Appendix 9.4 Traffic Impact Study

Engineering Report Traffic Impact Study Silo Ridge Resort Community

NYS Route 44 & NYS Route 22 Town of Amenia Dutchess County, New York

> April 11, 2006 Revised: October 2, 2007



Prepared for:

Higher Ground Country Club Mgmt. Co., LLP P.O. Box 86, Route 22 Amenia, New York 12501 Engineering Report Traffic Impact Study Silo Ridge Resort Community

NYS Route 44 & NYS Route 22 Town of Amenia Dutchess County, New York

> April 11, 2006 Revised: October 2, 2007



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SECTION 1: EXECUTIVE SUMMARY

The Silo Ridge Resort Community project is a proposal to provide for the residential and recreational development of an existing site, Silo Ridge Country Club, situated between NYS Route 44 and NYS Route 22 in the Town of Amenia, Dutchess County, NY.

The actual development area will consist of an approximately $210\pm$ -acre portion of the total available 670 acres. A portion of the proposed project area has sloping terrain and contains approximately $26.5\pm$ acres of state and federal wetlands. The development as proposed will consist of 328 town home units, 41 single-family homes, a hotel with a maximum of 320 rooms inclusive of banquet and conference facilities and 2,000 square feet of ancillary retail space, and a 15,000 square foot Spa/Health/Wellness center. The existing golf course will be upgraded and the 6,000 square feet clubhouse retained and refurbished along with its included restaurant, which will seat 125 patrons.

The development will consist of three separate sites, the main site is that currently occupied by the existing clubhouse and golf course for the Silo Ridge Country Club. The main site will have two access points from NYS Route 22, including the current entrance to the existing site facilities, and a new access located further south approximately 1500 feet from the current access. The main site will also have a new access to Route 44, which will be opposite the access to the site parcel, referred to as Area L on the north side of Route 44. The third site parcel, Area M, will have access to Route 44 further west, also from the north side of Route 44.

It is anticipated that completion of the proposed development will occur in 2012; therefore, 2012 is to be considered the design year for the Silo Ridge Resort Community.

Measurement of possible impact to traffic flow on the adjacent roadway network can be determined by reviewing the capacity changes to the local intersections and access points within the highway network that result from application of the site generated traffic. The existing, local, external intersections deemed to be critical from a potential traffic impact perspective, as designated by the adopted Final Scoping Document, are as follows:

- Route 44 at Route 22/Route 343,
- Lake Amenia Road/Dunn Road (CR 81) at Route 22,
- The Existing Site Access at Route 22,

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• Lake Amenia Road at Route 44

Traffic counts were conducted during the weeks of January 16 and January 23, 2006, between hours of 7:00 AM and 9:00 AM and 4:00 PM and 6:00 PM. These counts were confined to Tuesday thru Thursday in an effort to capture typical weekday traffic conditions. Also, traffic counts were taken on Friday May 4 and 11, 2007 between the hours of 4:00 PM and 6:00 PM; Saturday May 5, 12 and 19, 2007 between the hours of 11:00 AM and 1:00 PM; and Sunday May 6 and 20, 2007 between the hours of 4:00 PM and 6:00 PM. These timeframes were chosen based upon the existing and proposed land uses specific to the project site and observations of existing traffic activity on the adjacent roadway network. The intent was to assess the "worst case" conditions as mandated in the Final Scoping Document and as such the following time periods were deemed consistent with this criterion:

- Weekday AM 7:00 AM to 9:00 AM,
- Weekday (Friday) PM 4:00 PM to 6:00 PM,
- Saturday Mid-Day 11:00 AM to 1:00 PM, and
- Sunday PM 4:00 PM to 6:00 PM

Information from the New York State Department of Transportation forecast a per annum growth rate for the study area of 2.0 percent. Therefore, a growth rate of 2.0 percent was applied to the 2007 counts to project them forward to the design year of 2012. This growth rate addresses general background growth in the area of the site.

The generation analysis for a proposed development provides the anticipated traffic impact that can be expected as a result of that development. The Transportation Engineers (ITE) provides traffic Institute of and transportation professionals with a source document as a guide to trip generation rates for all land uses and building types. This document, <u>Trip</u> Generation Manual¹, 7th Edition, is updated periodically and details rates developed for the average weekday, and Saturday and Sunday, during the peak hours of the generator and during the peak hours of the adjacent roadway traffic.

The proposed Silo Ridge Resort Community project involves multiple land uses. The residential portion of the development will involve both single family homes, Land Use # 210, and townhouse units, Land Use #230. The

¹*Trip Generation Manual, 7th Edition*, Institute of Transportation Engineers, 2004

development will also offer a hotel² with a maximum of 320 rooms and including banquet and conference facilities, and 15,000 square feet of a Spa/Health/Fitness center, Land Use #492. Ancillary retail, restaurant, cocktail lounges, etc. are accounted for by the ITE under Land Use #310.

The existing golf course will be upgraded and the existing 6,000 square feet clubhouse retained and refurbished. The golf course generation and the clubhouse facility are existing on-site and therefore will be included in the *Existing* traffic flow rather than as an addition under the *Build* condition. Since the AM manual intersection counts were conducted during the golf offseason, ITE data was used to estimate activity, which was then included in the current activity foundation information.

In addition to the Proposed Action detailed above this report assesses potential impacts to traffic emanating from a Traditional Neighborhood Alternative. This Alternative consists of two separate sites, as compared to three under the Proposed Action. The existing main driveway to the Silo Ridge Country Club on Route 22 will remain the primary site access to the proposed Hotel/Golf Course facilities; however, access to this primary site shall now be limited to Route 22 via this existing driveway and one additional driveway to the south i.e. no direct access shall be provided to Route 44 under this Alternative.

The second site is located on the north side of Route 44 consisting of the combined parcels designated as "L" and "M" under the Proposed Action and now designated as the Vineyard Townhomes (38 units) and Winery/Restaurant (80 seats). The access driveways to parcels "L" and "M" under the Proposed Action shall be retained with an internal connection between the two under this Traditional Neighborhood Alternative.

The capacity analysis methodology is based upon the <u>2000 Highway Capacity</u> <u>Manual³</u> using Synchro Traffic Signal Software by Trafficware⁴. Appendix A, Tables 3 and 4, summarize the level-of-service criteria for unsignalized and signalized intersections respectively.

The Silo Ridge Resort Community is committed to creating an environmentally responsible neighborhood in all respects. The proximity of the Wassaic train station is an asset worth enhancing by use of an ondemand shuttle service transporting Silo Ridge residents to and from the

² Hotel land-use 310 includes supporting facilities such as banquet rooms and conference facilities, restaurants and cocktail lounges. Fitness facilities may be included but are added as additional generating facilities in this case.

³ Special Report 209, 2000, published by the Transportation Research Board, National Research Council, Washington, D.C.

⁴ Synchro Traffic Signal Software, Version 7, by Trafficware Ltd., 2007

train service. This shuttle service anticipates the attractiveness of the Community to New York City residents both as second home inhabitants and as hotel and conference attendees.

Consideration is also being given to use of alternative energy vehicles to be used on-site and for local exploration of tourism, shopping, and recreational pursuits. These vehicles would be available to residents and guests to enable responsible use and maintenance of the area's assets. Shuttle service to the Amenia Town Center is also being considered as a long-term community service.

Linkage to the area's unique recreational and environmental resources will enhance the quality of life for residents of Silo Ridge Resort Community. The Harlem Valley Trail is an example of these local resources and its scenic and natural flora and fauna will be mirrored by the site's landscaping and walkways, thus engaging residents in its use and enjoyment.

The construction activity for the site will be formally presented in a Construction Phasing Plan for approval in the DEIS process. However, the multiple, permanent access schemes will accommodate all construction related activity. There will not be a need for separate temporary construction access. The construction activity will be sensitive to the on-going site activities and will minimize interaction between the two. Specific operations will be identified and detailed in the Plan.

Emergency services will be maintained during the entire construction sequence and all such services will be guided by local over-sight and coordination. The County-wide 911 system will be utilized for real-time access to the County Sheriff, the State Police (Troop K), the Town Constable, the Amenia Fire District, and the Wassaic Fire District.

This Traffic Impact Study has analyzed the impact of traffic generation forecast for the proposed Silo Ridge Resort Community in relationship to the existing highway network for both the Proposed Action and Traditional Neighborhood Alternative. The following findings are the result of this analysis and are meant to provide an informed basis for the local decision making process.

• The analysis of the intersection of Route 44 at Route 22 indicates acceptable *Build* LOS under both the Proposed Action and Traditional Neighborhood Alternative. We recommend that this intersection be reassessed upon project completion in concert with NYSDOT oversight, and modifications to signal timing and/or phasing be implemented as required. The addition of the proposed

site generated traffic does not have a significant adverse impact on capacity at this intersection.

- The *Build* LOS at the intersections of Route 44 at Lake Amenia Road and West Lake Amenia Road indicate substantial reserve capacity at both and no significant impact from either the Proposed Action or the Traditional Neighborhood Alternative.
- The analysis of the intersection of Route 22 at Lake Amenia Road/Dunn Road (CR 81) indicate no significant impact to traffic proceeding on Route 22 with increased delays to traffic on the side roads. However, a review of expected queue lengths indicates that only 2 or 3 vehicles (maximum) are impacted during the peak hours. As such, we recommend this intersection be reassessed upon project completion under NYSDOT oversight.
- The applicant shall seek the installation of a three-color traffic signal under the NYSDOT Highway Work Permit process at the intersection of Route 22 and the main site entrance. This application shall include the provision of a "Left Turn" storage lane for traffic entering the site from northbound Route 22 and appurtenances for the safe accommodation of pedestrian traffic.
- All other site access points indicate acceptable LOS as they intersect the adjacent roadway system. The applicant intends to address the inherent safety issue associated with left turns from Route 44 by the provision of storage lanes under the NYSDOT Highway Work Permit process.
- The analyses of the historical accident history for the adjacent roadway network did not show any significant current condition which merits mitigation other than additional warning for motorists approaching, in the eastbound direction, the Route 44 "hairpin" curve near the site. The number of incidents (10) occurring, 90% of which involved eastbound vehicles, suggest that additional advance warning is appropriate. It is recommended that the maintaining agency, NYSDOT, consider flashing beacons and/or other devices which will highlight the significant change in alignment and grade of Route 44. No other locations within the network exhibited patterns of contributing circumstances, location, or weather conditions which would be acerbated by the new traffic generation from the proposed development.

Given these conclusions resulting from this Traffic Impact Study, the Silo Ridge Resort Community as proposed for completion in 2012 will not have a significant impact upon the traffic and safety operating conditions on the adjacent highway network with the proposed mitigation implemented. Furthermore, the commitment of the Silo Ridge Resort Community development to responsible transportation alternatives, such as transit shuttle services, alternative fuel vehicles, and pedestrian friendly design, linked trails, traffic calming roadways, and visionary, communicative attitudes, proffer a community of excellence relative to traffic engineering and safety.

SECTION 2: INTRODUCTION

SECTION 2.1: PROJECT DESCRIPTION AND LOCATION

The Silo Ridge Resort Community project is a proposal to provide for the residential and recreational development of an existing site, Silo Ridge Country Club, situated between NYS Route 44 and NYS Route 22 in the Town of Amenia, Dutchess County, NY.

The Applicant, Higher Ground Country Club, LLC, is proposing the development of a resort community on a 668±-acre site to be known as Silo Ridge Resort Community. The project area is located adjacent to US Route 44 and New York State (NYS) Route 22 in the Town of Amenia, Dutchess County, New York, identified as Parcel Numbers 7066-00-732810, 7066-00-860725, 7066-00-742300, 7066-00-670717, and 7067-00-709177 by the Town of Amenia Tax Map. The main site is currently developed with a 170-acre 18-hole championship golf course with clubhouse and pavilion facilities. This existing main site encompasses parcels 7066-00-732810, 7066-00-670717, 7066-00-860725 south of Route 44 and west of Route 22. Parcels 7066-00-709177 and 7067-00-742300, totaling approximately 68.71 acres, are located on the opposite or north side of Route 44 and are referred to as "Area M" and "Area L" on the site plan.

The actual development area will consist of an approximately $210\pm$ -acre portion of the total available 668 acres. A portion of the proposed project area has sloping terrain and contains approximately $26.5\pm$ acres of state and federal wetlands. The development as proposed will consist of 328 town home units, 41 single-family homes, a hotel with a maximum of 320 rooms inclusive of banquet and conference facilities and 2,000 square feet of ancillary retail space, and a 15,000 square foot Spa/Health/Wellness center. The existing golf course will be upgraded and the 6,000 square feet clubhouse retained and refurbished along with its included restaurant, which will seat 125 patrons.

As noted, the development will consist of three separate sites, the main site is that currently occupied by the existing clubhouse and golf course. The main site will have two access points from NYS Route 22, including the current entrance to the existing site facilities, and a new access located further south approximately 1500 feet from the current access. The main site will also have a new access to Route 44, which will be opposite the access to the site parcel, referred to as Area L on the north side of Route 44. The third site parcel, Area M, will have access to Route 44 further west, also from the north side of Route 44. These four preferred access points to the state highways will require Highway Work Permits (HWP) from the New York State Department of Transportation (NYSDOT). As such the design of these intersections will be guided by NYSDOT. The project site is designated as Industrial (M) and Agricultural Density (RA) by the Town of Amenia Zoning Map (1980). The Applicant is proposing a text amendment to the M and RA Districts to allow hotel uses. A Special Use Permit will be required to allow town homes in the RA District.

Figure 1 details the site relative to the general geographic area and Figure 2 shows the roadway network immediately adjacent to the site inclusive of the intersections deemed critical from a traffic operations perspective.

The rural location of the site is well served by US Route 44 and NYS Route 22 which provide north/south and east/west connections to the state highway system. NYS Route 343 also provides convenient access to Connecticut and points east. Route 22 also links the site to efficient railroad service on the Metro North Harlem Valley line via the Wassaic station which is located approximately 4 miles south of the site. NYS Route 22 also ties the site to the regional interstate network via I-684 further to the south. I-684 provides direct access to the New York City metropolitan area through Putnam and Westchester Counties. Also, from I-684, the I-84 interchange provides access to destinations to the east and west.

The existing, local, external intersections deemed to be critical from a potential traffic impact perspective, as designated by the adopted Final Scoping Document, are as follows:

- Route 44 at Route 22/Route 343,
- Lake Amenia Road/Dunn Road (CR 81) at Route 22,
- The Existing Site Access at Route 22,
- West Lake Amenia Road at Route 44, and
- Lake Amenia Road at Route 44

Dunn Road is only slightly offset from Lake Amenia Road, and as such, this intersection will be analyzed as a single, four-way intersection in conjunction with Lake Amenia Road and Route 22 relative to capacity. This intersection is shown as a four-way intersection (due to scale) and is depicted as Dunn Road/Route 22 in Figure 2.

The operating conditions at these external intersections and at the site's proposed access points will be reviewed and recommendations will be advanced to accommodate traffic activity associated with the project.

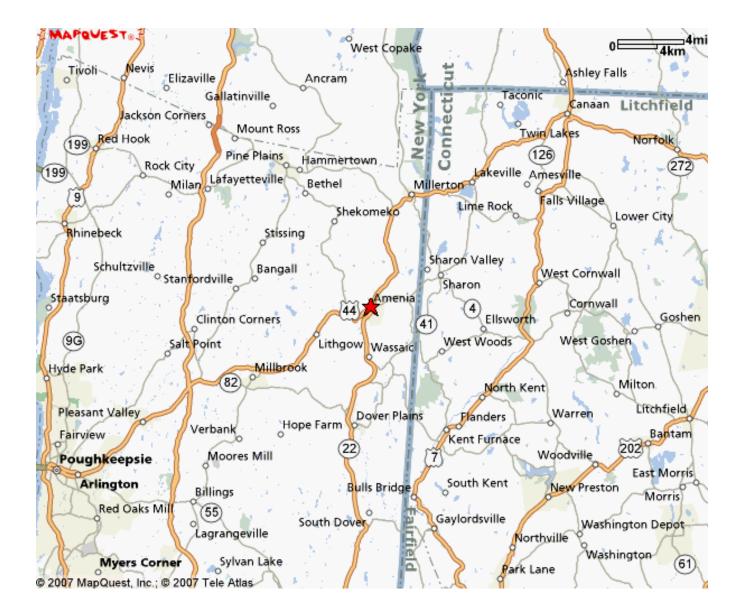


FIGURE 1: Area Map

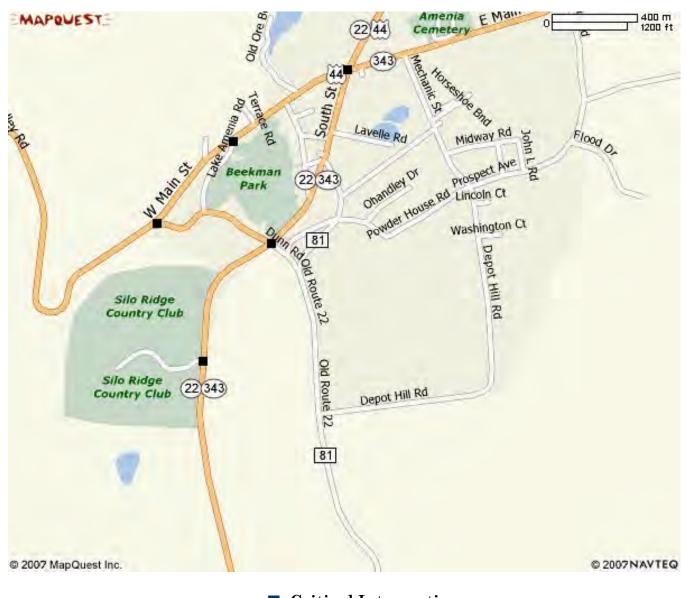


FIGURE 2: Site Map

Critical Intersection

SECTION 2.2: SCOPE OF STUDY

This Study has been prepared to document the traffic impacts associated with the Silo Ridge Resort Community project and to identify and quantify those impacts, and to recommend mitigation for those impacts where appropriate.

The location of the site on NYS Route 22 provides for efficient access to the state and interstate highways and convenient access to the Metro North Harlem Valley railroad service needed to integrate the site into the existing transportation infrastructure.

Measurement of possible impacts to this infrastructure can be determined by reviewing the changes to traffic volume capacity changes at the local intersections and site access points within the highway network resulting from application of the site or project generated traffic. The operating conditions at these intersections will be reviewed and recommendations advanced to accommodate traffic activity associated with the project.

As previously noted the existing intersections deemed critical in the assessment of the impact on traffic conditions resulting from the project are:

- Route 44 at Route 22/Route 343,
- Lake Amenia Road/Dunn Road (CR 81) at Route 22,
- The Existing Site Access at Route 22,
- West Lake Amenia Road at Route 44, and
- Lake Amenia Road at Route 44

Traffic counts were conducted during the weeks of January 16 and January 23, 2006, between hours of 7:00 AM and 9:00 AM and 4:00 PM and 6:00 PM. These counts were confined to Tuesday thru Thursday in an effort to capture typical weekday traffic conditions. Also, traffic counts were taken on Friday May 4 and 11, 2007 between the hours of 4:00 PM and 6:00 PM; Saturday May 5, 12 and 19, 2007 between the hours of 11:00 AM and 1:00 PM; and Sunday May 6 and 20, 2007 between the hours of 4:00 PM and 6:00 PM. These timeframes were chosen based upon the existing and proposed land uses specific to the project site and observations of existing traffic activity on the adjacent roadway network. The intent was to assess the "worst case" conditions as mandated in the Final Scoping Document and as such the following time periods were deemed consistent with this criterion:

- Weekday AM 7:00 AM to 9:00 AM,
- Weekday (Friday) PM 4:00 PM to 6:00 PM,
- Saturday Mid-Day 11:00 AM to 1:00 PM, and
- Sunday PM 4:00 PM to 6:00 PM

The use of the existing golf course, clubhouse, banquet, and conference facilities is consistent throughout the week and does not exhibit peaking on the weekends⁵. Notwithstanding the mandate contained in the Final Scoping Document to consider the residential components of the project as being "occupied by full-time residents", there exists a proliferation of recreational, vacation homes in the immediate environs of the site. As such consideration of weekend traffic conditions; Friday PM through Sunday PM, is required in light of observed traffic to and from these second homes.

The residential and recreational nature of the site will blend into the rural environment and enhance the natural setting and character of the surroundings. The Route 22 and Route 44 corridors serve the Town of Amenia as connectors to retail/commercial activity, work locations, and recreational locations. Thus, analysis of weekend traffic activity is consistent with capturing the worst-case conditions since it is assumed that residents, both full-time and part-time, will take advantage of weekend interactive opportunities within the community.

In order to assess the most potentially critical traffic impact, the highest 60 consecutive minutes of volume activity is used for each intersection and a growth rate of 2.0% per annum applied to project *Existing* vehicular volumes to the design year of 2012. This growth rate is meant to include potential development in the area occurring through 2012 and resulting in the anticipated *No-Build* conditions i.e. traffic conditions in 2012 without the proposed action. This growth rate is based upon recommendations by the New York State Department of Transportation (NYSDOT)⁶.

The resulting volumes were used as the foundation data to which the anticipated site generated volumes were added to provide *Build* conditions. These volumes were then compared to the roadway capacity to determine traffic flow conditions with the proposed development. This comparison provides for identification of appropriate operational improvements, as necessary, to mitigate the proposed project's generated traffic.

⁵ Based on discussions with the General Manager of the Silo Ridge Country Club.

⁶ Planning and Program Management Group, New York State Department of Transportation, November 2004.

