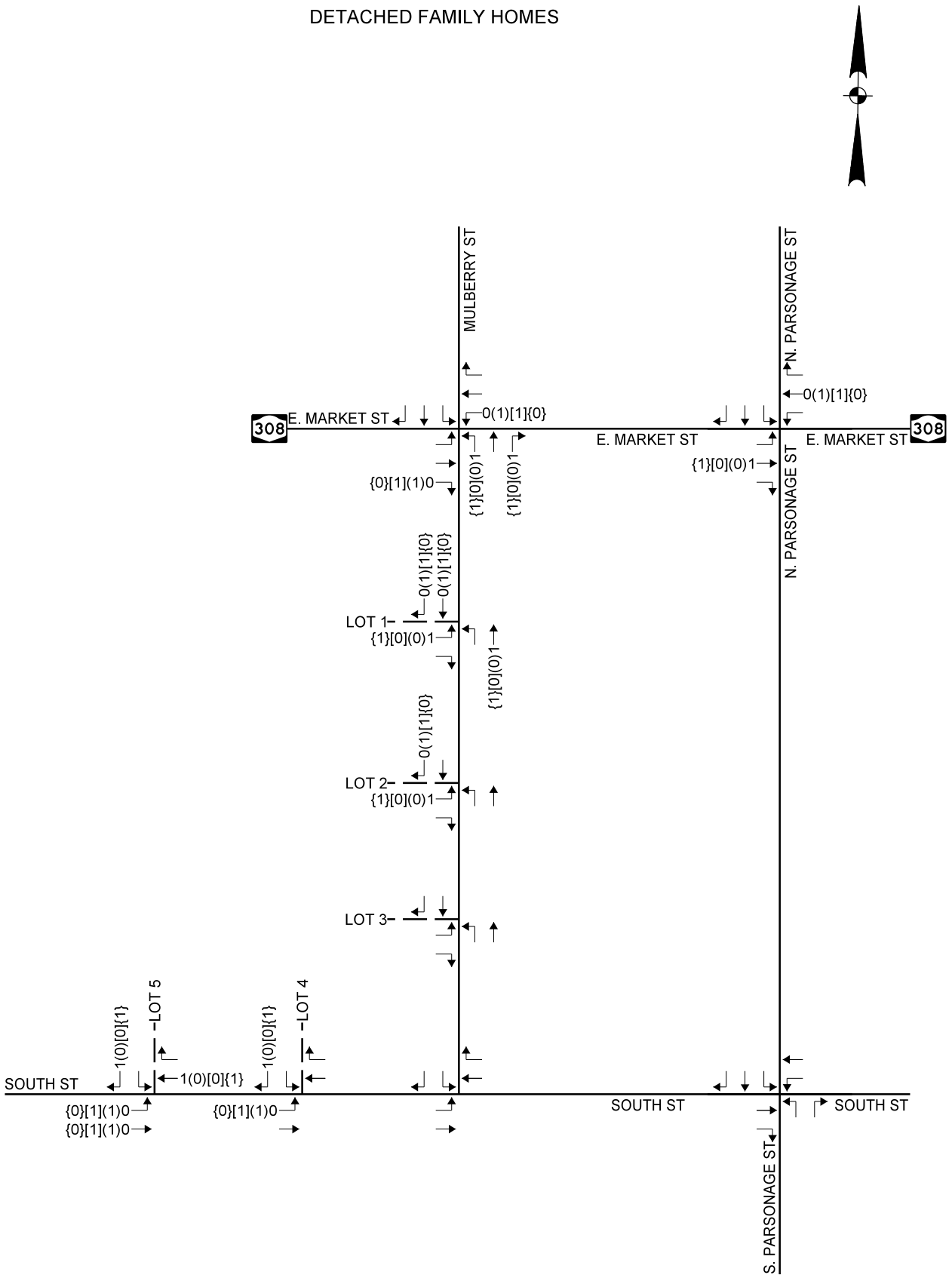
Creighton Manning

PROJECT: 123-020	DATE: 04/2023	FIGURE: 3A

N:\Projects\2023\123-020 Dutchess Shepherd LLC - Rhinebeck\Working\CADD\dgn\figures\123-020_fig_traf_01.dgn

①

DETACHED FAMILY HOMES



AM (MIDDAY) [PM] {SAT}

TRIP ASSIGNMENT

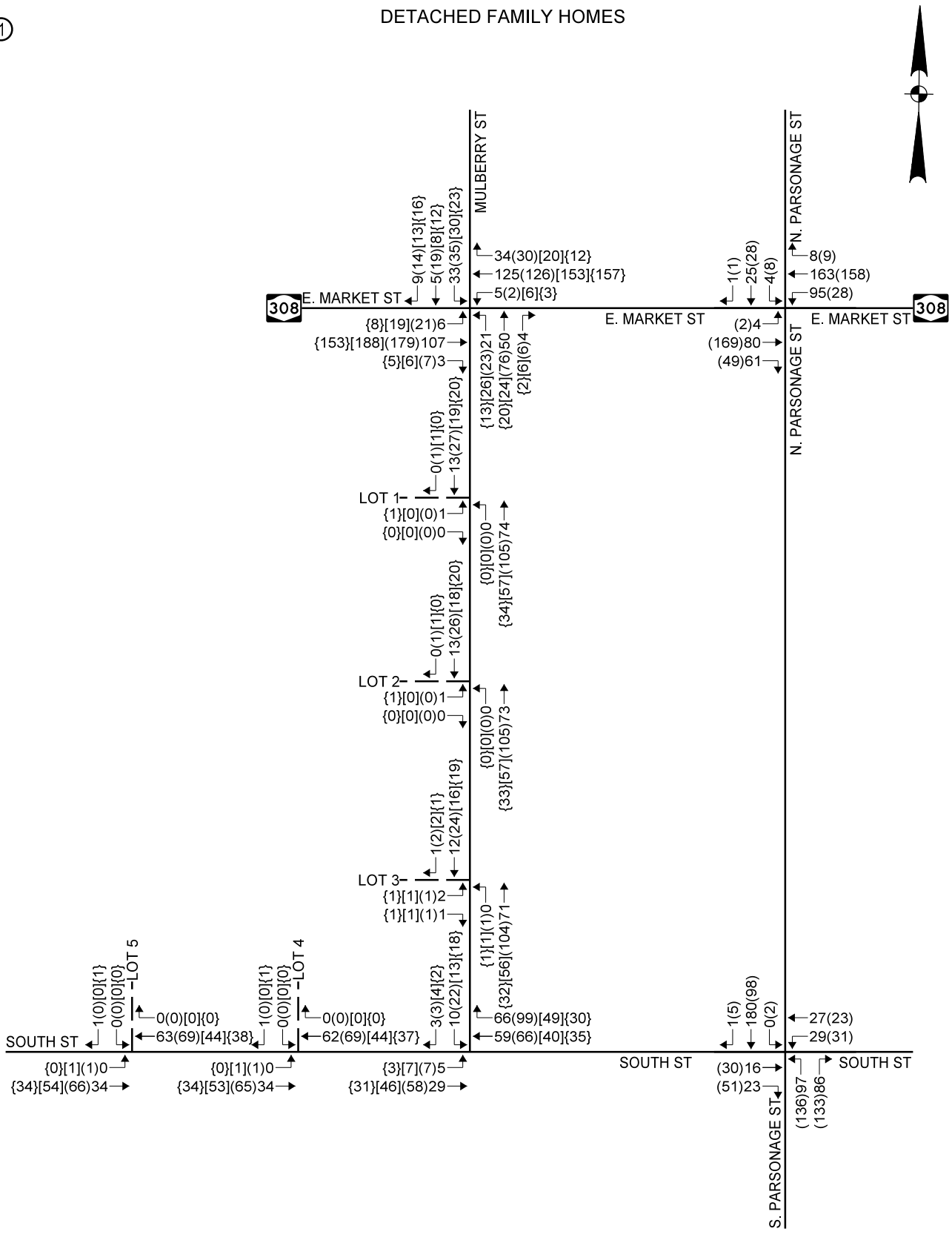
DUTCHESS SHEPHARD LLC
VILLAGE OF RHINEBECK
DUTCHESS COUNTY, NEW YORK

Creighton Manning

PROJECT: 123-020	DATE: 04/2023	FIGURE: 3B

N:\Projects\2023\123-020 Dutchess Shepherd LLC - Rhinebeck\Working\CADD\dgn\figures\123-020_fig_traf_01.dgn

DETACHED FAMILY HOMES



AM (MIDDAY) [PM] {SAT}

2025 BUILD TRAFFIC VOLUMES

DUTCHESS SHEPHARD LLC
VILLAGE OF RHINEBECK
DUTCHESS COUNTY, NEW YORK

Creighton Manning

PROJECT: 123-020	DATE: 04/2023	FIGURE: 4

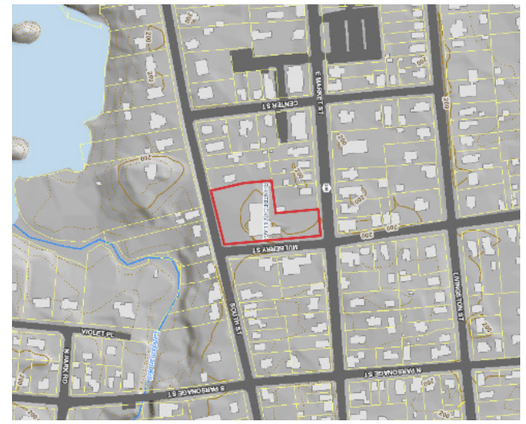
N:\Projects\2023\123-020 Dutchess Shepherd LLC - Rhinebeck\Working\CADD\dgn\figures\123-020_fig_traf_01.dgn

ATTACHMENT A
SUBDIVISION PLAN

6 Mulberry Street
Village of Rhinebeck
Dutchess County, New York

BULKELEY SCHOOLHOUSE OVERLAY DISTRICT

PROPOSED SUBDIVISION PLAN



KEY PLAN

BUILDING AND ZONING TABLE

OWNER	MUNICIPALITY	REVIEWING AGENCY	ARCHITECT	
DUTCHESS SHEPHERD LLC 333 Cedar Heights Road Rhinebeck, NY 12572 **Signature:** **Print Name:**	VILLAGE OF RHINEBECK Dutchess County, New York	PLANNING & ZONING Rhinebeck, Dutchess County, New York **Signature:** **Print Name:**	NAVA	8

ATTACHMENT B
TURNING MOVEMENT COUNTS

6 Mulberry Street
Village of Rhinebeck
Dutchess County, New York

South Street-Mulberry Street Weekday AM - TMC

Wed Mar 1, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042879, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

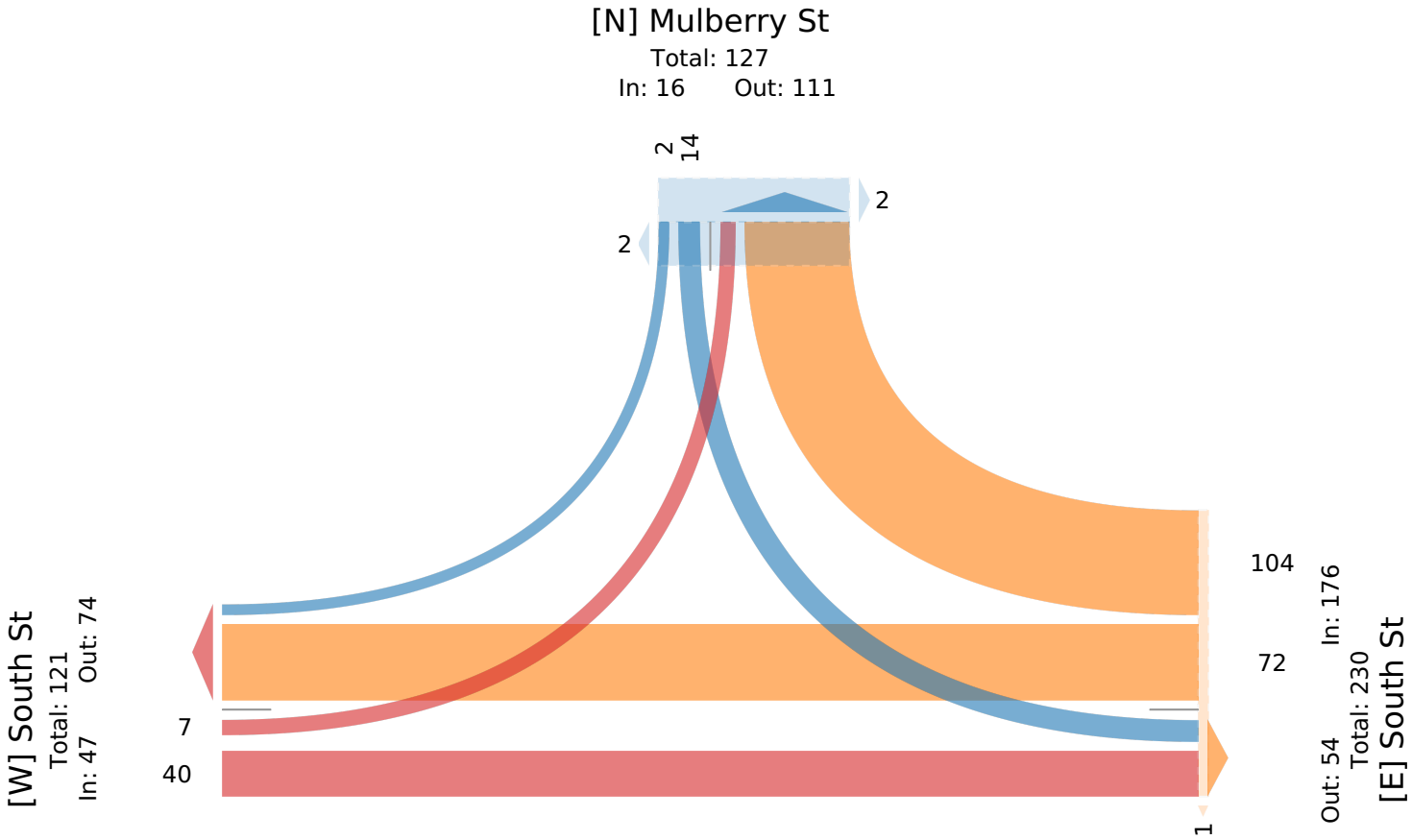
Leg	South St					South St					Mulberry St					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-03-01 7:00AM	0	2	0	**2**	0	3	2	0	**5**	0	0	0	0	**0**	0	**7**
7:15AM	1	1	0	**2**	0	2	2	0	**4**	0	3	0	0	**3**	1	**9**
7:30AM	0	8	0	**8**	0	17	12	0	**29**	0	1	0	0	**1**	0	**38**
7:45AM	3	4	0	**7**	0	14	38	0	**52**	0	4	1	0	**5**	0	**64**
Hourly Total	4	15	0	**19**	0	36	54	0	**90**	0	8	1	0	**9**	1	**118**
8:00AM	2	5	0	**7**	0	12	10	0	**22**	1	1	0	0	**1**	1	**30**
8:15AM	0	5	0	**5**	0	6	5	0	**11**	0	1	0	0	**1**	0	**17**
8:30AM	0	11	0	**11**	0	5	9	0	**14**	0	2	1	0	**3**	0	**28**
8:45AM	1	4	0	**5**	0	13	26	0	**39**	0	2	0	0	**2**	2	**46**
Hourly Total	3	25	0	**28**	0	36	50	0	**86**	1	6	1	0	**7**	3	**121**
Total	7	40	0	**47**	0	72	104	0	**176**	1	14	2	0	**16**	4	**239**
% Approach	14.9%	85.1%	0%	**-**	-	40.9%	59.1%	0%	**-**	-	87.5%	12.5%	0%	**-**	-	**-**
% Total	2.9%	16.7%	0%	**19.7%**	-	30.1%	43.5%	0%	**73.6%**	-	5.9%	0.8%	0%	**6.7%**	-	**-**
Lights	7	38	0	**45**	-	70	99	0	**169**	-	14	2	0	**16**	-	230
% Lights	100%	95.0%	0%	**95.7%**	-	97.2%	95.2%	0%	**96.0%**	-	100%	100%	0%	**100%**	-	96.2%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	0	1	0	**1**	-	0	0	0	**0**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	2.5%	0%	**2.1%**	-	0%	1.0%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0.8%
Buses	0	1	0	**1**	-	2	4	0	**6**	-	0	0	0	**0**	-	7
% Buses	0%	2.5%	0%	**2.1%**	-	2.8%	3.8%	0%	**3.4%**	-	0%	0%	0%	**0%**	-	2.9%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-Mulberry Street Weekday AM - TMC

Wed Mar 1, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042879, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



South Street-Mulberry Street Weekday AM - TMC

Wed Mar 1, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042879, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

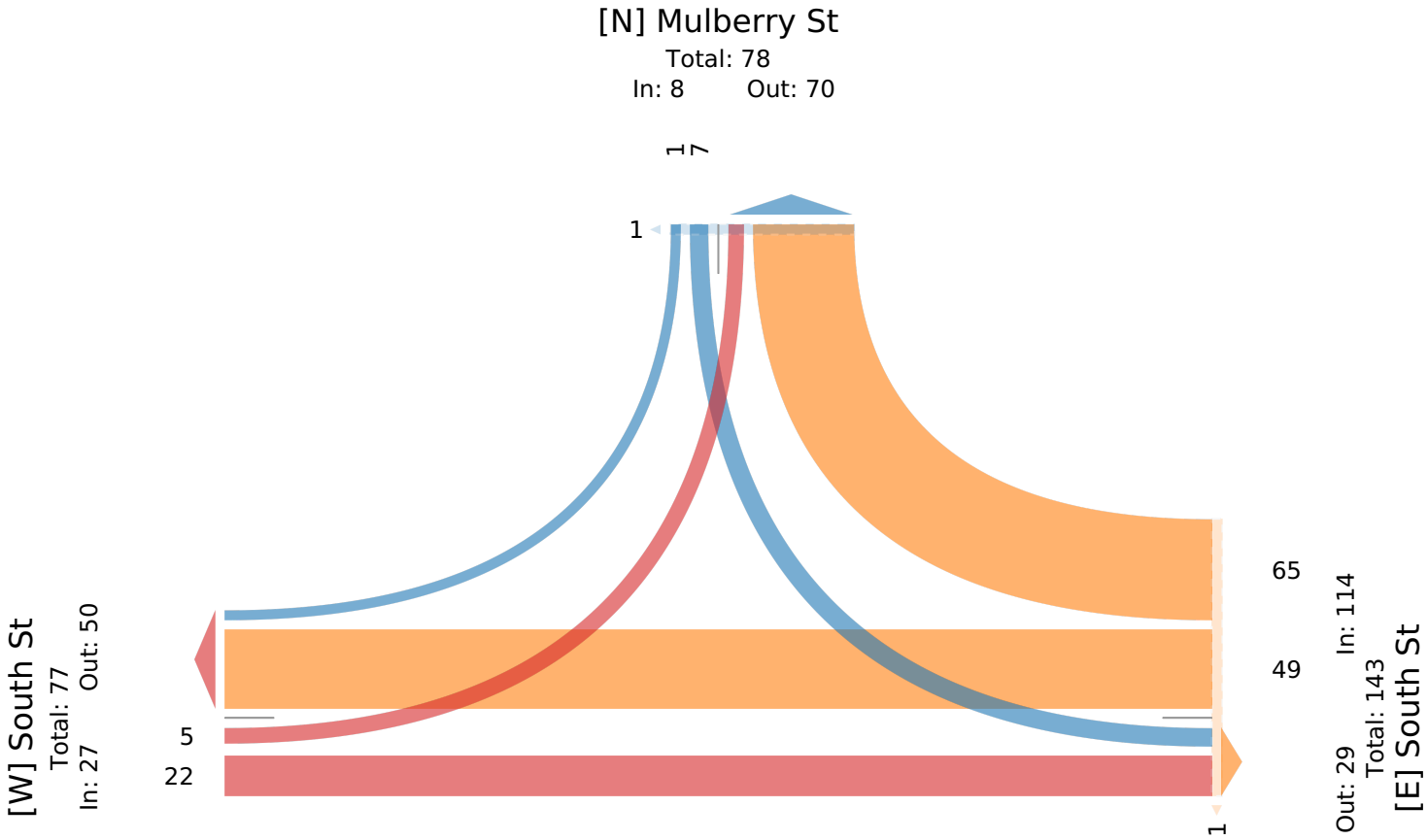
Leg	South St					South St					Mulberry St					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-03-01 7:30AM	0	8	0	**8**	0	17	12	0	**29**	0	1	0	0	**1**	0	**38**
7:45AM	3	4	0	**7**	0	14	38	0	**52**	0	4	1	0	**5**	0	**64**
8:00AM	2	5	0	**7**	0	12	10	0	**22**	1	1	0	0	**1**	1	**30**
8:15AM	0	5	0	**5**	0	6	5	0	**11**	0	1	0	0	**1**	0	**17**
Total	5	22	0	**27**	0	49	65	0	**114**	1	7	1	0	**8**	1	**149**
% Approach	18.5%	81.5%	0%	**-**	-	43.0%	57.0%	0%	**-**	-	87.5%	12.5%	0%	**-**	-	-
% Total	3.4%	14.8%	0%	**18.1%**	-	32.9%	43.6%	0%	**76.5%**	-	4.7%	0.7%	0%	**5.4%**	-	-
PHF	0.417	0.688	-	**0.844**	-	0.721	0.428	-	**0.548**	-	0.438	0.250	-	**0.400**	-	0.582
Lights	5	21	0	**26**	-	48	60	0	**108**	-	7	1	0	**8**	-	142
% Lights	100%	95.5%	0%	**96.3%**	-	98.0%	92.3%	0%	**94.7%**	-	100%	100%	0%	**100%**	-	95.3%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	0	1	0	**1**	-	0	0	0	**0**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	4.5%	0%	**3.7%**	-	0%	1.5%	0%	**0.9%**	-	0%	0%	0%	**0%**	-	1.3%
Buses	0	0	0	**0**	-	1	4	0	**5**	-	0	0	0	**0**	-	5
% Buses	0%	0%	0%	**0%**	-	2.0%	6.2%	0%	**4.4%**	-	0%	0%	0%	**0%**	-	3.4%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-Mulberry Street Weekday AM - TMC

Wed Mar 1, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042879, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-N Parsonage Street Weekda... - TMC

Wed Mar 1, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042889, Location: 41.927228, -73.90562

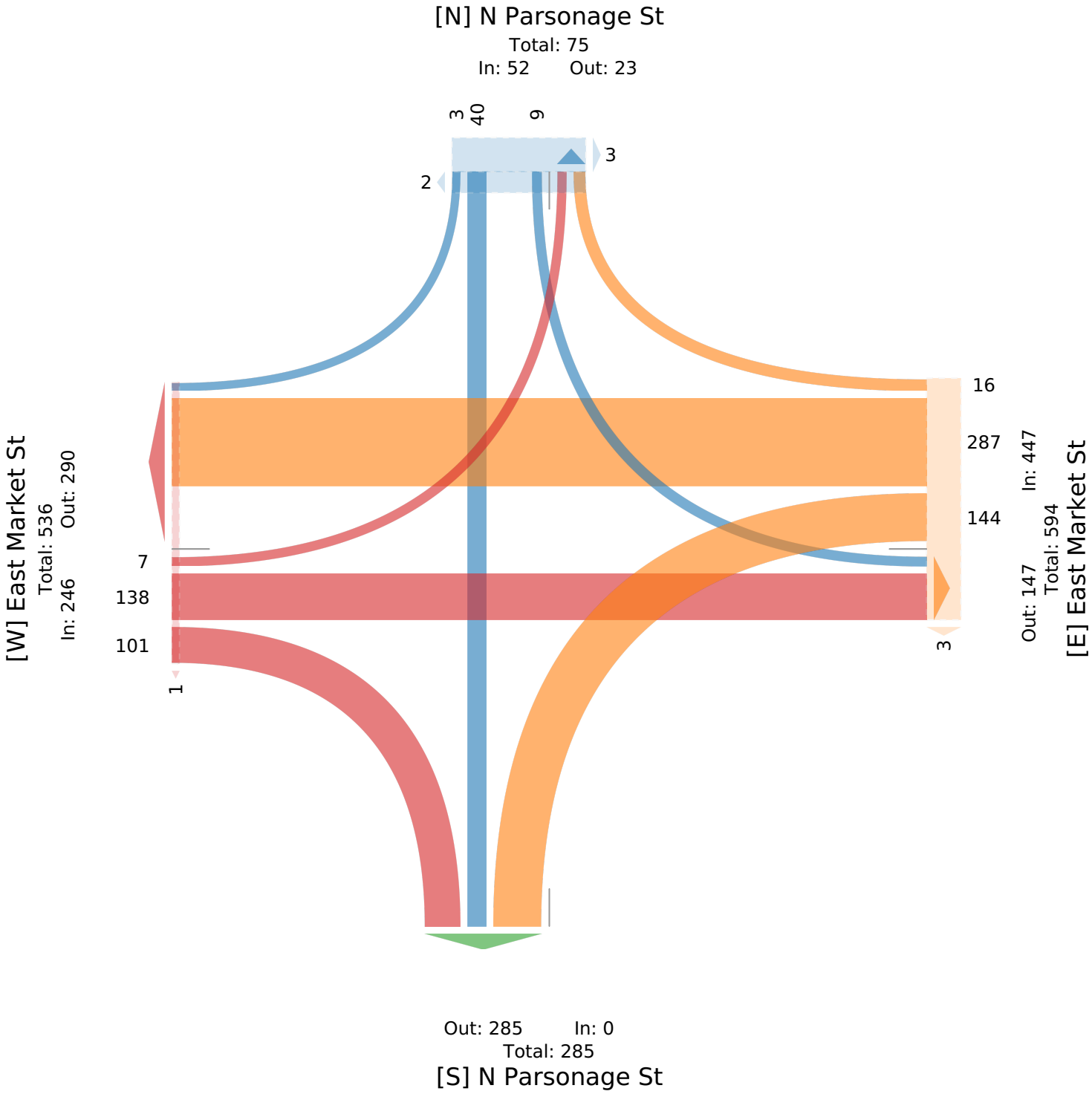
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	East Market St						East Market St						N Parsonage St		N Parsonage St						
Direction	Eastbound						Westbound						Northbound		Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	App	Ped*	L	T	R	U	App	Ped*	Int
2023-03-01 7:00AM	0	18	7	0	**25**	0	10	20	1	0	**31**	0	**0**	0	1	2	0	0	**3**	0	**59**
7:15AM	1	12	9	0	**22**	0	18	31	1	0	**50**	0	**0**	0	0	2	0	0	**2**	3	**74**
7:30AM	0	13	23	0	**36**	0	44	36	2	0	**82**	2	**0**	0	1	11	0	0	**12**	0	**130**
7:45AM	4	18	24	0	**46**	0	33	46	4	0	**83**	1	**0**	0	1	9	0	0	**10**	1	**139**
Hourly Total	5	61	63	0	**129**	0	105	133	8	0	**246**	3	**0**	0	3	24	0	0	**27**	4	**402**
8:00AM	0	19	5	0	**24**	0	10	38	0	0	**48**	0	**0**	0	2	2	1	0	**5**	0	**77**
8:15AM	0	19	7	0	**26**	0	7	39	2	0	**48**	0	**0**	0	0	3	0	0	**3**	1	**77**
8:30AM	0	15	13	0	**28**	1	12	28	2	0	**42**	0	**0**	0	2	7	0	0	**9**	0	**79**
8:45AM	2	24	13	0	**39**	0	10	49	4	0	**63**	0	**0**	0	2	4	2	0	**8**	0	**110**
Hourly Total	2	77	38	0	**117**	1	39	154	8	0	**201**	0	**0**	0	6	16	3	0	**25**	1	**343**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	7	138	101	0	**246**	1	144	287	16	0	**447**	3	**0**	0	9	40	3	0	**52**	5	**745**
% Approach	2.8%	56.1%	41.1%	0%	**-**	-	32.2%	64.2%	3.6%	0%	**-**	-	**-**	-	17.3%	76.9%	5.8%	0%	**-**	-	-
% Total	0.9%	18.5%	13.6%	0%	**33.0%**	-	19.3%	38.5%	2.1%	0%	**60.0%**	-	**0%**	-	1.2%	5.4%	0.4%	0%	**7.0%**	-	-
Lights	7	131	97	0	**235**	-	134	280	16	0	**430**	-	**0**	-	9	36	3	0	**48**	-	713
% Lights	100%	94.9%	96.0%	0%	**95.5%**	-	93.1%	97.6%	100%	0%	**96.2%**	-	**-**	-	100%	90.0%	100%	0%	**92.3%**	-	95.7%
Articulated Trucks and Single-Unit Trucks	0	7	0	0	**7**	-	0	6	0	0	**6**	-	**0**	-	0	1	0	0	**1**	-	14
% Articulated Trucks and Single-Unit Trucks	0%	5.1%	0%	0%	**2.8%**	-	0%	2.1%	0%	0%	**1.3%**	-	**-**	-	0%	2.5%	0%	0%	**1.9%**	-	1.9%
Buses	0	0	4	0	**4**	-	10	0	0	0	**10**	-	**0**	-	0	1	0	0	**1**	-	15
% Buses	0%	0%	4.0%	0%	**1.6%**	-	6.9%	0%	0%	0%	**2.2%**	-	**-**	-	0%	2.5%	0%	0%	**1.9%**	-	2.0%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	**0**	-	0	2	0	0	**2**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.2%**	-	**-**	-	0%	5.0%	0%	0%	**3.8%**	-	0.4%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	0	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-N Parsonage Street Weekda... - TMC
Wed Mar 1, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042889, Location: 41.927228, -73.90562

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-N Parsonage Street Weekda... - TMC

Wed Mar 1, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042889, Location: 41.927228, -73.90562

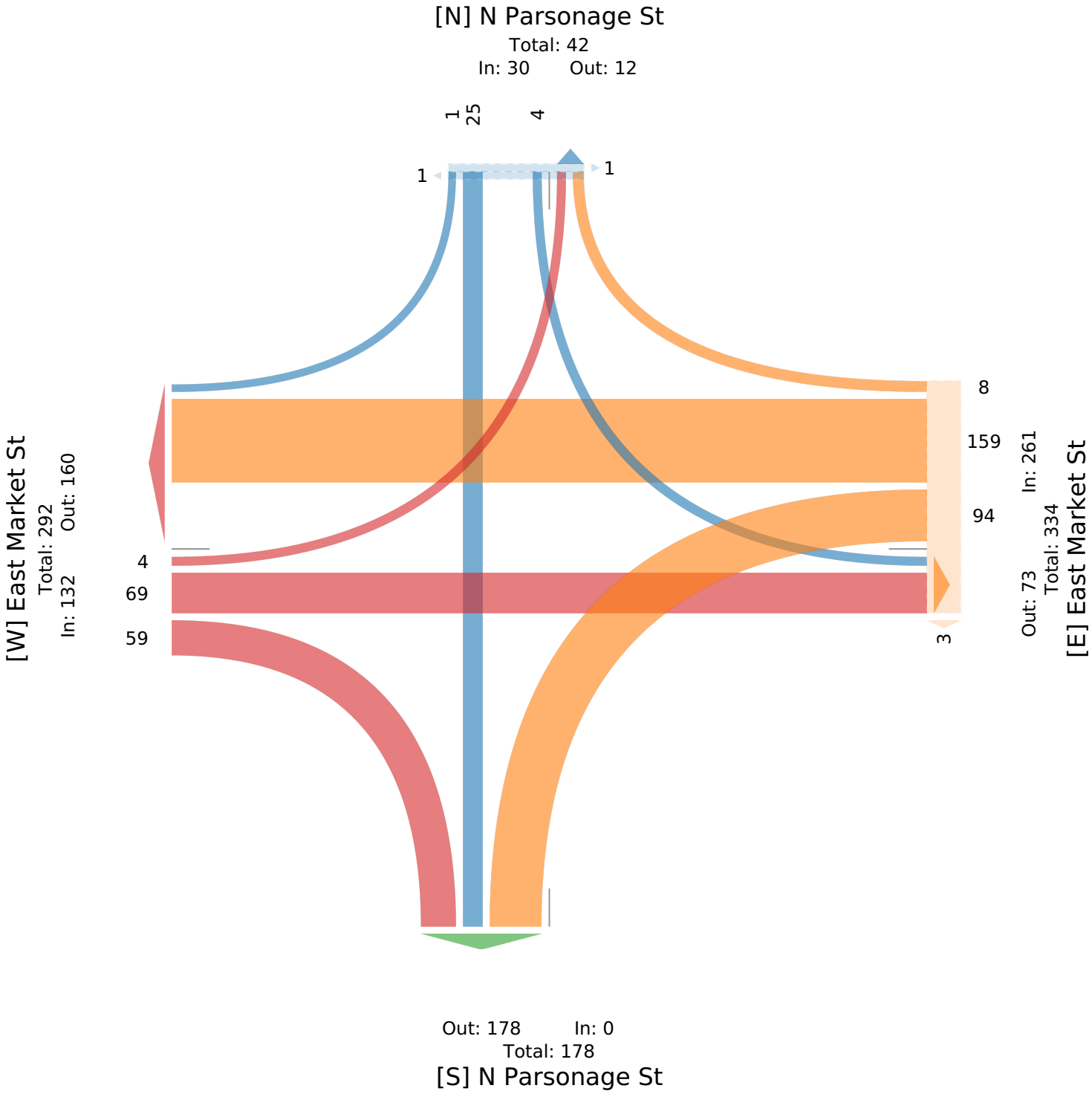
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	East Market St						East Market St						N Parsonage St		N Parsonage St						
Direction	Eastbound						Westbound						Northbound		Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-03-01 7:30AM	0	13	23	0	**36**	0	44	36	2	0	**82**	2	**0**	0	1	11	0	0	**12**	0	**130**
7:45AM	4	18	24	0	**46**	0	33	46	4	0	**83**	1	**0**	0	1	9	0	0	**10**	1	**139**
8:00AM	0	19	5	0	**24**	0	10	38	0	0	**48**	0	**0**	0	2	2	1	0	**5**	0	**77**
8:15AM	0	19	7	0	**26**	0	7	39	2	0	**48**	0	**0**	0	0	3	0	0	**3**	1	**77**
Total	4	69	59	0	**132**	0	94	159	8	0	**261**	3	**0**	0	4	25	1	0	**30**	2	**423**
% Approach	3.0%	52.3%	44.7%	0%	**-**	-	36.0%	60.9%	3.1%	0%	**-**	-	**-**	-	13.3%	83.3%	3.3%	0%	**-**	-	-
% Total	0.9%	16.3%	13.9%	0%	**31.2%**	-	22.2%	37.6%	1.9%	0%	**61.7%**	-	**0%**	-	0.9%	5.9%	0.2%	0%	**7.1%**	-	-
PHF	0.250	0.908	0.615	-	**0.717**	-	0.534	0.878	0.500	-	**0.793**	-	**-**	-	0.500	0.568	0.250	-	**0.625**	-	0.764
Lights	4	66	57	0	**127**	-	89	155	8	0	**252**	-	**0**	-	4	24	1	0	**29**	-	408
% Lights	100%	95.7%	96.6%	0%	**96.2%**	-	94.7%	97.5%	100%	0%	**96.6%**	-	**-**	-	100%	96.0%	100%	0%	**96.7%**	-	96.5%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	**3**	-	0	3	0	0	**3**	-	**0**	-	0	1	0	0	**1**	-	7
% Articulated Trucks and Single-Unit Trucks	0%	4.3%	0%	0%	**2.3%**	-	0%	1.9%	0%	0%	**1.1%**	-	**-**	-	0%	4.0%	0%	0%	**3.3%**	-	1.7%
Buses	0	0	2	0	**2**	-	5	0	0	0	**5**	-	**0**	-	0	0	0	0	**0**	-	7
% Buses	0%	0%	3.4%	0%	**1.5%**	-	5.3%	0%	0%	0%	**1.9%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	1.7%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.4%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-N Parsonage Street Weekda... - TMC
Wed Mar 1, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042889, Location: 41.927228, -73.90562

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



South Street-N Parsonage St-S Parsonage St W... - TMC

Wed Mar 1, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042892, Location: 41.926306, -73.905519

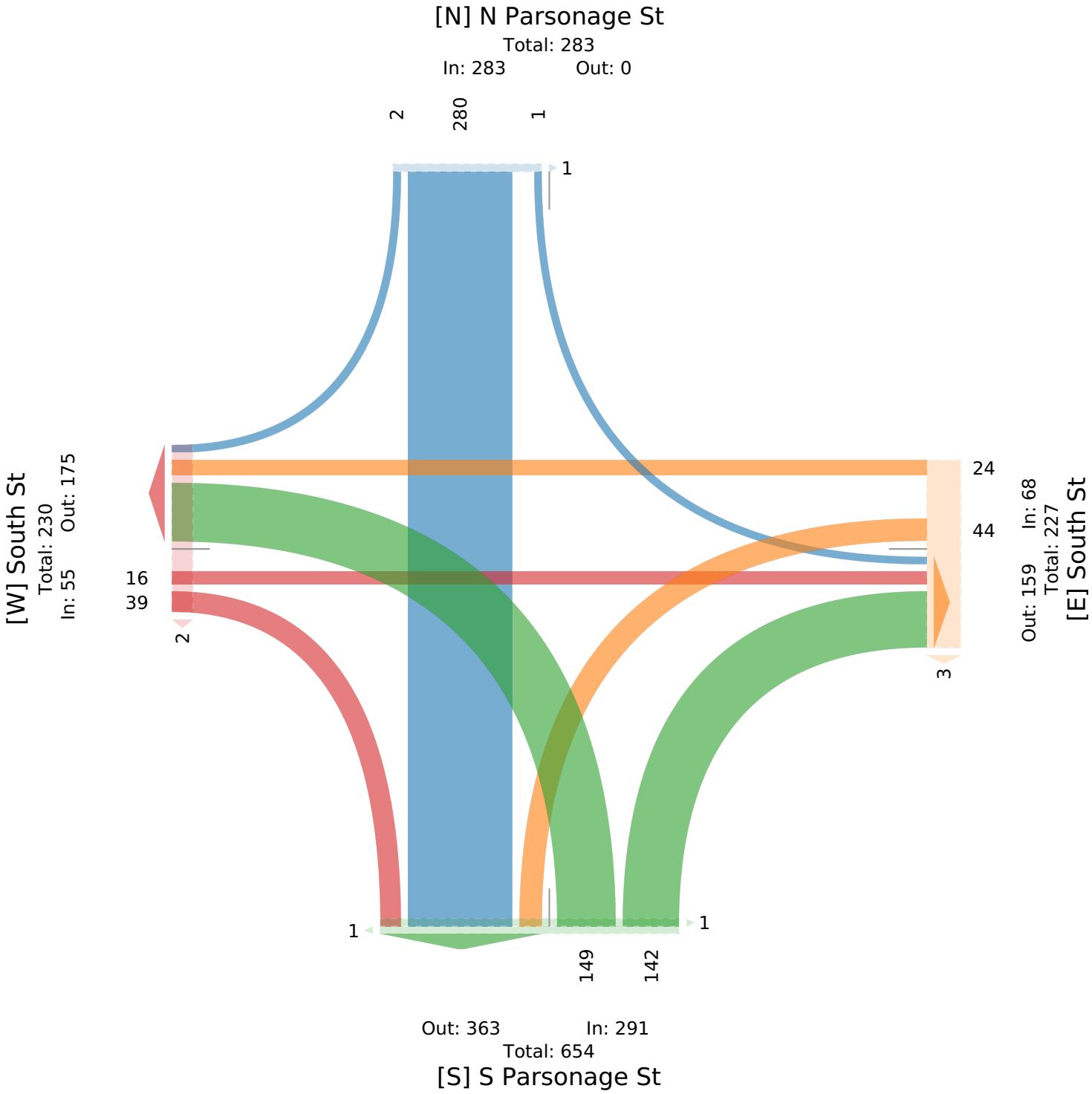
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	South St					South St					S Parsonage St					N Parsonage St					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	L	T	R	**App**	Ped*	**Int**
2023-03-01 7:00AM	2	1	0	**3**	0	4	2	0	**6**	0	2	6	0	**8**	2	0	18	1	**19**	0	**36**
7:15AM	0	4	0	**4**	0	5	1	0	**6**	1	3	9	0	**12**	0	0	28	0	**28**	0	**50**
7:30AM	1	7	0	**8**	0	5	4	0	**9**	2	23	17	0	**40**	0	0	77	1	**78**	1	**135**
7:45AM	1	7	0	**8**	1	9	7	0	**16**	0	43	42	0	**85**	0	0	67	0	**67**	0	**176**
Hourly Total	4	19	0	**23**	1	23	14	0	**37**	3	71	74	0	**145**	2	0	190	2	**192**	1	**397**
8:00AM	4	2	0	**6**	0	7	0	0	**7**	0	21	19	0	**40**	0	0	17	0	**17**	0	**70**
8:15AM	2	4	0	**6**	0	8	7	0	**15**	0	6	7	0	**13**	0	0	17	0	**17**	0	**51**
8:30AM	4	9	0	**13**	0	3	1	0	**4**	0	13	15	0	**28**	0	0	31	0	**31**	0	**76**
8:45AM	2	5	0	**7**	1	3	2	0	**5**	0	38	27	0	**65**	0	1	25	0	**26**	0	**103**
Hourly Total	12	20	0	**32**	1	21	10	0	**31**	0	78	68	0	**146**	0	1	90	0	**91**	0	**300**
Total	16	39	0	**55**	2	44	24	0	**68**	3	149	142	0	**291**	2	1	280	2	**283**	1	**697**
% Approach	29.1%	70.9%	0%	**-**	-	64.7%	35.3%	0%	**-**	-	51.2%	48.8%	0%	**-**	-	0.4%	98.9%	0.7%	**-**	-	-
% Total	2.3%	5.6%	0%	**7.9%**	-	6.3%	3.4%	0%	**9.8%**	-	21.4%	20.4%	0%	**41.8%**	-	0.1%	40.2%	0.3%	**40.6%**	-	-
Lights	15	38	0	**53**	-	44	23	0	**67**	-	144	133	0	**277**	-	1	263	1	**265**	-	662
% Lights	93.8%	97.4%	0%	**96.4%**	-	100%	95.8%	0%	**98.5%**	-	96.6%	93.7%	0%	**95.2%**	-	100%	93.9%	50.0%	**93.6%**	-	95.0%
Articulated Trucks and Single-Unit Trucks	1	0	0	**1**	-	0	0	0	**0**	-	1	2	0	**3**	-	0	1	0	**1**	-	5
% Articulated Trucks and Single-Unit Trucks	6.3%	0%	0%	**1.8%**	-	0%	0%	0%	**0%**	-	0.7%	1.4%	0%	**1.0%**	-	0%	0.4%	0%	**0.4%**	-	0.7%
Buses	0	1	0	**1**	-	0	1	0	**1**	-	4	7	0	**11**	-	0	14	1	**15**	-	28
% Buses	0%	2.6%	0%	**1.8%**	-	0%	4.2%	0%	**1.5%**	-	2.7%	4.9%	0%	**3.8%**	-	0%	5.0%	50.0%	**5.3%**	-	4.0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0	2	0	**2**	-	2
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0.7%	0%	**0.7%**	-	0.3%
Pedestrians	-	-	-	-	2	-	-	-	-	3	-	-	-	-	2	-	-	-	-	1	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-N Parsonage St-S Parsonage St W... - TMC
Wed Mar 1, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042892, Location: 41.926306, -73.905519

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



South Street-N Parsonage St-S Parsonage St W... - TMC

Wed Mar 1, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042892, Location: 41.926306, -73.905519

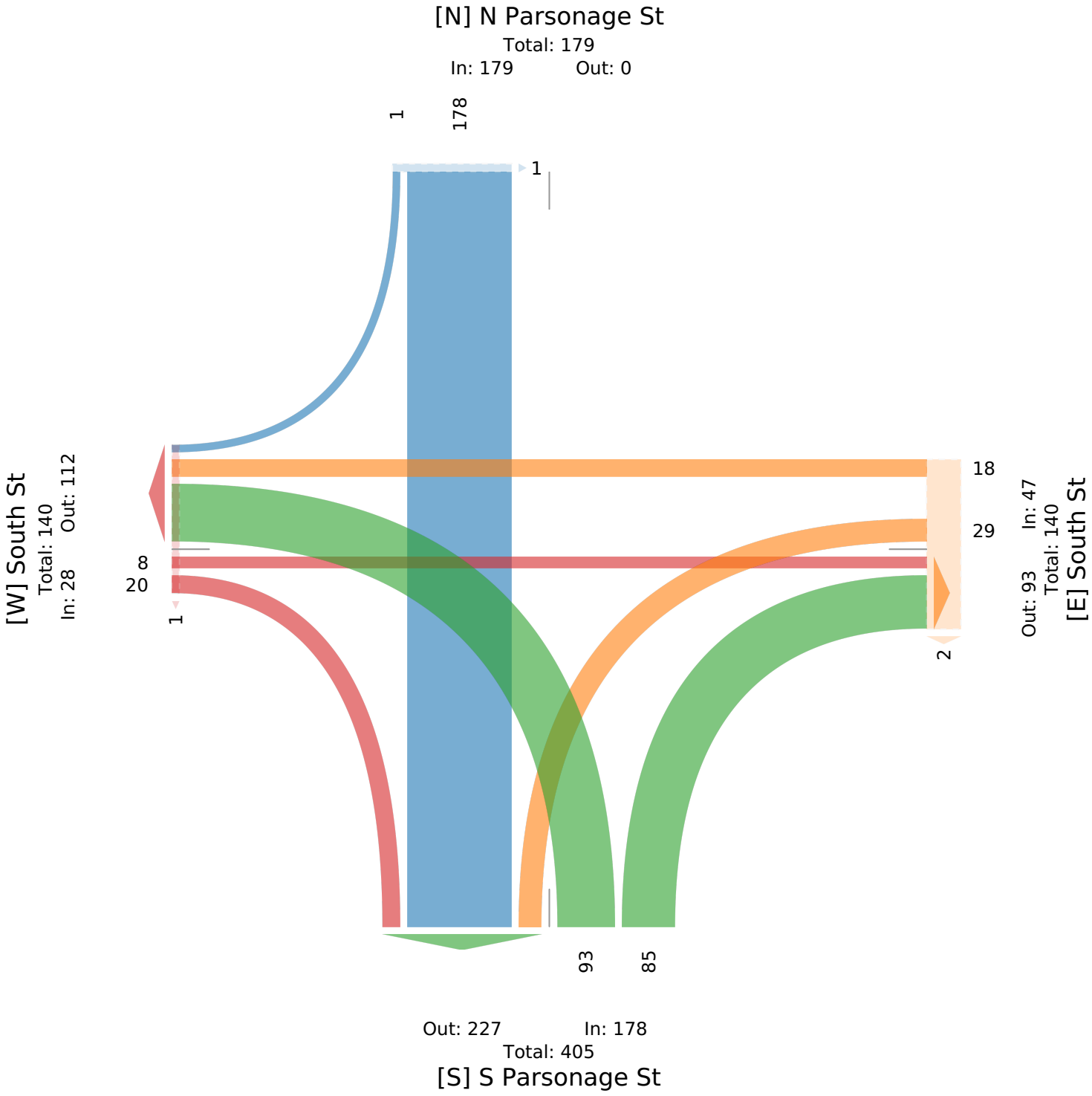
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg / Direction	South St Eastbound					South St Westbound					S Parsonage St Northbound					N Parsonage St Southbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	L	T	R	**App**	Ped*	**Int**
2023-03-01 7:30AM	1	7	0	**8**	0	5	4	0	**9**	2	23	17	0	**40**	0	0	77	1	**78**	1	**135**
7:45AM	1	7	0	**8**	1	9	7	0	**16**	0	43	42	0	**85**	0	0	67	0	**67**	0	**176**
8:00AM	4	2	0	**6**	0	7	0	0	**7**	0	21	19	0	**40**	0	0	17	0	**17**	0	**70**
8:15AM	2	4	0	**6**	0	8	7	0	**15**	0	6	7	0	**13**	0	0	17	0	**17**	0	**51**
Total	8	20	0	**28**	1	29	18	0	**47**	2	93	85	0	**178**	0	0	178	1	**179**	1	**432**
% Approach	28.6%	71.4%	0%	**-**	-	61.7%	38.3%	0%	**-**	-	52.2%	47.8%	0%	**-**	-	0%	99.4%	0.6%	**-**	-	-
% Total	1.9%	4.6%	0%	**6.5%**	-	6.7%	4.2%	0%	**10.9%**	-	21.5%	19.7%	0%	**41.2%**	-	0%	41.2%	0.2%	**41.4%**	-	-
PHF	0.500	0.714	-	**0.875**	-	0.806	0.643	-	**0.734**	-	0.541	0.506	-	**0.524**	-	-	0.578	0.250	**0.574**	-	0.614
Lights	7	20	0	**27**	-	29	17	0	**46**	-	89	78	0	**167**	-	0	171	0	**171**	-	411
% Lights	87.5%	100%	0%	**96.4%**	-	100%	94.4%	0%	**97.9%**	-	95.7%	91.8%	0%	**93.8%**	-	0%	96.1%	0%	**95.5%**	-	95.1%
Articulated Trucks and Single-Unit Trucks	1	0	0	**1**	-	0	0	0	**0**	-	1	0	0	**1**	-	0	1	0	**1**	-	3
% Articulated Trucks and Single-Unit Trucks	12.5%	0%	0%	**3.6%**	-	0%	0%	0%	**0%**	-	1.1%	0%	0%	**0.6%**	-	0%	0.6%	0%	**0.6%**	-	0.7%
Buses	0	0	0	**0**	-	0	1	0	**1**	-	3	7	0	**10**	-	0	6	1	**7**	-	18
% Buses	0%	0%	0%	**0%**	-	0%	5.6%	0%	**2.1%**	-	3.2%	8.2%	0%	**5.6%**	-	0%	3.4%	100%	**3.9%**	-	4.2%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	2	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-N Parsonage St-S Parsonage St W... - TMC
Wed Mar 1, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042892, Location: 41.926306, -73.905519

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-Mulberry Street Weekday A... - TMC

Wed Mar 1, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042872, Location: 41.927144, -73.907459

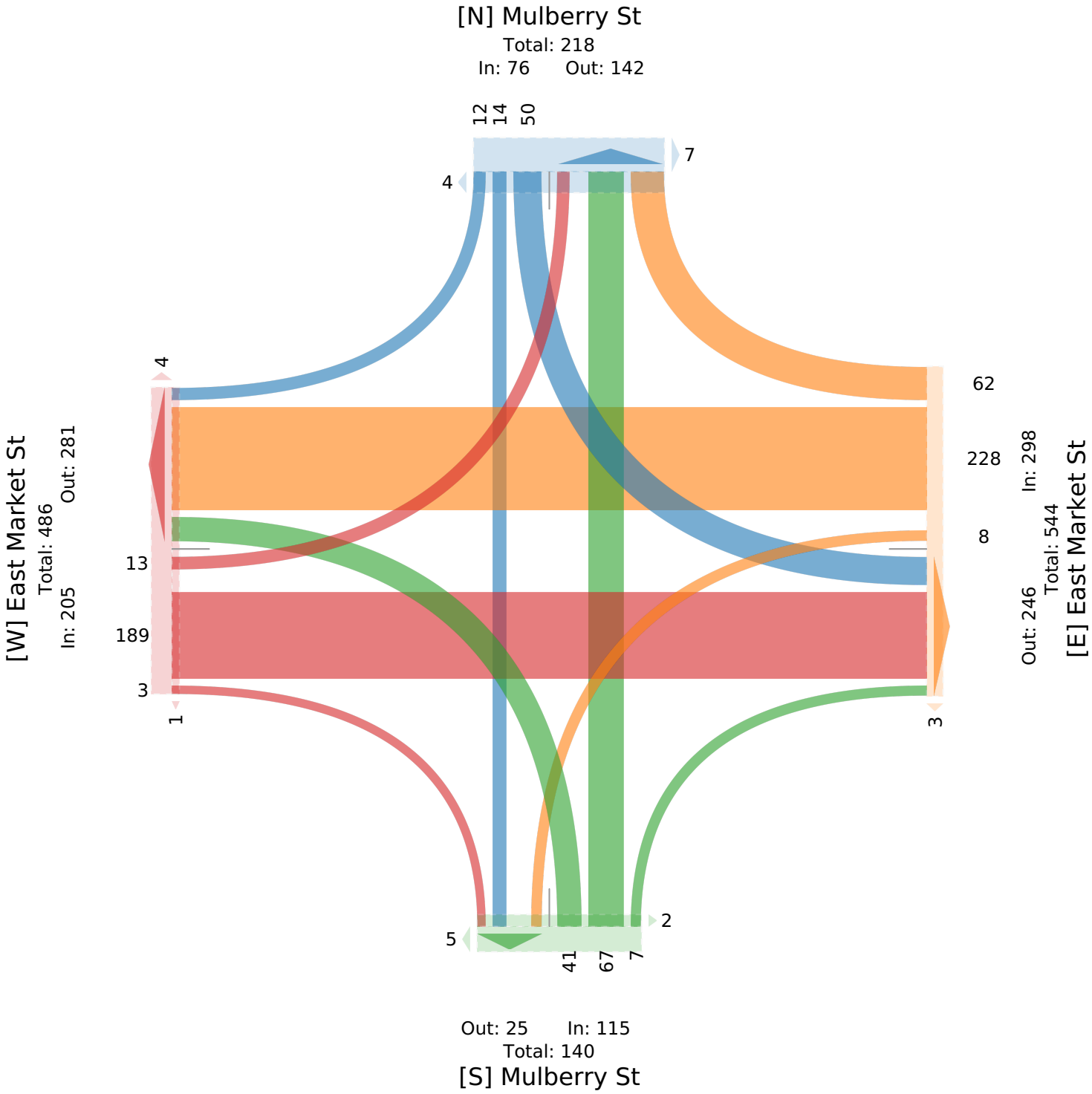
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	East Market St						East Market St						Mulberry St						Mulberry St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-03-01 7:00AM	2	21	0	0	**23**	0	0	16	4	0	**20**	1	0	2	0	0	**2**	0	5	0	0	0	**5**	2	**50**
7:15AM	3	16	0	0	**19**	0	0	25	8	0	**33**	0	1	1	0	0	**2**	0	5	4	0	0	**9**	2	**63**
7:30AM	2	30	0	0	**32**	1	0	27	8	0	**35**	0	3	9	0	0	**12**	2	10	2	2	0	**14**	0	**93**
7:45AM	0	32	2	0	**34**	1	4	29	11	0	**44**	2	10	20	3	0	**33**	0	10	2	3	0	**15**	2	**126**
Hourly Total	7	99	2	0	**108**	2	4	97	31	0	**132**	3	14	32	3	0	**49**	2	30	8	5	0	**43**	6	**332**
8:00AM	2	15	0	0	**17**	0	0	32	7	0	**39**	0	2	10	0	0	**12**	0	8	1	1	0	**10**	3	**78**
8:15AM	2	21	0	0	**23**	0	1	31	8	0	**40**	0	2	3	0	0	**5**	1	5	0	3	0	**8**	1	**76**
8:30AM	2	21	0	0	**23**	2	2	28	4	0	**34**	0	10	5	3	0	**18**	2	4	2	0	0	**6**	0	**81**
8:45AM	0	33	1	0	**34**	1	1	39	12	0	**52**	0	13	17	1	0	**31**	2	3	3	3	0	**9**	1	**126**
Hourly Total	6	90	1	0	**97**	3	4	130	31	0	**165**	0	27	35	4	0	**66**	5	20	6	7	0	**33**	5	**361**
9:00AM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Total	13	189	3	0	**205**	5	8	228	62	0	**298**	3	41	67	7	0	**115**	7	50	14	12	0	**76**	11	**694**
% Approach	6.3%	92.2%	1.5%	0%	**-**	-	2.7%	76.5%	20.8%	0%	**-**	-	35.7%	58.3%	6.1%	0%	**-**	-	65.8%	18.4%	15.8%	0%	**-**	-	-
% Total	1.9%	27.2%	0.4%	0%	**29.5%**	-	1.2%	32.9%	8.9%	0%	**42.9%**	-	5.9%	9.7%	1.0%	0%	**16.6%**	-	7.2%	2.0%	1.7%	0%	**11.0%**	-	-
Lights	11	182	2	0	**195**	-	8	218	61	0	**287**	-	40	63	7	0	**110**	-	48	14	12	0	**74**	-	666
% Lights	84.6%	96.3%	66.7%	0%	**95.1%**	-	100%	95.6%	98.4%	0%	**96.3%**	-	97.6%	94.0%	100%	0%	**95.7%**	-	96.0%	100%	100%	0%	**97.4%**	-	96.0%
Articulated Trucks and Single-Unit Trucks	2	2	1	0	**5**	-	0	9	0	0	**9**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	14
% Articulated Trucks and Single-Unit Trucks	15.4%	1.1%	33.3%	0%	**2.4%**	-	0%	3.9%	0%	0%	**3.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.0%
Buses	0	5	0	0	**5**	-	0	0	0	0	**0**	-	1	4	0	0	**5**	-	2	0	0	0	**2**	-	12
% Buses	0%	2.6%	0%	0%	**2.4%**	-	0%	0%	0%	0%	**0%**	-	2.4%	6.0%	0%	0%	**4.3%**	-	4.0%	0%	0%	0%	**2.6%**	-	1.7%
Bicycles on Road	0	0	0	0	**0**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.4%	1.6%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	80.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	20.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-Mulberry Street Weekday A... - TMC
Wed Mar 1, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042872, Location: 41.927144, -73.907459