SECTION 2.3: STUDY METHODOLOGY

Throughout this study, distinction is made between the Existing traffic, i.e. traffic currently accommodated on the roadway network, and No-Build traffic, i.e. traffic anticipated to exist on the system without the proposed project, and Build traffic, i.e. the combination of No-Build and site or project generated traffic volumes.

The following is a brief description of the detailed tasks, which were a part of the analysis.

- Information pertinent to the existing traffic and roadway conditions was collected and analyzed relative to its affect on safe and efficient operating characteristics.
- Communication with the New York State Department of Transportation, the Dutchess County Department of Public Works, Town of Amenia officials, and other pertinent entities was maintained to ensure effective outreach during the Study.
- Field observations were made to observe the traffic movements within the existing roadway network to determine traffic patterns and distributions.
- Manual vehicular traffic counts were conducted for the key or critical intersections and roadways that would be impacted by site generated traffic.
- A trip generation analysis was conducted for the proposed land use components of the development.
- A directional distribution analysis was conducted to distribute sitegenerated traffic.
- Capacity analyses of the key intersections were conducted to determine if mitigating measures would be necessary to maintain current operating conditions.
- Accident data was reviewed to determine existing conditions and to identify any locations on the roadway network that are currently problematic and which may be exacerbated by the proposed project.

- Alternate modes of travel, such as pedestrian, bicycle, and transit were identified and explored both internal and external to the site, including potential shuttle services.
- Emergency and construction vehicle access were examined and evaluated.
- Conclusions were made of the traffic impact of the proposed Silo Ridge Resort Community project and mitigation identified to lessen or offset potential impacts.

SECTION 3: EXISTING AND PROJETED TRAFFIC CONDITIONS

SECTION 3.1: ROADWAYS AND INTERSECTIONS

As shown in Figure 2, Site Map, the Silo Ridge Resort Community Project site is located on parcels of land located on the west side of Route 22 and south and north side of Route 44 in the Town of Amenia. The location of the site provides for convenient and efficient access to the state and interstate highways needed to provide market access and to link the site to existing work, retail, and recreational environments. Route 22, Route 44, and Route 343 are the primary state highways serving the site. County Road 81, locally known in the vicinity of the site as Old Route 22 (also referenced by the County as Amenia-Wassaic Road), also serves the site, as do town roadways, Lake Amenia Road and Dunn Road. These roadways will be reviewed relative to function and operating characteristics.

NYS Route 22 is a State owned and maintained roadway, which traverses north/south through Dutchess County and points north and south. Within the Town of Amenia it is a primary, two-lane thoroughfare for recreational, tourist, commercial, and retail and commuter activity. It not only serves as a local primary highway but also as a significant regional corridor on the eastern edge of the border with Connecticut, Massachusetts, and Vermont. Route 22 carries very moderate volumes, approaching only 5,500 Annual Average Daily Traffic⁷ (AADT) in the vicinity of the site. However, this northsouth route does carry considerable truck traffic as it connects to I-684 into Westchester County and traverses north through Putnam County, Dutchess County into Columbia County. Route 22 carries Route 343 as an overlap from Dover Plains to Amenia. North of Amenia, Route 22 overlaps with Route 44 into Millerton. The section of Route 22 south of the hamlet is posted at 55 mph. The speed limit reduces to 35 mph within the hamlet of Amenia, and increases to 45 north of the hamlet. Within the 35 mph zone southbound heading into the main intersection with Route 44, there is a school speed zone of 25 mph with appropriate signs and flashing beacons. The pavement and shoulders for this section of Route 22 are in fair condition with one 12 feet wide lane in each direction and generally paved three feet wide shoulders. Within the hamlet, sidewalks are provided on both sides of Route 22. The general alignment is moderate in horizontal curvature and grades, (vertical curvature). Roadside development is generally sparse south and north of the hamlet of Amenia. This roadway outside the hamlet has considerable future growth potential. All signing and pavement markings are in accordance with the NYS Manual of Uniform Traffic Control Devices.

⁷ New York State Department of Transportation, *Traffic Volume Report, 2003.*

US Route 44 is a State owned and maintained roadway, which traverses east/west through Dutchess County and points west (into Ulster County) and east (into Connecticut). Within the Town of Amenia it is a primary, two-lane thoroughfare for recreational, tourist, commercial, and retail and commuter activity. It not only serves as a local primary highway but also one of only two significant east-west state facilities crossing Dutchess County (the other being Route 55). Route 44 carries only moderate volumes through its Easterly segments, approaching 4,000 Annual Average Daily Traffic⁸ (AADT) in the vicinity of the site. The westerly segments (near Route 9) approach 40,000 AADT, which steadily decreases as it traverses easterly. By the time it passes through Millbrook, volumes have diminished considerably (10,760). North of Amenia, Route 44 overlaps with Route 22 into Millerton. The majority of the section of Route 44 in the vicinity of the site is posted at 55 mph, albeit with numerous advisory speeds supplementing curve warning signs. The speed limit reduces to 35 mph within the hamlet of Amenia, and increase to 45 mph north of the hamlet. The pavement and shoulders for this section of Route 44 are in good condition with one 12 feet wide lane in each direction and paved one-three feet wide shoulders. The general alignment in the vicinity of the site is extremely curvilinear and with significant grades, (vertical curvature). Roadside development is generally more developed than Route 22, although still very rural in character. Within the hamlet, sidewalks are provided on both sides of Route 44. All signing and pavement markings are in accordance with the NYS Manual of Uniform Traffic Control Devices.

NYS Route 343 is a State owned and maintained roadway, which traverses east/west through the easterly portion of Dutchess County, from Millbrook to Connecticut. The total length is only approximately 18.5 miles. Within the Town of Amenia it is a primary, two-lane thoroughfare which overlaps with Route 22, south of the hamlet before proceeding into Connecticut. Route 343 carries very moderate volumes, approaching only 5,000 Annual Average Daily Traffic⁹ (AADT) in the vicinity of the site. The majority of the section of Route 343 in the subject area is posted at 55 mph. The speed limit reduces to 35 mph within the hamlet of Amenia. The pavement and shoulders for this section of Route 343 are in fair condition with one 12 feet wide lane in each direction and paved three feet wide shoulders. The general alignment is moderate in horizontal and vertical curvature. Roadside development is generally sparse south and east of the hamlet of Amenia. Within the hamlet, sidewalks are provided on both sides of Route 343. All signing and pavement markings are in accordance with the NYS Manual of Uniform Traffic Control Devices.

⁸ New York State Department of Transportation, *Traffic Volume Report, 2003.*

⁹ Ibid.

Interstate 84 is a New York State Department of Transportation owned roadway but it is operated and maintained by the New York State Thruway Authority. This roadway is the key east-west corridor traversing the state from Connecticut to Pennsylvania. It consists of a two-lane roadway in each direction with a natural non-traversable median separating the roadways. Each roadway is 24 feet in width with shoulders that vary in width from 6 feet to 10 feet. I-84 carries heavy volumes, approximately 56,057 Annual Average Daily Traffic (AADT)¹⁰. The vehicle composition includes a very heavy truck component consistent with its function as an interstate corridor. It also carries significant daily commuter east-west traffic due to a lack of viable alternatives in Dutchess County. The roadways are posted at 55 mph and 65 mph and are in fair condition. All signing and pavement markings are in accordance with the NYS Manual of Uniform Traffic Control Devices.

Interstate 684 is a New York State Department of Transportation roadway. This roadway is a key north-south corridor connecting Route 22 and Interstate 84 to Westchester County and Interstate 287 and the Hutchinson River Parkway. It consists of a two-three lane roadway in each direction with a natural non-traversable median separating the roadways. Each roadway is 24-36 feet in width with shoulders that vary in width from 6 feet to 10 feet. I-684 carries heavy volumes, approximately 75,513 Annual Average Daily Traffic (AADT)¹¹ near the Putnam/Westchester County line. The vehicle composition includes a very heavy truck component consistent with its function as an interstate corridor. The roadways are posted at 55 mph and 65 mph and are in fair to good condition. All signing and pavement markings are in accordance with the NYS Manual of Uniform Traffic Control Devices.

County Road (CR) 81 is a County owned and maintained roadway, which traverses north/south from Route 22 (overlap 343) on the north to County Road 3 to the south, wholly within the Town of Amenia. It is a two-lane roadway which parallels Route 22 (overlap 343). CR 81 carries very moderate volumes of 860 Annual Average Daily Traffic¹² (AADT) in the vicinity of the site. The speed limit is 55 mph, and the alignment and grade are moderate. The pavement and shoulders are in fair condition with one 11 feet wide lane in each direction. Roadside development is residential and is sparse. All signing and pavement markings are in accordance with the NYS Manual of Uniform Traffic Control Devices.

Lake Amenia Road is a Town owned and maintained roadway, which connects Route 22 with Route 44 in the vicinity of the site. The roadway splits as it approaches Route 44 into two separate roadways with the

¹⁰ Ibid.

¹¹ Ibid.

¹² Poughkeepsie-Dutchess County Transportation Council, 2004 Traffic Count Report, May 2005.

westerly leg known as West Lake Amenia Road and the easterly leg Lake Amenia Road, both forming intersections with Route 44. There is a single lane in each direction and just south of its split it is constrained by a singlelane bridge, which is provided with warning signs. The speed limit is not posted (55 mph statutory). The pavement is in fair condition. The general alignment is curvilinear and grades are significant especially in the vicinity of Route 44. There are no lane markings. The roadway serves residential facilities.

Dunn Road is a Town owned and maintained roadway, which connects Route 22 (opposite Lake Amenia Road) with CR 81 in the vicinity of the site. At its intersection with Route 22, it is crossed by the Harlem Valley Rail Trail with appropriate signing and pavement markings (crosswalk). There is a single lane in each direction. The speed limit is not posted (55 mph). The pavement is in fair condition. The general alignment is tangent and grades are not significant. There are no lane markings.

Use of the local roadways, state, county and town, by bicyclists and pedestrians is limited, which is not unusual given the rural environment and older roadways without adequate shoulders, and alignment and grades that are often not conducive to such activity. However, it is noted that there is both a local and county commitment to enhancing quality of life for residents of all ages. These efforts are evidenced by the quality of local parks, the emerging Harlem Valley Rail Trail, the continued educational dedication to nature, and the emphasis on a community based on "old-fashioned" relationships. These nurturing relationships will be the focus of the Silo Ridge Resort Community in both its commitment to infrastructure (walkable community concepts), and its interaction with the hamlet's economic vitality and tourist oriented focus.

The following intersections were analyzed relative to operating characteristics. These characteristics define the parameters used in the capacity analysis for each location. Included is the current access to the Silo Ridge Country Club on Route 22 and the proposed additional access drives anticipated for the Silo Ridge Resort Community.

Route 44 at Route 22



This intersection is located in the "center" of the hamlet of Amenia. It is a four-way intersection controlled by a three-color signal, NYSDOT # D-29. This intersection includes the confluence of Route 343 as it leaves its overlap with Route 22 and is the beginning of the Route 44/Route 22 overlap. For purposes of this narrative and the capacity analysis, Route 22 is assumed to be north-south in orientation, with Route 44 and Route 343 eastwest. More specifically, Route 44 is the eastbound approach and consists of one lane for all movements and a parking lane. Route 22 is the northbound approach with Route 343 as an overlap, and consists of one travel lane for all movements and one parking lane. The westbound approach is Route 343 and also has one lane with an adjacent parking lane. Finally, the southbound approach is Route 22 with Route 44 as an overlap, and consists of one lane and a parking lane. All approaches have a parking lane and sidewalks on both sides.

The signal is actuated on all approaches with loop detectors controlling phase sequence and timing. Pedestrian buttons, indications, and crosswalks are provided in all four quadrants. Appropriate guide, warning and regulatory



ants. Appropriate guide, warning and regulatory signing (parking, winery, hospital, intersection, etc.) including overhead destination guide signs on the eastbound and southbound approaches, are provided. Right-Turn-On-Red prohibitions are applied on all four approaches. All signal faces are standard three lenses (red/yellow/green); there are no left-turn phases. Approach sight lines to the signal faces are good

on all approaches.

Within the approaches to the intersection there is heavy retail and commercial activity. Multiple driveways are adjacent to the approaches and in some cases, such as the Sunoco service station located in the northeast quadrant which has multiple driveways, impact the free flow of traffic during busy times of the retail establishment. The traffic observations at this location showed considerable interaction between the eastbound Route 44 traffic turning left to Route 44/Route 22 and the opposing Route 343 traffic trying to turn left to proceed south on Route 22/Route 343. This was further confirmed from the manual traffic counts which showed that in the AM

nearly 49% of the eastbound traffic turned left and in the PM approximately 43%. At the same time the opposing left turn percentages were 23 and 24 AM and PM respectively. Although these movements did not result in undue delay or safety concerns, future considerations may have to be given to left-turn lanes and signal phases. Pedestrian activity and use of the



pedestrian buttons was nominal and the pedestrian indications reflected a non-exclusive operation, i.e., pedestrians crossed with the adjacent roadway green phase. There were no observed problems with this operation.

Route 44 at Lake Amenia Road

Lake Amenia Road intersects Route 44 in two separate locations. As Lake Amenia Road proceeds north from Route 22 it splits into a "Y" configuration before it meets Route 44. The westerly junction which is nearest the site is signed in the field as West Lake Amenia Road. This "t" intersection is



controlled by a stop sign on the West Lake Amenia Road approach. West Lake Amenia Road must increase in grade to approximately 4-5% in the last few hundred feet to meet Route 44. The Route 44 approach from the left (west) has a down-hill grade of approximately 3-4%. The approach of West Lake Amenia Road is angled such that a right turn is difficult with an

approximate 120 degree turn necessary. By observation and manual count, this movement is very nominal in volume. The Route 44 approaches have one lane, as does West Lake Amenia Road. The sight line to the west for traffic exiting West Lake Amenia Road is approximately 800 feet, while the sight line to the east is constrained by a horizontal curve on Route 44 to approximately 400 feet. This sight line to the east is also hindered by the



grade differential and the box beam guide rail on the south side of Route 44. This Route 44 approach horizontal curve is posted with an advisory speed of 50 mph.

The more easterly intersection of Lake Amenia Road with Route 44 is actually signed as Lake Amenia Road. It too is a "t" intersection and is controlled by a stop sign on the Lake Amenia

Road approach. Lake Amenia Road must increase in grade to approximately 5-6% in the last few hundred feet to meet Route 44. The Route 44 approach

from the left (west) has a down-hill grade of approximately 3-4%. The approach of Lake Amenia Road is angled such that a left turn is difficult with an approximate 120 degree turn necessary. By observation and manual count, this movement is very nominal in volume. The Route 44 approaches have one lane, as does Lake Amenia Road. The sight line to the left (west) for traffic exiting Lake Amenia Road is



approximately 700 feet, while the sight line to the right (east) is approximately 850 feet.

Route 22 at Lake Amenia Road Route 22 at Dunn Road

Both Lake Amenia Road and Dunn Road intersect with Route 22 to form an



off-set, four-way intersection. The off-set is approximately 20 feet and occurs on a horizontal curve on Route 22. There is a cemetery in the northwest quadrant adjacent to Lake Amenia Road. For purposes of

this narrative and the capacity analysis Route 22 will be

represented as north-south. This four-way intersection is controlled by a stop sign on the Lake Amenia Road eastbound approach and on the Dunn Road westbound approach. The Lake



Amenia Road approach has a stop sign on both the left and right sides due to the location of trees hindering the sight line to the right side stop sign. This condition along with a downgrade of 6-7% towards the intersection causes a "stop-ahead" sign to be posted on the Lake Amenia Road approach. The Dunn Road approach is tangent and flat. Near the intersection the Harlem Valley Rail Trail crosses Dunn Road with appropriate signing and pavement markings. The Route 22 approaches have one travel lane and paved shoulders, with pavement markings. Lake Amenia Road and Dunn Road also



have one travel lane, but are absent shoulders and markings, except for stop bars. Lake Amenia Road intersects Route 22 on the inside of the Route 22 horizontal curve and therefore the sight line to the right (south) for traffic exiting Lake Amenia Road is approximately 600 feet, while the sight line to the left (north) is approximately 550 feet. Dunn Road intersects Route 22 on the outside of the Route 22 horizontal curve and

therefore the sight line to the right (north) for traffic exiting Dunn Road is approximately 800 feet, while the sight line to the left (south) is approximately 750 feet.

Route 22 at the Existing Main Site Driveway

The existing access to the main site will be retained at its current location which occurs on a tangent portion of Route 22. The access provides a one lane ingress and one lane egress separated by a raised, curbed median. Route 22 also



consists of one twelve feet lane northbound and southbound, separated by passing zone pavement markings. Edge lines are also provided delineating four feet paved shoulders. The speed limit is 55 mph, and the pavement condition is good. The sight line for motorists leaving the site looking to the right (south) is over 1000 feet. The sight line for motorists looking to the left (north) is also over 1000 feet.

Route 22 at the New Main Site Driveway

The proposed new driveway will be approximately 1,500 feet south of the



existing access and will also enter on the tangent portion of Route 22, near Reference Marker 22/8204/1224. The access will provide a one lane ingress and one lane egress. Route 22 consists of one twelve feet lane northbound and southbound, separated by southbound passing zone pavement

markings. Edge lines are also provided

delineating four feet paved shoulders. The speed limit is 55 mph, and the pavement condition is good. The sight line for motorists leaving the site looking to the right (south) will be over 800 feet. The sight line for motorists looking to the left (north) will also be over 800 feet.



Route 44 at the New Main Site driveway and the Site "L" Driveway

This proposed new access will serve both the Main Site and new Site L. It



will be located approximately 800 feet west of the Route 44 intersection with West Lake Amenia Road. Route 44 in this area is proceeding at a 3-4% downgrade from west to east. In the eastbound direction (downhill) it has a single lane separated by a double yellow line from the westbound lane which is transitioning from one westbound lane to one passing lane and one climbing lane. The full two lane westbound

section begins approximately 480 feet west of the proposed access drives. This four-way intersection will provide a one lane ingress and one lane egress for each access driveway. In addition to the centerline on Route 44, edge lines are also provided delineating four feet paved shoulders on the south side of Route 44, and the edge of pavement on the north side (no shoulders). The speed limit is 55 mph, and the pavement condition is good. As a motorist proceeds west, approximately 450 feet, there is a 30 mph advisory sign along

with curve warning sign indicating a significant (hairpin) curve. Relative to Site L, located on the north side of Route 44, the sight line for motorists leaving the site looking to the right (west) will be over 700 feet. The sight line for motorists looking to the left (east) will be over 800 feet. Relative to the Main Site, located on the south side of Route 44, the sight line for motorists leaving the site looking to the right (east) will be over 750 feet. The sight line for motorists looking to the left (west) will be 650 feet. It is recommended that due to the grade on Route 44 and adjacent roadway curvature that the cross-section of Route 44 be modified to include turning lanes for left-turning vehicles in both the westbound and eastbound directions. This recommendation is a safety driven mitigation rather than a capacity issue.

Route 44 at the Site "M" Driveway

This proposed new access will serve the new Site M parcel, located on the



north side of Route 44. The drive will be in the vicinity of Reference Marker 44/8202/2230 and opposite the private residential of #5028 driveway Route 44. Route 44 in the area of the proposed drive is



level but quickly begins a downgrade (5-7%) in the eastbound direction as it proceeds around the hairpin curve towards Amenia. At the proposed access, in the eastbound direction (downhill), Route 44 has a single lane separated by a double yellow line from the westbound lane which is now transitioning from two westbound lanes (one passing lane and one climbing lane) to one lane. The full two lane westbound section ends approximately 375 feet east of the proposed access drive. The site access will provide a one lane ingress and one lane egress for users. In addition to the centerline on Route 44, edge lines are also provided delineating four feet paved shoulders on the south side of Route

44, and three feet shoulders on the north side. The pavement condition is good. Although this section of Route 44 is 55 mph, as a motorist proceeds east prior to the proposed access, there is a 25 mph advisory sign along with curve warning sign indicating a significant (hairpin) curve. Chevron arrow signs guide motorists around the curve. Relative to Site M, located on the north side of



Route 44, the sight line for motorists leaving the site looking to the right (west) will be approximately 900 feet. The sight line for motorists looking to the left (east) will be approximately 475 feet. For motorists proceeding west of the proposed access, and for those eastbound further west of the access, a 50 mph advisory speed sign and curve warning sign are provided to slow traffic in both directions. Given the existing sight lines and minimal access activity forecast, the current cross-section of Route 44 is recommended to be retained.

SECTION 3.2: EXISTING ACCIDENT HISTORY

The most currently available accident information was obtained from the New York State Department of Transportation and the Dutchess County Traffic Safety Board to allow for an assessment of roadway safety in the vicinity of the Silo Ridge Resort Community site.

Information for Route 44 and Route 22 was provided from June 1, 1999 through May 31, 2002. The segment of Route 44 covered was from CR 83, west of the site to and including the intersection with Route 22 in the hamlet of Amenia, a total of 2.1 miles. The segment of Route 22 extended 5.5 miles south of the Route 22/44 intersection.

Review of the Route 44 information does not reveal any pattern of weather or contributing circumstances which would indicate the existence of specific areas of concern. Relative to type of accident, of the 36 incidents reported, 17, or 47% involved single vehicle occurrences losing control due to circumstances including animal actions, wet conditions, and unsafe speed. Further, relative to location of these 17 incidents, 10 of these single vehicle accidents did occur on the hairpin curve, with 9 of them proceeding easterly downhill through the curve. This result is not unexpected given the significant alignment and grade change at this location. The existing signing is in compliance with the NYS Manual of Uniform Traffic Control Devices (MUTCD) and the split of these 10 incidents relative to day/night (6/4) accidents does not show a pattern associated with light conditions. Therefore, it is recommended that the NYSDOT consider further warning to motorists of the impending alignment change in the eastbound direction by the placement of flashing beacons or other emphasis of this turn condition. Current signing consists of a 25 mph advisory sign with curve sign and a series of chevron signs through the curve.