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-Mulberry Street Weekday A... - TMC

Wed Mar 1, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042872, Location: 41.927144, -73.907459

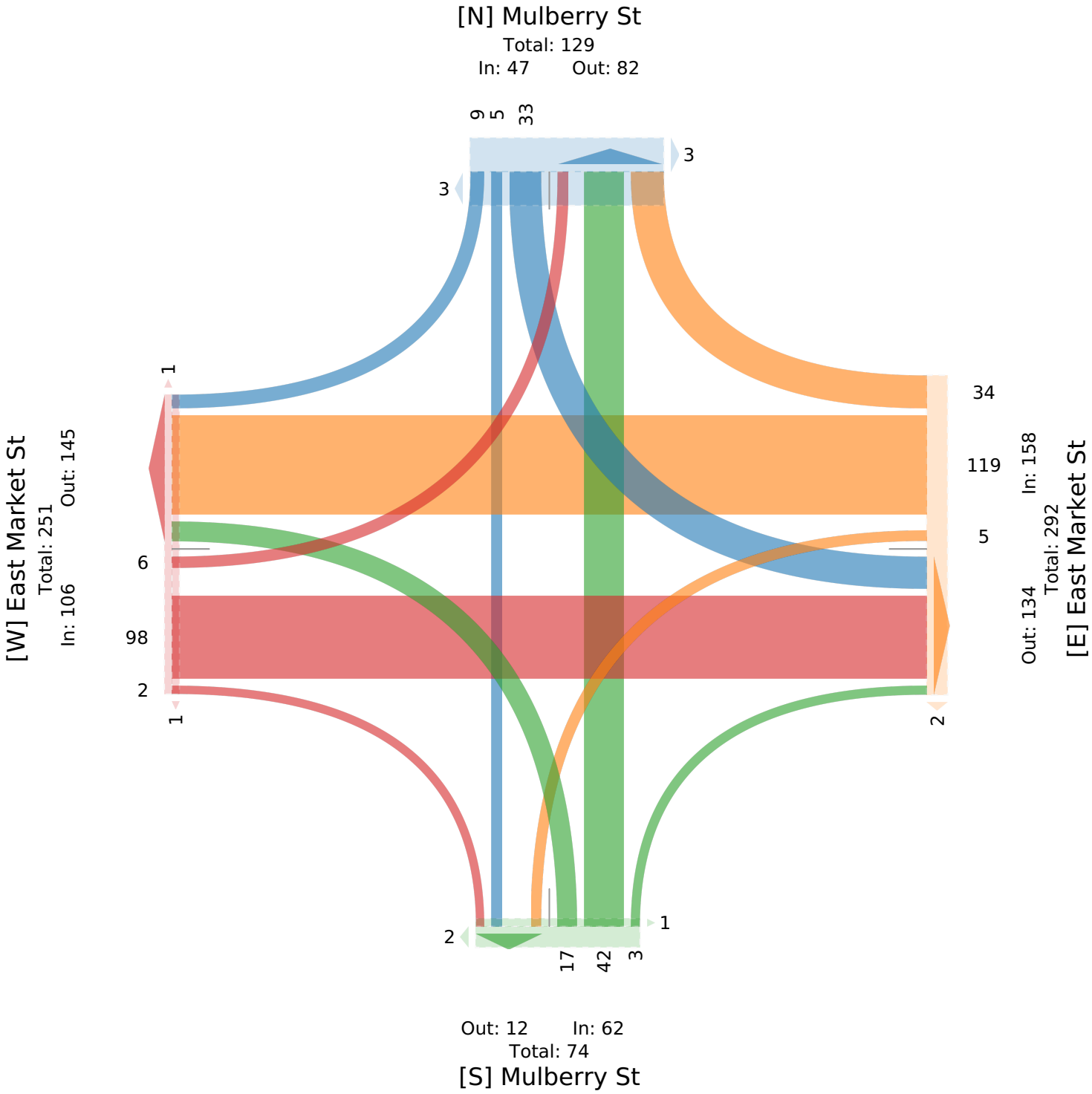
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	East Market St						East Market St						Mulberry St						Mulberry St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-03-01 7:30AM	2	30	0	0	**32**	1	0	27	8	0	**35**	0	3	9	0	0	**12**	2	10	2	2	0	**14**	0	**93**
7:45AM	0	32	2	0	**34**	1	4	29	11	0	**44**	2	10	20	3	0	**33**	0	10	2	3	0	**15**	2	**126**
8:00AM	2	15	0	0	**17**	0	0	32	7	0	**39**	0	2	10	0	0	**12**	0	8	1	1	0	**10**	3	**78**
8:15AM	2	21	0	0	**23**	0	1	31	8	0	**40**	0	2	3	0	0	**5**	1	5	0	3	0	**8**	1	**76**
Total	6	98	2	0	**106**	2	5	119	34	0	**158**	2	17	42	3	0	**62**	3	33	5	9	0	**47**	6	**373**
% Approach	5.7%	92.5%	1.9%	0%	**-**	-	3.2%	75.3%	21.5%	0%	**-**	-	27.4%	67.7%	4.8%	0%	**-**	-	70.2%	10.6%	19.1%	0%	**-**	-	-
% Total	1.6%	26.3%	0.5%	0%	**28.4%**	-	1.3%	31.9%	9.1%	0%	**42.4%**	-	4.6%	11.3%	0.8%	0%	**16.6%**	-	8.8%	1.3%	2.4%	0%	**12.6%**	-	-
PHF	0.750	0.766	0.250	-	**0.779**	-	0.313	0.922	0.773	-	**0.913**	-	0.425	0.525	0.250	-	**0.470**	-	0.825	0.625	0.750	-	**0.783**	-	0.744
Lights	6	95	2	0	**103**	-	5	114	34	0	**153**	-	16	38	3	0	**57**	-	32	5	9	0	**46**	-	359
% Lights	100%	96.9%	100%	0%	**97.2%**	-	100%	95.8%	100%	0%	**96.8%**	-	94.1%	90.5%	100%	0%	**91.9%**	-	97.0%	100%	100%	0%	**97.9%**	-	96.2%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	**2**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	6
% Articulated Trucks and Single-Unit Trucks	0%	2.0%	0%	0%	**1.9%**	-	0%	3.4%	0%	0%	**2.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.6%
Buses	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1	4	0	0	**5**	-	1	0	0	0	**1**	-	7
% Buses	0%	1.0%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	5.9%	9.5%	0%	0%	**8.1%**	-	3.0%	0%	0%	0%	**2.1%**	-	1.9%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.8%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-Mulberry Street Weekday A... - TMC
Wed Mar 1, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042872, Location: 41.927144, -73.907459

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



South Street-Mulberry Street Weekday School ... - TMC

Wed Mar 1, 2023
Full Length (2 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042880, Location: 41.926015, -73.907341

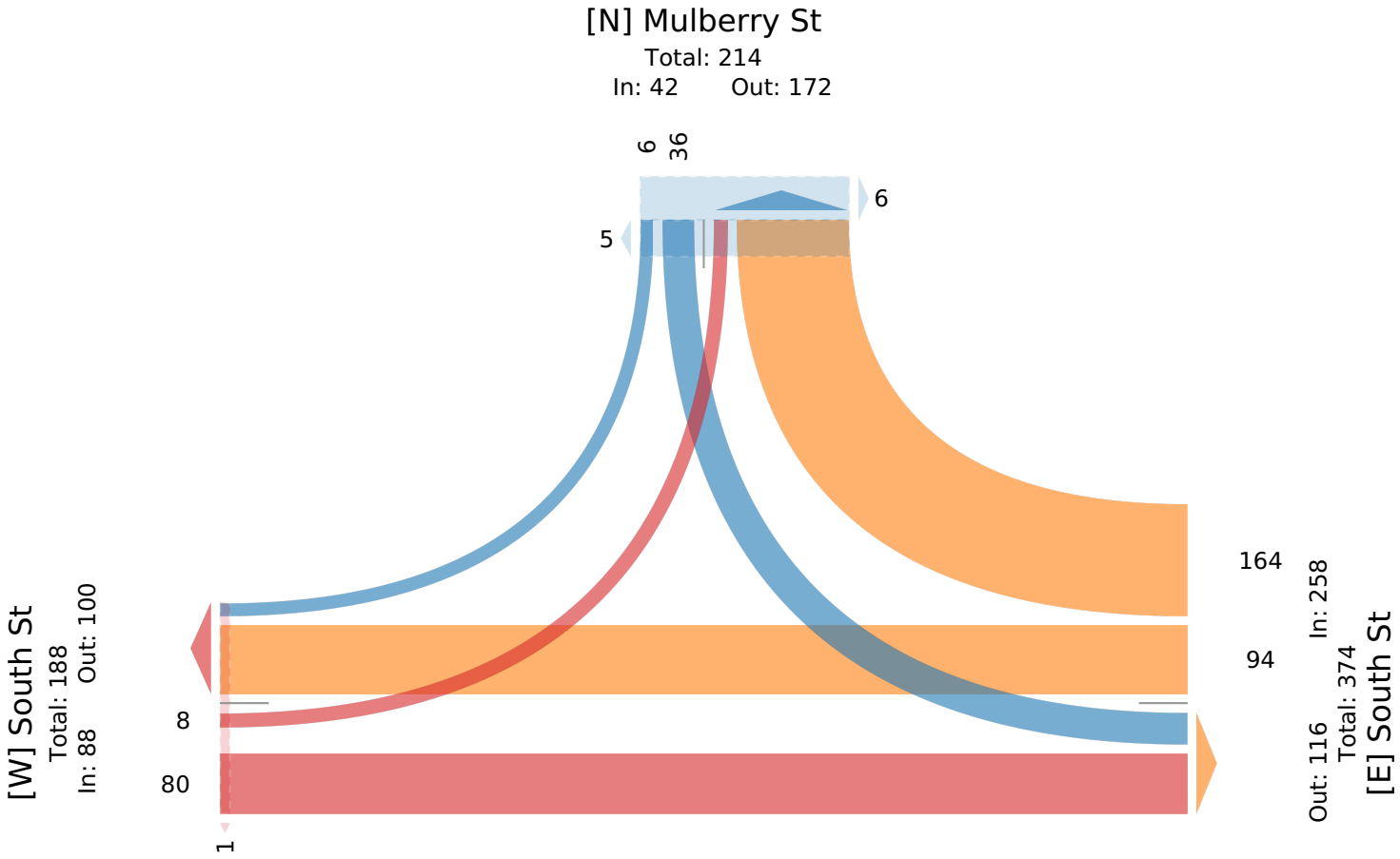
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	South St					South St					Mulberry St					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-03-01 2:00PM	0	10	0	**10**	0	4	15	0	**19**	0	2	0	0	**2**	0	**31**
2:15PM	2	11	0	**13**	0	7	9	0	**16**	0	5	4	0	**9**	1	**38**
2:30PM	1	12	0	**13**	0	13	24	0	**37**	0	8	0	0	**8**	0	**58**
2:45PM	2	11	0	**13**	1	21	40	0	**61**	0	4	2	0	**6**	6	**80**
Hourly Total	5	44	0	**49**	1	45	88	0	**133**	0	19	6	0	**25**	7	**207**
3:00PM	0	11	0	**11**	0	7	13	0	**20**	0	6	0	0	**6**	3	**37**
3:15PM	2	14	0	**16**	0	14	21	0	**35**	0	3	0	0	**3**	0	**54**
3:30PM	0	6	0	**6**	0	21	33	0	**54**	0	4	0	0	**4**	1	**64**
3:45PM	1	5	0	**6**	0	7	9	0	**16**	0	4	0	0	**4**	0	**26**
Hourly Total	3	36	0	**39**	0	49	76	0	**125**	0	17	0	0	**17**	4	**181**
Total	8	80	0	**88**	1	94	164	0	**258**	0	36	6	0	**42**	11	**388**
% Approach	9.1%	90.9%	0%	**-**	-	36.4%	63.6%	0%	**-**	-	85.7%	14.3%	0%	**-**	-	-
% Total	2.1%	20.6%	0%	**22.7%**	-	24.2%	42.3%	0%	**66.5%**	-	9.3%	1.5%	0%	**10.8%**	-	-
Lights	7	76	0	**83**	-	94	158	0	**252**	-	34	6	0	**40**	-	375
% Lights	87.5%	95.0%	0%	**94.3%**	-	100%	96.3%	0%	**97.7%**	-	94.4%	100%	0%	**95.2%**	-	96.6%
Articulated Trucks and Single-Unit Trucks	1	4	0	**5**	-	0	3	0	**3**	-	2	0	0	**2**	-	10
% Articulated Trucks and Single-Unit Trucks	12.5%	5.0%	0%	**5.7%**	-	0%	1.8%	0%	**1.2%**	-	5.6%	0%	0%	**4.8%**	-	2.6%
Buses	0	0	0	**0**	-	0	3	0	**3**	-	0	0	0	**0**	-	3
% Buses	0%	0%	0%	**0%**	-	0%	1.8%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	0.8%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	11	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-Mulberry Street Weekday School ... - TMC
Wed Mar 1, 2023
Full Length (2 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042880, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



South Street-Mulberry Street Weekday School ... - TMC

Wed Mar 1, 2023
PM Peak (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042880, Location: 41.926015, -73.907341

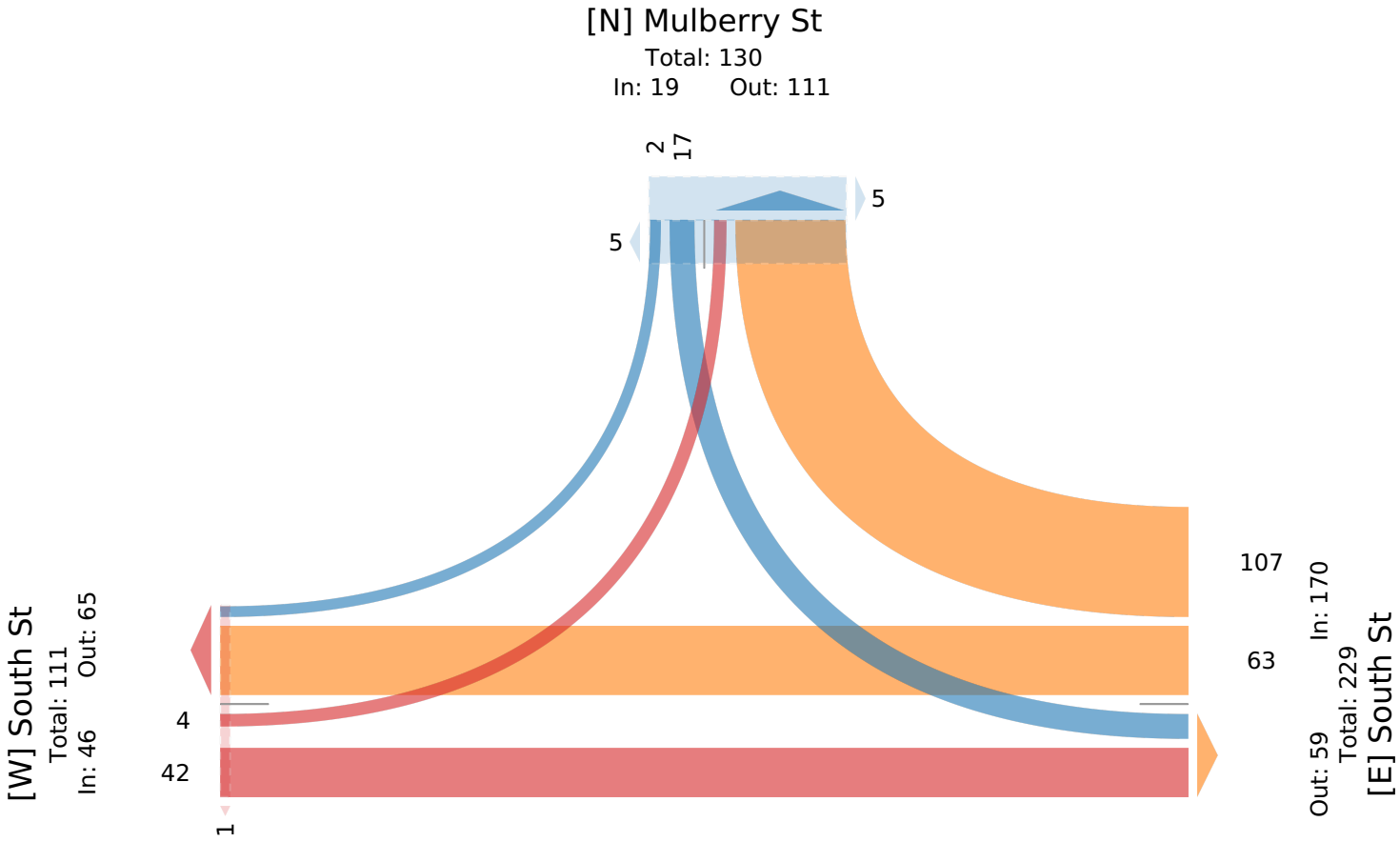
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg / Direction	South St Eastbound					South St Westbound					Mulberry St Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-03-01 2:45PM	2	11	0	**13**	1	21	40	0	**61**	0	4	2	0	**6**	6	**80**
3:00PM	0	11	0	**11**	0	7	13	0	**20**	0	6	0	0	**6**	3	**37**
3:15PM	2	14	0	**16**	0	14	21	0	**35**	0	3	0	0	**3**	0	**54**
3:30PM	0	6	0	**6**	0	21	33	0	**54**	0	4	0	0	**4**	1	**64**
Total	4	42	0	**46**	1	63	107	0	**170**	0	17	2	0	**19**	10	**235**
% Approach	8.7%	91.3%	0%	**-**	-	37.1%	62.9%	0%	**-**	-	89.5%	10.5%	0%	**-**	-	-
% Total	1.7%	17.9%	0%	**19.6%**	-	26.8%	45.5%	0%	**72.3%**	-	7.2%	0.9%	0%	**8.1%**	-	-
PHF	0.500	0.750	-	**0.719**	-	0.750	0.669	-	**0.697**	-	0.708	0.250	-	**0.792**	-	0.734
Lights	4	39	0	**43**	-	63	103	0	**166**	-	17	2	0	**19**	-	228
% Lights	100%	92.9%	0%	**93.5%**	-	100%	96.3%	0%	**97.6%**	-	100%	100%	0%	**100%**	-	97.0%
Articulated Trucks and Single-Unit Trucks	0	3	0	**3**	-	0	1	0	**1**	-	0	0	0	**0**	-	4
% Articulated Trucks and Single-Unit Trucks	0%	7.1%	0%	**6.5%**	-	0%	0.9%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	1.7%
Buses	0	0	0	**0**	-	0	3	0	**3**	-	0	0	0	**0**	-	3
% Buses	0%	0%	0%	**0%**	-	0%	2.8%	0%	**1.8%**	-	0%	0%	0%	**0%**	-	1.3%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	10	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-Mulberry Street Weekday School ... - TMC
Wed Mar 1, 2023
PM Peak (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042880, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-Mulberry Street Weekday S... - TMC

Wed Mar 1, 2023
Full Length (2 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042873, Location: 41.927144, -73.907459

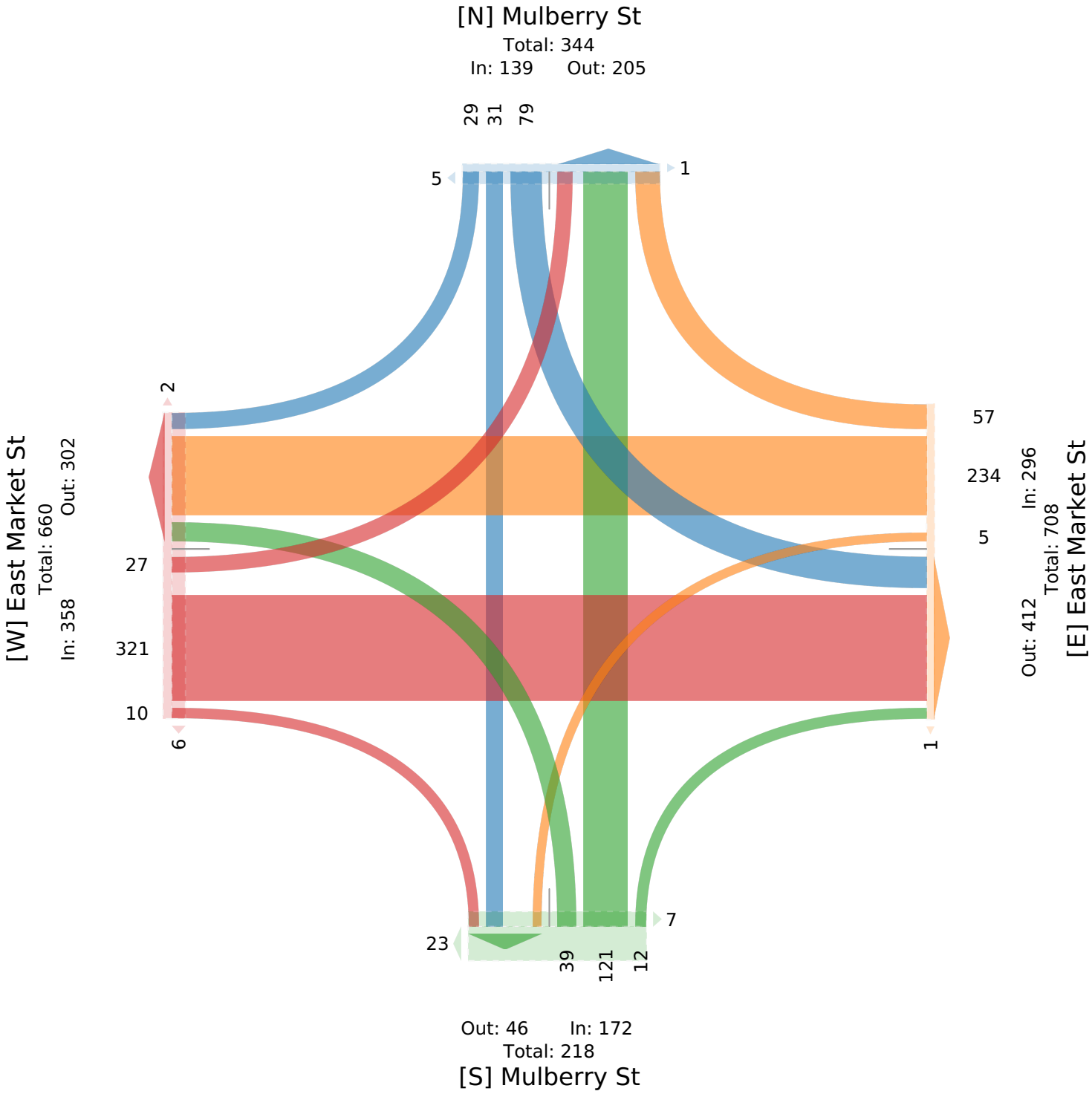
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	East Market St						East Market St						Mulberry St						Mulberry St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-03-01 2:00PM	2	35	1	0	**38**	4	0	27	3	0	**30**	0	2	10	2	0	**14**	0	9	1	7	0	**17**	1	**99**
2:15PM	2	38	2	0	**42**	0	2	30	11	0	**43**	1	2	7	1	0	**10**	1	8	4	3	0	**15**	0	**110**
2:30PM	13	45	3	0	**61**	0	0	28	3	0	**31**	0	5	20	0	0	**25**	0	8	5	5	0	**18**	1	**135**
2:45PM	1	43	1	0	**45**	3	2	30	11	0	**43**	0	10	29	4	0	**43**	22	8	5	6	0	**19**	2	**150**
Hourly Total	18	161	7	0	**186**	7	4	115	28	0	**147**	1	19	66	7	0	**92**	23	33	15	21	0	**69**	4	**494**
3:00PM	7	40	0	0	**47**	0	0	30	10	0	**40**	0	1	11	1	0	**13**	2	9	5	1	0	**15**	1	**115**
3:15PM	0	40	0	0	**40**	0	0	28	6	0	**34**	0	6	15	1	0	**22**	3	10	3	2	0	**15**	0	**111**
3:30PM	1	39	2	0	**42**	0	1	32	7	0	**40**	0	12	21	1	0	**34**	0	17	5	2	0	**24**	0	**140**
3:45PM	1	41	1	0	**43**	1	0	28	6	0	**34**	0	1	8	2	0	**11**	2	10	3	3	0	**16**	1	**104**
Hourly Total	9	160	3	0	**172**	1	1	118	29	0	**148**	0	20	55	5	0	**80**	7	46	16	8	0	**70**	2	**470**
4:00PM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Total	27	321	10	0	**358**	8	5	234	57	0	**296**	1	39	121	12	0	**172**	30	79	31	29	0	**139**	6	**965**
% Approach	7.5%	89.7%	2.8%	0%	**-**	-	1.7%	79.1%	19.3%	0%	**-**	-	22.7%	70.3%	7.0%	0%	**-**	-	56.8%	22.3%	20.9%	0%	**-**	-	**-**
% Total	2.8%	33.3%	1.0%	0%	**37.1%**	-	0.5%	24.2%	5.9%	0%	**30.7%**	-	4.0%	12.5%	1.2%	0%	**17.8%**	-	8.2%	3.2%	3.0%	0%	**14.4%**	-	**-**
Lights	27	313	10	0	**350**	-	5	230	55	0	**290**	-	38	115	11	0	**164**	-	78	29	28	0	**135**	-	939
% Lights	100%	97.5%	100%	0%	**97.8%**	-	100%	98.3%	96.5%	0%	**98.0%**	-	97.4%	95.0%	91.7%	0%	**95.3%**	-	98.7%	93.5%	96.6%	0%	**97.1%**	-	97.3%
Articulated Trucks and Single-Unit Trucks	0	7	0	0	**7**	-	0	4	1	0	**5**	-	0	4	0	0	**4**	-	0	2	0	0	**2**	-	18
% Articulated Trucks and Single-Unit Trucks	0%	2.2%	0%	0%	**2.0%**	-	0%	1.7%	1.8%	0%	**1.7%**	-	0%	3.3%	0%	0%	**2.3%**	-	0%	6.5%	0%	0%	**1.4%**	-	1.9%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	1	0	0	0	**1**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.6%	1.7%	0%	0%	**1.7%**	-	1.3%	0%	0%	0%	**0.7%**	-	0.4%
Bicycles on Road	0	1	0	0	**1**	-	0	0	1	0	**1**	-	0	0	1	0	**1**	-	0	0	1	0	**1**	-	4
% Bicycles on Road	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	1.8%	0%	**0.3%**	-	0%	0%	8.3%	0%	**0.6%**	-	0%	0%	3.4%	0%	**0.7%**	-	0.4%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	1	-	-	-	-	-	29	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	96.7%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	3.3%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-Mulberry Street Weekday S... - TMC
Wed Mar 1, 2023
Full Length (2 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042873, Location: 41.927144, -73.907459

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-Mulberry Street Weekday S... - TMC

Wed Mar 1, 2023
PM Peak (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042873, Location: 41.927144, -73.907459

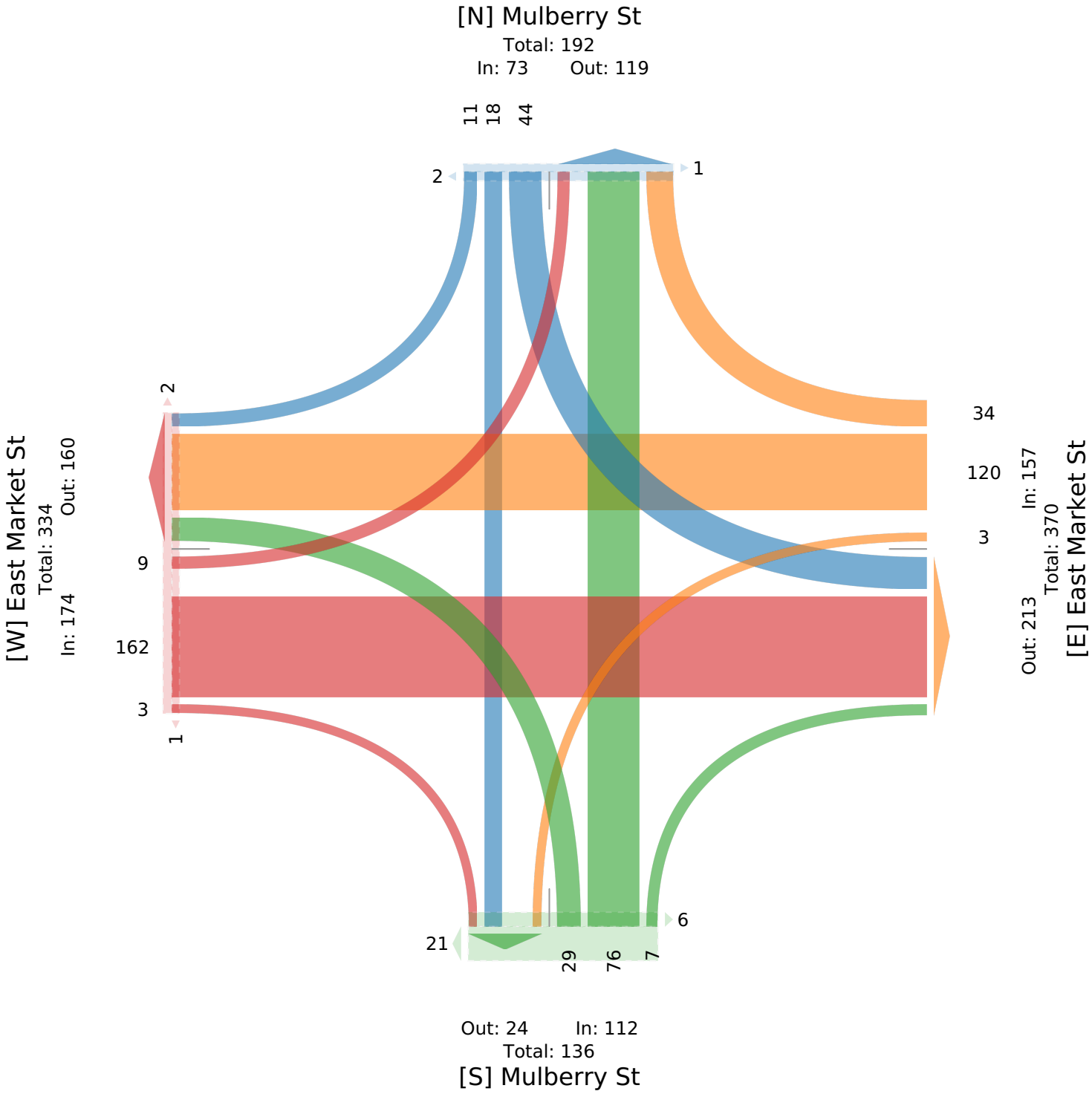
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	East Market St						East Market St						Mulberry St						Mulberry St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-03-01 2:45PM	1	43	1	0	**45**	3	2	30	11	0	**43**	0	10	29	4	0	**43**	22	8	5	6	0	**19**	2	**150**
3:00PM	7	40	0	0	**47**	0	0	30	10	0	**40**	0	1	11	1	0	**13**	2	9	5	1	0	**15**	1	**115**
3:15PM	0	40	0	0	**40**	0	0	28	6	0	**34**	0	6	15	1	0	**22**	3	10	3	2	0	**15**	0	**111**
3:30PM	1	39	2	0	**42**	0	1	32	7	0	**40**	0	12	21	1	0	**34**	0	17	5	2	0	**24**	0	**140**
Total	9	162	3	0	**174**	3	3	120	34	0	**157**	0	29	76	7	0	**112**	27	44	18	11	0	**73**	3	**516**
% Approach	5.2%	93.1%	1.7%	0%	**-**	-	1.9%	76.4%	21.7%	0%	**-**	-	25.9%	67.9%	6.3%	0%	**-**	-	60.3%	24.7%	15.1%	0%	**-**	-	-
% Total	1.7%	31.4%	0.6%	0%	**33.7%**	-	0.6%	23.3%	6.6%	0%	**30.4%**	-	5.6%	14.7%	1.4%	0%	**21.7%**	-	8.5%	3.5%	2.1%	0%	**14.1%**	-	-
PHF	0.321	0.942	0.375	-	**0.926**	-	0.375	0.938	0.825	-	**0.929**	-	0.604	0.655	0.375	-	**0.645**	-	0.647	0.900	0.500	-	**0.750**	-	0.867
Lights	9	156	3	0	**168**	-	3	120	32	0	**155**	-	28	73	6	0	**107**	-	43	18	10	0	**71**	-	501
% Lights	100%	96.3%	100%	0%	**96.6%**	-	100%	100%	94.1%	0%	**98.7%**	-	96.6%	96.1%	85.7%	0%	**95.5%**	-	97.7%	100%	90.9%	0%	**97.3%**	-	97.1%
Articulated Trucks and Single-Unit Trucks	0	6	0	0	**6**	-	0	0	1	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	8
% Articulated Trucks and Single-Unit Trucks	0%	3.7%	0%	0%	**3.4%**	-	0%	0%	2.9%	0%	**0.6%**	-	0%	1.3%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	1.6%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	1	0	0	0	**1**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	3.4%	2.6%	0%	0%	**2.7%**	-	2.3%	0%	0%	0%	**1.4%**	-	0.8%
Bicycles on Road	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	1	0	**1**	-	0	0	1	0	**1**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	2.9%	0%	**0.6%**	-	0%	0%	14.3%	0%	**0.9%**	-	0%	0%	9.1%	0%	**1.4%**	-	0.6%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	26	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	96.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	3.7%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-Mulberry Street Weekday S... - TMC
Wed Mar 1, 2023
PM Peak (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042873, Location: 41.927144, -73.907459

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-N Parsonage Street Weekda... - TMC

Wed Mar 1, 2023
Full Length (2 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042891, Location: 41.927228, -73.90562

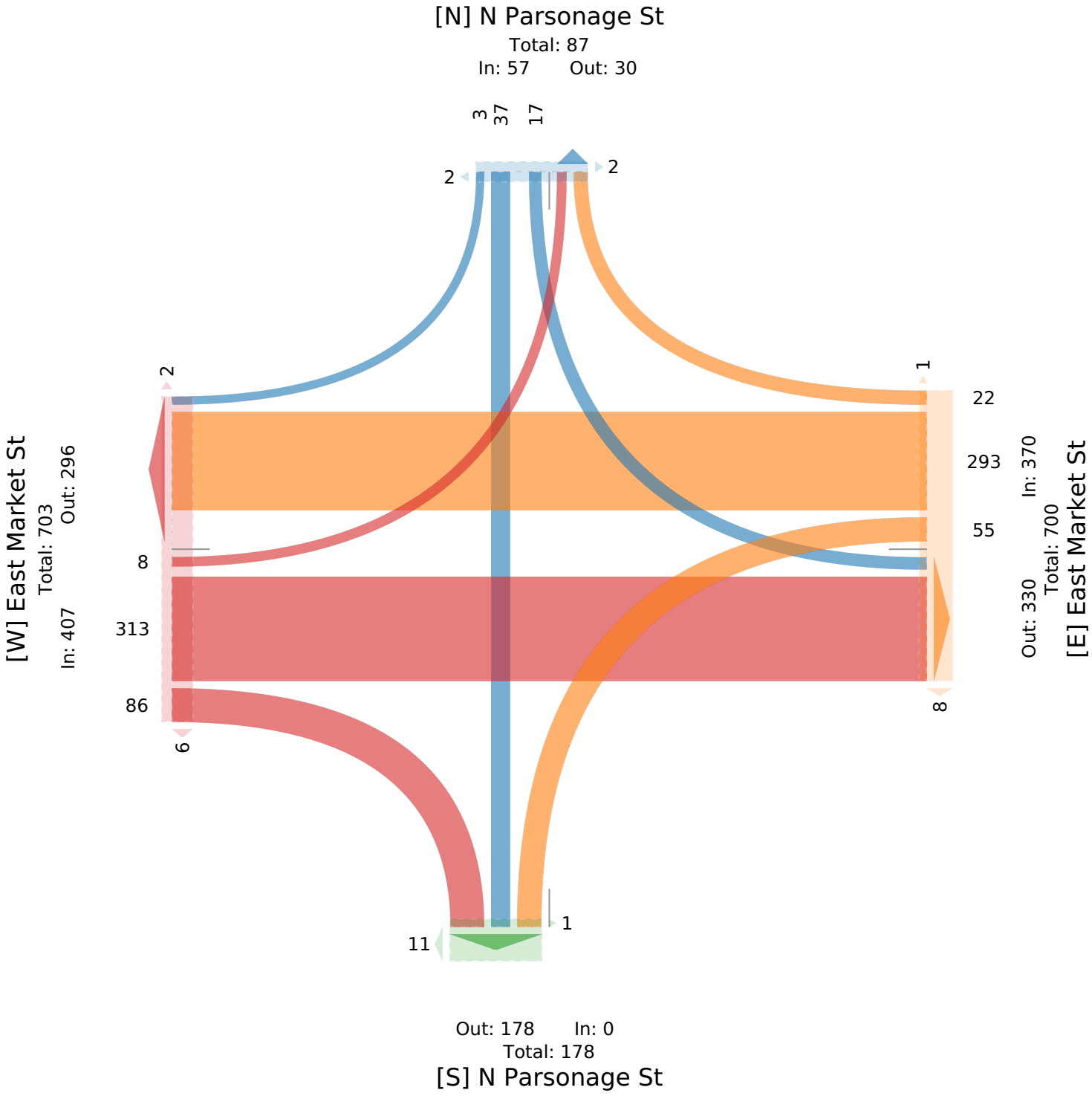
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	East Market St						East Market St						N Parsonage St		N Parsonage St						
Direction	Eastbound						Westbound						Northbound		Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-03-01 2:00PM	3	37	8	0	**48**	0	4	30	3	0	**37**	0	**0**	0	2	2	0	0	**4**	0	**89**
2:15PM	1	32	12	0	**45**	0	12	43	3	0	**58**	0	**0**	0	1	4	2	0	**7**	0	**110**
2:30PM	1	42	14	0	**57**	0	9	29	1	0	**39**	0	**0**	0	1	5	1	0	**7**	1	**103**
2:45PM	1	35	11	0	**47**	5	6	42	3	0	**51**	5	**0**	8	0	5	0	0	**5**	1	**103**
Hourly Total	6	146	45	0	**197**	5	31	144	10	0	**185**	5	**0**	8	4	16	3	0	**23**	2	**405**
3:00PM	0	40	12	0	**52**	1	5	38	3	0	**46**	2	**0**	1	3	6	0	0	**9**	1	**107**
3:15PM	0	41	9	0	**50**	1	7	33	2	0	**42**	0	**0**	1	4	10	0	0	**14**	0	**106**
3:30PM	2	44	10	0	**56**	1	6	41	3	0	**50**	2	**0**	1	6	1	0	0	**7**	0	**113**
3:45PM	0	42	10	0	**52**	0	6	36	4	0	**46**	0	**0**	1	0	4	0	0	**4**	1	**102**
Hourly Total	2	167	41	0	**210**	3	24	148	12	0	**184**	4	**0**	4	13	21	0	0	**34**	2	**428**
4:00PM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**0**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**0**	0	0	0	0	0	**0**	0	**1**
Total	8	313	86	0	**407**	8	55	293	22	0	**370**	9	**0**	12	17	37	3	0	**57**	4	**834**
% Approach	2.0%	76.9%	21.1%	0%	**-**	-	14.9%	79.2%	5.9%	0%	**-**	-	**-**	-	29.8%	64.9%	5.3%	0%	**-**	-	-
% Total	1.0%	37.5%	10.3%	0%	**48.8%**	-	6.6%	35.1%	2.6%	0%	**44.4%**	-	**0%**	-	2.0%	4.4%	0.4%	0%	**6.8%**	-	-
Lights	8	306	83	0	**397**	-	49	288	22	0	**359**	-	**0**	-	16	37	3	0	**56**	-	812
% Lights	100%	97.8%	96.5%	0%	**97.5%**	-	89.1%	98.3%	100%	0%	**97.0%**	-	**-**	-	94.1%	100%	100%	0%	**98.2%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	0	6	2	0	**8**	-	1	5	0	0	**6**	-	**0**	-	1	0	0	0	**1**	-	15
% Articulated Trucks and Single-Unit Trucks	0%	1.9%	2.3%	0%	**2.0%**	-	1.8%	1.7%	0%	0%	**1.6%**	-	**-**	-	5.9%	0%	0%	0%	**1.8%**	-	1.8%
Buses	0	0	1	0	**1**	-	5	0	0	0	**5**	-	**0**	-	0	0	0	0	**0**	-	6
% Buses	0%	0%	1.2%	0%	**0.2%**	-	9.1%	0%	0%	0%	**1.4%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0.7%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	9	-	12	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-N Parsonage Street Weekda... - TMC
Wed Mar 1, 2023
Full Length (2 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042891, Location: 41.927228, -73.90562

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-N Parsonage Street Weekda... - TMC

Wed Mar 1, 2023
PM Peak (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042891, Location: 41.927228, -73.90562

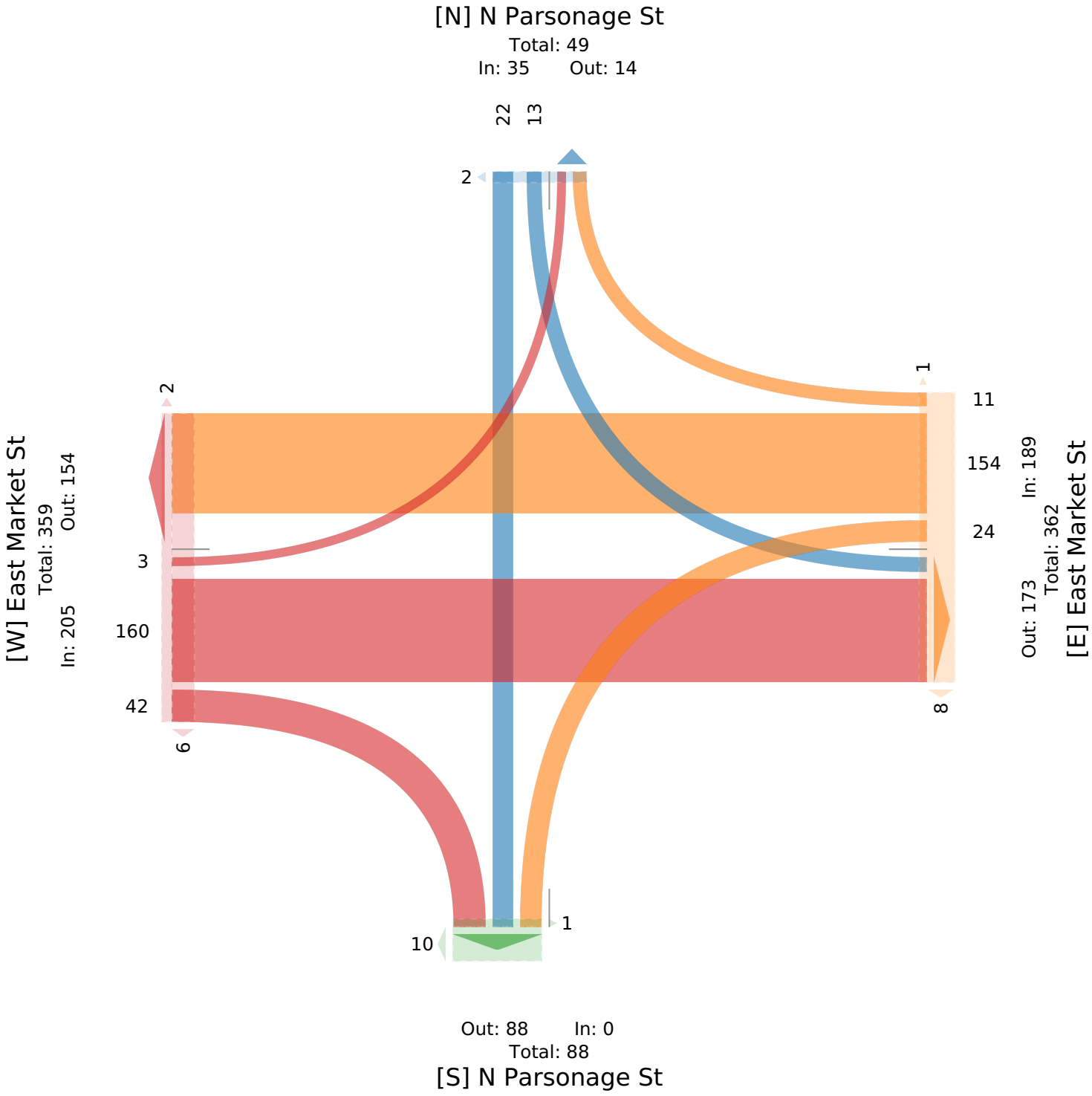
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	East Market St						East Market St						N Parsonage St		N Parsonage St						
Direction	Eastbound						Westbound						Northbound		Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-03-01 2:45PM	1	35	11	0	**47**	5	6	42	3	0	**51**	5	**0**	8	0	5	0	0	**5**	1	**103**
3:00PM	0	40	12	0	**52**	1	5	38	3	0	**46**	2	**0**	1	3	6	0	0	**9**	1	**107**
3:15PM	0	41	9	0	**50**	1	7	33	2	0	**42**	0	**0**	1	4	10	0	0	**14**	0	**106**
3:30PM	2	44	10	0	**56**	1	6	41	3	0	**50**	2	**0**	1	6	1	0	0	**7**	0	**113**
Total	3	160	42	0	**205**	8	24	154	11	0	**189**	9	**0**	11	13	22	0	0	**35**	2	**429**
% Approach	1.5%	78.0%	20.5%	0%	**-**	-	12.7%	81.5%	5.8%	0%	**-**	-	**-**	-	37.1%	62.9%	0%	0%	**-**	-	-
% Total	0.7%	37.3%	9.8%	0%	**47.8%**	-	5.6%	35.9%	2.6%	0%	**44.1%**	-	**0%**	-	3.0%	5.1%	0%	0%	**8.2%**	-	-
PHF	0.375	0.909	0.875	-	**0.915**	-	0.857	0.917	0.917	-	**0.926**	-	**-**	-	0.542	0.550	-	-	**0.625**	-	0.949
Lights	3	156	39	0	**198**	-	22	153	11	0	**186**	-	**0**	-	12	22	0	0	**34**	-	418
% Lights	100%	97.5%	92.9%	0%	**96.6%**	-	91.7%	99.4%	100%	0%	**98.4%**	-	**-**	-	92.3%	100%	0%	0%	**97.1%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	0	4	2	0	**6**	-	0	1	0	0	**1**	-	**0**	-	1	0	0	0	**1**	-	8
% Articulated Trucks and Single-Unit Trucks	0%	2.5%	4.8%	0%	**2.9%**	-	0%	0.6%	0%	0%	**0.5%**	-	**-**	-	7.7%	0%	0%	0%	**2.9%**	-	1.9%
Buses	0	0	1	0	**1**	-	2	0	0	0	**2**	-	**0**	-	0	0	0	0	**0**	-	3
% Buses	0%	0%	2.4%	0%	**0.5%**	-	8.3%	0%	0%	0%	**1.1%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0.7%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	9	-	11	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-N Parsonage Street Weekda... - TMC
Wed Mar 1, 2023
PM Peak (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042891, Location: 41.927228, -73.90562

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



South Street-N Parsonage St-S Parsonage St W... - TMC

Wed Mar 1, 2023
Full Length (2 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042906, Location: 41.926306, -73.905519

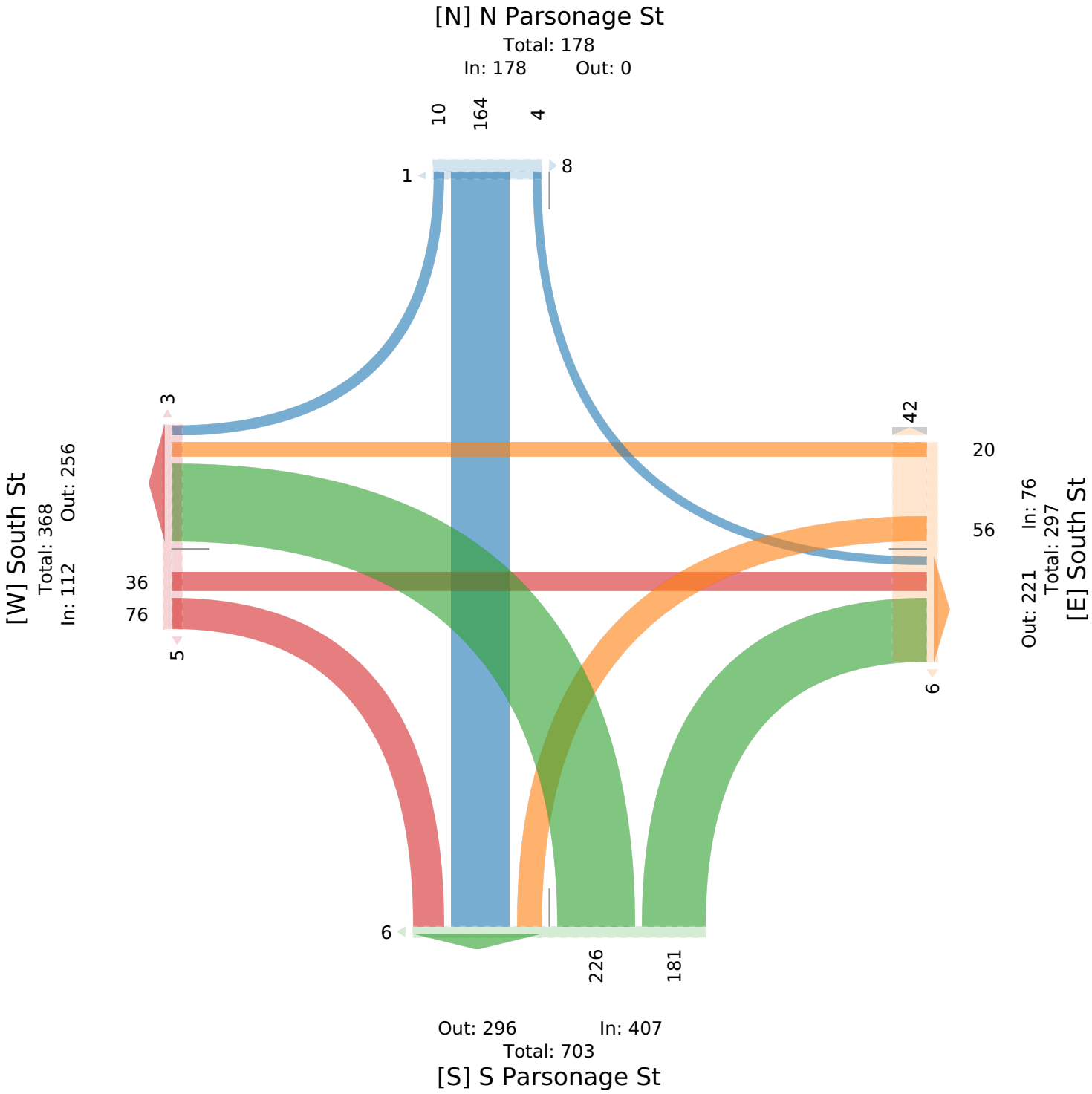
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	South St					South St					S Parsonage St					N Parsonage St					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	L	T	R	App	Ped*	Int
2023-03-01 2:00PM	7	5	0	**12**	0	6	1	0	**7**	0	18	7	0	**25**	0	1	12	1	**14**	2	**58**
2:15PM	2	11	0	**13**	1	9	1	0	**10**	1	13	3	0	**16**	0	1	26	0	**27**	0	**66**
2:30PM	5	15	0	**20**	0	12	2	0	**14**	8	32	37	0	**69**	2	0	27	3	**30**	0	**133**
2:45PM	5	11	0	**16**	0	6	4	0	**10**	30	55	38	0	**93**	4	0	23	0	**23**	3	**142**
Hourly Total	19	42	0	**61**	1	33	8	0	**41**	39	118	85	0	**203**	6	2	88	4	**94**	5	**399**
3:00PM	4	12	0	**16**	2	7	3	0	**10**	7	18	30	0	**48**	0	1	22	0	**23**	2	**97**
3:15PM	6	11	0	**17**	3	6	3	0	**9**	0	27	27	0	**54**	0	1	25	2	**28**	1	**108**
3:30PM	4	6	0	**10**	1	5	3	0	**8**	2	49	21	0	**70**	0	0	15	2	**17**	1	**105**
3:45PM	3	5	0	**8**	1	5	3	0	**8**	0	14	18	0	**32**	0	0	14	2	**16**	0	**64**
Hourly Total	17	34	0	**51**	7	23	12	0	**35**	9	108	96	0	**204**	0	2	76	6	**84**	4	**374**
Total	36	76	0	**112**	8	56	20	0	**76**	48	226	181	0	**407**	6	4	164	10	**178**	9	**773**
% Approach	32.1%	67.9%	0%	**-**	-	73.7%	26.3%	0%	**-**	-	55.5%	44.5%	0%	**-**	-	2.2%	92.1%	5.6%	**-**	-	**-**
% Total	4.7%	9.8%	0%	**14.5%**	-	7.2%	2.6%	0%	**9.8%**	-	29.2%	23.4%	0%	**52.7%**	-	0.5%	21.2%	1.3%	**23.0%**	-	**-**
Lights	33	73	0	**106**	-	53	20	0	**73**	-	221	171	0	**392**	-	3	156	10	**169**	-	740
% Lights	91.7%	96.1%	0%	**94.6%**	-	94.6%	100%	0%	**96.1%**	-	97.8%	94.5%	0%	**96.3%**	-	75.0%	95.1%	100%	**94.9%**	-	95.7%
Articulated Trucks and Single-Unit Trucks	3	3	0	**6**	-	2	0	0	**2**	-	2	2	0	**4**	-	0	3	0	**3**	-	15
% Articulated Trucks and Single-Unit Trucks	8.3%	3.9%	0%	**5.4%**	-	3.6%	0%	0%	**2.6%**	-	0.9%	1.1%	0%	**1.0%**	-	0%	1.8%	0%	**1.7%**	-	1.9%
Buses	0	0	0	**0**	-	1	0	0	**1**	-	3	8	0	**11**	-	0	5	0	**5**	-	17
% Buses	0%	0%	0%	**0%**	-	1.8%	0%	0%	**1.3%**	-	1.3%	4.4%	0%	**2.7%**	-	0%	3.0%	0%	**2.8%**	-	2.2%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	25.0%	0%	0%	**0.6%**	-	0.1%
Pedestrians	-	-	-	-	8	-	-	-	-	47	-	-	-	-	6	-	-	-	-	9	
% Pedestrians	-	-	-	-	100%	-	-	-	-	97.9%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	2.1%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-N Parsonage St-S Parsonage St W... - TMC
Wed Mar 1, 2023
Full Length (2 PM-4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042906, Location: 41.926306, -73.905519