Within the hamlet on Route 44 there are a number of incidents (8) related to parking, inappropriate lane usage, and left-turns not yielding to opposing traffic, all of which is normal in this environment. Further, only one of these incidents occurred at the traffic signal. This is interesting since observation of the signal operation revealed the left-turn movements being made under some duress since they are not exclusive (through movements stopped) within the signal phasing. Review of the Route 22 information does not reveal any pattern of weather or contributing circumstances which would indicate the existence of specific areas of concern. Nor are there any indications of concern relative to specific locations along Route 22. Of the 63 incidents which occurred in this 5.5 mile section of Route 22, the primary categories involved an animal action (14), and single vehicle run-off-the-road (11). Rear-end (7), sideswipe (7), and left-turn (6) incidents were the next most prevalent.

There was one pedestrian accident on Route 22 which occurred approximately 1000 feet south of the Route 44 and Route 22 intersection in January of 2001. Two elderly pedestrians (88 and 75 years of age) were struck crossing Route 22 without aid of a signal or crosswalk. No citations were issued, but "pedestrian error/confusion" was listed in the police report as a contributing circumstance.

There were11 non-reportable accidents included in the total which indicates no injuries occurred in these incidents nor was the damage to the vehicles in excess of \$1000.

Review of the accidents occurring on the county and local roads provided by the Dutchess County Traffic Safety Board also did not reveal any patterns of incidents which should be of concern or which might be acerbated by the proposed traffic generation.

The accident information is included in Appendix D.

SECTION 3.3: EXISTING TRAFFIC VOLUMES

The existing, local, external intersections deemed to be critical from a potential traffic impact perspective, as designated by the adopted Final Scoping Document, are as follows:

- Route 44 at Route 22/Route 343,
- Lake Amenia Road/Dunn Road (CR 81) at Route 22,
- The Existing Site Access at Route 22,
- West Lake Amenia Road at Route 44, and
- Lake Amenia Road at Route 44

Dunn Road is only slightly offset from Lake Amenia Road, and as such, this intersection will be analyzed as a single, four-way intersection in conjunction with Lake Amenia Road and Route 22 relative to capacity. This intersection is shown as a four-way intersection (due to scale) and is depicted as Dunn Road/Route 22 in Figure 2, Site Map.

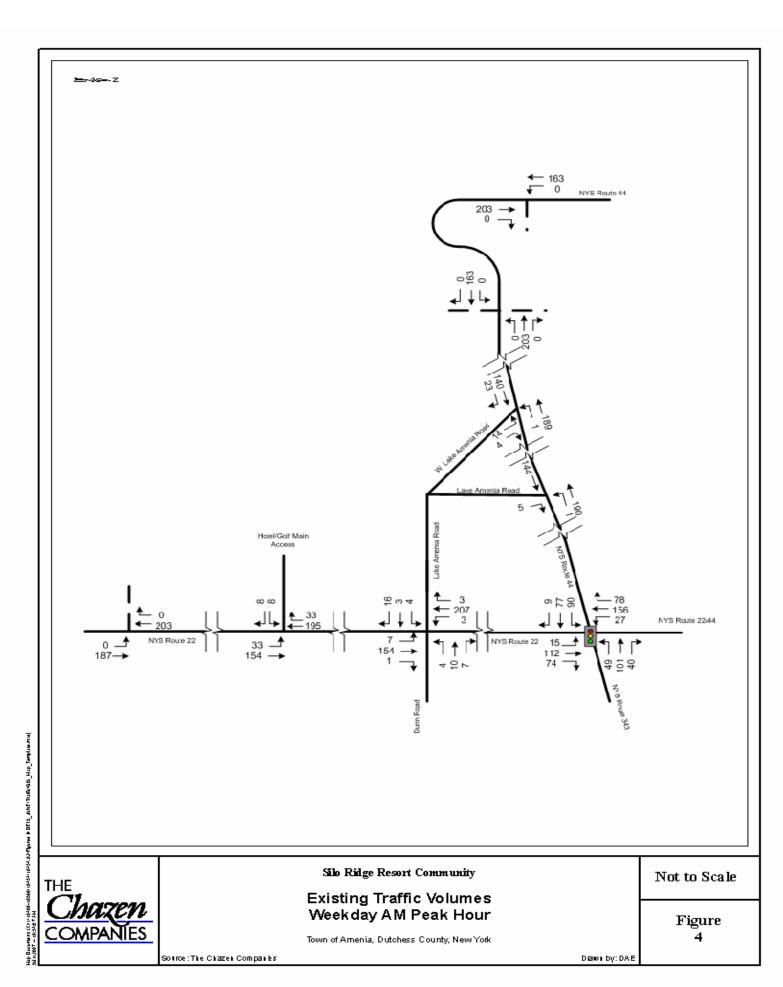
Traffic counts were conducted during the weeks of January 16 and January 23, 2006, between hours of 7:00 AM and 9:00 AM and 4:00 PM and 6:00 PM. These counts were confined to Tuesday thru Thursday in an effort to capture typical weekday traffic conditions. Also, traffic counts were taken on Friday May 4 and 11, 2007 between the hours of 4:00 PM and 6:00 PM; Saturday May 5, 12 and 19, 2007 between the hours of 11:00 AM and 1:00 PM; and Sunday May 6 and 20, 2007 between the hours of 4:00 PM and 6:00 PM. These timeframes were chosen based upon the existing and proposed land uses specific to the project site and observations of existing traffic activity on the adjacent roadway network. The intent was to assess the "worst case" conditions as mandated in the Final Scoping Document and as such the following time periods were deemed consistent with this criterion:

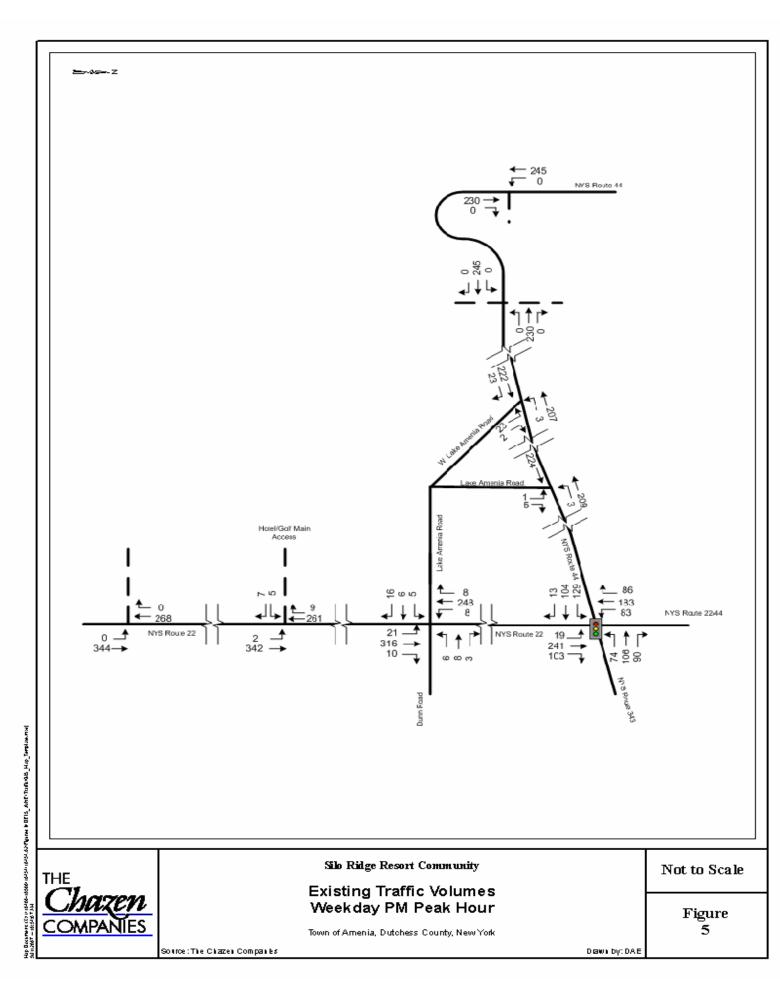
- Weekday AM 7:00 AM to 9:00 AM,
- Weekday (Friday) PM 4:00 PM to 6:00 PM,
- Saturday Mid-Day 11:00 AM to 1:00 PM, and
- Sunday PM 4:00 PM to 6:00 PM

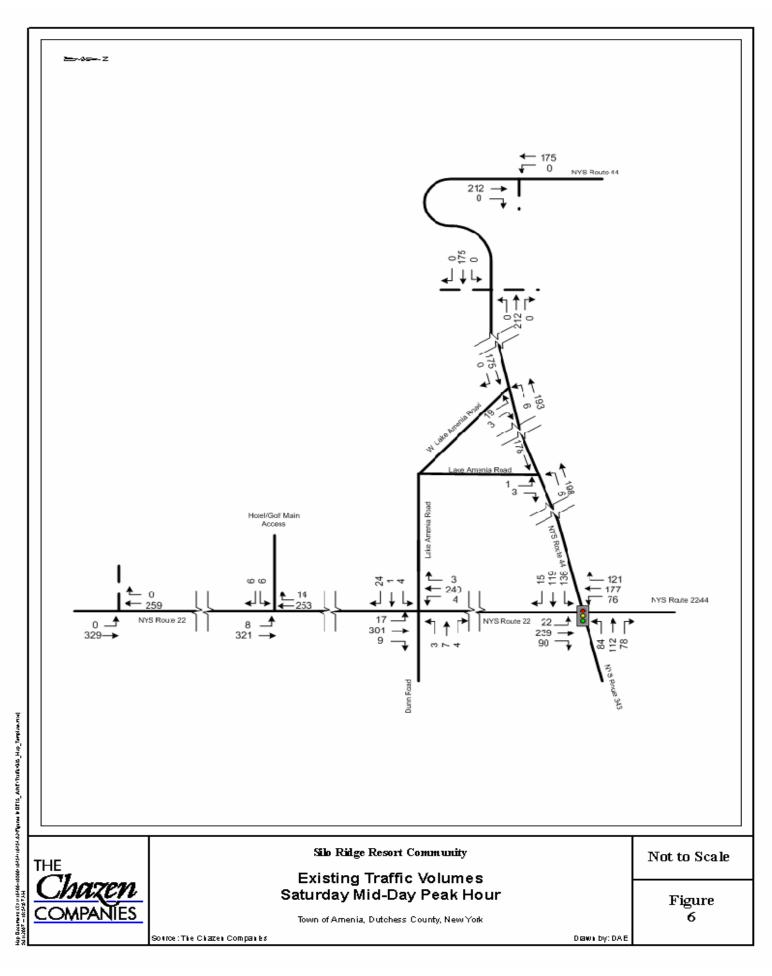
The AM traffic counts taken in 2006 were subjected to a 2.0% per annum growth factor to account for any background growth occurring between then and now. Also, since these counts were taken during the golfing off-season ITE generated traffic volumes were used to reflect current golf course usage.

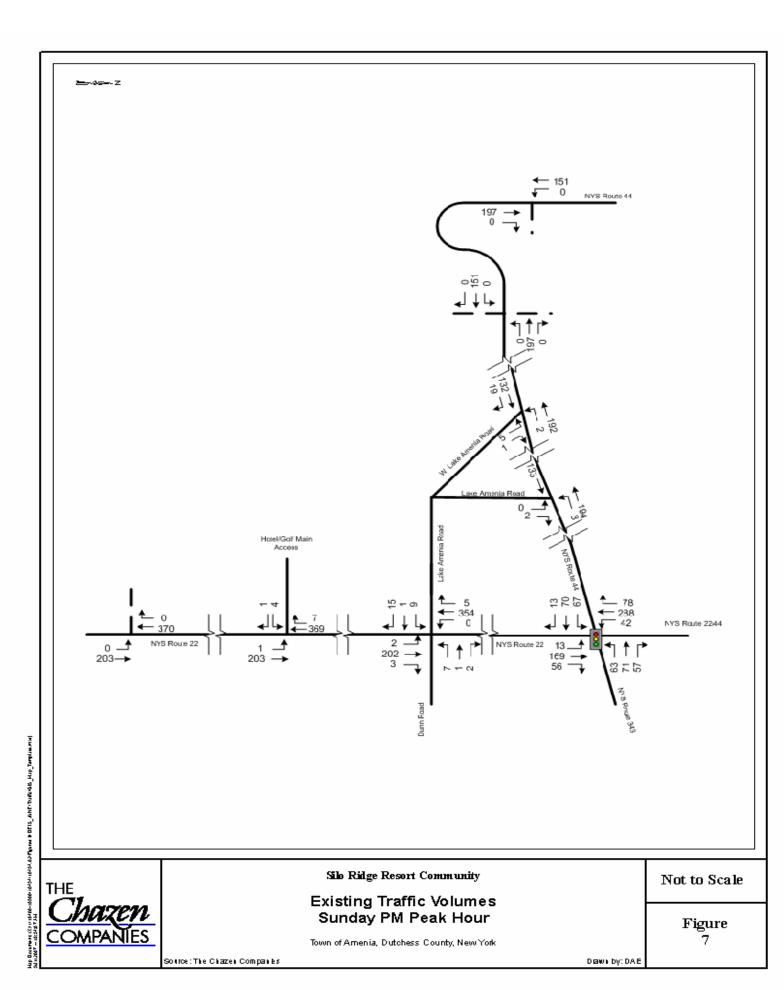
In order to assess the most potentially critical traffic impact, the highest 60 consecutive minutes (peak hour) of volumes were used for each intersection individually and then these volumes were used for the capacity analyses resulting in a worst case scenario. Since the peak hours; the highest consecutive 60 minutes of traffic volumes, may not be the same for each intersection the resulting volumes may not be balanced between intersections.

Figures 4 through 7 summarize the vehicular movements at each intersection for the observed peak periods.







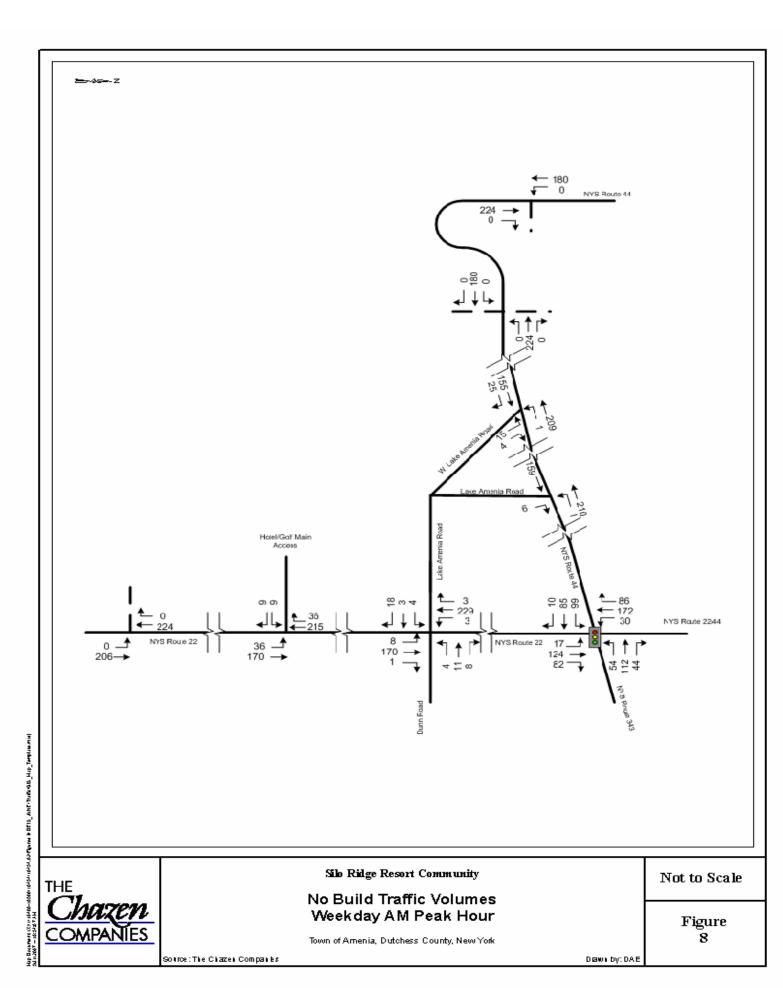


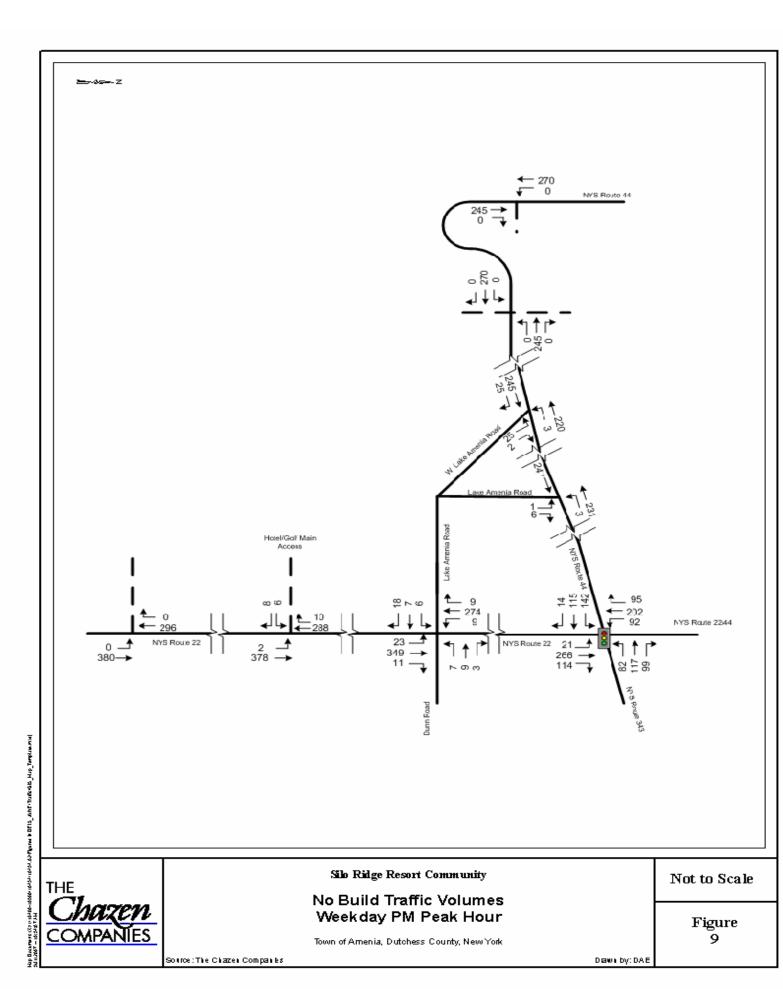
SECTION 3.4: PROJECTED NO-BUILD VEHICULAR VOLUMES

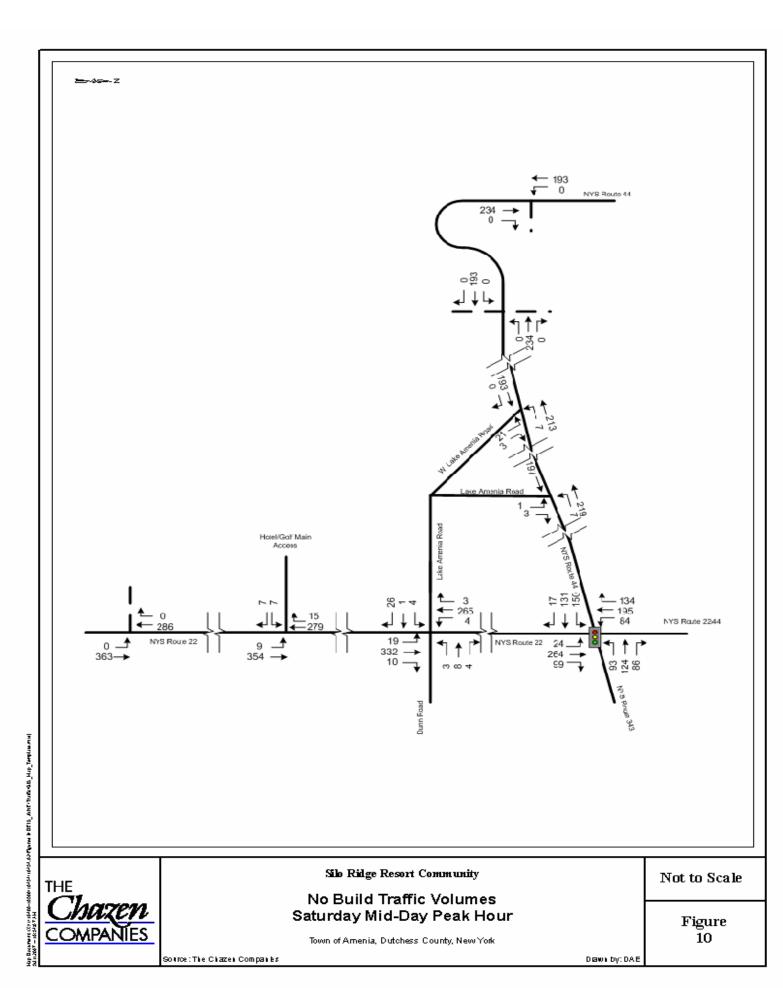
Information from the New York State Department of Transportation forecast a per annum growth rate for the study area of 2.0%. Therefore, a growth rate of 2.0% was applied to the 2007 counts to project them forward to the design year of 2012. This growth rate addresses general background growth in the area of the site and is inclusive of other potential development in the immediate area.

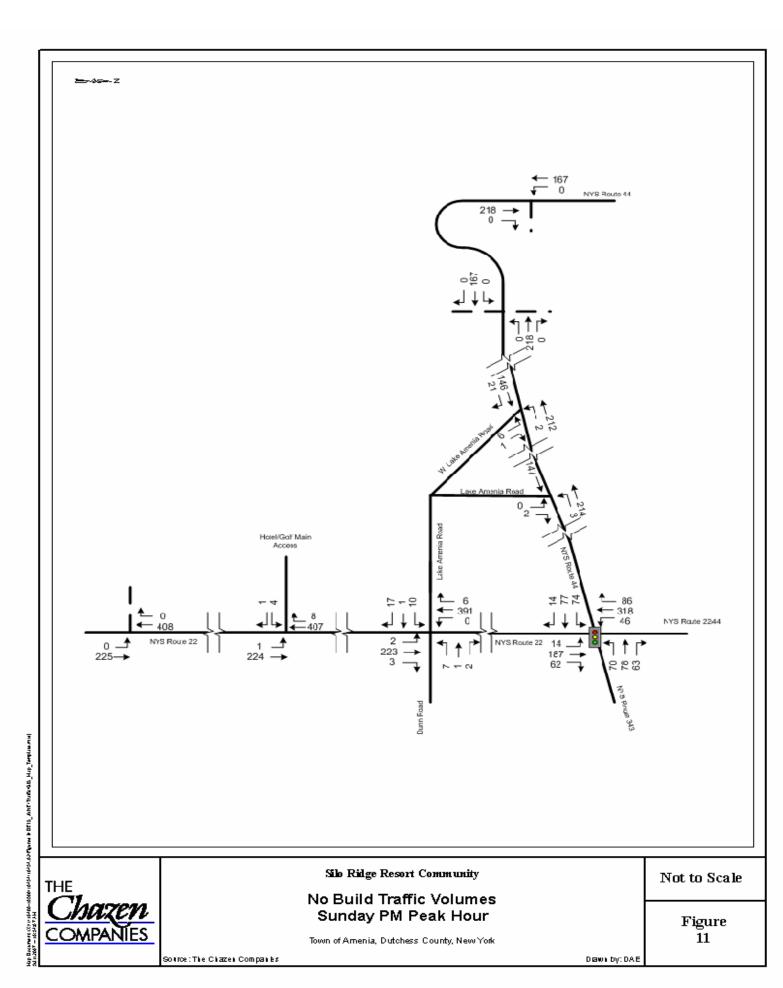
Figures 8 through 11 show the projected 2012 vehicular volumes for the peak periods observed, referred to as the *No-Build* scenario. These volumes, as noted, are anticipated in 2012 without the proposed action.

This information is utilized as the foundation volumes in 2012 to which the anticipated generation of the proposed project is added to predict the combined, or *Build* traffic volumes anticipated in 2012.









SECTION 3.5: CURRENT TRANSIT, PEDESTRIAN AND BICYCLE ACTIVITY

The geographic location of the Silo Ridge Resort Community provides an opportunity relative to mass transit usage. The Dutchess County LOOP bus system is well established and a dependable option for Dutchess County residents. The MTA Metro-North Railroad provides the Harlem Line service to eastern Dutchess County and the Hudson Line service to the western portion of the County. The Harlem Line traverses as far north as Wassaic in the Town of Amenia, very near the proposed site. Given the demographics of anticipated residential ownership within the Silo Ridge Resort Community, it is forecast that the Harlem Line service into New York City will be a significant asset to residents in the Community. Therefore, shuttle service to and from the Wassaic train station and the use of environmentally friendly vehicles for use on and off-site is a viable consideration as mobility alternatives and positive environmental initiatives.

SECTION 3.5.1: CURRENT BUS ACTIVITY

Appendix B contains information obtained from the Duchess County Planning Department web page¹³ regarding current mass transit bus activity in the vicinity of the site.

SECTION 3.5.2: CURRENT TRAIN ACTIVITY

Appendix C contains information obtained from the MTA website, <u>www.mta.nyc.ny.us</u> regarding current train activity and scheduling in the vicinity of the site.

SECTION 3.5.3: CURRENT PEDESTRIAN/BICYCLE ACTIVITY

The Harlem Valley Rail Trail was the vision of a group of volunteers who formed the Harlem Valley Rail Trail Association, Inc. (HVRTA) in April of 1996. The actual planning for the trail began in the mid-1980's and foresaw a 46 mile rail trail in the Harlem Valley and Taconic Hills of eastern New York. A portion of the trail opened in 1996 and the entire Trail is on the original railroad bed of the New York and Harlem Railroad. It is divided into six sections. Section 1 includes the Amenia trailhead which is located off of Mechanic Street in Amenia via Route 343 (approximately a quarter mile east of the hamlet). The Trail is a unique recreational and environmental resource

¹³ www.co.dutchess.ny.us/countygov/departments/planning/plloopbus.htm

that will enhance the quality of life for residents of Silo Ridge Resort Community. It's scenic and natural flora and fauna will be mirrored by the on-site landscaping and walkways and will engage residents in its use and enjoyment. Appendix D contains some of the information available on the Trail's website¹⁴.

The Silo Ridge Resort Community is committed to creating an environmentally responsible neighborhood in all respects. The proximity of the Wassaic train station is an asset worth enhancing by use of an ondemand shuttle service transporting Silo Ridge residents to and from the train station. This shuttle service anticipates the attractiveness of the Community to New York City residents both as second home inhabitants and as hotel and conference attendees.

 $^{^{14}}$ www.hvrt.org.

SECTION 4: VEHICULAR TRIP GENERATION

SECTION 4.1: TRIP GENERATION ANALYSIS

The generation analysis for a proposed development provides the anticipated traffic impact that can be expected as a result of that development. The Institute of Transportation Engineers (ITE) provides traffic and transportation professionals with a source document as a guide to trip generation rates for all land uses and building types. This document, <u>Trip Generation Manual</u>¹⁵, 7th Edition, is updated periodically and details rates developed for the average weekday, Saturday and Sunday, during the peak hours of the generator and during the peak hours of the adjacent roadway traffic.

The Institute of Transportation Engineers defines a trip or trip end as "A single or one-direction vehicle movement with either the origin or destination (exiting or entering) inside a study site. For trip generation purposes, the total trip ends for a land use over a given period of time are the total of all trips entering and all trips exiting a site during a designated time period."¹⁶

The proposed Silo Ridge Resort Community project involves multiple land uses. The residential portion of the development will involve both single family homes, Land Use # 210, and townhouse units, Land Use #230. The development will also offer a hotel¹⁷ with a maximum of 320 rooms and including banquet and conference facilities, and 15,000 square feet of a Spa/Health/Fitness center, Land Use #492. Ancillary retail, restaurant, cocktail lounges, etc. are accounted for by the ITE under Land Use #310.

The existing golf course will be upgraded and the existing 6,000 square feet clubhouse retained and refurbished. The golf course generation and the clubhouse facility are existing on-site and therefore will be included in the *Existing* traffic flow rather than as an addition under the *Build* condition. Since the AM manual intersection counts were conducted during the golf offseason, ITE data was used to estimate activity, which was then included in the current activity foundation information.

Software based on the ITE document created by MicroTrans¹⁸, Inc. provided the generation data for the new land-use. Consistent with the intent to create a worst case set of traffic conditions from which to estimate impact, each

¹⁵*Trip Generation Manual, 7th Edition,* Institute of Transportation Engineers, 2004.

¹⁶ *Trip Generation Manual, 7th Edition,* Users Guide, Institute of Transportation Engineers, 2004.

¹⁷ Hotel land-use 310 includes supporting facilities such as banquet rooms and conference facilities. Restaurant and fitness facilities may be included but are added as additional generating facilities in this case.

¹⁸ Trip Generation, Version 5, 2004.

proposed land-use was reviewed using both equations and the weighted average rate.¹⁹ In each case, the methodology used was that which produced the most trips per independent variable (number of units, number of seats, number of square feet, etc.).

Table 1 details the forecast vehicular trip generation values for the proposed development. Each land-use generation methodology is specified in the Table.

It should be noted that although the intent of this proposed development is to minimize both internal and external vehicular trip by the use of multi-modal facilities (shuttle service to train station), non-traditional vehicles (electric vehicles for internal and short external trips), "walk-able" internal design features, and linkages to recreation, retail, and residence, none of these positive trip reduction techniques were used in the generation analysis to reduce trips. Also, while considerable patronage of on-site hotel ancillary facilities including the Spa/Health/Fitness center by on-site residents is expected, no credit has been taken in the assessment of impacts on the adjacent roadway. This approach was employed to maximize potential impact on the adjacent roadway network, i.e. consistent with the worst case scenario. The actual impact will be less, consistent with the success of the above-noted actions.

Generator	Weekday AM Peak Hour Volumes		Weekday PM Peak Hour Volumes		Saturday Peak Hour Volumes		Sunday Peak Hour Volumes	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Land Use # 210 Single Family Detached (41 Units)	10	29	30	18	26	22	22	20
Land Use # 230 Townhouse/Condo (328 Units)	23	111	107	53	74	63	61	64
Land Use # 492 Spa/Health/Fitness (15,000 s.f.)	8	11	31	30	31^{1}	30^{1}	31^{1}	30^{1}
Total Site Activity	150	221	268	190	260	216	196	211

Table 1: Trip Generation

 $^{\rm 1}$ In the absence of ITE data for Saturday and Sunday peak hour trip generation the estimated weekday PM volumes have been used.

¹⁹ Three methods are provided by ITE for calculating forecasted trips at proposed developments. The two most used methodologies are the regression equation (based on the third method...plot versus size of the independent variable), and the weighted trip generation rate.

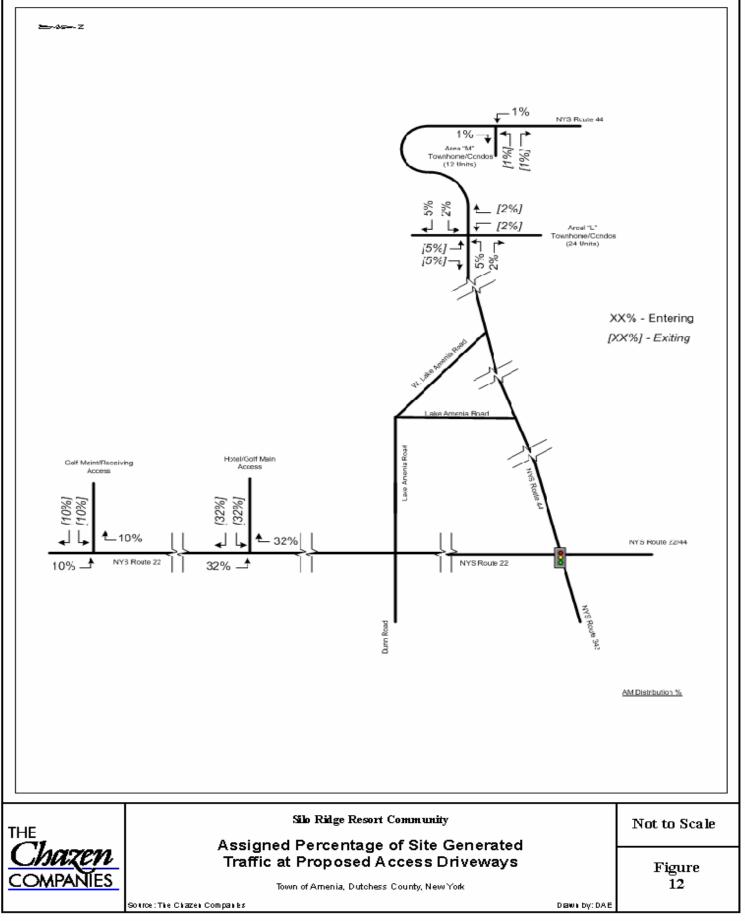
SECTION 4.2: VEHICULAR DIRECTIONAL DISTRIBUTION

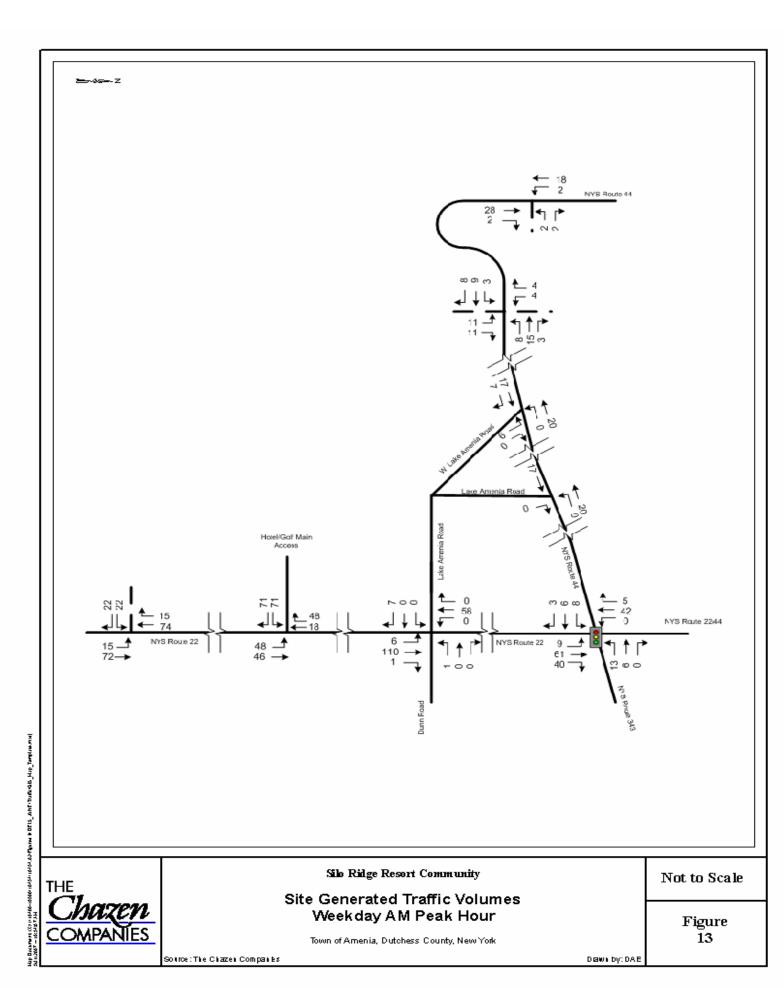
The distribution of the site generated vehicular traffic is based upon the landuses being proposed and the marketing demographics based upon regional considerations. If the land-uses being proposed are consistent with existing activity then the new traffic flows would approximate the distribution of the existing volumes at the locations monitored during the manual counts. Since the proposed land-uses are consistent with the area's existing characteristics, it is assumed that the traffic generation will also follow existing distribution patterns.

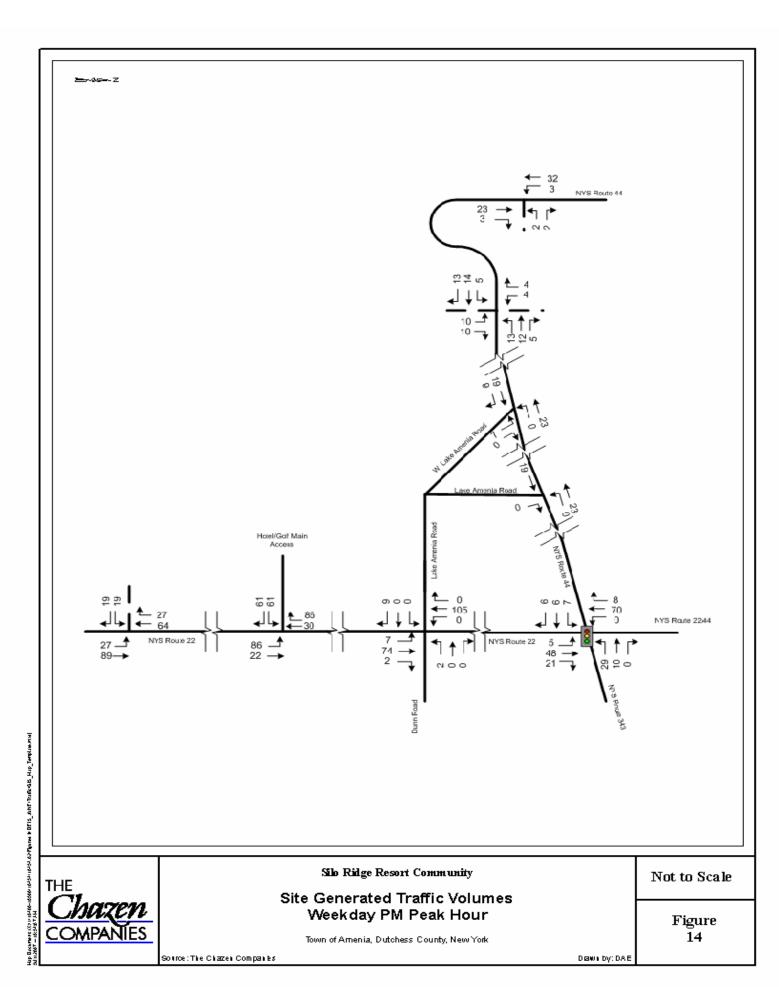
The arrival and departure distribution of site generated traffic was arrived at based upon the proposed land use components, their location and the fact that existing distribution patterns throughout the adjacent roadway network are not expected to be significantly impacted. Hence the estimated arrival/departure distributions at the site access driveways were distributed at the adjacent intersections in accordance with observed, existing traffic patterns inclusive of arrival and departure trips.

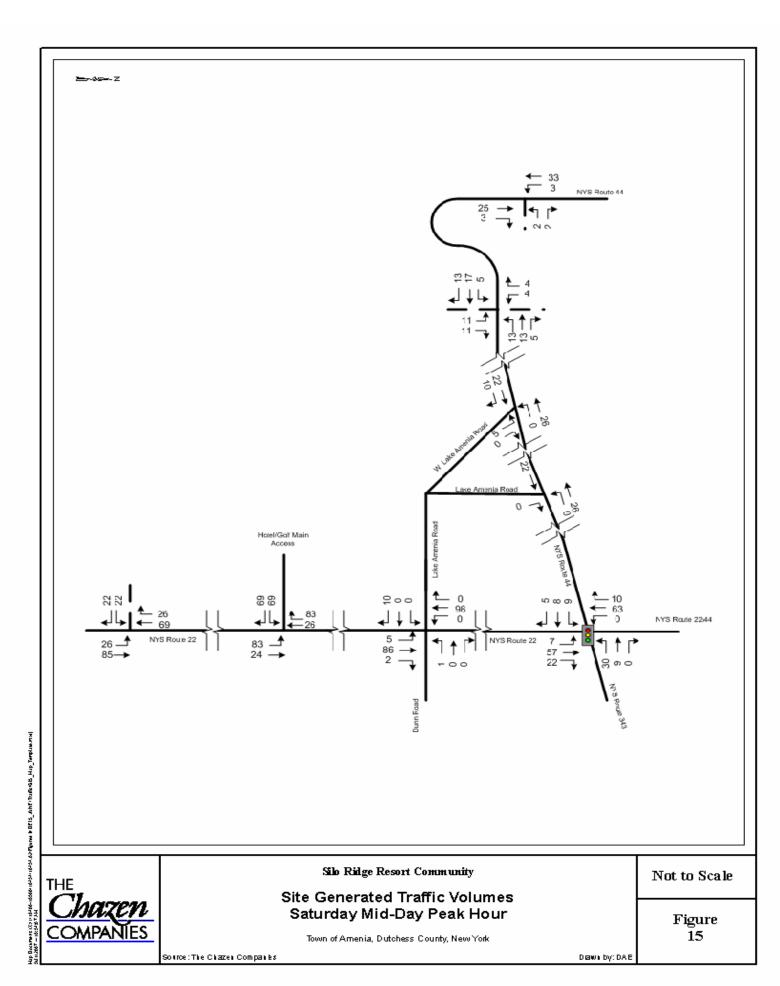
The percentage of site generated traffic assigned to the site access driveways is shown in Figure 12 while Figures 13 through 16 depict site generated traffic volumes for the peak periods considered. These volumes were added to the corresponding *No-Build* values resulting in the *Build* traffic volumes shown in Figures 17 through 20.

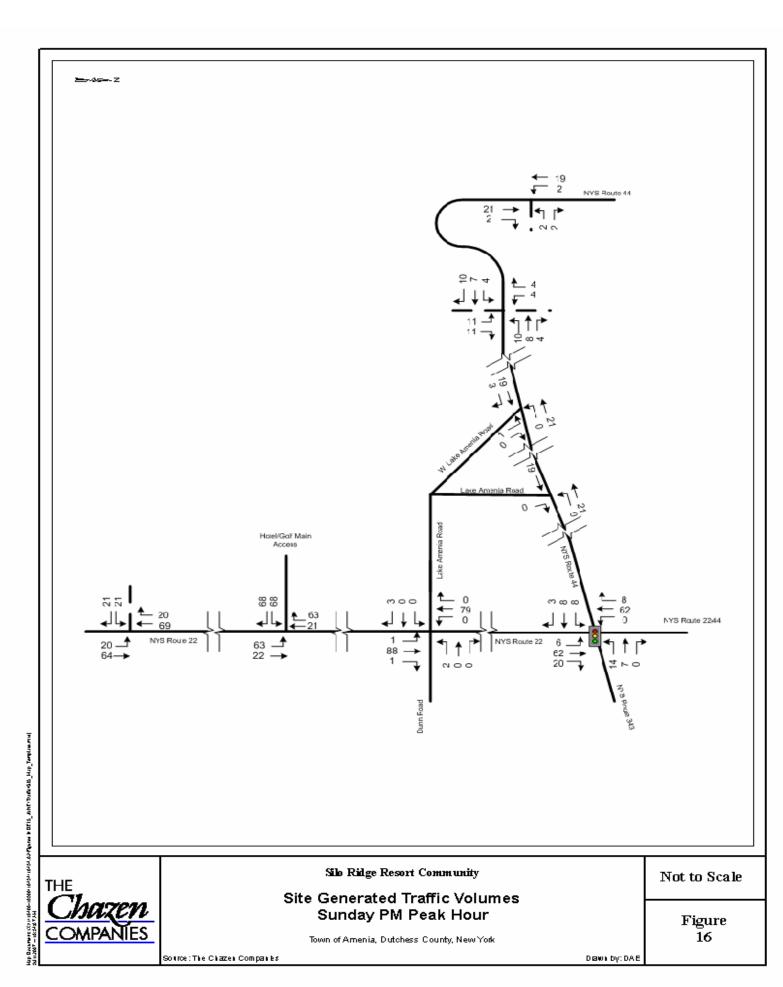
The *Existing*, *No Build*, and *Build* were used in the assessment of impacts on traffic capacity.