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



South Street-N Parsonage St-S Parsonage St W... - TMC

Wed Mar 1, 2023
PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042906, Location: 41.926306, -73.905519

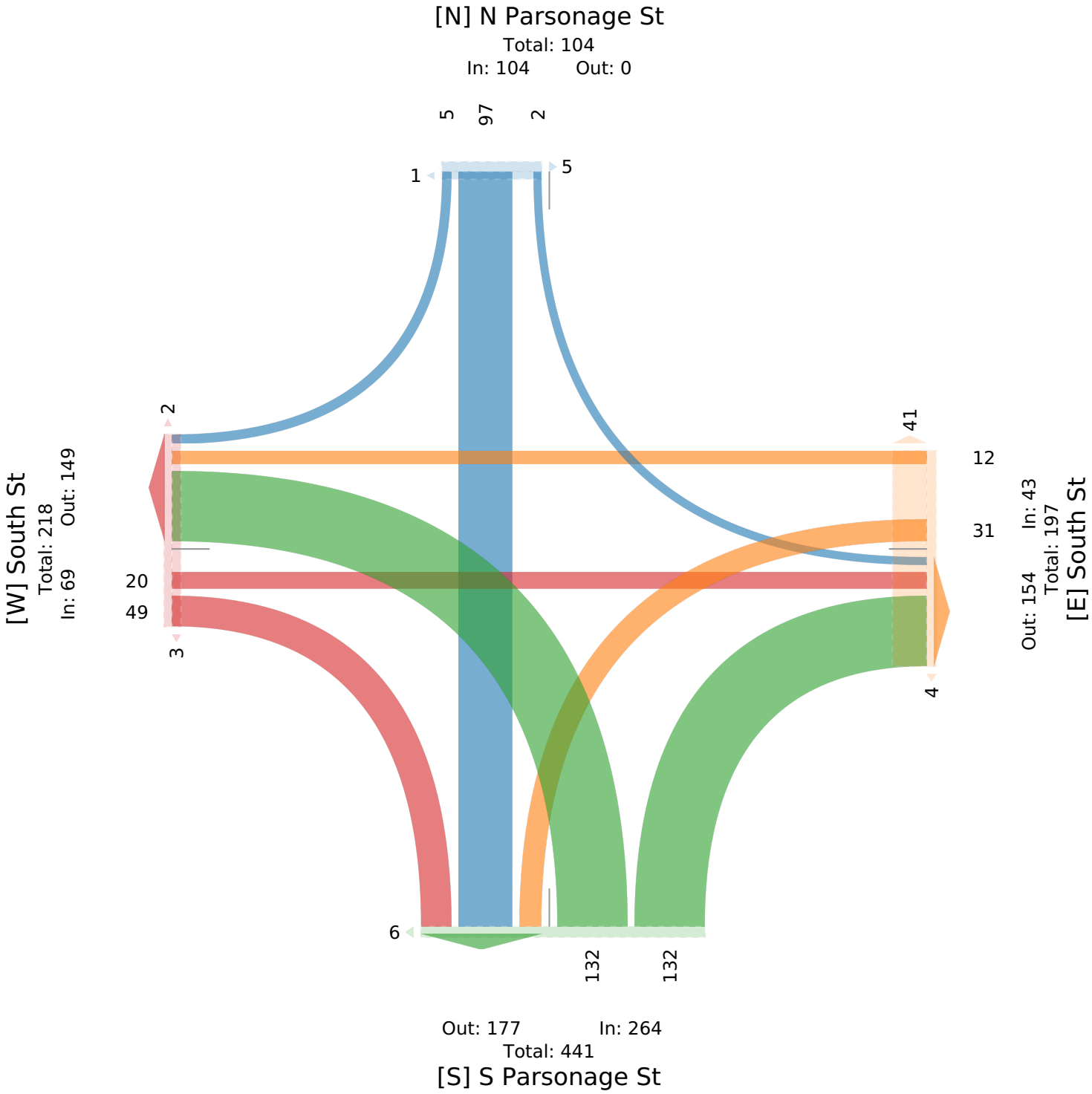
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	South St					South St					S Parsonage St					N Parsonage St					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	L	T	R	**App**	Ped*	**Int**
2023-03-01 2:30PM	5	15	0	**20**	0	12	2	0	**14**	8	32	37	0	**69**	2	0	27	3	**30**	0	**133**
2:45PM	5	11	0	**16**	0	6	4	0	**10**	30	55	38	0	**93**	4	0	23	0	**23**	3	**142**
3:00PM	4	12	0	**16**	2	7	3	0	**10**	7	18	30	0	**48**	0	1	22	0	**23**	2	**97**
3:15PM	6	11	0	**17**	3	6	3	0	**9**	0	27	27	0	**54**	0	1	25	2	**28**	1	**108**
Total	20	49	0	**69**	5	31	12	0	**43**	45	132	132	0	**264**	6	2	97	5	**104**	6	**480**
% Approach	29.0%	71.0%	0%	**-**	-	72.1%	27.9%	0%	**-**	-	50.0%	50.0%	0%	**-**	-	1.9%	93.3%	4.8%	**-**	-	-
% Total	4.2%	10.2%	0%	**14.4%**	-	6.5%	2.5%	0%	**9.0%**	-	27.5%	27.5%	0%	**55.0%**	-	0.4%	20.2%	1.0%	**21.7%**	-	-
PHF	0.833	0.817	-	**0.863**	-	0.646	0.750	-	**0.768**	-	0.600	0.868	-	**0.710**	-	0.250	0.898	0.417	**0.858**	-	0.843
Lights	18	46	0	**64**	-	29	12	0	**41**	-	129	126	0	**255**	-	1	93	5	**99**	-	459
% Lights	90.0%	93.9%	0%	**92.8%**	-	93.5%	100%	0%	**95.3%**	-	97.7%	95.5%	0%	**96.6%**	-	50.0%	95.9%	100%	**95.2%**	-	95.6%
Articulated Trucks and Single-Unit Trucks	2	3	0	**5**	-	1	0	0	**1**	-	1	0	0	**1**	-	0	1	0	**1**	-	8
% Articulated Trucks and Single-Unit Trucks	10.0%	6.1%	0%	**7.2%**	-	3.2%	0%	0%	**2.3%**	-	0.8%	0%	0%	**0.4%**	-	0%	1.0%	0%	**1.0%**	-	1.7%
Buses	0	0	0	**0**	-	1	0	0	**1**	-	2	6	0	**8**	-	0	3	0	**3**	-	12
% Buses	0%	0%	0%	**0%**	-	3.2%	0%	0%	**2.3%**	-	1.5%	4.5%	0%	**3.0%**	-	0%	3.1%	0%	**2.9%**	-	2.5%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	50.0%	0%	0%	**1.0%**	-	0.2%
Pedestrians	-	-	-	-	5	-	-	-	-	44	-	-	-	-	6	-	-	-	-	6	
% Pedestrians	-	-	-	-	100%	-	-	-	-	97.8%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	2.2%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-N Parsonage St-S Parsonage St W... - TMC
Wed Mar 1, 2023
PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042906, Location: 41.926306, -73.905519

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-Mulberry Street Weekday PM - TMC

Wed Mar 1, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042876, Location: 41.927144, -73.907459

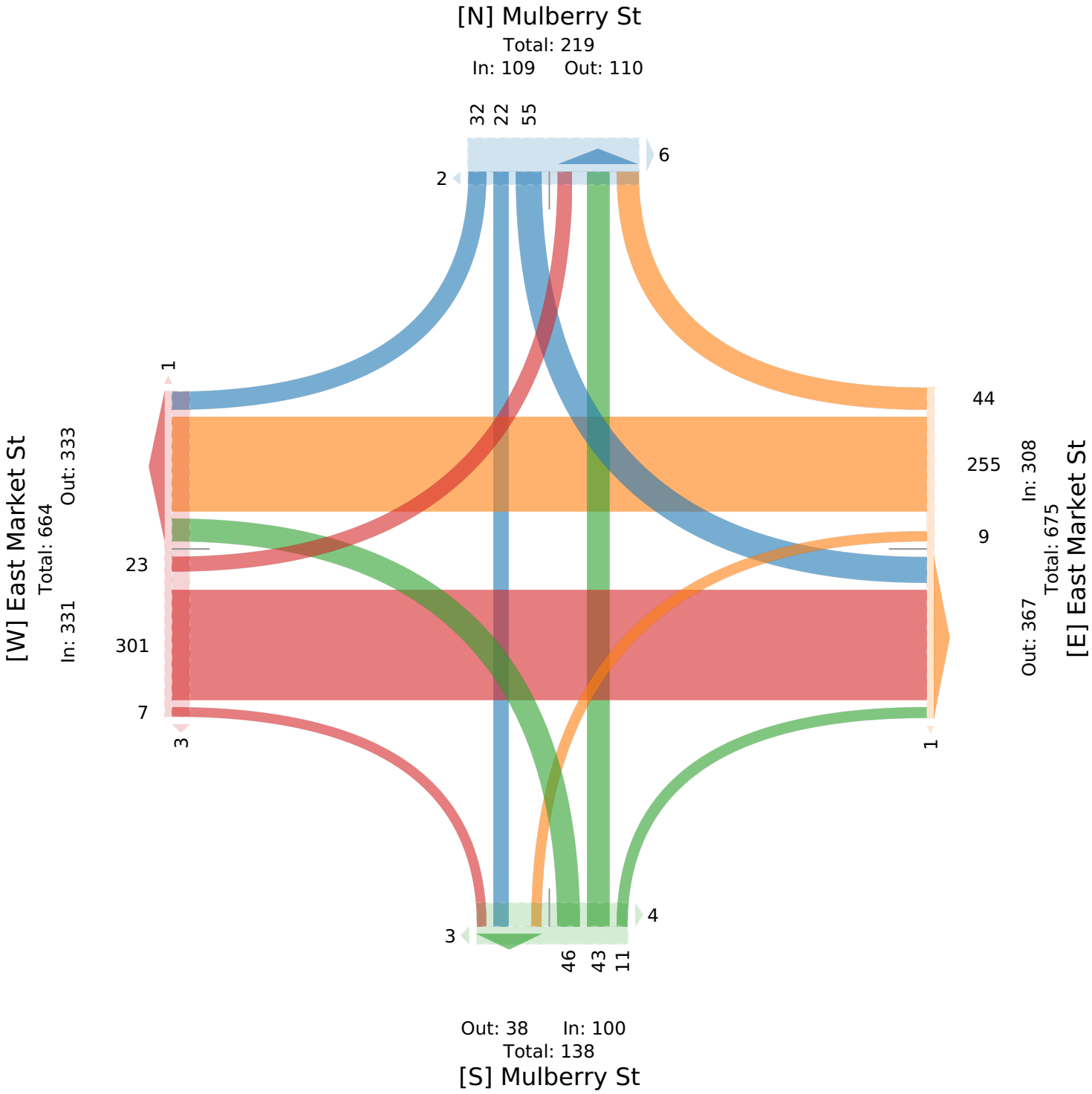
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	East Market St						East Market St						Mulberry St						Mulberry St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-03-01 4:00PM	1	38	0	0	**39**	1	0	38	8	0	**46**	0	6	8	1	0	**15**	0	8	3	6	0	**17**	3	**117**
4:15PM	6	44	0	0	**50**	2	0	33	7	0	**40**	0	6	0	3	0	**9**	1	4	0	6	0	**10**	2	**109**
4:30PM	3	45	0	0	**48**	0	2	38	5	0	**45**	0	5	8	0	0	**13**	0	7	2	0	0	**9**	1	**115**
4:45PM	4	32	1	0	**37**	0	1	36	5	0	**42**	0	4	4	1	0	**9**	0	8	5	4	0	**17**	0	**105**
Hourly Total	14	159	1	0	**174**	3	3	145	25	0	**173**	0	21	20	5	0	**46**	1	27	10	16	0	**53**	6	**446**
5:00PM	5	51	3	0	**59**	0	2	32	2	0	**36**	1	8	10	2	0	**20**	1	10	0	2	0	**12**	1	**127**
5:15PM	4	36	1	0	**41**	0	1	29	9	0	**39**	0	8	4	1	0	**13**	1	8	1	5	0	**14**	1	**107**
5:30PM	0	28	2	0	**30**	0	1	20	2	0	**23**	0	4	6	3	0	**13**	1	8	5	5	0	**18**	0	**84**
5:45PM	0	27	0	0	**27**	1	2	29	6	0	**37**	0	5	3	0	0	**8**	3	2	6	4	0	**12**	0	**84**
Hourly Total	9	142	6	0	**157**	1	6	110	19	0	**135**	1	25	23	6	0	**54**	6	28	12	16	0	**56**	2	**402**
Total	23	301	7	0	**331**	4	9	255	44	0	**308**	1	46	43	11	0	**100**	7	55	22	32	0	**109**	8	**848**
% Approach	6.9%	90.9%	2.1%	0%	**-**	-	2.9%	82.8%	14.3%	0%	**-**	-	46.0%	43.0%	11.0%	0%	**-**	-	50.5%	20.2%	29.4%	0%	**-**	-	-
% Total	2.7%	35.5%	0.8%	0%	**39.0%**	-	1.1%	30.1%	5.2%	0%	**36.3%**	-	5.4%	5.1%	1.3%	0%	**11.8%**	-	6.5%	2.6%	3.8%	0%	**12.9%**	-	-
Lights	22	296	7	0	**325**	-	9	249	44	0	**302**	-	45	43	11	0	**99**	-	54	22	31	0	**107**	-	833
% Lights	95.7%	98.3%	100%	0%	**98.2%**	-	100%	97.6%	100%	0%	**98.1%**	-	97.8%	100%	100%	0%	**99.0%**	-	98.2%	100%	96.9%	0%	**98.2%**	-	98.2%
Articulated Trucks and Single-Unit Trucks	1	4	0	0	**5**	-	0	5	0	0	**5**	-	1	0	0	0	**1**	-	0	0	1	0	**1**	-	12
% Articulated Trucks and Single-Unit Trucks	4.3%	1.3%	0%	0%	**1.5%**	-	0%	2.0%	0%	0%	**1.6%**	-	2.2%	0%	0%	0%	**1.0%**	-	0%	0%	3.1%	0%	**0.9%**	-	1.4%
Buses	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	2
% Buses	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.8%	0%	0%	0%	**0.9%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-Mulberry Street Weekday PM - TMC
Wed Mar 1, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042876, Location: 41.927144, -73.907459

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-Mulberry Street Weekday PM - TMC

Wed Mar 1, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042876, Location: 41.927144, -73.907459

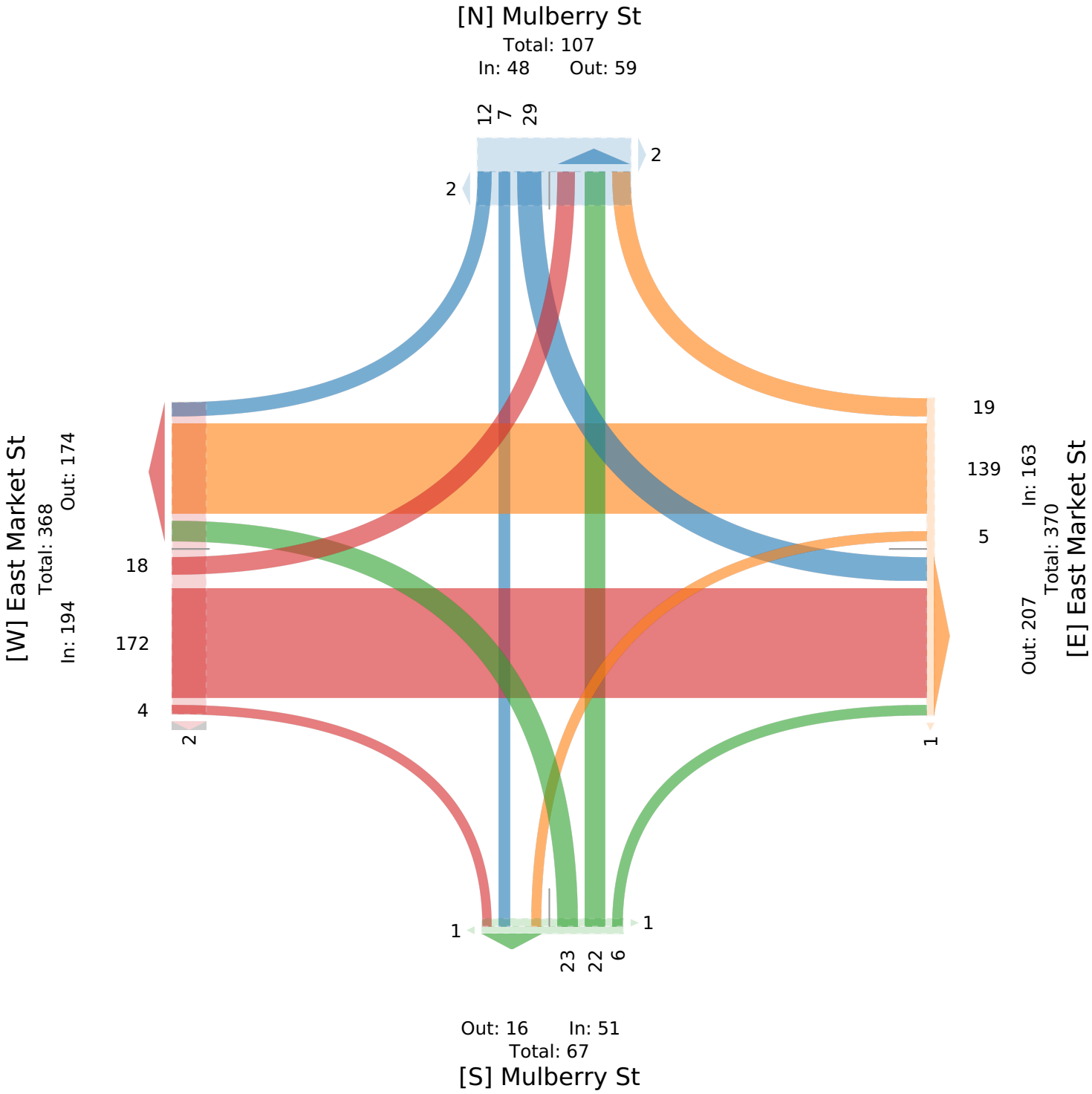
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	East Market St						East Market St						Mulberry St						Mulberry St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-03-01 4:15PM	6	44	0	0	**50**	2	0	33	7	0	**40**	0	6	0	3	0	**9**	1	4	0	6	0	**10**	2	**109**
4:30PM	3	45	0	0	**48**	0	2	38	5	0	**45**	0	5	8	0	0	**13**	0	7	2	0	0	**9**	1	**115**
4:45PM	4	32	1	0	**37**	0	1	36	5	0	**42**	0	4	4	1	0	**9**	0	8	5	4	0	**17**	0	**105**
5:00PM	5	51	3	0	**59**	0	2	32	2	0	**36**	1	8	10	2	0	**20**	1	10	0	2	0	**12**	1	**127**
Total	18	172	4	0	**194**	2	5	139	19	0	**163**	1	23	22	6	0	**51**	2	29	7	12	0	**48**	4	**456**
% Approach	9.3%	88.7%	2.1%	0%	**-**	-	3.1%	85.3%	11.7%	0%	**-**	-	45.1%	43.1%	11.8%	0%	**-**	-	60.4%	14.6%	25.0%	0%	**-**	-	-
% Total	3.9%	37.7%	0.9%	0%	**42.5%**	-	1.1%	30.5%	4.2%	0%	**35.7%**	-	5.0%	4.8%	1.3%	0%	**11.2%**	-	6.4%	1.5%	2.6%	0%	**10.5%**	-	-
PHF	0.750	0.843	0.333	-	**0.822**	-	0.625	0.914	0.679	-	**0.906**	-	0.719	0.550	0.500	-	**0.638**	-	0.725	0.350	0.500	-	**0.706**	-	0.898
Lights	17	169	4	0	**190**	-	5	134	19	0	**158**	-	22	22	6	0	**50**	-	29	7	11	0	**47**	-	445
% Lights	94.4%	98.3%	100%	0%	**97.9%**	-	100%	96.4%	100%	0%	**96.9%**	-	95.7%	100%	100%	0%	**98.0%**	-	100%	100%	91.7%	0%	**97.9%**	-	97.6%
Articulated Trucks and Single-Unit Trucks	1	3	0	0	**4**	-	0	5	0	0	**5**	-	1	0	0	0	**1**	-	0	0	1	0	**1**	-	11
% Articulated Trucks and Single-Unit Trucks	5.6%	1.7%	0%	0%	**2.1%**	-	0%	3.6%	0%	0%	**3.1%**	-	4.3%	0%	0%	0%	**2.0%**	-	0%	0%	8.3%	0%	**2.1%**	-	2.4%
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%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-Mulberry Street Weekday PM - TMC
Wed Mar 1, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042876, Location: 41.927144, -73.907459

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



South Street-Mulberry Street Weekday PM - TMC

Wed Mar 1, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042882, Location: 41.926015, -73.907341

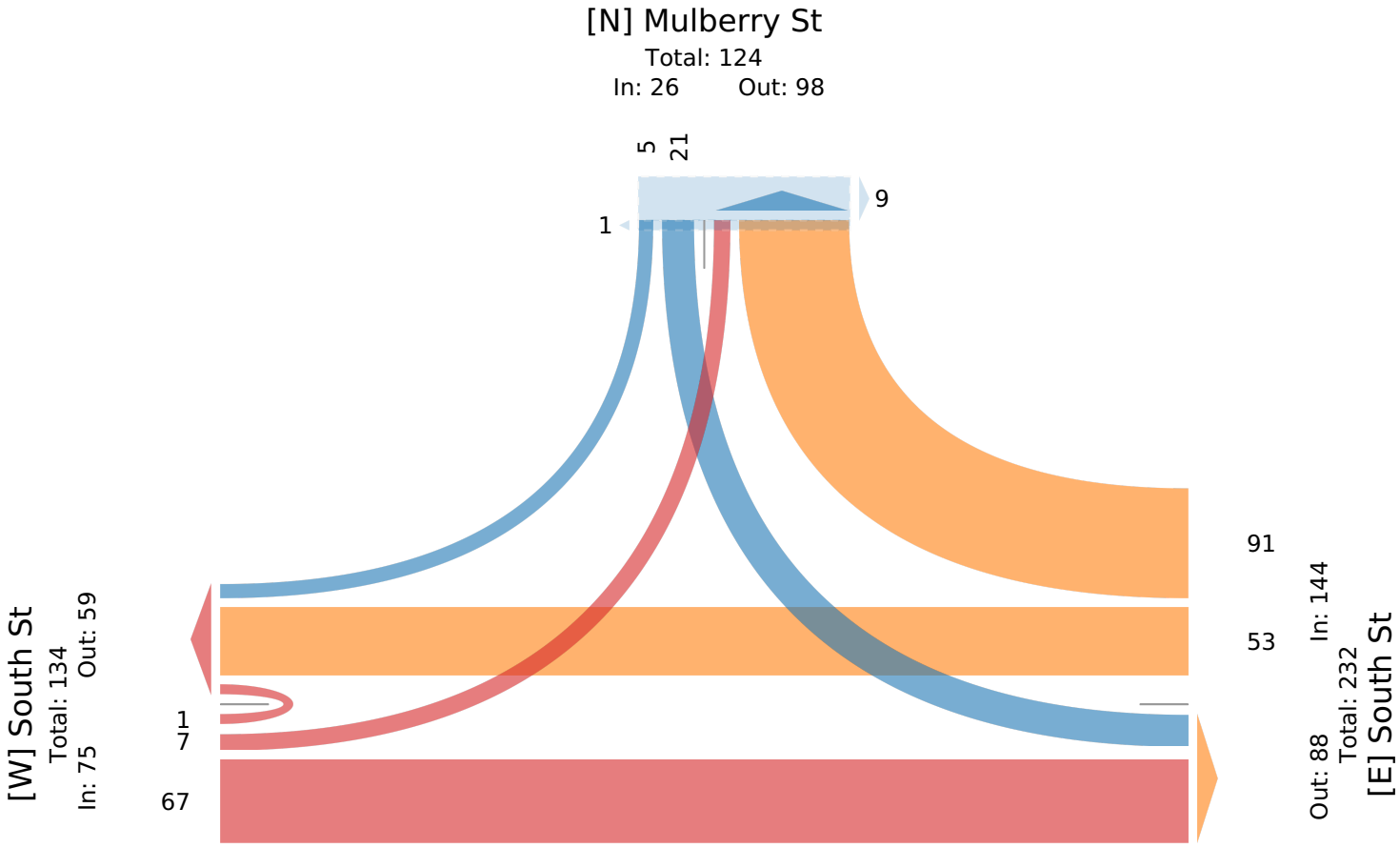
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	South St					South St					Mulberry St					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-03-01 4:00PM	0	7	0	**7**	0	8	14	0	**22**	0	3	0	0	**3**	0	**32**
4:15PM	4	12	0	**16**	0	8	7	0	**15**	0	0	0	0	**0**	0	**31**
4:30PM	0	7	0	**7**	0	5	13	0	**18**	0	3	0	0	**3**	3	**28**
4:45PM	0	5	1	**6**	0	9	13	0	**22**	0	5	0	0	**5**	0	**33**
Hourly Total	4	31	1	**36**	0	30	47	0	**77**	0	11	0	0	**11**	3	**124**
5:00PM	2	10	0	**12**	0	7	14	0	**21**	0	1	2	0	**3**	1	**36**
5:15PM	0	7	0	**7**	0	7	13	0	**20**	0	2	1	0	**3**	3	**30**
5:30PM	1	11	0	**12**	0	5	12	0	**17**	0	5	1	0	**6**	3	**35**
5:45PM	0	8	0	**8**	0	4	5	0	**9**	0	2	1	0	**3**	0	**20**
Hourly Total	3	36	0	**39**	0	23	44	0	**67**	0	10	5	0	**15**	7	**121**
Total	7	67	1	**75**	0	53	91	0	**144**	0	21	5	0	**26**	10	**245**
% Approach	9.3%	89.3%	1.3%	**-**	-	36.8%	63.2%	0%	**-**	-	80.8%	19.2%	0%	**-**	-	**-**
% Total	2.9%	27.3%	0.4%	**30.6%**	-	21.6%	37.1%	0%	**58.8%**	-	8.6%	2.0%	0%	**10.6%**	-	**-**
Lights	7	65	1	**73**	-	51	90	0	**141**	-	21	5	0	**26**	-	240
% Lights	100%	97.0%	100%	**97.3%**	-	96.2%	98.9%	0%	**97.9%**	-	100%	100%	0%	**100%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	1	1	0	**2**	-	0	0	0	**0**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	1.9%	1.1%	0%	**1.4%**	-	0%	0%	0%	**0%**	-	0.8%
Buses	0	1	0	**1**	-	1	0	0	**1**	-	0	0	0	**0**	-	2
% Buses	0%	1.5%	0%	**1.3%**	-	1.9%	0%	0%	**0.7%**	-	0%	0%	0%	**0%**	-	0.8%
Bicycles on Road	0	1	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	1.5%	0%	**1.3%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-Mulberry Street Weekday PM - TMC
Wed Mar 1, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042882, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