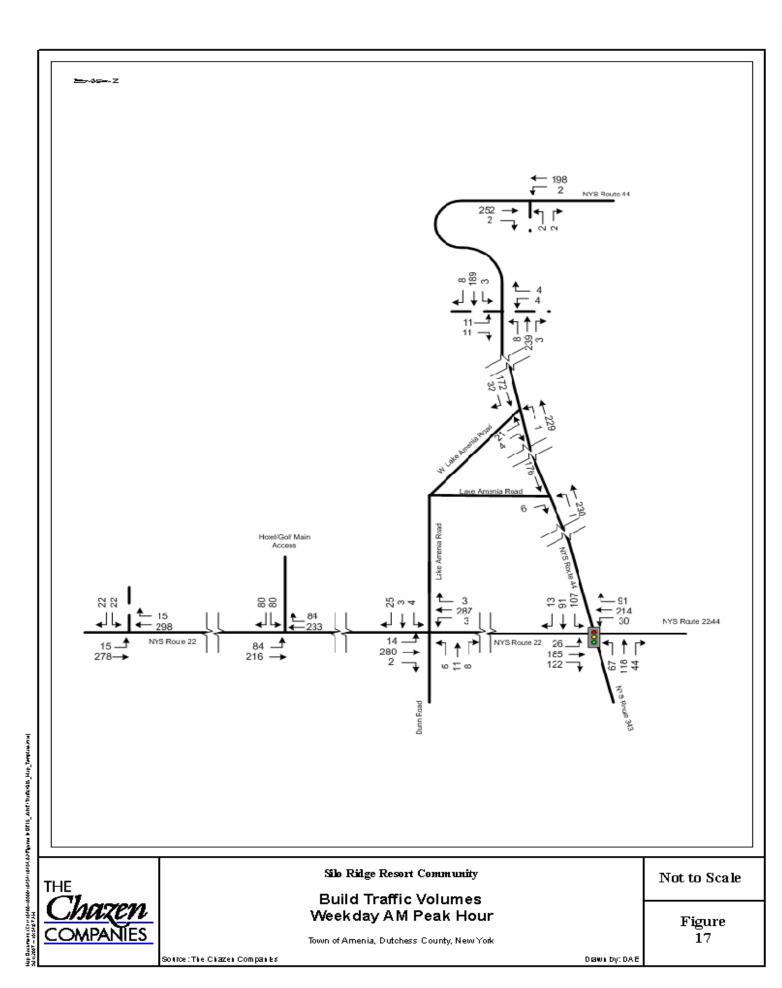


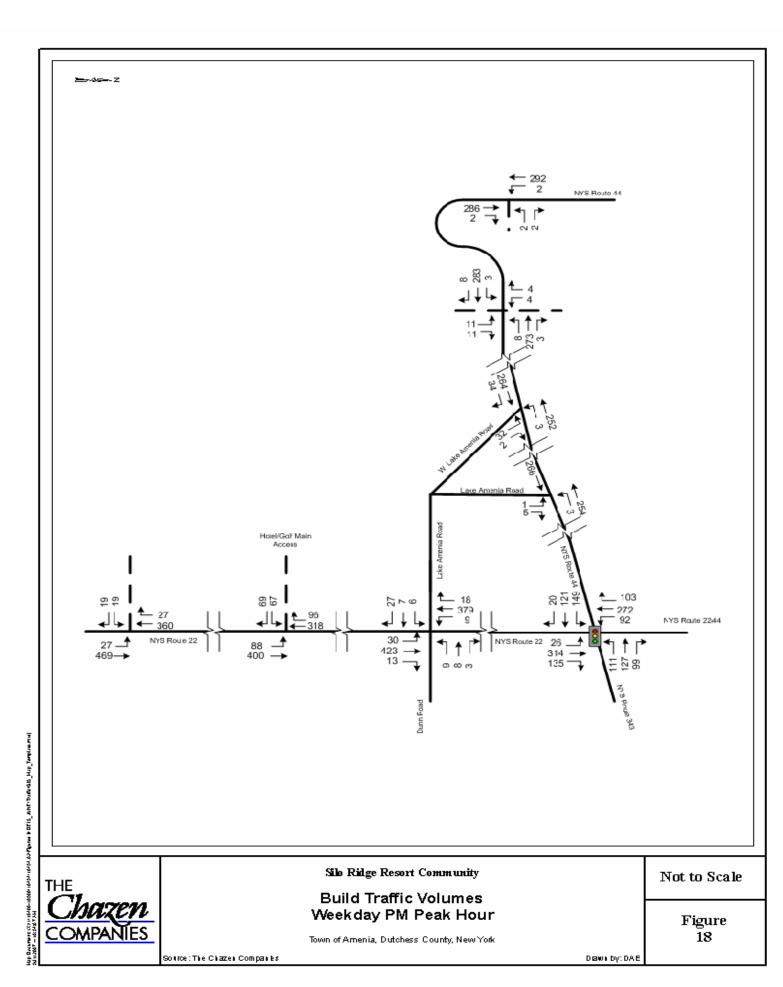


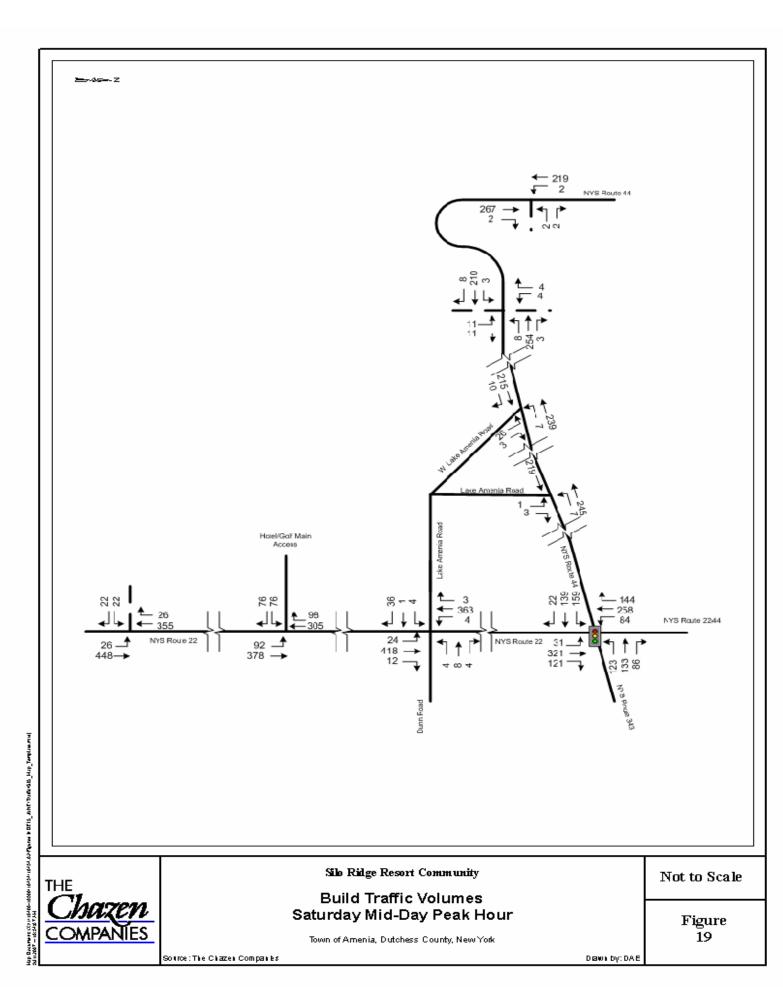


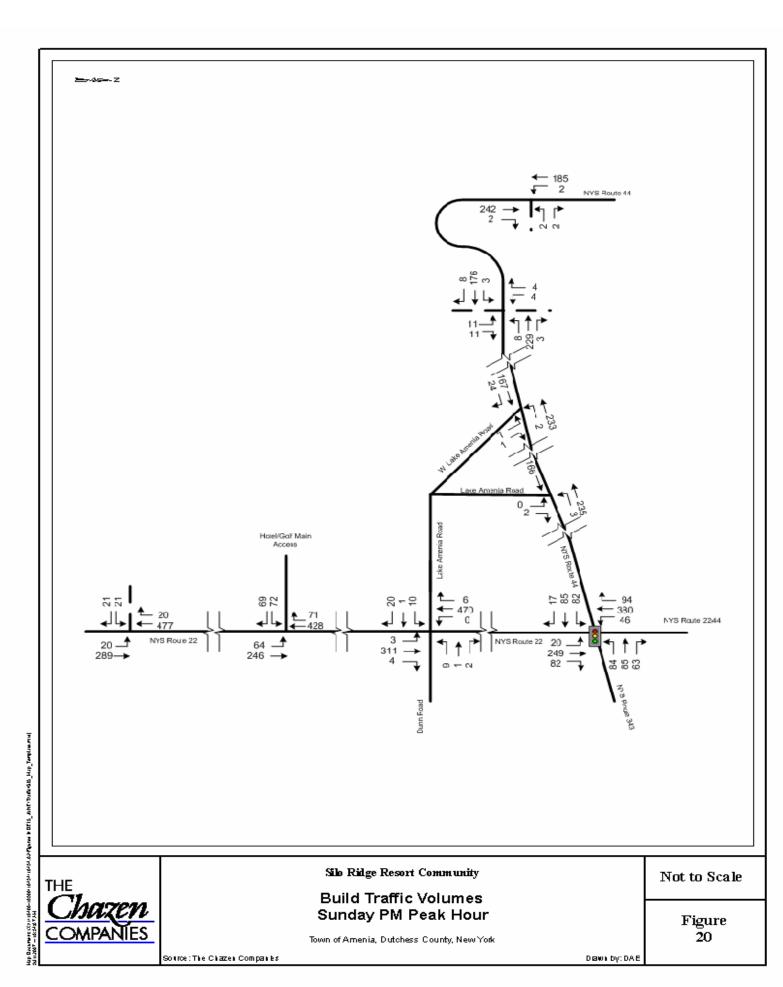












SECTION 5: ANALYSIS

SECTION 5.1: CAPACITY/LEVEL-OF-SERVICE

The capacity analysis methodology is based upon the 2000 Highway Capacity Manual.²⁰ The terminology employed to identifying traffic flow conditions is the computed "Level-of-Service" (LOS) based upon the calculated average delay per vehicle. LOS A represents the best condition and LOS F represents the worst. A LOS C is generally used as a design standard while an intersection LOS D is acceptable during peak periods given that all approaches have LOS D or better. LOS E represents an operation at or near capacity. In order to identify a signalized intersection's LOS, the average amount of vehicle delay is computed for each approach to the intersection as well as for the intersection as whole. For unsignalized intersections, the average vehicle delay is computed for each critical movement to the intersection, which are normally the stop or yield controlled approaches along with the left-turns from the main roadways. Appendix A, Tables 3 and 4 summarize the level-of-service criteria for signalized and unsignalized intersections, respectively.

Each key intersection, existing and proposed, was analyzed during the peak hour periods considered using Existing (2007), No-Build (2012) and Build (2012) traffic volumes. The actual capacity analyses were undertaken with the use of software developed by Trafficware Ltd.²¹ and based upon 2000 Highway Capacity Manual methodology. The results of the capacity analyses are summarized in Table 2 followed by a synopsis the results for each location.

²⁰ Special Report 209, 2000, published by the Transportation Research Board, National Research Council, Washington, D.C.

²¹ Synchro Traffic Signal Software, Version 7, by Trafficware Ltd., 2006

Table 2:Capacity Summary Level-of-Service/Estimated Delay (Seconds per vehicle)							
INTERSECTION	РЕАК	APPROACH	EXISTING VOLUMES 2006	NO BUILD VOLUMES 2012	BUILD VOLUMES 2012		
AM		OVERALL EB WB NB SB	B/10.7 B/12.1 B/11.0 A/9.0 B/10.9	B/11.9 B/13.7 B/12.3 A/9.8 B/12.0	B/14.3 B/16.3 B/14.6 B/13.1 B/13.9		
Route 44 at Route 22	РМ	OVERALL EB WB NB SB	B/17.6 C/21.0 B/16.8 B/14.6 B/19.0 B/19.3 C/23.8 B/16.5 B/18.3 B/19.2	C/21.4 C/27.4 B/19.9 B/16.3 C/24.0	C/27.9 D/37.6 C/28.7 B/18.8 C/30.9 C/32.3 D/43.0 C/25.3 C/28.0 C/24.3		
Signalized	Saturday Mid-Day	OVERALL EB WB NB SB		C/23.8 C/31.2 B/19.1 C/21.0 C/24.4			
	Sunday PM	OVERALL EB WB NB SB	B/14.3 B/15.9 B/17.6 A/9.7 B/14.9	B/16.4 B/17.4 B/19.9 B/11.0 B/17.7	C/21.1 B/19.7 C/25.2 B/14.7 C/24.0		
	AM	EB WB NB SB	B/11.1 B/11.8 A/0.5 A/0.3	B/11.4 B/12.3 A/0.6 A/0.3	B/12.8 C/15.4 A/0.7 A/0.2		
Route 22 at Lake Amenia Rd. and Dunn Rd. (CR 81)	РМ	EB WB NB SB	C/16.6 C/22.4 A/1.0 A/0.4	C/23.0 D/32.2 A/1.1 A/0.4	C/21.7 E/38.4 A/1.3 A/0.5		
Unsignalized	Saturday Mid-Day	EB WB NB SB	B/12.0 C/16.5 A/1.0 A/0.3	B/12.6 C/18.2 A/1.1 A/0.3	B/14.8 D/26.8 A/1.4 A/0.2		
	Sunday PM	EB WB NB SB	C/15.7 C/19.5 A/0.3 A/0.0	C/17.3 C/22.0 A/0.3 A/0.0	C/22.5 E/35.6 A/0.4 A/0.0		

Table 2:Capacity SummaryLevel-of-Service/Estimated Delay (Seconds per vehicle)								
INTERSECTION	PEAK	APPROACH	EXISTING VOLUMES 2006	NO BUILD VOLUMES 2012	BUILD VOLUMES 2012			
	AM	EB(LEFT) EB(RIGHT) NB	B/11.8 A/9.5 A/1.6	B/12.3 A/9.6 A/1.6	C/17.8 B/10.5 A/2.8			
Route 22 at Existing Hotel/Golf Course Driveway	PM	EB(LEFT) EB(RIGHT) NB	C/18.9 B/10.1 A/0.2	C/21.3 B/10.3 A/0.2	F/Undetermined B/12.2 A/7.4			
Unsignalized	Saturday Mid-Day	EB(LEFT) EB(RIGHT) NB	C/15.2 B/10.1 A/0.4	C/16.4 B/10.3 A/0.5	F/87.7 C/15.7 A/4.4			
Chisignanized	Sunday PM	EB(LEFT) EB(RIGHT) NB	C/17.4 B/12.2 A/0.2	C/19.9 B/12.9 A/0.1	F/Undetermined D/30.0 A/7.3			
	AM	WB NB	A/0.2 B/10.6	A/0.1 B/11.0	A/0.1 B/11.6			
Route 44 at West Lake Amenia Rd.	РМ	WB NB	A/0.3 B/12.4	A/0.3 B/13.2	A/0.3 B/14.1			
Unsignalized	Saturday Mid-Day	WB NB	A/0.6 B/11.6	A/0.6 B/12.2	A/0.6 B/13.0			
	Sunday PM	WB NB	A/0.1 B/10.6	A/0.1 B/11.0	A/0.1 B/11.5			
	AM	WB NB	A/0.2 A/9.2	A/0.1 A/9.3	A/0.1 A/9.5			
Route 44 at Lake Amenia Rd.	PM	WB NB	A/0.3 B/10.5	A/0.3 B/10.7	A/0.3 B/10.9			
Unsignalized	Saturday Mid-Day	WB NB	A/0.6 B/10.6	A/0.6 B/10.9	A/0.6 B/11.3			
	Sunday PM	WB NB	A/0.3 A/9.0	A/0.3 A/9.1	A/0.3 A/9.2			

Table 2:Capacity SummaryLevel-of-Service/Estimated Delay (Seconds per vehicle)								
INTERSECTION	PEAK	APPROACH	EXISTING VOLUMES 2006	NO BUILD VOLUMES 2012	BUILD VOLUMES 2012			
	AM	EB NB	X X	X X	B/10.9 A/0.5			
Route 22 at Loop Road	PM	EB NB	X X	X X	C/15.5 A/0.7			
Unsignalized	Saturday Mid-Day	EB NB	X X	X X	C/15.4 A/0.7			
	Sunday PM	EB NB	X X	X X	C/15.3 A/0.8			
	AM	EB WB NB SB	X X X X X	X X X X X	A/0.1 A/0.3 B/11.2 B/11.3			
Route44 at Site Access/Area "L"	РМ	EB WB NB SB	X X X X	X X X X	A/0.1 A/0.3 B/12.5 B/12.4			
Unsignalized Saturda Mid-Da		EB WB NB SB	X X X X	X X X X	A/0.1 A/0.3 B/11.5 B/11.6			
	Sunday PM	EB WB NB SB	X X X X	X X X X X	A/0.1 A/0.3 B/11.0 B/11.1			
	AM	WB SB	X X	X X	B/10.8 A/0.1			
Route 44 at Area "M"	PM	WB SB	X X	X X	C/16.0 A/8.8			
Unsignalized	Saturday Mid-Day	WB SB	X X	X X	B/11.0 A/0.1			
	Sunday PM	WB SB	X X	X X	B/10.6 A/0.1			

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Route 44 at Route 22 (Hamlet of Amenia)

The analysis of this four-way signalized intersection indicates a LOS C or better throughout the peak hour periods analyzed. Observations indicate that opposing left-turn movements (eastbound Route 44 and westbound Route 343) require some caution due to the significant numbers of vehicles making these movements on the same green phase and the geometric configuration of the intersection. Although the signal operation is currently providing for safe vehicular and pedestrian movements, at some time in the future increased pedestrian activity may necessitate the provision of a separate exclusive pedestrian phase.

Route 22 at Lake Amenia Drive and Dunn Road (CR 81)

The results of the analysis of this unsignalized four-way intersection, indicates acceptable LOS for all movements during the weekday AM and Saturday Mid-Day peak hour periods; LOS D or better. During the weekday (Friday) and Sunday PM and peak periods analyzed it is anticipated that traffic exiting Dunn Road (WB) shall experience LOS E under Build conditions with a maximum delay of 38.4 seconds per vehicle. A review of the computed 95th percentile queue length indicates a maximum of 23 feet or approximately two vehicles occurring during the weekday PM. As such, and the impact of the proposed project is not considered significant although we recommend a re-assessment of this location upon project completion.

Route 22 at Existing Main Site Access

The results of the capacity analysis reveal that traffic exiting the site shall experience significant delays and associated queues during all peak periods analyzed except for the weekday AM peak hour. It is the intent to formally petition the NYSDOT, via its highway work permit process, that the signalization of this intersection is permitted as part of the overall project.

Route 44 at Lake Amenia Drive/West Lake Amenia Drive

The results of the capacity analysis reveal that these intersections will maintain a LOS A in both peak hours for Lake Amenia Road and LOS B for West Lake Amenia Road. These two intersections carry very low volumes which will not change significantly with the proposed development. Route 22 at Proposed Main Site Access (Loop Road Access)

The analysis of this proposed access indicates acceptable LOS for all traffic conditions analyzed; LOS A for left-turns into the site and LOS C or better for exiting traffic. The operation of this access will not adversely affect the flow of traffic on Route 22.

Route 44 at Proposed Access to Main Site and to Area "L"

The analysis of this new access, which services both the main site (to the south) and Area L (to the north), indicates an acceptable LOS under all future traffic conditions; LOS A (ingress left-turns) and LOS B for traffic leaving the driveways. For purposes of operational efficiency, it is recommended that left-turn lanes be created on Route 44 in both the eastbound and westbound directions for traffic entering the driveways. This action, in conjunction with placement of the common access at the point of greatest sight lines, will provide safety and efficiency. Therefore, given this cross-section modification, the operation of this new access will be acceptable and will not have any significant impact on traffic flow.

Route 44 at Proposed Access to Area "M"

The analysis of this proposed access location on the north side of Route 44 west of the hairpin curve indicated an acceptable LOS for all future traffic conditions. The driveway access is carefully located to maximize sight lines both to and from the drive. This segment of Route 44 is critically affected by alignment and grade; therefore, the degree of new activity at this location is critical. Thus this new site parcel is limited to a small number of townhouse units, resulting in favorable operating conditions. Therefore, the operation of this access will be acceptable and will not have any significant impact on traffic flow.

The details of each of the capacity analyses for the above noted intersections are provided in Appendix E.