South Street-Mulberry Street Weekday PM - TMC

Wed Mar 1, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042882, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

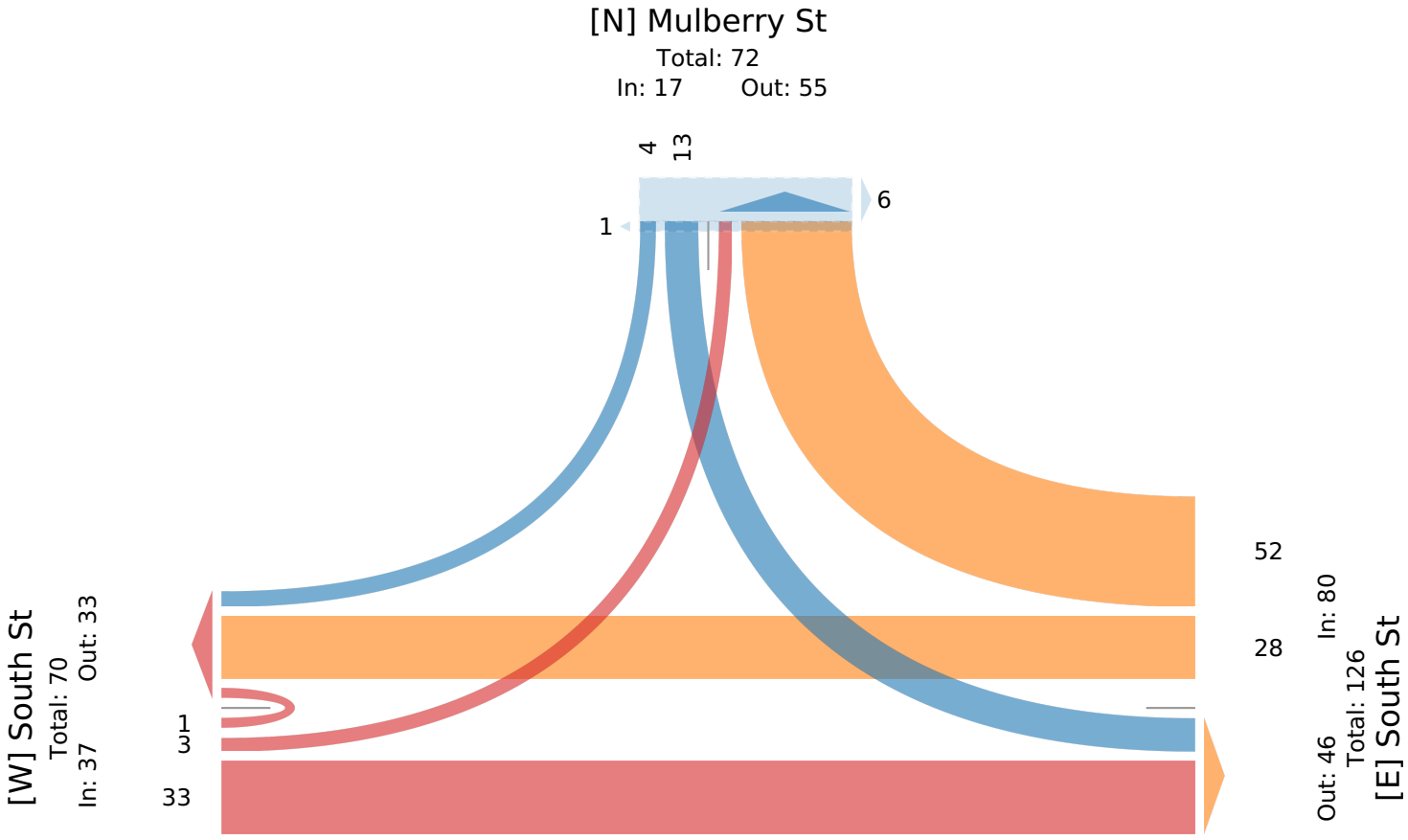
Leg	South St					South St					Mulberry St					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-03-01 4:45PM	0	5	1	**6**	0	9	13	0	**22**	0	5	0	0	**5**	0	**33**
5:00PM	2	10	0	**12**	0	7	14	0	**21**	0	1	2	0	**3**	1	**36**
5:15PM	0	7	0	**7**	0	7	13	0	**20**	0	2	1	0	**3**	3	**30**
5:30PM	1	11	0	**12**	0	5	12	0	**17**	0	5	1	0	**6**	3	**35**
Total	3	33	1	**37**	0	28	52	0	**80**	0	13	4	0	**17**	7	**134**
% Approach	8.1%	89.2%	2.7%	**-**	-	35.0%	65.0%	0%	**-**	-	76.5%	23.5%	0%	**-**	-	**-**
% Total	2.2%	24.6%	0.7%	**27.6%**	-	20.9%	38.8%	0%	**59.7%**	-	9.7%	3.0%	0%	**12.7%**	-	**-**
PHF	0.375	0.750	0.250	**0.771**	-	0.778	0.929	-	**0.909**	-	0.650	0.500	-	**0.708**	-	0.931
Lights	3	33	1	**37**	-	27	52	0	**79**	-	13	4	0	**17**	-	133
% Lights	100%	100%	100%	**100%**	-	96.4%	100%	0%	**98.8%**	-	100%	100%	0%	**100%**	-	99.3%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	3.6%	0%	0%	**1.3%**	-	0%	0%	0%	**0%**	-	0.7%
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%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-Mulberry Street Weekday PM - TMC

Wed Mar 1, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042882, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-Mulberry Street Saturday ... - TMC

Sat Feb 25, 2023
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042877, Location: 41.927144, -73.907459

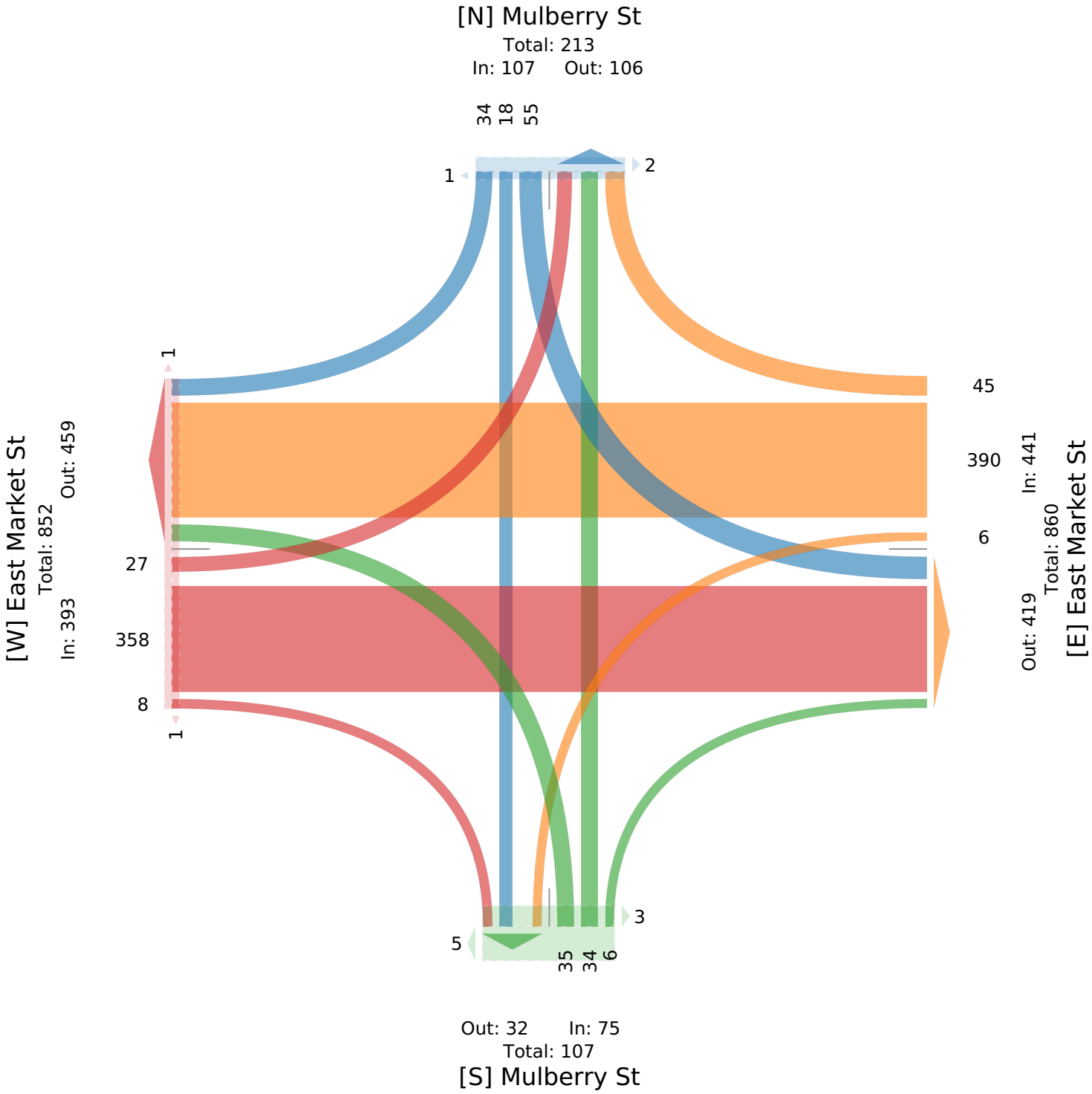
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	East Market St						East Market St						Mulberry St						Mulberry St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-02-25 11:00AM	1	26	0	0	**27**	1	0	28	7	0	**35**	0	5	1	0	0	**6**	1	2	0	3	0	**5**	0	**73**
11:15AM	5	30	0	0	**35**	1	0	23	4	0	**27**	0	2	1	0	0	**3**	1	3	1	3	0	**7**	1	**72**
11:30AM	1	18	0	0	**19**	0	1	33	6	0	**40**	0	3	3	0	0	**6**	1	3	0	1	0	**4**	0	**69**
11:45AM	2	32	0	0	**34**	0	0	38	3	0	**41**	0	1	5	1	0	**7**	0	6	1	0	0	**7**	0	**89**
Hourly Total	9	106	0	0	**115**	2	1	122	20	0	**143**	0	11	10	1	0	**22**	3	14	2	7	0	**23**	1	**303**
12:00PM	2	28	1	0	**31**	0	2	25	4	0	**31**	0	8	4	1	0	**13**	0	6	3	5	0	**14**	0	**89**
12:15PM	5	40	2	0	**47**	0	0	31	5	0	**36**	0	4	0	1	0	**5**	1	5	1	2	0	**8**	1	**96**
12:30PM	3	26	0	0	**29**	0	0	37	2	0	**39**	0	2	2	2	0	**6**	0	3	0	1	0	**4**	1	**78**
12:45PM	0	20	1	0	**21**	0	0	32	3	0	**35**	0	0	1	0	0	**1**	0	5	1	4	0	**10**	0	**67**
Hourly Total	10	114	4	0	**128**	0	2	125	14	0	**141**	0	14	7	4	0	**25**	1	19	5	12	0	**36**	2	**330**
1:00PM	2	32	0	0	**34**	0	0	33	6	0	**39**	0	2	2	0	0	**4**	0	5	2	1	0	**8**	0	**85**
1:15PM	2	40	4	0	**46**	0	1	31	1	0	**33**	0	2	2	0	0	**4**	1	5	1	5	0	**11**	0	**94**
1:30PM	3	32	0	0	**35**	0	1	40	2	0	**43**	0	5	5	1	0	**11**	0	5	4	2	0	**11**	0	**100**
1:45PM	1	34	0	0	**35**	0	1	39	2	0	**42**	0	1	8	0	0	**9**	3	7	4	7	0	**18**	0	**104**
Hourly Total	8	138	4	0	**150**	0	3	143	11	0	**157**	0	10	17	1	0	**28**	4	22	11	15	0	**48**	0	**383**
2:00PM	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**
Hourly Total	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**
Total	27	358	8	0	**393**	2	6	390	45	0	**441**	0	35	34	6	0	**75**	8	55	18	34	0	**107**	3	**1016**
% Approach	6.9%	91.1%	2.0%	0%	**-**	-	1.4%	88.4%	10.2%	0%	**-**	-	46.7%	45.3%	8.0%	0%	**-**	-	51.4%	16.8%	31.8%	0%	**-**	-	-
% Total	2.7%	35.2%	0.8%	0%	**38.7%**	-	0.6%	38.4%	4.4%	0%	**43.4%**	-	3.4%	3.3%	0.6%	0%	**7.4%**	-	5.4%	1.8%	3.3%	0%	**10.5%**	-	-
Lights	27	344	6	0	**377**	-	6	374	44	0	**424**	-	35	34	6	0	**75**	-	54	18	34	0	**106**	-	982
% Lights	100%	96.1%	75.0%	0%	**95.9%**	-	100%	95.9%	97.8%	0%	**96.1%**	-	100%	100%	100%	0%	**100%**	-	98.2%	100%	100%	0%	**99.1%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	0	14	2	0	**16**	-	0	16	1	0	**17**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	34
% Articulated Trucks and Single-Unit Trucks	0%	3.9%	25.0%	0%	**4.1%**	-	0%	4.1%	2.2%	0%	**3.9%**	-	0%	0%	0%	0%	**0%**	-	1.8%	0%	0%	0%	**0.9%**	-	3.3%
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%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-Mulberry Street Saturday ... - TMC
Sat Feb 25, 2023
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042877, Location: 41.927144, -73.907459

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



East Market Street-Mulberry Street Saturday ... - TMC

Sat Feb 25, 2023
Midday Peak (WKND), PM Peak (WKND) (1 PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042877, Location: 41.927144, -73.907459

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg / Direction	East Market St Eastbound						East Market St Westbound						Mulberry St Northbound						Mulberry St Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-02-25 1:00PM	2	32	0	0	**34**	0	0	33	6	0	**39**	0	2	2	0	0	**4**	0	5	2	1	0	**8**	0	**85**
1:15PM	2	40	4	0	**46**	0	1	31	1	0	**33**	0	2	2	0	0	**4**	1	5	1	5	0	**11**	0	**94**
1:30PM	3	32	0	0	**35**	0	1	40	2	0	**43**	0	5	5	1	0	**11**	0	5	4	2	0	**11**	0	**100**
1:45PM	1	34	0	0	**35**	0	1	39	2	0	**42**	0	1	8	0	0	**9**	3	7	4	7	0	**18**	0	**104**
Total	8	138	4	0	**150**	0	3	143	11	0	**157**	0	10	17	1	0	**28**	4	22	11	15	0	**48**	0	**383**
% Approach	5.3%	92.0%	2.7%	0%	**-**	-	1.9%	91.1%	7.0%	0%	**-**	-	35.7%	60.7%	3.6%	0%	**-**	-	45.8%	22.9%	31.3%	0%	**-**	-	-
% Total	2.1%	36.0%	1.0%	0%	**39.2%**	-	0.8%	37.3%	2.9%	0%	**41.0%**	-	2.6%	4.4%	0.3%	0%	**7.3%**	-	5.7%	2.9%	3.9%	0%	**12.5%**	-	-
PHF	0.667	0.863	0.250	-	**0.815**	-	0.750	0.894	0.458	-	**0.913**	-	0.500	0.531	0.250	-	**0.636**	-	0.786	0.688	0.536	-	**0.667**	-	0.921
Lights	8	134	2	0	**144**	-	3	137	11	0	**151**	-	10	17	1	0	**28**	-	22	11	15	0	**48**	-	371
% Lights	100%	97.1%	50.0%	0%	**96.0%**	-	100%	95.8%	100%	0%	**96.2%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	96.9%
Articulated Trucks and Single-Unit Trucks	0	4	2	0	**6**	-	0	6	0	0	**6**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	12
% Articulated Trucks and Single-Unit Trucks	0%	2.9%	50.0%	0%	**4.0%**	-	0%	4.2%	0%	0%	**3.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	3.1%
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%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Market Street-Mulberry Street Saturday ... - TMC

Sat Feb 25, 2023

Midday Peak (WKND), PM Peak (WKND) (1 PM - 2 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1042877, Location: 41.927144, -73.907459

Provided by: Creighton Manning Engineering, LLP
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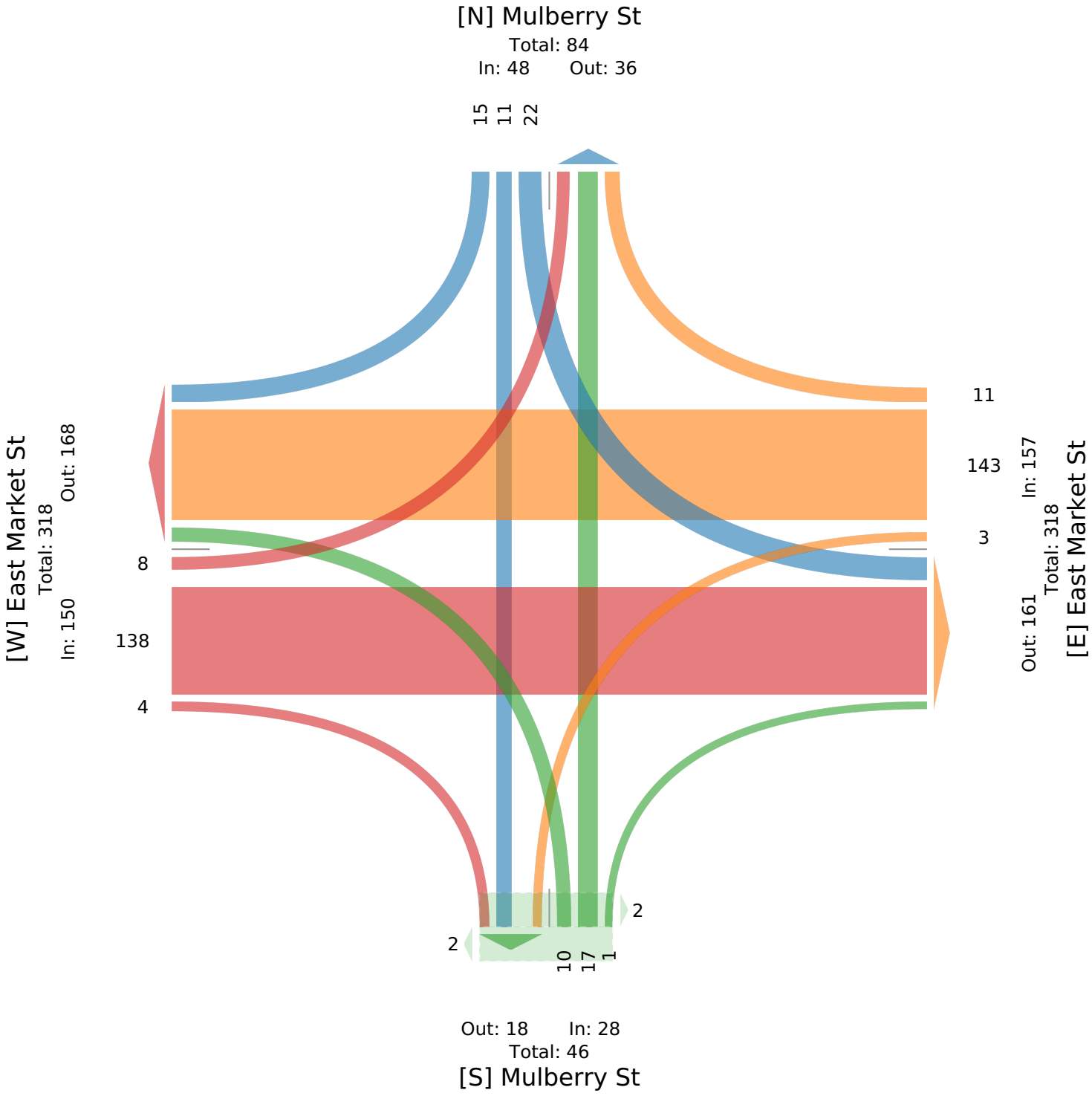


South Street-Mulberry Street Saturday Midday - TMC

Sat Feb 25, 2023
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042884, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

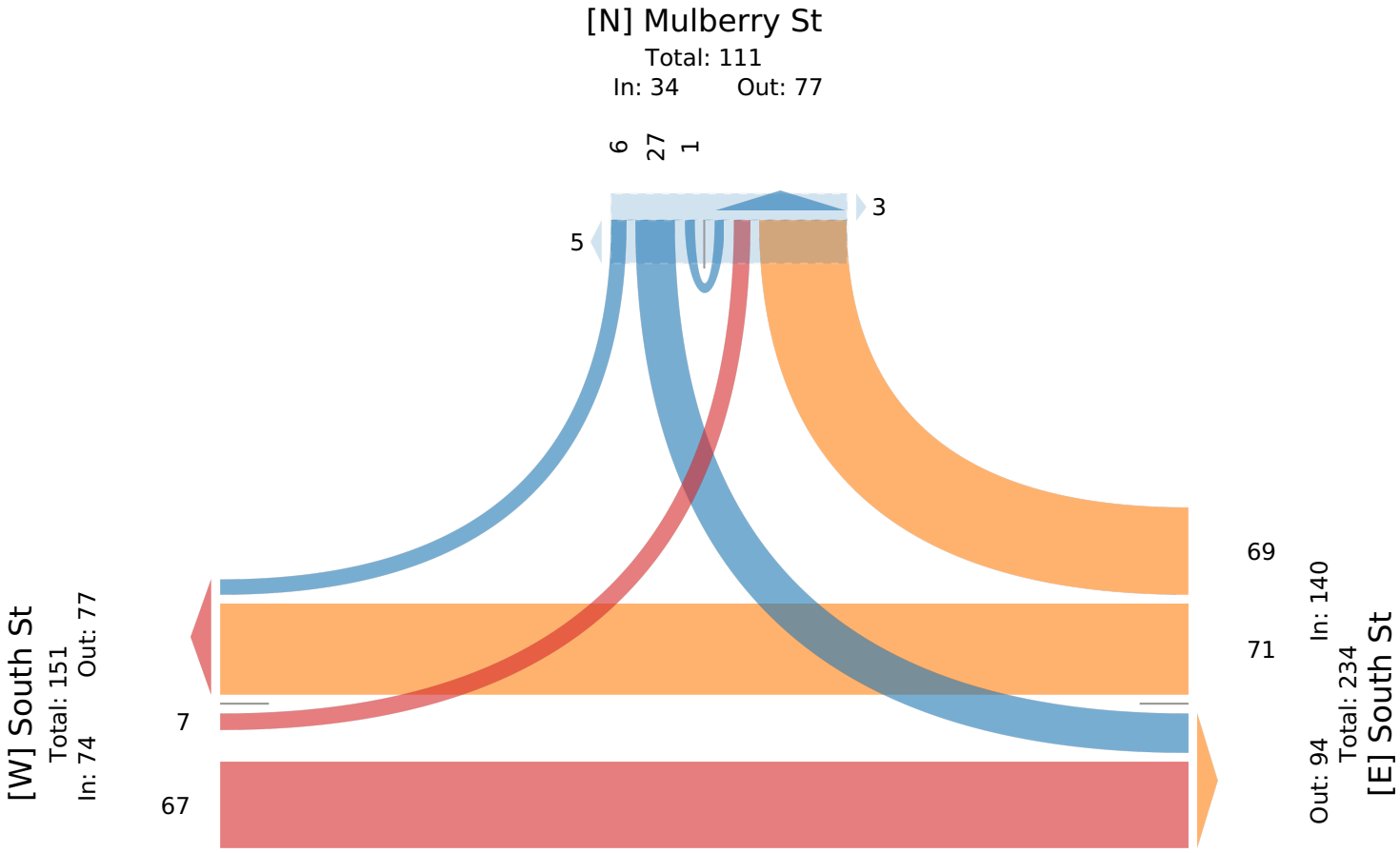
Leg / Direction	South St Eastbound					South St Westbound					Mulberry St Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-02-25 11:00AM	1	8	0	**9**	0	4	4	0	**8**	0	1	1	0	**2**	1	**19**
11:15AM	1	7	0	**8**	0	14	2	0	**16**	0	1	0	0	**1**	0	**25**
11:30AM	0	4	0	**4**	0	8	6	0	**14**	0	1	1	0	**2**	1	**20**
11:45AM	1	5	0	**6**	0	11	6	0	**17**	0	0	1	0	**1**	0	**24**
Hourly Total	3	24	0	**27**	0	37	18	0	**55**	0	3	3	0	**6**	2	**88**
12:00PM	0	6	0	**6**	0	3	12	0	**15**	0	4	2	1	**7**	1	**28**
12:15PM	0	9	0	**9**	0	3	5	0	**8**	0	3	0	0	**3**	0	**20**
12:30PM	2	3	0	**5**	0	3	4	0	**7**	0	0	0	0	**0**	0	**12**
12:45PM	0	6	0	**6**	0	3	1	0	**4**	0	2	0	0	**2**	0	**12**
Hourly Total	2	24	0	**26**	0	12	22	0	**34**	0	9	2	1	**12**	1	**72**
1:00PM	0	0	0	**0**	0	7	4	0	**11**	0	2	0	0	**2**	0	**13**
1:15PM	0	4	0	**4**	0	3	4	0	**7**	0	3	1	0	**4**	5	**15**
1:30PM	1	9	0	**10**	0	4	11	0	**15**	0	6	0	0	**6**	0	**31**
1:45PM	1	6	0	**7**	0	8	10	0	**18**	0	4	0	0	**4**	0	**29**
Hourly Total	2	19	0	**21**	0	22	29	0	**51**	0	15	1	0	**16**	5	**88**
Total	7	67	0	**74**	0	71	69	0	**140**	0	27	6	1	**34**	8	**248**
% Approach	9.5%	90.5%	0%	**-**	-	50.7%	49.3%	0%	**-**	-	79.4%	17.6%	2.9%	**-**	-	-
% Total	2.8%	27.0%	0%	**29.8%**	-	28.6%	27.8%	0%	**56.5%**	-	10.9%	2.4%	0.4%	**13.7%**	-	-
Lights	7	66	0	**73**	-	70	68	0	**138**	-	26	6	1	**33**	-	244
% Lights	100%	98.5%	0%	**98.6%**	-	98.6%	98.6%	0%	**98.6%**	-	96.3%	100%	100%	**97.1%**	-	98.4%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	1	1	0	**2**	-	1	0	0	**1**	-	4
% Articulated Trucks and Single-Unit Trucks	0%	1.5%	0%	**1.4%**	-	1.4%	1.4%	0%	**1.4%**	-	3.7%	0%	0%	**2.9%**	-	1.6%
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%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-Mulberry Street Saturday Midday - TMC

Sat Feb 25, 2023
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042884, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



South Street-Mulberry Street Saturday Midday - TMC

Sat Feb 25, 2023
Midday Peak (WKND) (11:15 AM - 12:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042884, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

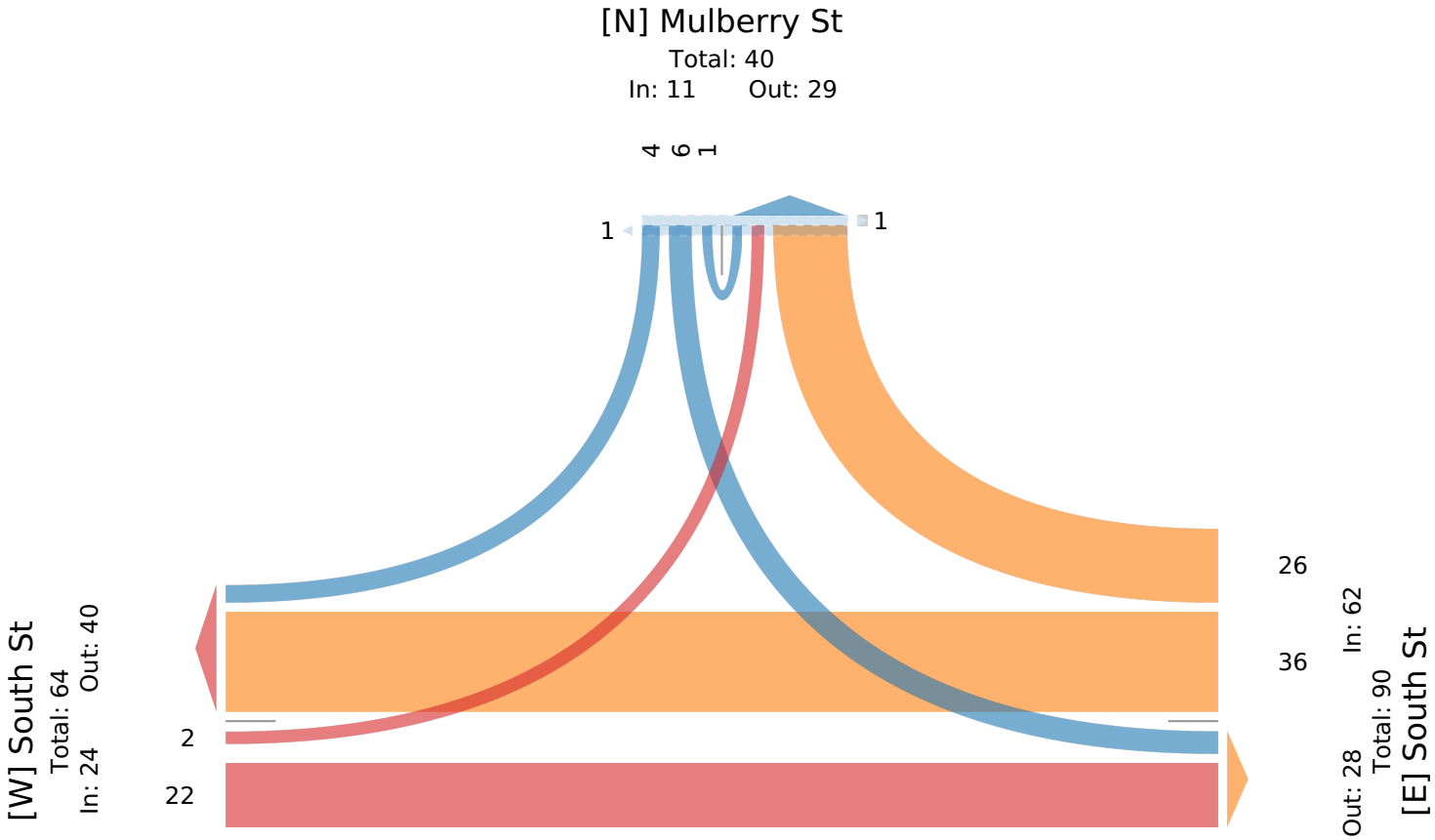
Leg Direction	South St Eastbound					South St Westbound					Mulberry St Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-02-25 11:15AM	1	7	0	**8**	0	14	2	0	**16**	0	1	0	0	**1**	0	**25**
11:30AM	0	4	0	**4**	0	8	6	0	**14**	0	1	1	0	**2**	1	**20**
11:45AM	1	5	0	**6**	0	11	6	0	**17**	0	0	1	0	**1**	0	**24**
12:00PM	0	6	0	**6**	0	3	12	0	**15**	0	4	2	1	**7**	1	**28**
Total	2	22	0	**24**	0	36	26	0	**62**	0	6	4	1	**11**	2	**97**
% Approach	8.3%	91.7%	0%	**-**	-	58.1%	41.9%	0%	**-**	-	54.5%	36.4%	9.1%	**-**	-	**-**
% Total	2.1%	22.7%	0%	**24.7%**	-	37.1%	26.8%	0%	**63.9%**	-	6.2%	4.1%	1.0%	**11.3%**	-	**-**
PHF	0.500	0.786	-	**0.750**	-	0.643	0.542	-	**0.912**	-	0.375	0.500	0.250	**0.393**	-	0.866
Lights	2	21	0	**23**	-	35	26	0	**61**	-	6	4	1	**11**	-	95
% Lights	100%	95.5%	0%	**95.8%**	-	97.2%	100%	0%	**98.4%**	-	100%	100%	100%	**100%**	-	97.9%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	1	0	0	**1**	-	0	0	0	**0**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	4.5%	0%	**4.2%**	-	2.8%	0%	0%	**1.6%**	-	0%	0%	0%	**0%**	-	2.1%
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%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-Mulberry Street Saturday Midday - TMC

Sat Feb 25, 2023
Midday Peak (WKND) (11:15 AM - 12:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042884, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



South Street-Mulberry Street Saturday Midday - TMC

Sat Feb 25, 2023
PM Peak (WKND) (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042884, Location: 41.926015, -73.907341

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	South St Eastbound					South St Westbound					Mulberry St Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-02-25 1:00PM	0	0	0	**0**	0	7	4	0	**11**	0	2	0	0	**2**	0	**13**
1:15PM	0	4	0	**4**	0	3	4	0	**7**	0	3	1	0	**4**	5	**15**
1:30PM	1	9	0	**10**	0	4	11	0	**15**	0	6	0	0	**6**	0	**31**
1:45PM	1	6	0	**7**	0	8	10	0	**18**	0	4	0	0	**4**	0	**29**
Total	2	19	0	**21**	0	22	29	0	**51**	0	15	1	0	**16**	5	**88**
% Approach	9.5%	90.5%	0%	**-**	-	43.1%	56.9%	0%	**-**	-	93.8%	6.3%	0%	**-**	-	**-**
% Total	2.3%	21.6%	0%	**23.9%**	-	25.0%	33.0%	0%	**58.0%**	-	17.0%	1.1%	0%	**18.2%**	-	**-**
PHF	0.500	0.528	-	**0.525**	-	0.688	0.659	-	**0.708**	-	0.625	0.250	-	**0.667**	-	0.710
Lights	2	19	0	**21**	-	22	28	0	**50**	-	14	1	0	**15**	-	86
% Lights	100%	100%	0%	**100%**	-	100%	96.6%	0%	**98.0%**	-	93.3%	100%	0%	**93.8%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	0	1	0	**1**	-	1	0	0	**1**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	3.4%	0%	**2.0%**	-	6.7%	0%	0%	**6.3%**	-	2.3%
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%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Street-Mulberry Street Saturday Midday - TMC

Sat Feb 25, 2023
PM Peak (WKND) (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1042884, Location: 41.926015, -73.907341

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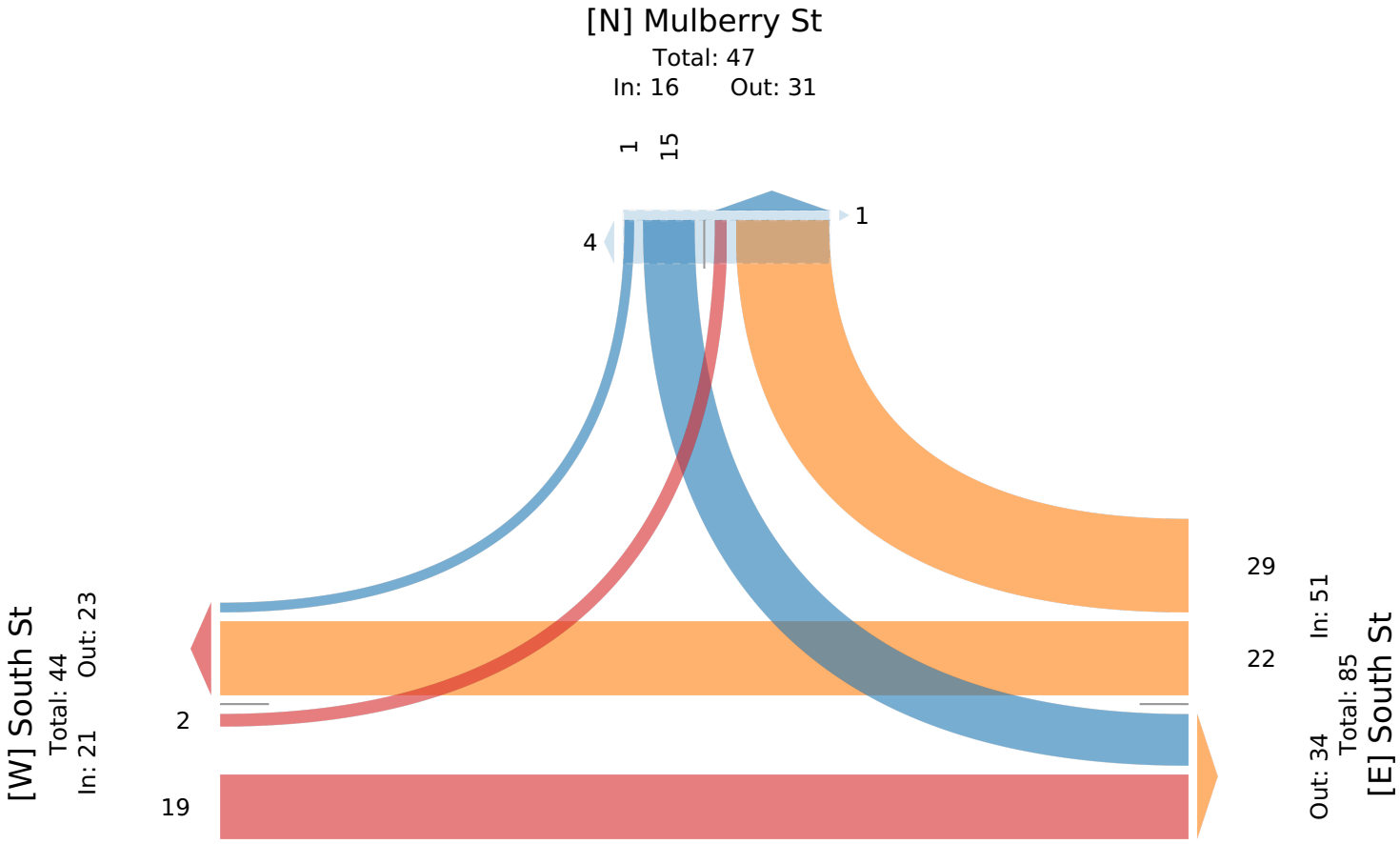

ATTACHMENT C
LEVEL OF SERVICE ANALYSIS

6 Mulberry Street
Village of Rhinebeck
Dutchess County, New York

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	98	2	5	121	34	19	48	3	33	5	9
Future Vol, veh/h	6	98	2	5	121	34	19	48	3	33	5	9
Conflicting Peds, #/hr	3	0	6	6	0	3	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	3	0	0	3	0	6	10	0	3	0	0
Mvmt Flow	8	132	3	7	164	46	26	65	4	45	7	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	213	0	0	141	0	0	369	383	142	390	361	192
Stage 1	-	-	-	-	-	-	156	156	-	204	204	-
Stage 2	-	-	-	-	-	-	213	227	-	186	157	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.16	6.6	6.2	7.13	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.6	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.6	-	6.13	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.554	4.09	3.3	3.527	4	3.3
Pot Cap-1 Maneuver	1369	-	-	1455	-	-	580	538	911	567	569	855
Stage 1	-	-	-	-	-	-	837	754	-	796	737	-
Stage 2	-	-	-	-	-	-	780	701	-	813	772	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1365	-	-	1447	-	-	557	527	904	504	557	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	557	527	-	504	557	-
Stage 1	-	-	-	-	-	-	827	745	-	789	730	-
Stage 2	-	-	-	-	-	-	756	695	-	733	763	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	13	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	545	1365	-	-	1447	-	-	553
HCM Lane V/C Ratio	0.174	0.006	-	-	0.005	-	-	0.115
HCM Control Delay (s)	13	7.7	0	-	7.5	0	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	4	70	60	94	159	8	0	0	0	4	25	1
Future Vol, veh/h	4	70	60	94	159	8	0	0	0	4	25	1
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	4	3	5	0	0	2	2	2	0	4	0
Mvmt Flow	5	92	79	124	209	11	0	0	0	5	33	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	220	0	0	173	0	0	605	646	215
Stage 1	-	-	-	-	-	-	463	463	-
Stage 2	-	-	-	-	-	-	142	183	-
Critical Hdwy	4.1	-	-	4.15	-	-	6.4	6.54	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.54	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.5	4.036	3.3
Pot Cap-1 Maneuver	1361	-	-	1386	-	-	464	388	830
Stage 1	-	-	-	-	-	-	638	561	-
Stage 2	-	-	-	-	-	-	890	744	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1361	-	-	1386	-	-	415	0	830
Mov Cap-2 Maneuver	-	-	-	-	-	-	415	0	-
Stage 1	-	-	-	-	-	-	635	0	-
Stage 2	-	-	-	-	-	-	799	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	2.8	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1361	-	-	1386	-	-	461
HCM Lane V/C Ratio	0.004	-	-	0.089	-	-	0.086
HCM Control Delay (s)	7.7	0	-	7.9	0	-	13.5
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-	0.3