SECTION 5.2: CONSTRUCTION ACTIVITY/EMERGENCY SERVICES

The construction activity for the site will be formally presented in a Construction Phasing Plan for approval in the DEIS process. However, the multiple permanent access schemes will accommodate all construction related activity. There will not be a need for separate temporary construction access. The construction activity will be sensitive to the on-going site activities and will minimize interaction between the two. Specific operations will be identified and detailed in the aforementioned Plan.

Further, emergency services will be maintained during the entire construction sequence and all such services will be guided by local oversight and coordination. The Countywide 911 system will be utilized for real-time access to the County Sheriff, the State Police (Troop K), the Town Constable, the Amenia Fire District, and the Wassaic Fire District.

SECTION 6.0: TRADITIONAL NEIGHBORHOOD ALTERNATIVE

This Alternative consists of two separate sites, as compared to three under the Proposed Action. The existing main driveway to the Silo Ridge Country Club on Route 22 will remain the primary site access to the proposed Hotel/Golf Course facilities; however, access to this primary site shall now be limited to Route 22 via this existing driveway and one additional driveway to the south i.e. no direct access shall be provided to Route 44 under this Alternative.

The second site is located on the north side of Route 44 consisting of the combined parcels designated as "L" and "M" under the Proposed Action and now designated as the Vineyard Townhomes (38 units) and Winery/Restaurant (80 seats). The access driveways to parcels "L" and "M" under the Proposed Action shall be retained with an internal connection between the two under this Traditional Neighborhood Alternative.

In addition to the changes in the number and configuration of proposed access driveways, changes in land use specifications require a review of potential traffic impacts.

Table 5 presents the revised trip generation estimates based on the proposed land use schedule under this Alternative plan. The Alternative will generate more trips under all peak periods considered due primarily to the increase in the Hotel (320 vs. 393 Rooms) and Spa/Health/Fitness facilities (15,000 vs. 81,490 sf). In addition, the provision of 18,700 sf. of retail space (Specialty Retail) requires the consideration of trips generated external to the site itself. It is anticipated that the vast majority of patronage of the project's ancillary facilities; Retail, Spa/Health/Fitness facilities, will be from persons on-site and we have adopted a 50% credit (reduction in generated trips) where appropriate.

Table 5 summarizes the trip generation estimates under the Traditional Neighborhood Alternative based upon information published by the Institute of Transportation Engineers (ITE).²²

Generator	Weekday AM Peak Hour Volumes		Weekday PM Peak Hour Volumes		Saturday Peak Hour Volumes		Sunday Peak Hour Volumes	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Land Use # 210 Single Family Detached (60 Units)	13	39	43	25	35	30	31	28
Land Use # 230 Townhouse/Condo (299 Units)	21	103	99	49	70	59	58	61
Land Use # 310 Hotel incl. Banquet/Conference facilities, Retail Shops, Restaurants, Cocktail Lounge, etc. (393 Rooms)	136	87	123	109	158	125	113	132
Land Use # 492 ² Spa/Health/Fitness & Health (81,490 s.f.)	21	25	85	81	85^{1}	811	851	811

Table 5: Trip Generation for Traditional Neighborhood Alternative

²² Trip Generation, 7th Edition, 2003 by The Institute of Transportation Engineers

Generator	Weekday AM Peak Hour Volumes		Weekday PM Peak Hour Volumes		Saturday Peak Hour Volumes		Sunday Peak Hour Volumes	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Land Use # 814 ² Specialty Retail Center (18,700 s.f.)	0	0	15	19	15^1	19^{1}	15^{1}	19^{1}
Land Use # 931 Quality Restaurant (Winery) (80 seats)	0	0	14	7	16	11	12	7
Total Site Activity for Traditional Neighborhood Alternative	191	258	379	290	379	325	314	328
Total Site Activity for the Proposed Action	150	221	268	190	260	216	196	211

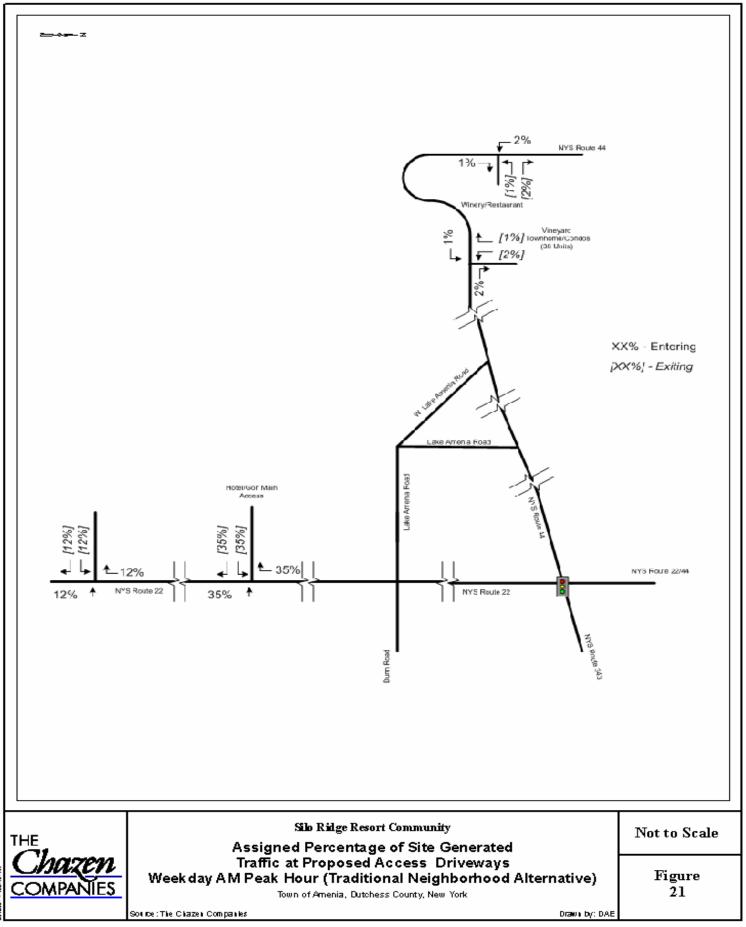
 $^{\rm 1}~$ In the absence of published ITE data peak hour trip generation the estimated weekday PM volumes have been used.

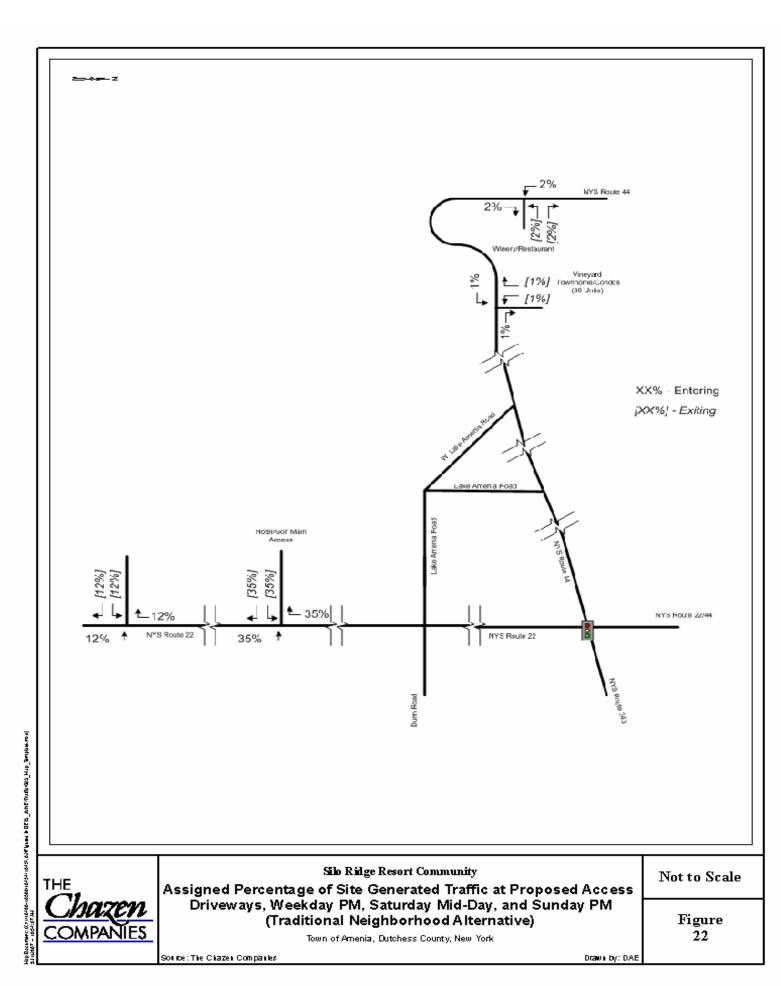
² Inclusive of a 50% reduction in generated trips to account for anticipated on-site patronage.

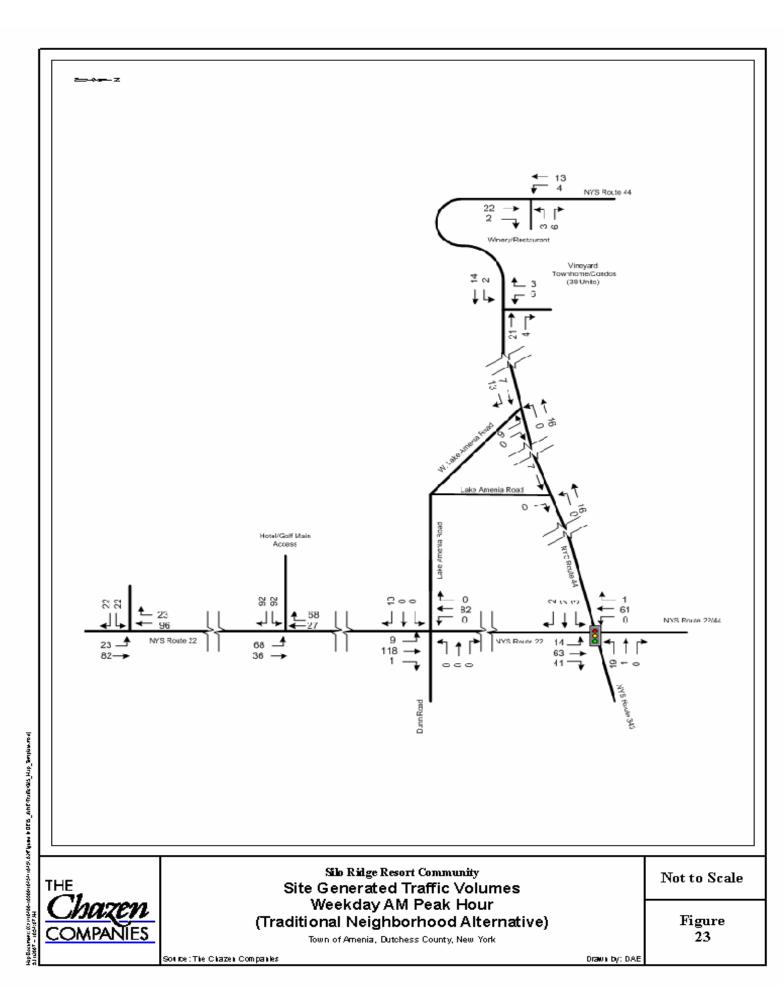
The percentage of site generated traffic assigned to the site access driveways is shown in Figure 21 for the AM peak period and Figure 22 for the remaining peak periods evaluated. Figures 23 through 26 depict site generated traffic volumes for the peak periods considered. These volumes were added to the corresponding *No-Build* values resulting in the *Build* traffic volumes shown in Figures 27 through 30.

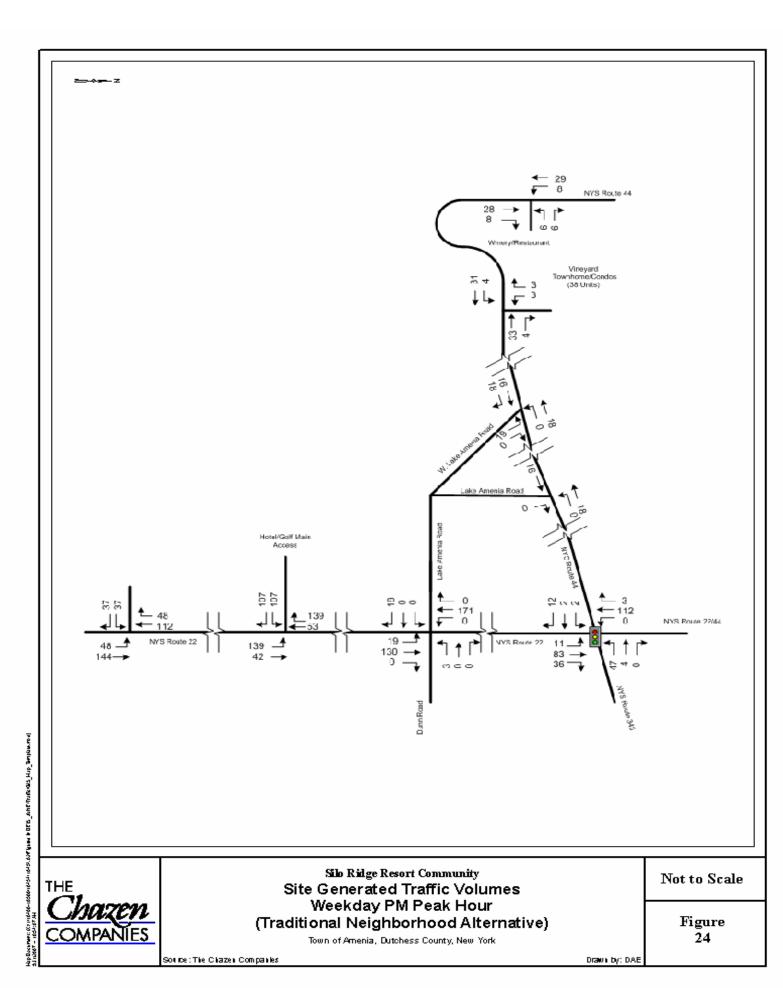
The *Existing*, *No Build*, and *Build* were used in the assessment of impacts on traffic capacity resulting from the Traditional Neighborhood Alternative.

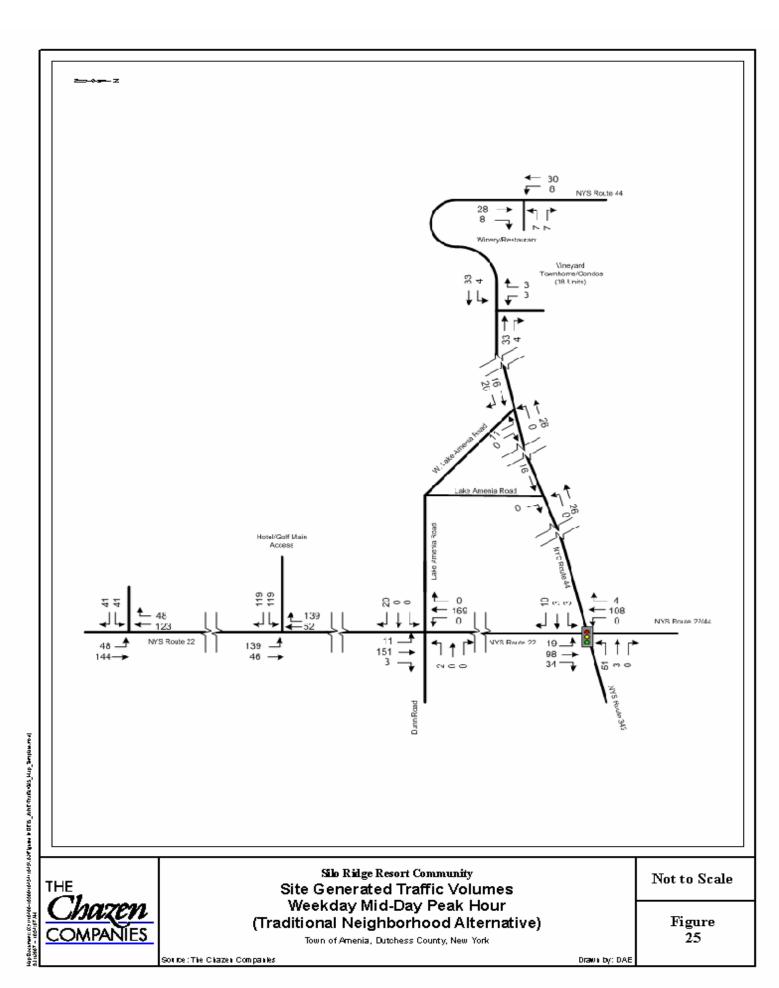
A capacity analysis for each intersection was undertaken for the Traditional Neighborhood Alternative and the results are presented in Table 6 along side those of the Proposed Action for comparison.