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	22	49	65	10	2
Future Vol, veh/h	5	22	49	65	10	2
Conflicting Peds, #/hr	1	0	0	1	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	4	2	8	0	0
Mvmt Flow	9	38	84	112	17	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	197	0	-	0	198	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1388	-	-	-	795	912
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1387	-	-	-	788	911
Mov Cap-2 Maneuver	-	-	-	-	788	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1387	-	-	-	806
HCM Lane V/C Ratio	0.006	-	-	-	0.026
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	20	29	18	0	95	85	0	0	178	1
Future Vol, veh/h	0	8	20	29	18	0	95	85	0	0	178	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	0	0	0	0	6	0	4	0	8	0	3	100
Mvmt Flow	0	13	33	48	30	0	156	139	0	0	292	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	744	293	767	745	-	294	0	0	139	0	0
Stage 1	-	293	-	451	451	-	-	-	-	-	-	-
Stage 2	-	451	-	316	294	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	6.56	-	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.054	-	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	345	751	322	338	0	1256	-	-	1457	-	-
Stage 1	0	674	-	592	564	0	-	-	-	-	-	-
Stage 2	0	574	-	699	662	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	298	751	267	292	-	1256	-	-	1457	-	-
Mov Cap-2 Maneuver	-	298	-	267	292	-	-	-	-	-	-	-
Stage 1	-	674	-	512	488	-	-	-	-	-	-	-
Stage 2	-	497	-	655	662	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	23	4.4	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	524	276	1457	-	-
HCM Lane V/C Ratio	0.124	-	-	0.088	0.279	-	-	-
HCM Control Delay (s)	8.3	0	-	12.5	23	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.3	1.1	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	170	4	2	116	30	22	75	6	35	18	14
Future Vol, veh/h	21	170	4	2	116	30	22	75	6	35	18	14
Conflicting Peds, #/hr	4	0	27	27	0	4	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	2	0	0	2	2	3	5	0	1	7	0
Mvmt Flow	25	200	5	2	136	35	26	88	7	41	21	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	175	0	0	232	0	0	459	459	230	462	444	161
Stage 1	-	-	-	-	-	-	280	280	-	162	162	-
Stage 2	-	-	-	-	-	-	179	179	-	300	282	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.55	6.2	7.11	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.55	-	6.11	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.55	-	6.11	5.57	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4.045	3.3	3.509	4.063	3.3
Pot Cap-1 Maneuver	1414	-	-	1348	-	-	511	494	814	512	501	889
Stage 1	-	-	-	-	-	-	725	674	-	842	755	-
Stage 2	-	-	-	-	-	-	820	746	-	711	669	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1409	-	-	1313	-	-	463	469	793	425	475	883
Mov Cap-2 Maneuver	-	-	-	-	-	-	463	469	-	425	475	-
Stage 1	-	-	-	-	-	-	692	644	-	822	750	-
Stage 2	-	-	-	-	-	-	778	742	-	596	639	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	15	13.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	479	1409	-	-	1313	-	-	492
HCM Lane V/C Ratio	0.253	0.018	-	-	0.002	-	-	0.16
HCM Control Delay (s)	15	7.6	0	-	7.7	0	-	13.7
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	2	160	49	28	147	9	0	0	0	8	27	1
Future Vol, veh/h	2	160	49	28	147	9	0	0	0	8	27	1
Conflicting Peds, #/hr	10	0	3	3	0	10	0	0	0	7	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	4	11	2	0	0	0	0	6	0	0
Mvmt Flow	2	163	50	29	150	9	0	0	0	8	28	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	169	0	0	216	0	0	422	443	165
Stage 1	-	-	-	-	-	-	223	223	-
Stage 2	-	-	-	-	-	-	199	220	-
Critical Hdwy	4.1	-	-	4.21	-	-	6.46	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.46	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.46	5.5	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.554	4	3.3
Pot Cap-1 Maneuver	1421	-	-	1302	-	-	581	512	885
Stage 1	-	-	-	-	-	-	805	723	-
Stage 2	-	-	-	-	-	-	825	725	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1407	-	-	1302	-	-	555	0	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	555	0	-
Stage 1	-	-	-	-	-	-	795	0	-
Stage 2	-	-	-	-	-	-	798	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	1.2	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1407	-	-	1302	-	-	579
HCM Lane V/C Ratio	0.001	-	-	0.022	-	-	0.063
HCM Control Delay (s)	7.6	0	-	7.8	0	-	11.6
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	48	55	98	22	2
Future Vol, veh/h	5	48	55	98	22	2
Conflicting Peds, #/hr	9	0	0	9	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	13	5	0	4	6	0
Mvmt Flow	7	67	76	136	31	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	221	0	-	0	234	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	81	-
Critical Hdwy	4.23	-	-	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.317	-	-	-	3.554	3.3
Pot Cap-1 Maneuver	1286	-	-	-	745	898
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1275	-	-	-	727	890
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1275	-	-	-	738
HCM Lane V/C Ratio	0.005	-	-	-	0.045
HCM Control Delay (s)	7.8	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	20	50	31	13	0	135	0	132	2	97	5
Future Vol, veh/h	0	20	50	31	13	0	135	0	132	2	97	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	10	6	3	0	0	2	0	5	0	5	0
Mvmt Flow	0	24	60	37	15	0	161	0	157	2	115	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	601	118	565	526	-	121	0	0	157	0	0
Stage 1	-	122	-	401	401	-	-	-	-	-	-	-
Stage 2	-	479	-	164	125	-	-	-	-	-	-	-
Critical Hdwy	-	6.6	6.26	7.13	6.5	-	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.6	-	6.13	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.6	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.09	3.354	3.527	4	-	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	404	923	434	460	0	1467	-	-	1435	-	-
Stage 1	0	780	-	624	604	0	-	-	-	-	-	-
Stage 2	0	542	-	836	796	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	354	923	349	403	-	1467	-	-	1435	-	-
Mov Cap-2 Maneuver	-	354	-	349	403	-	-	-	-	-	-	-
Stage 1	-	779	-	547	530	-	-	-	-	-	-	-
Stage 2	-	475	-	757	795	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	16.6	3.9	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	-	633	363	1435	-	-
HCM Lane V/C Ratio	0.11	-	-	0.132	0.144	0.002	-	-
HCM Control Delay (s)	7.8	0	-	11.5	16.6	7.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	0.5	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	19	181	4	5	146	20	25	24	6	30	7	13
Future Vol, veh/h	19	181	4	5	146	20	25	24	6	30	7	13
Conflicting Peds, #/hr	2	0	4	4	0	2	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	2	0	0	4	0	4	0	0	0	0	8
Mvmt Flow	21	201	4	6	162	22	28	27	7	33	8	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	209	0	0	447	447	208	450	438	177
Stage 1	-	-	-	-	-	-	249	249	-	187	187	-
Stage 2	-	-	-	-	-	-	198	198	-	263	251	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.14	6.5	6.2	7.1	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.536	4	3.3	3.5	4	3.372
Pot Cap-1 Maneuver	1365	-	-	1374	-	-	518	509	837	523	515	851
Stage 1	-	-	-	-	-	-	751	704	-	819	749	-
Stage 2	-	-	-	-	-	-	799	741	-	747	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1362	-	-	1369	-	-	492	495	833	488	501	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	492	495	-	488	501	-
Stage 1	-	-	-	-	-	-	735	689	-	803	744	-
Stage 2	-	-	-	-	-	-	772	736	-	700	688	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	12.9	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	516	1362	-	-	1369	-	-	551
HCM Lane V/C Ratio	0.118	0.016	-	-	0.004	-	-	0.101
HCM Control Delay (s)	12.9	7.7	0	-	7.6	0	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	36	30	49	13	3
Future Vol, veh/h	6	36	30	49	13	3
Conflicting Peds, #/hr	4	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	2	4	1	0	0
Mvmt Flow	7	40	34	55	15	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	93	0	-	0	120	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1514	-	-	-	880	1003
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1508	-	-	-	869	999
Mov Cap-2 Maneuver	-	-	-	-	869	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1508	-	-	-	891
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	145	4	3	150	12	11	19	1	23	12	16
Future Vol, veh/h	8	145	4	3	150	12	11	19	1	23	12	16
Conflicting Peds, #/hr	4	0	27	27	0	4	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	50	0	4	0	0	0	0	0	0	0
Mvmt Flow	9	158	4	3	163	13	12	21	1	25	13	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	189	0	0	399	391	187	369	387	177
Stage 1	-	-	-	-	-	-	205	205	-	180	180	-
Stage 2	-	-	-	-	-	-	194	186	-	189	207	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1408	-	-	1397	-	-	565	548	860	591	551	871
Stage 1	-	-	-	-	-	-	802	736	-	826	754	-
Stage 2	-	-	-	-	-	-	812	750	-	817	734	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1361	-	-	524	527	838	567	530	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	524	527	-	567	530	-
Stage 1	-	-	-	-	-	-	776	712	-	817	749	-
Stage 2	-	-	-	-	-	-	778	746	-	787	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	12.2	11.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	532	1403	-	-	1361	-	-	624
HCM Lane V/C Ratio	0.063	0.006	-	-	0.002	-	-	0.089
HCM Control Delay (s)	12.2	7.6	0	-	7.7	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	20	23	30	18	1
Future Vol, veh/h	2	20	23	30	18	1
Conflicting Peds, #/hr	5	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	2	1	1	4	0
Mvmt Flow	3	28	32	42	25	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	92	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1532	-	-	-	903	1014
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1525	-	-	-	892	1009
Mov Cap-2 Maneuver	-	-	-	-	892	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1525	-	-	-	897
HCM Lane V/C Ratio	0.002	-	-	-	0.03
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	107	2	5	125	34	19	49	3	33	5	9
Future Vol, veh/h	6	107	2	5	125	34	19	49	3	33	5	9
Conflicting Peds, #/hr	3	0	6	6	0	3	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	3	0	0	3	0	6	10	0	3	0	0
Mvmt Flow	8	145	3	7	169	46	26	66	4	45	7	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	218	0	0	154	0	0	387	401	155	409	379	197
Stage 1	-	-	-	-	-	-	169	169	-	209	209	-
Stage 2	-	-	-	-	-	-	218	232	-	200	170	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.16	6.6	6.2	7.13	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.6	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.6	-	6.13	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.554	4.09	3.3	3.527	4	3.3
Pot Cap-1 Maneuver	1364	-	-	1439	-	-	564	525	896	551	556	849
Stage 1	-	-	-	-	-	-	824	744	-	791	733	-
Stage 2	-	-	-	-	-	-	775	698	-	800	762	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1360	-	-	1431	-	-	541	514	889	488	544	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	541	514	-	488	544	-
Stage 1	-	-	-	-	-	-	814	735	-	784	726	-
Stage 2	-	-	-	-	-	-	751	692	-	719	753	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	13.3	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	531	1360	-	-	1431	-	-	537
HCM Lane V/C Ratio	0.181	0.006	-	-	0.005	-	-	0.118
HCM Control Delay (s)	13.3	7.7	0	-	7.5	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	4	79	61	95	163	8	0	0	0	4	25	1
Future Vol, veh/h	4	79	61	95	163	8	0	0	0	4	25	1
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	4	3	5	0	0	2	2	2	0	4	0
Mvmt Flow	5	104	80	125	214	11	0	0	0	5	33	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	225	0	0	186	0	0	624	666	220
Stage 1	-	-	-	-	-	-	470	470	-
Stage 2	-	-	-	-	-	-	154	196	-
Critical Hdwy	4.1	-	-	4.15	-	-	6.4	6.54	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.54	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.5	4.036	3.3
Pot Cap-1 Maneuver	1356	-	-	1371	-	-	452	378	825
Stage 1	-	-	-	-	-	-	633	557	-
Stage 2	-	-	-	-	-	-	879	735	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1356	-	-	1371	-	-	403	0	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	403	0	-
Stage 1	-	-	-	-	-	-	630	0	-
Stage 2	-	-	-	-	-	-	788	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	2.8	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1356	-	-	1371	-	-	449
HCM Lane V/C Ratio	0.004	-	-	0.091	-	-	0.088
HCM Control Delay (s)	7.7	0	-	7.9	0	-	13.8
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	29	59	66	10	2
Future Vol, veh/h	5	29	59	66	10	2
Conflicting Peds, #/hr	1	0	0	1	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	4	2	8	0	0
Mvmt Flow	9	50	102	114	17	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	217	0	-	0	229	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	69	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1365	-	-	-	764	890
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	757	889
Mov Cap-2 Maneuver	-	-	-	-	757	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	776
HCM Lane V/C Ratio	0.006	-	-	-	0.027
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	23	29	27	0	97	86	0	0	180	1
Future Vol, veh/h	0	16	23	29	27	0	97	86	0	0	180	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	0	0	0	0	6	0	4	0	8	0	3	100
Mvmt Flow	0	26	38	48	44	0	159	141	0	0	295	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	755	296	787	756	-	297	0	0	141	0	0
Stage 1	-	296	-	459	459	-	-	-	-	-	-	-
Stage 2	-	459	-	328	297	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	6.56	-	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.054	-	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	340	748	312	333	0	1253	-	-	1455	-	-
Stage 1	0	672	-	586	560	0	-	-	-	-	-	-
Stage 2	0	570	-	689	660	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	293	748	247	287	-	1253	-	-	1455	-	-
Mov Cap-2 Maneuver	-	293	-	247	287	-	-	-	-	-	-	-
Stage 1	-	672	-	505	483	-	-	-	-	-	-	-
Stage 2	-	491	-	629	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	25.6	4.4	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1253	-	-	457	265	1455	-	-
HCM Lane V/C Ratio	0.127	-	-	0.14	0.346	-	-	-
HCM Control Delay (s)	8.3	0	-	14.2	25.6	0	-	-
HCM Lane LOS	A	A	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	1.5	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	179	4	2	126	30	22	76	6	35	18	14
Future Vol, veh/h	21	179	4	2	126	30	22	76	6	35	18	14
Conflicting Peds, #/hr	4	0	27	27	0	4	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	2	0	0	2	2	3	5	0	1	7	0
Mvmt Flow	25	211	5	2	148	35	26	89	7	41	21	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	187	0	0	243	0	0	482	482	241	486	467	173
Stage 1	-	-	-	-	-	-	291	291	-	174	174	-
Stage 2	-	-	-	-	-	-	191	191	-	312	293	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.55	6.2	7.11	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.55	-	6.11	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.55	-	6.11	5.57	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4.045	3.3	3.509	4.063	3.3
Pot Cap-1 Maneuver	1399	-	-	1335	-	-	493	480	803	493	486	876
Stage 1	-	-	-	-	-	-	715	666	-	830	746	-
Stage 2	-	-	-	-	-	-	808	737	-	701	661	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1301	-	-	446	456	782	407	461	870
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	456	-	407	461	-
Stage 1	-	-	-	-	-	-	683	636	-	810	742	-
Stage 2	-	-	-	-	-	-	766	733	-	585	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	15.5	14.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	465	1394	-	-	1301	-	-	475
HCM Lane V/C Ratio	0.263	0.018	-	-	0.002	-	-	0.166
HCM Control Delay (s)	15.5	7.6	0	-	7.8	0	-	14.1
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	2	169	49	28	157	9	0	0	0	8	28	1
Future Vol, veh/h	2	169	49	28	157	9	0	0	0	8	28	1
Conflicting Peds, #/hr	10	0	3	3	0	10	0	0	0	7	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	4	11	2	0	0	2	2	6	0	0
Mvmt Flow	2	172	50	29	160	9	0	0	0	8	29	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	179	0	0	225	0	0	441	462	175
Stage 1	-	-	-	-	-	-	233	233	-
Stage 2	-	-	-	-	-	-	208	229	-
Critical Hdwy	4.1	-	-	4.21	-	-	6.46	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.46	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.46	5.5	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.554	4	3.3
Pot Cap-1 Maneuver	1409	-	-	1292	-	-	566	500	874
Stage 1	-	-	-	-	-	-	796	716	-
Stage 2	-	-	-	-	-	-	817	718	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1396	-	-	1292	-	-	540	0	866
Mov Cap-2 Maneuver	-	-	-	-	-	-	540	0	-
Stage 1	-	-	-	-	-	-	786	0	-
Stage 2	-	-	-	-	-	-	789	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	1.1	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1396	-	-	1292	-	-	564
HCM Lane V/C Ratio	0.001	-	-	0.022	-	-	0.067
HCM Control Delay (s)	7.6	0	-	7.8	0	-	11.8
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	58	66	99	22	2
Future Vol, veh/h	6	58	66	99	22	2
Conflicting Peds, #/hr	9	0	0	9	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	13	5	0	4	6	0
Mvmt Flow	8	81	92	138	31	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	239	0	-	0	267	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	4.23	-	-	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.317	-	-	-	3.554	3.3
Pot Cap-1 Maneuver	1266	-	-	-	714	879
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	917	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	696	871
Mov Cap-2 Maneuver	-	-	-	-	696	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	909	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1255	-	-	-	708
HCM Lane V/C Ratio	0.007	-	-	-	0.047
HCM Control Delay (s)	7.9	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	30	51	31	23	0	136	0	133	2	98	5
Future Vol, veh/h	0	30	51	31	23	0	136	0	133	2	98	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	10	6	3	0	0	2	0	5	0	5	0
Mvmt Flow	0	36	61	37	27	0	162	0	158	2	117	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	606	120	576	530	-	123	0	0	158	0	0
Stage 1	-	124	-	403	403	-	-	-	-	-	-	-
Stage 2	-	482	-	173	127	-	-	-	-	-	-	-
Critical Hdwy	-	6.6	6.26	7.13	6.5	-	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.6	-	6.13	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.6	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.09	3.354	3.527	4	-	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	401	921	427	457	0	1464	-	-	1434	-	-
Stage 1	0	778	-	622	603	0	-	-	-	-	-	-
Stage 2	0	540	-	827	795	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	351	921	333	400	-	1464	-	-	1434	-	-
Mov Cap-2 Maneuver	-	351	-	333	400	-	-	-	-	-	-	-
Stage 1	-	777	-	545	528	-	-	-	-	-	-	-
Stage 2	-	473	-	736	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	17.2	3.9	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1464	-	-	575	359	1434	-	-
HCM Lane V/C Ratio	0.111	-	-	0.168	0.179	0.002	-	-
HCM Control Delay (s)	7.8	0	-	12.5	17.2	7.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.6	0.6	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	19	188	4	5	153	20	25	24	6	30	7	13
Future Vol, veh/h	19	188	4	5	153	20	25	24	6	30	7	13
Conflicting Peds, #/hr	2	0	4	4	0	2	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	2	0	0	4	0	4	0	0	0	0	8
Mvmt Flow	21	209	4	6	170	22	28	27	7	33	8	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	217	0	0	463	463	216	466	454	185
Stage 1	-	-	-	-	-	-	257	257	-	195	195	-
Stage 2	-	-	-	-	-	-	206	206	-	271	259	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.14	6.5	6.2	7.1	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.536	4	3.3	3.5	4	3.372
Pot Cap-1 Maneuver	1355	-	-	1365	-	-	506	499	829	510	505	842
Stage 1	-	-	-	-	-	-	743	699	-	811	743	-
Stage 2	-	-	-	-	-	-	791	735	-	739	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1352	-	-	1360	-	-	480	485	825	475	490	839
Mov Cap-2 Maneuver	-	-	-	-	-	-	480	485	-	475	490	-
Stage 1	-	-	-	-	-	-	727	684	-	795	738	-
Stage 2	-	-	-	-	-	-	764	730	-	691	682	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	13.1	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	505	1352	-	-	1360	-	-	538
HCM Lane V/C Ratio	0.121	0.016	-	-	0.004	-	-	0.103
HCM Control Delay (s)	13.1	7.7	0	-	7.7	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	46	40	49	13	3
Future Vol, veh/h	6	46	40	49	13	3
Conflicting Peds, #/hr	4	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	2	4	1	0	0
Mvmt Flow	7	52	45	55	15	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	104	0	-	0	143	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1500	-	-	-	854	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1494	-	-	-	843	986
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1494	-	-	-	867
HCM Lane V/C Ratio	0.005	-	-	-	0.021
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	153	4	3	157	12	11	20	1	23	12	16
Future Vol, veh/h	8	153	4	3	157	12	11	20	1	23	12	16
Conflicting Peds, #/hr	4	0	27	27	0	4	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	50	0	4	0	0	0	0	0	0	0
Mvmt Flow	9	166	4	3	171	13	12	22	1	25	13	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	197	0	0	415	407	195	386	403	185
Stage 1	-	-	-	-	-	-	213	213	-	188	188	-
Stage 2	-	-	-	-	-	-	202	194	-	198	215	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1398	-	-	1388	-	-	551	537	851	576	539	862
Stage 1	-	-	-	-	-	-	794	730	-	818	748	-
Stage 2	-	-	-	-	-	-	805	744	-	808	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1393	-	-	1352	-	-	511	516	829	551	518	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	511	516	-	551	518	-
Stage 1	-	-	-	-	-	-	768	706	-	809	744	-
Stage 2	-	-	-	-	-	-	771	740	-	777	705	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	12.4	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	520	1393	-	-	1352	-	-	610
HCM Lane V/C Ratio	0.067	0.006	-	-	0.002	-	-	0.091
HCM Control Delay (s)	12.4	7.6	0	-	7.7	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	31	35	30	18	1
Future Vol, veh/h	2	31	35	30	18	1
Conflicting Peds, #/hr	5	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	2	1	1	4	0
Mvmt Flow	3	44	49	42	25	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	96	0	-	0	125	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1510	-	-	-	865	992
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1503	-	-	-	855	987
Mov Cap-2 Maneuver	-	-	-	-	855	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	962	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	861
HCM Lane V/C Ratio	0.002	-	-	-	0.031
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	107	3	5	125	34	21	50	4	33	5	9
Future Vol, veh/h	6	107	3	5	125	34	21	50	4	33	5	9
Conflicting Peds, #/hr	3	0	6	6	0	3	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	3	0	0	3	0	6	10	0	3	0	0
Mvmt Flow	8	145	4	7	169	46	28	68	5	45	7	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	218	0	0	155	0	0	387	401	155	411	380	197
Stage 1	-	-	-	-	-	-	169	169	-	209	209	-
Stage 2	-	-	-	-	-	-	218	232	-	202	171	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.16	6.6	6.2	7.13	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.6	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.6	-	6.13	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.554	4.09	3.3	3.527	4	3.3
Pot Cap-1 Maneuver	1364	-	-	1438	-	-	564	525	896	549	556	849
Stage 1	-	-	-	-	-	-	824	744	-	791	733	-
Stage 2	-	-	-	-	-	-	775	698	-	798	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1360	-	-	1430	-	-	541	514	889	484	544	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	541	514	-	484	544	-
Stage 1	-	-	-	-	-	-	814	735	-	784	726	-
Stage 2	-	-	-	-	-	-	751	692	-	715	752	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	13.3	12.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	533	1360	-	-	1430	-	-	534
HCM Lane V/C Ratio	0.19	0.006	-	-	0.005	-	-	0.119
HCM Control Delay (s)	13.3	7.7	0	-	7.5	0	-	12.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	4	80	61	95	163	8	0	0	0	4	25	1
Future Vol, veh/h	4	80	61	95	163	8	0	0	0	4	25	1
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	4	3	5	0	0	2	2	2	0	4	0
Mvmt Flow	5	105	80	125	214	11	0	0	0	5	33	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	225	0	0	187	0	0	625	667	220
Stage 1	-	-	-	-	-	-	470	470	-
Stage 2	-	-	-	-	-	-	155	197	-
Critical Hdwy	4.1	-	-	4.15	-	-	6.4	6.54	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.54	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.5	4.036	3.3
Pot Cap-1 Maneuver	1356	-	-	1369	-	-	452	377	825
Stage 1	-	-	-	-	-	-	633	557	-
Stage 2	-	-	-	-	-	-	878	734	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1356	-	-	1369	-	-	403	0	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	403	0	-
Stage 1	-	-	-	-	-	-	630	0	-
Stage 2	-	-	-	-	-	-	787	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	2.8	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1356	-	-	1369	-	-	449
HCM Lane V/C Ratio	0.004	-	-	0.091	-	-	0.088
HCM Control Delay (s)	7.7	0	-	7.9	0	-	13.8
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	29	59	66	10	2
Future Vol, veh/h	5	29	59	66	10	2
Conflicting Peds, #/hr	1	0	0	1	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	4	2	8	0	0
Mvmt Flow	9	50	102	114	17	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	217	0	-	0	229	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	69	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1365	-	-	-	764	890
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	757	889
Mov Cap-2 Maneuver	-	-	-	-	757	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	776
HCM Lane V/C Ratio	0.006	-	-	-	0.027
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	23	29	27	0	97	86	0	0	180	1
Future Vol, veh/h	0	16	23	29	27	0	97	86	0	0	180	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	0	0	0	0	6	0	4	0	8	0	3	100
Mvmt Flow	0	26	38	48	44	0	159	141	0	0	295	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	755	296	787	756	-	297	0	0	141	0	0
Stage 1	-	296	-	459	459	-	-	-	-	-	-	-
Stage 2	-	459	-	328	297	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	6.56	-	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.054	-	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	340	748	312	333	0	1253	-	-	1455	-	-
Stage 1	0	672	-	586	560	0	-	-	-	-	-	-
Stage 2	0	570	-	689	660	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	293	748	247	287	-	1253	-	-	1455	-	-
Mov Cap-2 Maneuver	-	293	-	247	287	-	-	-	-	-	-	-
Stage 1	-	672	-	505	483	-	-	-	-	-	-	-
Stage 2	-	491	-	629	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	25.6	4.4	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1253	-	-	457	265	1455	-	-
HCM Lane V/C Ratio	0.127	-	-	0.14	0.346	-	-	-
HCM Control Delay (s)	8.3	0	-	14.2	25.6	0	-	-
HCM Lane LOS	A	A	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	1.5	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	73	13	0
Future Vol, veh/h	1	0	0	73	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	7	0	0
Mvmt Flow	2	0	0	126	22	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	148	22	22	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	849	1061	1607	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	849	1061	1607	-	-	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	849	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	73	13	0
Future Vol, veh/h	1	0	0	73	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	7	0	0
Mvmt Flow	2	0	0	126	22	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	148	22	22	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	849	1061	1607	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	849	1061	1607	-	-	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	849	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	0	71	12	1
Future Vol, veh/h	2	1	0	71	12	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	7	0	0
Mvmt Flow	3	2	0	122	21	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	144	22	23	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	853	1061	1605	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	853	1061	1605	-	-	-
Mov Cap-2 Maneuver	853	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1605	-	913	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	62	0	0	1
Future Vol, veh/h	0	34	62	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	0	59	107	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	107	0	-	0	166	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	59	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1497	-	-	-	829	953
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1497	-	-	-	829	953
Mov Cap-2 Maneuver	-	-	-	-	829	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1497	-	-	-	953
HCM Lane V/C Ratio	-	-	-	-	0.002
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	63	0	0	1
Future Vol, veh/h	0	34	63	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	0	59	109	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	109	0	-	0	168	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	59	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1494	-	-	-	827	950
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1494	-	-	-	827	950
Mov Cap-2 Maneuver	-	-	-	-	827	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1494	-	-	-	950
HCM Lane V/C Ratio	-	-	-	-	0.002
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	179	6	3	126	30	23	76	6	35	19	14
Future Vol, veh/h	21	179	6	3	126	30	23	76	6	35	19	14
Conflicting Peds, #/hr	4	0	27	27	0	4	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	2	0	0	2	2	3	5	0	1	7	0
Mvmt Flow	25	211	7	4	148	35	27	89	7	41	22	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	187	0	0	245	0	0	488	487	242	491	473	173
Stage 1	-	-	-	-	-	-	292	292	-	178	178	-
Stage 2	-	-	-	-	-	-	196	195	-	313	295	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.55	6.2	7.11	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.55	-	6.11	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.55	-	6.11	5.57	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4.045	3.3	3.509	4.063	3.3
Pot Cap-1 Maneuver	1399	-	-	1333	-	-	488	476	802	490	482	876
Stage 1	-	-	-	-	-	-	714	666	-	826	743	-
Stage 2	-	-	-	-	-	-	803	734	-	700	660	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1299	-	-	440	451	781	403	457	870
Mov Cap-2 Maneuver	-	-	-	-	-	-	440	451	-	403	457	-
Stage 1	-	-	-	-	-	-	682	636	-	806	738	-
Stage 2	-	-	-	-	-	-	759	729	-	584	630	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	15.7	14.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	460	1394	-	-	1299	-	-	471
HCM Lane V/C Ratio	0.269	0.018	-	-	0.003	-	-	0.17
HCM Control Delay (s)	15.7	7.6	0	-	7.8	0	-	14.2
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	2	169	49	28	158	9	0	0	0	8	28	1
Future Vol, veh/h	2	169	49	28	158	9	0	0	0	8	28	1
Conflicting Peds, #/hr	10	0	3	3	0	10	0	0	0	7	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	4	11	2	0	0	2	2	6	0	0
Mvmt Flow	2	172	50	29	161	9	0	0	0	8	29	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	180	0	0	225	0	0	442	463	176
Stage 1	-	-	-	-	-	-	234	234	-
Stage 2	-	-	-	-	-	-	208	229	-
Critical Hdwy	4.1	-	-	4.21	-	-	6.46	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.46	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.46	5.5	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.554	4	3.3
Pot Cap-1 Maneuver	1408	-	-	1292	-	-	566	499	872
Stage 1	-	-	-	-	-	-	796	715	-
Stage 2	-	-	-	-	-	-	817	718	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1395	-	-	1292	-	-	540	0	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	540	0	-
Stage 1	-	-	-	-	-	-	786	0	-
Stage 2	-	-	-	-	-	-	789	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	1.1	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1395	-	-	1292	-	-	563
HCM Lane V/C Ratio	0.001	-	-	0.022	-	-	0.067
HCM Control Delay (s)	7.6	0	-	7.8	0	-	11.9
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	58	66	99	22	3
Future Vol, veh/h	7	58	66	99	22	3
Conflicting Peds, #/hr	9	0	0	9	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	13	5	0	4	6	0
Mvmt Flow	10	81	92	138	31	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	239	0	-	0	271	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	4.23	-	-	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.317	-	-	-	3.554	3.3
Pot Cap-1 Maneuver	1266	-	-	-	710	879
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	692	871
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	905	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1255	-	-	-	709
HCM Lane V/C Ratio	0.008	-	-	-	0.049
HCM Control Delay (s)	7.9	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	30	51	31	23	0	136	0	133	2	98	5
Future Vol, veh/h	0	30	51	31	23	0	136	0	133	2	98	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	10	6	3	0	0	2	0	5	0	5	0
Mvmt Flow	0	36	61	37	27	0	162	0	158	2	117	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	606	120	576	530	-	123	0	0	158	0	0
Stage 1	-	124	-	403	403	-	-	-	-	-	-	-
Stage 2	-	482	-	173	127	-	-	-	-	-	-	-
Critical Hdwy	-	6.6	6.26	7.13	6.5	-	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.6	-	6.13	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.6	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.09	3.354	3.527	4	-	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	401	921	427	457	0	1464	-	-	1434	-	-
Stage 1	0	778	-	622	603	0	-	-	-	-	-	-
Stage 2	0	540	-	827	795	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	351	921	333	400	-	1464	-	-	1434	-	-
Mov Cap-2 Maneuver	-	351	-	333	400	-	-	-	-	-	-	-
Stage 1	-	777	-	545	528	-	-	-	-	-	-	-
Stage 2	-	473	-	736	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	17.2	3.9	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1464	-	-	575	359	1434	-	-
HCM Lane V/C Ratio	0.111	-	-	0.168	0.179	0.002	-	-
HCM Control Delay (s)	7.8	0	-	12.5	17.2	7.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.6	0.6	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	105	27	1
Future Vol, veh/h	0	0	0	105	27	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	0	0	0	125	32	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	158	33	33	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	838	1046	1592	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	838	1046	1592	-	-	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	906	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1592	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	105	26	1
Future Vol, veh/h	0	0	0	105	26	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	0	0	0	125	31	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	157	32	32	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	839	1048	1593	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	839	1048	1593	-	-	-
Mov Cap-2 Maneuver	839	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	906	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1593	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	104	24	2
Future Vol, veh/h	1	1	1	104	24	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	1	1	1	124	29	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	156	30	31	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	840	1050	1595	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	839	1050	1595	-	-	-
Mov Cap-2 Maneuver	839	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	933	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	65	69	0	0	0
Future Vol, veh/h	1	65	69	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	6	0	0	0	0
Mvmt Flow	1	77	82	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	82	0	-	0	161	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1528	-	-	-	835	983
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	834	983
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	949	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	66	69	0	0	0
Future Vol, veh/h	1	66	69	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	6	0	0	0	0
Mvmt Flow	1	79	82	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	82	0	-	0	163	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	81	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1528	-	-	-	832	983
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	831	983
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	19	188	6	6	153	20	26	24	6	30	8	13
Future Vol, veh/h	19	188	6	6	153	20	26	24	6	30	8	13
Conflicting Peds, #/hr	2	0	4	4	0	2	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	2	0	0	4	0	4	0	0	0	0	8
Mvmt Flow	21	209	7	7	170	22	29	27	7	33	9	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	220	0	0	468	467	218	470	459	185
Stage 1	-	-	-	-	-	-	259	259	-	197	197	-
Stage 2	-	-	-	-	-	-	209	208	-	273	262	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.14	6.5	6.2	7.1	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.536	4	3.3	3.5	4	3.372
Pot Cap-1 Maneuver	1355	-	-	1361	-	-	502	496	827	507	502	842
Stage 1	-	-	-	-	-	-	741	697	-	809	742	-
Stage 2	-	-	-	-	-	-	788	734	-	737	695	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1352	-	-	1356	-	-	475	481	823	472	487	839
Mov Cap-2 Maneuver	-	-	-	-	-	-	475	481	-	472	487	-
Stage 1	-	-	-	-	-	-	725	682	-	793	736	-
Stage 2	-	-	-	-	-	-	759	728	-	689	680	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	13.2	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	500	1352	-	-	1356	-	-	534
HCM Lane V/C Ratio	0.124	0.016	-	-	0.005	-	-	0.106
HCM Control Delay (s)	13.2	7.7	0	-	7.7	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	46	40	49	13	4
Future Vol, veh/h	7	46	40	49	13	4
Conflicting Peds, #/hr	4	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	2	4	1	0	0
Mvmt Flow	8	52	45	55	15	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	104	0	-	0	145	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1500	-	-	-	852	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1494	-	-	-	840	986
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1494	-	-	-	870
HCM Lane V/C Ratio	0.005	-	-	-	0.022
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	57	19	1
Future Vol, veh/h	0	0	0	57	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	0	0	64	21	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	86	22	22	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	920	1061	1607	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	920	1061	1607	-	-	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	57	18	1
Future Vol, veh/h	0	0	0	57	18	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	2	2	2	2	2
Mvmt Flow	0	0	0	64	20	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	85	21	21	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	921	1056	1595	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	921	1056	1595	-	-	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	56	16	2
Future Vol, veh/h	1	1	1	56	16	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	1	1	1	63	18	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	84	19	20	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	923	1065	1609	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	922	1065	1609	-	-	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1609	-	988	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	53	44	0	0	0
Future Vol, veh/h	1	53	44	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	1	60	49	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	49	0	-	0	111	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1571	-	-	-	891	1025
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1571	-	-	-	890	1025
Mov Cap-2 Maneuver	-	-	-	-	890	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	54	44	0	0	0
Future Vol, veh/h	1	54	44	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	1	4	0	2	2
Mvmt Flow	1	61	49	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	49	0	-	0	112	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	4.1	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1571	-	-	-	885	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1571	-	-	-	884	1020
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	153	5	3	157	12	13	20	2	23	12	16
Future Vol, veh/h	8	153	5	3	157	12	13	20	2	23	12	16
Conflicting Peds, #/hr	4	0	27	27	0	4	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	50	0	4	0	0	0	0	0	0	0
Mvmt Flow	9	166	5	3	171	13	14	22	2	25	13	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	198	0	0	416	408	196	387	404	185
Stage 1	-	-	-	-	-	-	214	214	-	188	188	-
Stage 2	-	-	-	-	-	-	202	194	-	199	216	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1398	-	-	1387	-	-	551	536	850	575	539	862
Stage 1	-	-	-	-	-	-	793	729	-	818	748	-
Stage 2	-	-	-	-	-	-	805	744	-	807	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1393	-	-	1351	-	-	511	515	828	549	518	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	511	515	-	549	518	-
Stage 1	-	-	-	-	-	-	767	705	-	809	744	-
Stage 2	-	-	-	-	-	-	771	740	-	775	704	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	12.4	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	525	1393	-	-	1351	-	-	609
HCM Lane V/C Ratio	0.072	0.006	-	-	0.002	-	-	0.091
HCM Control Delay (s)	12.4	7.6	0	-	7.7	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	31	35	30	18	2
Future Vol, veh/h	3	31	35	30	18	2
Conflicting Peds, #/hr	5	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	2	1	1	4	0
Mvmt Flow	4	44	49	42	25	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	96	0	-	0	127	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1510	-	-	-	863	992
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1503	-	-	-	852	987
Mov Cap-2 Maneuver	-	-	-	-	852	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	864
HCM Lane V/C Ratio	0.003	-	-	-	0.033
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	34	20	0
Future Vol, veh/h	1	0	0	34	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	1	0	0	48	28	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	76	28	28	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	932	1053	1599	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	932	1053	1599	-	-	-
Mov Cap-2 Maneuver	932	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	932	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	33	20	0
Future Vol, veh/h	1	0	0	33	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	1	0	0	46	28	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	74	28	28	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.2	-	-	-
Pot Cap-1 Maneuver	935	1050	1599	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	935	1050	1599	-	-	-
Mov Cap-2 Maneuver	935	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	935	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	32	19	1
Future Vol, veh/h	1	1	1	32	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	1	1	1	45	27	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	75	28	28	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	933	1053	1592	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	932	1053	1592	-	-	-
Mov Cap-2 Maneuver	932	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	981	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1592	-	989	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	37	0	0	1
Future Vol, veh/h	0	34	37	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	48	52	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	100	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1567	-	-	-	904	1021
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1567	-	-	-	904	1021
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	980	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	1021
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	8.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	38	0	0	1
Future Vol, veh/h	0	34	38	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	48	54	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	54	0	-	0	102	54
Stage 1	-	-	-	-	54	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1564	-	-	-	901	1019
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1564	-	-	-	901	1019
Mov Cap-2 Maneuver	-	-	-	-	901	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	980	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1564	-	-	-	1019
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	8.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0