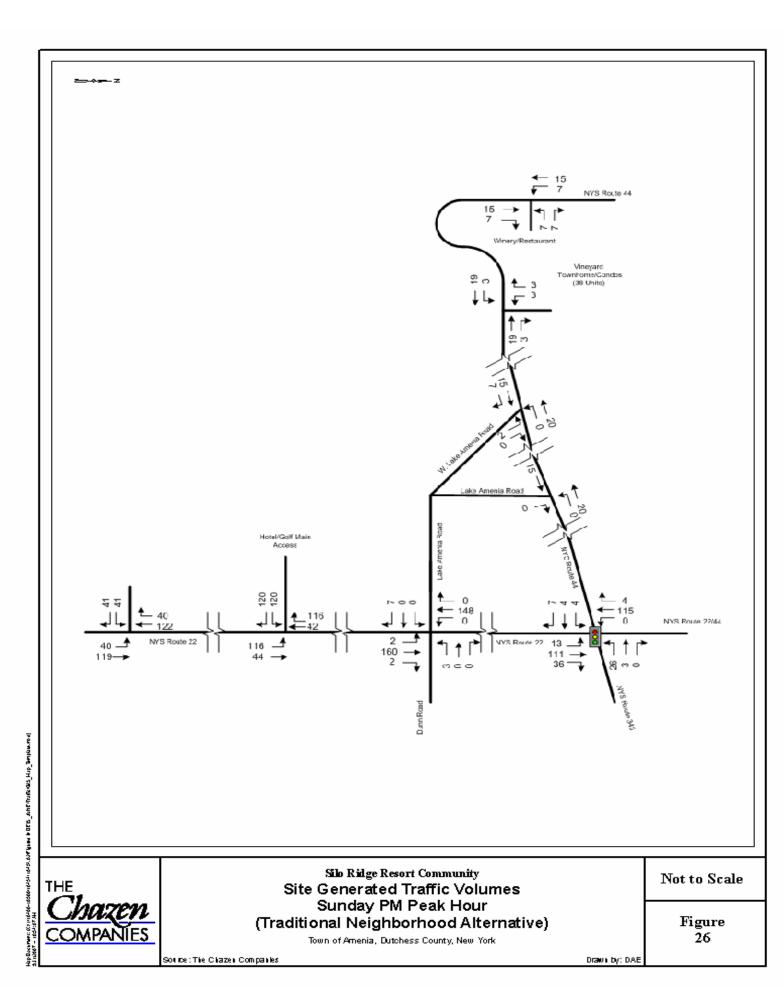


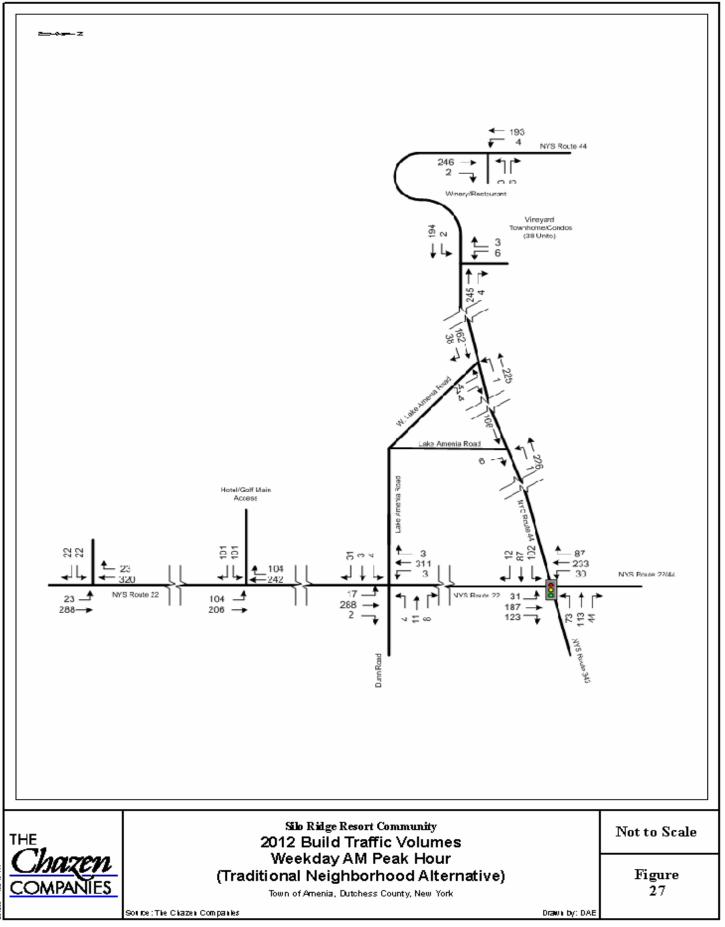


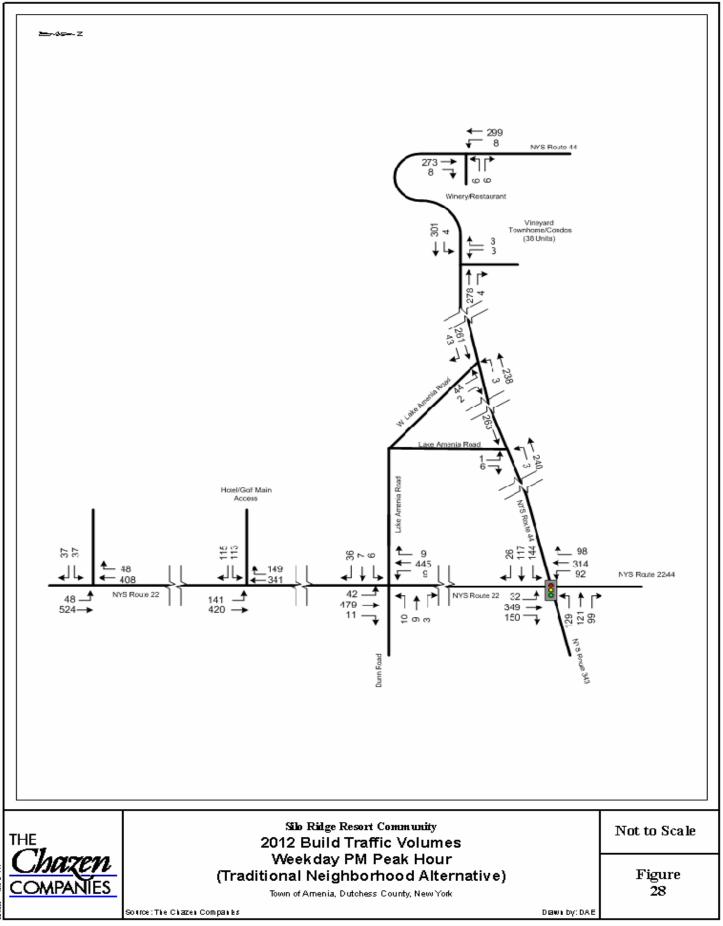


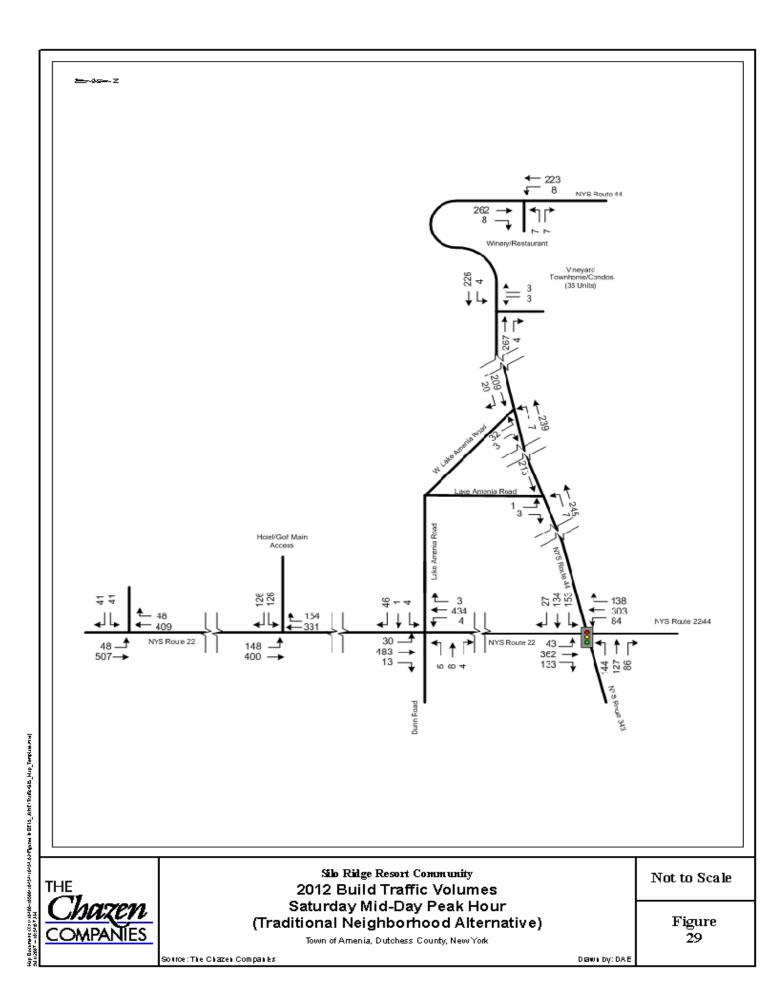


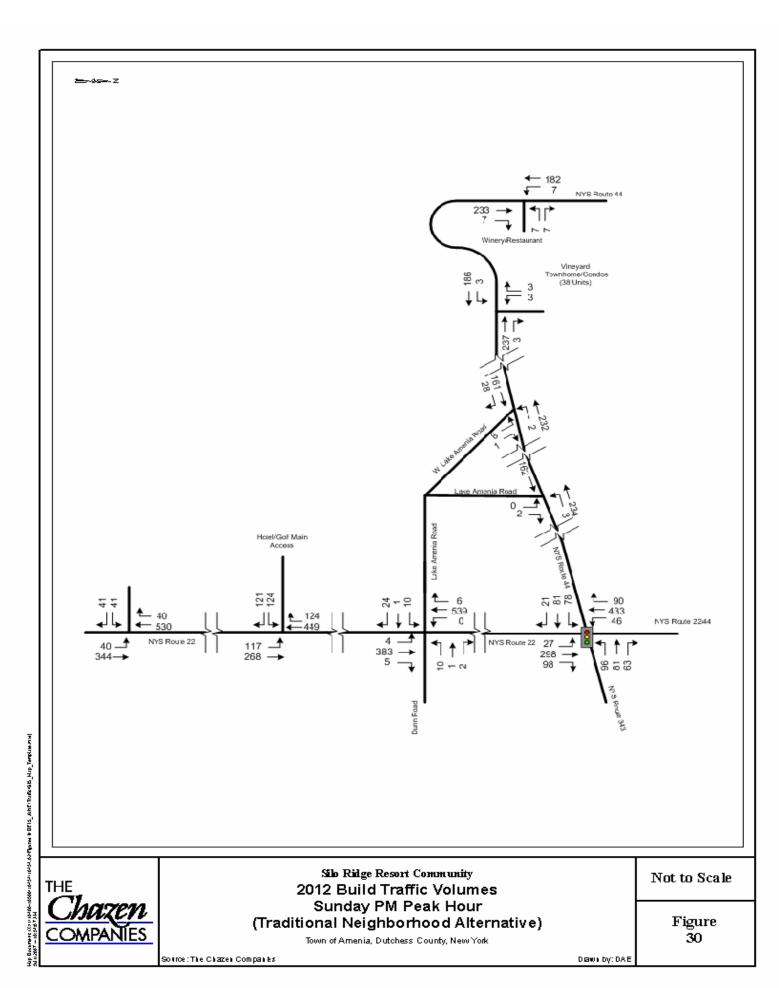












Route 22 at

(CR 81)

and Dunn Rd.

Unsignalized

Lake Amenia Rd.

Table 6:Capacity Summary (Traditional Neighborhood Alternative)Level-of-Service/Estimated Delay (Seconds per vehicle)						
INTERSECTION	PEAK	APPROACH	EXISTING VOLUMES 2006	NO BUILD VOLUMES 2012	BUILD VOLUMES 2012 Proposed Action	BUILD VOLUMES 2012
	AM	OVERALL EB WB NB SB	B/10.7 B/12.1 B/11.0 A/9.0 B/10.9	B/11.9 B/13.7 B/12.3 A/9.8 B/12.0	B/14.3 B/16.3 B/14.6 B/13.1 B/13.9	B/15.0 B/17.7 B/16.5 B/13.9 B/13.5
Route 44 at Route 22 Signalized	РМ	OVERALL EB WB NB SB	B/17.6 C/21.0 B/16.8 B/14.6 B/19.0	C/21.4 C/27.4 B/19.9 B/16.3 C/24.0	C/27.9 D/37.6 C/28.7 B/18.8 C/30.9	C/32.8 C/34.0 C/32.5 C/22.7 D/43.1
	Saturday Mid-Day	OVERALL EB WB NB SB	B/19.3 C/23.8 B/16.5 B/18.3 B/19.2	C/23.8 C/31.2 B/19.1 C/21.0 C/24.4	C/32.3 D/43.0 C/25.3 C/28.0 C/34.3	D/38.9 D/44.5 C/31.5 D/41.1 D/38.3
	Sunday PM	OVERALL EB WB NB SB	B/14.3 B/15.9 B/17.6 A/9.7 B/14.9	B/16.4 B/17.4 B/19.9 B/11.0 B/17.7	C/21.1 B/19.7 C/25.2 B/14.7 C/24.0	C/24.2 C/20.1 C/30.3 B/17.9 C/27.4
	AM	EB WB NB SB	B/11.1 B/11.8 A/0.5 A/0.3	B/11.4 B/12.3 A/0.6 A/0.3	B/12.8 C/15.4 A/0.7 A/0.2	B/13.1 C/16.3 A/0.8 A/0.2

EB

WB

NB

SB

EB

WB

NB

SB

EB

WB

NB

SB

PM

Saturday

Mid-Day

Sunday

PM

C/16.6

C/22.4

A/1.0

A/0.4

B/12.0

C/16.5

A/1.0

A/0.3

C/15.7

C/19.5

A/0.3

A/0.0

C/23.0

D/32.2

A/1.1

A/0.4

B/12.6

C/18.2

A/1.1

A/0.3

C/17.3

C/22.0

A/0.3

A/0.0

C/21.7

E/38.4

A/1.3

A/0.5

B/14.8

D/26.8

A/1.4

A/0.2

C/22.5

E/35.6

A/0.4

A/0.0

E/36.3 F/89.5

A/2.2

A/0.5

C/17.3

E/41.0

A/1.8

A/0.2

D/29.3

F/60

A/0.5

A/0.0

Table 6:Capacity Summary (Traditional Neighborhood Alternative) Level-of-Service/Estimated Delay (Seconds per vehicle)						
INTERSECTION	PEAK	APPROACH	EXISTING VOLUMES 2006	NO BUILD VOLUMES 2012	BUILD VOLUMES 2012 Proposed Action	BUILD VOLUMES 2012
	AM	EB(LEFT) EB(RIGHT) NB	B/11.8 A/9.5 A/1.6	B/12.3 A/9.6 A/1.6	C/17.8 B/10.5 A/2.8	B/13.7 B/10.9 A/3.4
Route 22 at Existing Hotel/Golf Course Driveway	РМ	EB(LEFT) EB(RIGHT) NB	C/18.9 B/10.1 A/0.2	C/21.3 B/10.3 A/0.2	F/Undetermined B/12.2 A/7.4	F/Undetermined B/14.3 B/13.8
Unsignalized	Saturday Mid-Day	EB(LEFT) EB(RIGHT) NB	C/15.2 B/10.1 A/0.4	C/16.4 B/10.3 A/0.5	F/87.7 C/15.7 A/4.4	F/Undetermined E/35.8 A/8.0
ensignamed	Sunday PM	EB(LEFT) EB(RIGHT) NB	C/17.4 B/12.2 A/0.2	C/19.9 B/12.9 A/0.1	F/Undetermined D/30.0 A/7.3	F/Undetermined F/187.5 C/17.1
	AM	WB NB	A/0.2 B/10.6	A/0.1 B/11.0	A/0.1 B/11.6	A/0.1 B/11.6
Route 44 at West Lake Amenia Rd.	РМ	WB NB	A/0.3 B/12.4	A/0.3 B/13.2	A/0.3 B/14.1	A/0.3 B/14.6
Unsignalized	Saturday Mid-Day	WB NB	A/0.6 B/11.6	A/0.6 B/12.2	A/0.6 B/13.0	A/0.6 B/13.2
	Sunday PM	WB NB	A/0.1 B/10.6	A/0.1 B/11.0	A/0.1 B/11.5	A/0.1 B/11.5
	AM	WB NB	A/0.2 A/9.2	A/0.1 A/9.3	A/0.1 A/9.5	A/0.1 A/9.4
Route 44 at Lake Amenia Rd.	PM	WB NB	A/0.3 B/10.5	A/0.3 B/10.7	A/0.3 B/10.9	A/0.3 B/10.9
Unsignalized	Saturday Mid-Day	WB NB	A/0.6 B/10.6	A/0.6 B/10.9	A/0.6 B/11.3	A/0.6 B/11.2
	Sunday PM	WB NB	A/0.3 A/9.0	A/0.3 A/9.1	A/0.3 A/9.2	A/0.3 A/9.2

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INTERSECTION	PEAK	APPROACH	EXISTING VOLUMES 2006	NO BUILD VOLUMES 2012	BUILD VOLUMES 2012 Proposed Action	BUILD VOLUMES 2012
	AM	EB NB	X X	X X	B/10.9 A/0.5	B/11.2 A/0.8
Route 22 at Loop Road	РМ	EB NB	X X	X X	C/15.5 A/0.7	C/20.6 A/1.3
Unsignalized	Saturday Mid-Day	EB NB	X X	X X	C/15.4 A/0.7	C/20.8 A/1.3
	Sunday PM	EB NB	X X	X X	C/15.3 A/0.8	C/20.4 A/1.4
	AM	EB WB NB SB	X X X X X	X X X X	A/0.1 A/0.3 B/11.2 B/11.3	A/0.1 X X B/11.1
Route44 at Vineyard Townhomes/Condos.	РМ	EB WB NB SB	X X X X	X X X X	A/0.1 A/0.3 B/12.5 B/12.4	A/0.1 X X B/11.6
Unsignalized	Saturday Mid-Day	EB WB NB SB	X X X X X	X X X X X	A/0.1 A/0.3 B/11.5 B/11.6	A/0.2 X X B/11.1
	Sunday PM	EB WB NB SB	X X X X	X X X X	A/0.1 A/0.3 B/11.0 B/11.1	A/0.1 X X B/10.6
	AM	WB SB	X X	X X	B/10.8 A/0.1	B/10.4 A/0.2
Route 44 at Winery/Restaurant	PM	WB SB	X X	X X	C/16.0 A/8.8	C/16.4 A/8.7
Unsignalized	Saturday Mid-Day	WB SB	X X	X X	B/11.0 A/0.1	B/11.2 A/0.3
	Sunday PM	WB SB	X X	X X	B/10.6 A/0.1	B/10.7 A/0.3

Route 44 at Route 22 (Hamlet of Amenia)

The analysis of this four-way signalized intersection indicates a slight deterioration in capacity over that of the Proposed Action particularly during the Saturday Mid-Day peak hour period. We recommend that the intersection be monitored with NYSDOT oversight after project completion and signal timing changes implemented, if required, based upon NYSDOT input.

Route 22 at Lake Amenia Drive and Dunn Road (CR 81)

The results of the analysis of this unsignalized four-way intersection, indicates deterioration in LOS for the side roads; Lake Amenia Road and Dunn Road (CR 81). However, as was the case under the Proposed Action, the computed 95th percentile queue lengths are of the order of one to two vehicles during peak periods. Again, we recommend re-assessment of this location upon project completion in conjunction with oversight and input from NYSDOT.

Route 22 at Existing Main Site Access

The results of the capacity analysis are consistent with those of the Proposed Alternative although significant deterioration is observed during the weekend peak periods analyzed. This to be expected given the removal of one access driveway to the primary site and increased off-site traffic activity associated with the provision of ancillary on-site facilities; Retail and Spa/health/Fitness. As was the case under the Proposed Action, it is the intent of the applicant to formally petition the NYSDOT, via its highway work permit process, to include the signalization of this intersection as part of the overall project.

Route 44 at Lake Amenia Drive

Route 22 at West Lake Amenia Drive

The results of the capacity analysis reveal that these intersections will maintain a LOS A during peak hours considered on Route 44 and LOS B for traffic exiting Lake Amenia Road and West Lake Amenia Road. These two intersections carry very low volumes which will not change significantly with the proposed development. Route 22 at Main Site New Access (Loop Road Access)

The analysis of this proposed access indicates acceptable LOS for all traffic conditions analyzed; LOS A for left-turns into the site and LOS C or better for exiting traffic. The operation of this access will not adversely affect the flow of traffic on Route 22.

Route 44 at Vineyard Townhomes/Condos

The analysis of this proposed access indicates an acceptable LOS under all future traffic conditions; LOS A (ingress left-turns) and LOS B for traffic leaving the driveway. For purposes of operational efficiency, it is recommended that a left-turn lane be created on Route 44 in the eastbound direction for traffic entering the driveway. This action, in conjunction with placement of the access at the point of greatest sight lines, will provide safety and efficiency. Therefore, given this cross-section modification, the operation of this new access will be acceptable and will not have any significant impact on traffic flow on Route 44.

Route 44 at Winery/Restaurant

The analysis of this proposed access location on the north side of Route 44 west of the hairpin curve indicated an acceptable LOS for all future traffic conditions. The driveway access is carefully located to maximize sight lines both to and from the drive. This segment of Route 44 is critically affected by alignment and grade; therefore, the degree of new activity at this location has been minimized. The operation of this access will be acceptable and will not have any significant impact on traffic flow on Route 44.

The details of each of the capacity analyses for the above noted intersections are provided in Appendix F.

SECTION 7: CONCLUSIONS/FINDINGS

This Traffic Impact Study has analyzed the impact of traffic generation forecast for the proposed Silo Ridge Resort Community in relationship to the existing highway network for both the Proposed Action and Traditional Neighborhood Alternative. The following findings are the result of this analysis and are meant to provide an informed basis for the local decision making process.

- The analysis of the intersection of Route 44 at Route 22 indicates acceptable *Build* LOS under both the Proposed Action and Traditional Neighborhood Alternative. We recommend that this intersection be reassessed upon project completion in concert with NYSDOT oversight, and modifications to signal timing and/or phasing be implemented as required. The addition of the proposed site generated traffic does not have a significant adverse impact on capacity at this intersection.
- The *Build* LOS at the intersections of Route 44 at Lake Amenia Road and West Lake Amenia Road indicate substantial reserve capacity at both and no significant impact from either the Proposed Action or the Traditional Neighborhood Alternative.
- The analysis of the intersection of Route 22 at Lake Amenia Road/Dunn Road (CR 81) indicate no significant impact to traffic proceeding on Route 22 with increased delays to traffic on the side roads. However, a review of expected queue lengths indicates that only 2 or 3 vehicles (maximum) are impacted during the peak hours. As such, we recommend this intersection be reassessed upon project completion under NYSDOT oversight.
- The applicant shall seek the installation of a three-color traffic signal under the NYSDOT Highway Work Permit process at the intersection of Route 22 and the main site entrance. This application shall include the provision of a "Left Turn" storage lane for traffic entering the site from northbound Route 22 and appurtenances for the safe accommodation of pedestrian traffic.
- All other site access points indicate acceptable LOS as they intersect the adjacent roadway system. The applicant intends to address the inherent safety issue associated with left turns from Route 44 by the provision of storage lanes under the NYSDOT Highway Work Permit process.

The analyses of the historical accident history for the adjacent roadway network did not show any significant current condition which merits mitigation other than additional warning for motorists approaching, in the eastbound direction, the Route 44 "hairpin" curve near the site. The number of incidents (10) occurring, 90% of which involved eastbound vehicles, suggest that additional advance warning is appropriate. It is recommended that the maintaining agency, NYSDOT, consider flashing beacons and/or other devices which will highlight the significant change in alignment and grade of Route 44. No other locations within the network exhibited patterns of contributing circumstances, location, or weather conditions which would be acerbated by the new traffic generation from the proposed development.

Given these conclusions resulting from this Traffic Impact Study, the Silo Ridge Resort Community as proposed for completion in 2012 will not have a significant impact upon the traffic and safety operating conditions on the adjacent highway network with the proposed mitigation implemented. Furthermore, the commitment of the Silo Ridge Resort Community development to responsible transportation alternatives, such as transit shuttle services, alternative fuel vehicles, and pedestrian friendly design, linked trails, traffic calming roadways, and visionary, communicative attitudes, proffer a community of excellence relative to traffic engineering and safety.

APPENDIX A:

LOS	Control Delay Per Vehicle (seconds)
А	Less than or equal to ${f 10}$
В	Greater than ${f 10}$ and less than or equal to ${f 20}$
С	Greater than 20 and less than or equal to 35
D	Greater than 35 and less than or equal to 55
Е	Greater than 55 and less than or equal to 80
F	Greater than 80

TABLE 3: SIGNALIZED LEVEL-OF-SERVICE

TABLE 4: UNSIGNALIZED LEVEL-OF-SERVICE

LOS	Control Delay Per Vehicle (seconds)
А	Less than or equal to 10
В	Greater than ${f 10}$ and less than or equal to ${f 15}$
С	Greater than ${f 15}$ and less than or equal to ${f 25}$
D	Greater than ${f 25}$ and less than or equal to ${f 35}$
E	Greater than ${f 35}$ and less than or equal to ${f 50}$
F	Greater than 50

APPENDIX B: CURRENT BUS ACTIVITY

The following information is obtained from the Dutchess County Planning Department's web page²³ and includes mass transit opportunities in the vicinity of the Silo Ridge Resort Community site in the Town of Amenia. Loop (bus route) 8 provides service to the site. Dial-A-Ride and Paratransit demand response services are also available.

"The primary mission of the Division of Mass Transportation (LOOP) is to provide Dutchess County with a safe, efficient, accessible and reliable public transportation system. LOOP provides public transit service to Dutchess County through two modes of service: fixed route service and demand response services like Dial-A-Ride and Paratransit. LOOP runs a Commuter Train Connection bus service in cooperation with the Metro-North railroad. Mass Transportation also coordinates non-emergency Medicaid transportation for the Dutchess County Department of Social Services.

LOOP Bus Schedules and Maps			
Route Name	Route		
LOOP 1	Hyde Park Stop & Shop to Tivoli		
LOOP 2	Hyde Park Stop & Shop to South Hills Mall		
LOOP 3	Galleria to Beacon Beacon to Galleria		
LOOP 3-A	Galleria to Route 9/Route 28/Route 104/Route94/Route 82		
LOOP 3-B	Galleria to Dutchess Mall to Fishkill Beacon to Fishkill to Galleria		
LOOP 4	Hopewell Junction to Dutchess Mall		
LOOP 5	LaGrange to Main and Market Streets to Millbrook		
LOOP 6	Main and Market to Galleria (Saturday Only)		
LOOP 7	Pine Plains to Clinton Hollow to Poughkeepsie		
LOOP 8	Millbrook to Amenia to Millerton		

²³ www.co.dutchess.ny.us/countygov/departments/planning/plloopbus.htm

LOOP 9	Poughkeepsie to Dover to Millerton		
LOOP 10	Wassaic to Poughkeepsie		
LOOP 11	LaGrange to Pawling to Dover to Millbrook to Poughkeepsie		
LOOP 13	Poughkeepsie to Lourdes High School to Galleria		
EXPRESS A	Poughkeepsie to Tivoli		
EXPRESS B	Stops Along Route 9 (Poughkeepsie, Wappingers, Beacon, Fishkill)		
EXPRESS C	Millbrook to Galleria		
EXPRESS L	Poughkeepsie to Harlem Valley		
EXPRESS N	Harlem Valley to Poughkeepsie		
BEACON- POUGHKEEPSIE EXPRESS	Beacon to Wappingers to Poughkeepsie		
BEACON SHUTTLE SERVICE	Train Station, DIA: Beacon, Main Street		
EASTERN EXPRESS	Poughkeepsie to Wassaic		
SOUTHWEST SPECIAL EXPRESS	Market Street, Route 9, Route 52, Route 9D, Route 376, Route 44, Overocker Road, ARC		
NORTHEAST SPECIAL EXPRESS	Innis Avenue to CR 16/Clinton Corners to Overocker Road, ARC		
NORTHWEST SPECIAL EXPRESS	Poughkeepsie to Hyde Park to Staatsburg to Overocker Road, ARC		
EVENING MALL SERVICE	Main and Market Streets to South Hills Mall to Galleria		

LOOP 8 is a deviated fixed route and will deviate 3/4 mile off route for pickups. Advance reservations must be made for service by calling the Travel Information Line at 485-4690 the prior day to make a reservation.

LOOP 8 Monday - Friday (Route Deviation)				
POUGHKEEPSIE TO PAWLING TO DOVER TO MILLBROOK TO MILLERTON				
**POUGHKEEPSIE - MAIN & MARKET	8:45 ^{am}			
**MANCHESTER CENTER	8:58			
**BILLINGS - RTS. 55/82	9:09			
**POUGHQUAG - RT. 55 & RT. 216	9:19			
PAWLING - METRO NORTH	9:33			
PAWLING - (FORMER) GRAND UNION	9:38			
WINGDALE - METRO NORTH (RT. 22 & WHEELER RD.)	9:57			
DOVER - GRAND UNION	10:15			
MILLBROOK - ALLIANCE CHURCH APTS. (Thursday only. Does not travel past Wassaic)	10:30			
WASSAIC - RT. 22 METRO NORTH	10:45			
AMENIA - RT. 44 & RT. 22 N AMES/GRAND UNION PLAZA	10:50			
MILLERTON - SUPER PLAZA (GRAND UNION)	11:05			
MILLERTON TO MILLBROOK TO DOVER TO PAWLING TO POUGHKEEPSIE				
MILLERTON - SUPER PLAZA GRAND UNION	12:25 ^{pm}			
AMENIA - AMES/GRAND UNION (RT. 44 & RT. 22 N)	12:40			
WASSAIC - RT. 22 METRO NORTH	12:45			
MILLBROOK - ALLIANCE CHURCH APTS. (Thursday only. Does not travel past Wassaic)	1:00			
DOVER -GRAND UNION	1:15			
WINGDALE - METRO NORTH (RT. 22 & WHEELER RD.)	1:33			
PAWLING - (FORMER) GRAND UNION	1:52			
PAWLING - METRO NORTH (CHARLES COLEMAN BLVD.)- TOURISM CNTR.	1:57			
**POUGHQUAG - RT. 55 & RT. 216	2:11			
**BILLINGS - RT. 55 & RT. 82	2:21			
**MANCHESTER CENTER	2:33			
**POUGHKEEPSIE - MAIN & MARKET	2:45			
** Operates as a fixed-route along Route 55				

LOOP 8 Saturday				
AMENIA TO GALLERIA TO 44 PLAZA				
AMENIA - RT. 44 & RT. 22 N AMES/GRAND UNION	9:25 ^{am}			
WASSAIC - RT. 22 METRO NORTH	9:30			
DOVER - GRAND UNION	9:45			
WINGDALE - METRO NORTH (RT. 22 & WHEELER RD.)	9:55			
PAWLING - METRO NORTH (CHARLES COLEMAN BLVD.)- TOURISM CENTER	10:25			
**HOPEWELL JUNCTION - PLAZA @ RT. 82 & RT. 376	11:00			
**SOUTH HILLS MALL - REAR ENTRANCE	11:22			
**GALLERIA MALL - REGAL CINEMA	11:25			
**POUGHKEEPSIE - POUGHKEEPSIE PLAZA	11:35			
**POUGHKEEPSIE - MAIN & MARKET STREETS	11:45			
**POUGHKEEPSIE - 44 PLAZA (K-MART ENTRANCE)	11:53			
44 PLAZA TO GALLERIA TO AMENIA				
**POUGHKEEPSIE - 44 PLAZA KMART ENTRANCE	3:37 ^{pm}			
**POUGHKEEPSIE - MAIN & MARKET STS.	3:45			
**POUGHKEEPSIE - HUDSON PLAZA	3:55			
**GALLERIA MALL - REGAL CINEMA	4:05			
**SOUTH HILLS MALL - REAR ENT.	4:08			
**HOPEWELL JUNCTION - PLAZA @ RT. 82 & RT. 376	4:30			
PAWLING - METRO NORTH (CHARLES COLEMAN BLVD.)- TOURISM CENTER	5:05			
WINGDALE - METRO NORTH (RT. 22 & WHEELER RD.)	5:25			
DOVER - GRAND UNION	5:35			
WASSAIC - RT. 22 METRO NORTH	5:53			
AMENIA - RT. 44 & RT. 22 AMES/GRAND UNION	5:58			
**Operates as a fixed route between Hopewell Junction and 44 Plaza	via Old Hopewell Road &			

**Operates as a fixed route between Hopewell Junction and 44 Plaza via Old Hopewell Road & Routes 9 and 44.

The following is taken directly from the web site²⁴ and describes the Rural Paratransit service which is available in eastern Dutchess County. This service is available for qualifying individuals and within those constraints will serve the Silo Ridge Resort Community site.

 $^{^{24}\} www.co.dutchess.ny.us/countygov/departments/planning/plloopbus.htm$

"The Dutchess County LOOP Bus System operates three (3) types of paratransit services that provide curb-to-curb service: an ADA Complementary Paratransit Service, a Dial-A-Ride program, and a Rural Paratransit Service. Each program has its own specific eligibility criteria and regulations, which can be accessed below.

Rural Paratransit Service

The Rural Paratransit Service is designed to provide bus services to the rural, eastern portion of Dutchess County. The service operates between the hours of 7:00 am and 4:00 pm and is open to the general public. For more information call Dutchess County LOOP at (845) 473-0813.

ADA Complementary Paratransit Service Details

Who's Eligible?

To be eligible for the ADA Complementary Paratransit Service, users must meet the following three (3) criteria:

- 1. Passengers must complete an ADA Paratransit Application.
- 2. Trip starting and end points must be within 3/4 mile of an existing Dutchess County LOOP and/or City of Poughkeepsie bus route.
- 3. Trip days and times must coincide with an existing fixed route schedule.

Reservations

• Complementary paratransit service is defined as next day service. Reservations can be scheduled up to seven (7) days in advance by calling the following phone numbers between 8:00 am and 4:00 pm.

Monday through Friday: (845) 473-0813

Saturday, Sunday, and Holidays: (845) 485-4691

- On Saturday, Sunday and Holidays you will be connected to an answering machine. Please leave your NAME and PHONE NUMBER and someone will contact you within four (4) hours to arrange your transportation.
- When scheduling a reservation, please provide the dispatcher with complete addresses for all pick-up and drop-off locations, and any special needs.
- Dutchess County LOOP may provide the service with any appropriate vehicle.

Fares (Fixed Routes)

One Zone: \$.35 (one way); \$1.50 if deviated off route Two Zones: \$.75 (one way); \$2.25 if deviated off route

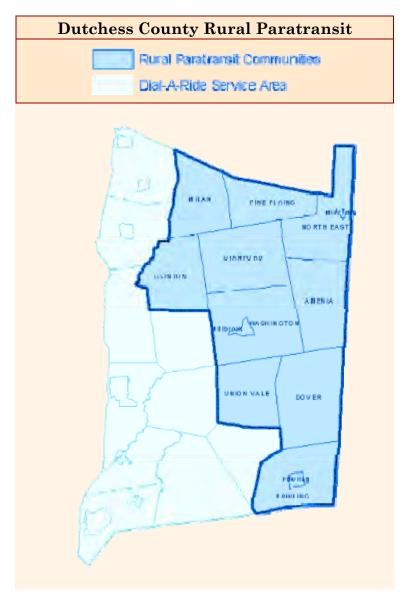
Need More Information?

If you require more information on the ADA Complementary Paratransit Service or the other paratransit services (Dial-A-Ride and the Rural Paratransit Service), please contact Dutchess County LOOP at (845) 485-4690.

Rural Paratransit Service Details

Who's Eligible?

The Rural Paratransit Service is open to the general public within the Rural Paratransit Service Area (Please see map below). Priority is given to residents of group homes."



APPENDIX C: CURRENT TRAIN ACTIVITY

The following is taken from the MTA website, <u>www.mta.nyc.ny.us</u>. The Wassaic station is the closest available connection to the site, however, as indicated on the map the Hudson line is also available to residents.

MTA Metro-North Railroad, the second largest commuter railroad in the United States, provides approximately 250,000 customer trips each weekday and some 73,000,000 trips per year. A subsidiary of New York State's Metropolitan Transportation Authority, Metro-North was founded in 1983 when the MTA assumed control of Conrail commuter operations in the states of New York and Connecticut.



Metro-North's roots can be traced back to the New York & Harlem Railroad, which began in 1832 as a horse-car line in lower Manhattan. Today, with 384 route miles and 775 miles of track, Metro-North goes to 120 stations distributed in seven York counties in New State--Dutchess. Putnam. Westchester, Bronx, New York (Manhattan),

Rockland, and Orange--and two counties in the state of Connecticut--New Haven and Fairfield. The total population in these counties is 4,797,320. Three main lines east of the Hudson River--the Hudson, the Harlem, and the New Haven -- operate out of Grand Central Terminal in New York City, and two lines west of the Hudson River--the Port Jervis and the Pascack Valley--operate out of New Jersey Transit's terminal in Hoboken, N.J. The Hudson Line extends 74 miles from Grand Central Terminal to Poughkeepsie; the Harlem, 82 miles to Wassaic; and the New Haven, which also has three branch lines--the New Canaan, Danbury, and Waterbury--72 miles to New Haven. The Port Jervis Line runs 95 miles from Hoboken to Port Jervis, with 30 of those miles in New Jersey; the Pascack Valley Line extends 31 miles from Hoboken to Spring Valley, 25 of those miles being in New Jersey. Total square mileage of the service territory is approximately 2,701 miles.

Service intervals vary according to destination and time of day. Weekdays, peak-period trains east of the Hudson River run every 20-30 minutes; off-peak trains run every 30-60 minutes; and weekend trains run hourly. Hours of operation are approximately 4 AM to 3:40 AM.

Т



g is taken from the MTA website for station information. The convenience of station use and fee structure is conducive to integration into the every day life of residents of the Community.



Fare: \$1.00 **Station Parking**

Tel.#: (888) 682- PARK Operator: <u>Allright Corp.</u> Free Weekend/Holiday Policy: Yes Commuter Capacity: 318 Metered Information Meter Type: 16-hr. 24-hr. \$2.25 \$3.75 Fee:

Permit Information*

Permit Information*			* Relevant Sales Tax may apply.
	Resident	Non-Resident	
Annual	\$217.00	\$217.00	
Semi-Annual	\$136.00	\$136.00	
Quarterly	\$76.00	\$76.00	
Monthly	\$28.00	\$28.00	
Daily Permit Fee:			
Comments:	None		
Overnight:	21-hr normit	ungrado. \$9 monthly surch	argo Also soo motor foos

24-hr permit upgrade: \$9 monthly surcharge. Also see meter fees.

Parking Facility/Area Locations Station Lot - Off Route 22.

Customers should call the parking operator for the most accurate information. Please note that this information is subject to change without notice.

Taxis

Accessibility

Full ADA access for elderly and disabled. Ramp to platform.

<u>Click here for elevator status at other stations</u>

Ticket Machines

Two ticket machines at this station. TIcket machines are located on the platform. Ticket machine accepts cash, credit cards and debit cards.

Ticket

Office

Hours

There is no staffed ticket office at this station.

Get Driving Directions MAP

Northbound:

Directions From Route 22 Northbound. Go approximately six-tenths of a mile north of the Hamlet of Wassaic. At the traffic light, make a right turn to Wassaic Station. Southbound:

From Route 22 Southbound. Go south from the Hamlet of Amenia. At traffic light, make a left turn to Wassaic Station.

APPENDIX D:

HARLEM VALLEY RAIL TRAIL

Section 1: Metro-North Station in Wassaic northward to Mechanic Street in Amenia

Length: 2.6 miles

Present Status: Paved and open. This is the southern terminus of the rail trail.

Natural Features, Flora & Fauna: The results of a commissioned wildlife survey and the contents of our 4-color <u>Botanical Brochure</u> will be posted at the website soon!

Local history

Note: Many thanks to local railroad historians Heyward Cohen, Jack Shufelt, and Lou Grogan (<u>The Coming of the</u> <u>New York and Harlem Railroad</u>, Pawling, NY: Louis V. Grogan, 1989) for much of the railroad history that follows.

Wassaic: The Wassaic railroad station was Mile Post 81.33 of the original New York & Harlem Railroad that brought service to Wassaic around 1850. (For more general railroad history, please go to the Railroad History page). Wassaic derives its name form "Washaick," the Indian work for narrow valley. The original railroad station was in the hamlet across from the current post office, not where the current Metro North station is located. As a major customer for the local Gridley Ironworks, the early railroad used iron for railroad construction and equipment as well as transporting pig iron from the ironworks.

Around 1860, Noah Gridley convinced his friend Gail Borden to bring his milk condensery to Wassaic citing good transportation and an agrarian setting perfect for a dairyrelated business. Although the area seems very rural now, in the 19th

century, it was an industrial center with hills stripped of wood for

charcoal and air filled with the smoke of iron production. Gail Borden developed the process of condensing and canning

HILL SDALF CRARYVILLE TO CHATHAM SECTION 6 COLUMBIA COUNTY DUTCHESS COUNTY From SECTION SECTION 2 Sharon From POUGHKEEPS SECTION

milk and founded The Borden's Milk Company. In 1861, Mr. Borden established his first large factory for condensed milk in Wassaic. Condensed milk produced here was supplied to the Union Army during the Civil War. It was manufactured under the name "Eagle Brand Condensed Milk" and is still sold today. The Borden plant was a boon to local farmers who converted their farms to dairy production to satisfy the huge demand. The product was shipped nationwide by rail. Coal for the boiler house and tin cans was shipped in to the plant by rail. A portion of the original milk plant has been preserved by its present owner, the Pawling Corporation, which maintains a visitors center in the building.

In the early 1900's, the train also carried children to and from the Amenia and Millerton High Schools. Almost all consumer and retail goods were shipped in by rail. Before the telephone, the Western Union Telegraph was the sole means of fast communications – the railroad agent sent and received the telegrams. US Mail was picked up and received at the station, and newspapers were delivered from the cities by train.

Conrail freight trains used the track in Wassaic until 1993 to deliver freight cars to Maxon Mills and Tri-Wall Container Corporation in the hamlet of Wassaic. Service ended when both businesses closed their doors. The railroad tracks were not removed as they were in 1979-80 when 45.8 miles of track were removed from just north of Wassaic to Chatham, NY. In 2000, Metro North Railroad built a new Wassaic train station north of the hamlet.

Amenia: Please see Section 2 Local History.

Directions:

To the Wassaic trailhead (see further below for parking information):

From New York City: Take Saw Mill Parkway (from Manhattan) or the Hutchinson River Parkway (from Queens, Bronx, Brooklyn) north to interstate 684. Take 684 north to Brewster where 684 becomes Route 22. Continue north on Route 22, and after passing through the town of Dover Plains, continue northward about 5 miles to the traffic light at the train station.

From Poughkeepsie: Take Route 44 east to Amenia. At the traffic light, turn right and proceed south on Route 22 about 3 miles to the traffic light at the Wassaic train station.

From Connecticut: Take Route 4 to Sharon, CT. At the

clock tower in Sharon take Route 343 west heading toward Amenia. At the Amenia traffic light, turn left and proceed south on Route 22 about 3 miles to the traffic light at the Wassaic train station.

From the north: Take Route 22 south to the traffic light in Amenia (the junction of Routes 22, 44 and 343). Continue southward on Route 22 for about 3 miles to the traffic light at the Wassaic train station.

To the Amenia trailhead:

Please go to the webpage for Section 2 and scroll down the page to "Directions to Amenia trailhead."

Parking at the Wassaic Train Station: Parking at the Wassaic train station is free on weekends and holidays. Parking at the Amenia trailhead is free every day. The trail is open from dawn to dusk. To get on the trail once you've parked at the Wassaic train station, cross the tracks where you drove in. The trailhead is on your right. From New York City, you can take Metro-North Railroad's Harlem Line to Wassaic. For schedules, maps and info, call 800-Metroinfo, NYC (212) 532-4900 or <u>http://www.mta.nyc.ny.us/</u>.

Section 2: Mechanic Street in Amenia to Coleman Station in the Town of North East



Length: 4.5 miles

Present Status: Paved and open

Natural Features, Flora & Fauna: Section 2 contains a marvelous beaver pond near Sharon Station and some other interesting habitat as noted below. The rail trail association's 4-color <u>Botanical Brochure</u> will be posted at the website soon!

AN ATTRACTIVE FARM SCENE (northwestern side of Route 343 intersection)

A hillside pasture and farm pond west of the trail just north of Rt. 343 is an excellent illustration of the ecology of grazing and the vegetational structure of a grazed landscape. The animals select for plants which can survive or resist their grazing: low-growing herbs with terminal buds below the cropping level of the animals' teeth, tall herbs with irritant foliage (e.g. nettles), and prickly shrubs that resist or limit the animals' attempts to eat them. Horses that have been in the pasture feed eagerly on common reed, an invasive plant in wetlands of our area. Of the wetland plants, the horses seemed to prefer reed to native sedges and grasses. Their grazing does not seem to have much effect on the reed, however, which is abundant around the edge of the farm pond. The grazing horses, short-growth meadow and scattered red cedars make an attractive picture. The view is already open, so there is no need to remove any trees or shrubs.

RED CEDAR SHRUBLAND (#13 on the botanical brochure map)

A very good example of this shrubland is located a little less than half a mile north of the Route 343 intersection. The shrubland is located just yards north of a short stretch of low wooden fencing installed when the trail was built.

The red cedar shrubland is characterized by eastern red cedar and the near absence of tall trees. This reflects the high calcium content of the soils. The cedar layer may be very dense, with almost no breaks, or fairly sparse with grasses, low shrubs (especially gray dogwood, silky dogwood and northern arrowwood), and broad-leaved herbs in open areas between groups of cedars or individual cedars. Two regionally rare plants are located in the cedar shrubland: common juniper (the squatter and pricklier relative of the red cedar) and the yellow-flowering shrubby cinquefoil (see photo and line drawing in botanical brochure). It is also the home of a regionally rare butterfly, olive hairstreak, which in northern Dutchess County, would be near the northern limit of its range.

SHARON STATION BEAVERPOND (#12 on the botanical brochure map).

This marsh-like wetland is home to a variety of semi-aquatic animals and plants. Signs of beaver activity include well-worn grooves in the banks. Three tall herbs – purple loosestrife, common reed, and cattail – dominate the shallow edges of the pond. These invasive plants compete for wetland space and resources; any of the three may gain an edge and supplant the others, or they may coexist for many years before the balance changes.

CINDER FLORA (#10 on the botanical brochure map)

The cinder flora habitat is the strip of vegetation located immediately south of Coleman Station between the rail trail and the gravel mine along the trail's western side. Cinders of the rail bed berm have unusual chemical influences which favor particular plant species, some native, some alien. Wet and dry cinder soils have different species of plants. There are "wet" cinder flora and "dry" cinder flora. The habitat here is the latter (dry). Plants here are well adapted to dry conditions. Two grasses, big bluestem and little bluestem line the margins of the path, along with the dry-loving plants such as cypress spurge, sleepy catchfly, lowbush blueberries, clack oak and scrub oak. Big bluestem, the tallest grass here, is regionally rare and may have been transported by trains from the midwest.

Local History

Note: Many thanks to local railroad historians Heyward Cohen, Jack Shufelt, and Lou Grogan (<u>The Coming of the New York and Harlem Railroad</u>, Pawling, NY: Louis V. Grogan, 1989) for much of the railroad history that follows.

Amenia: Amenia was Mile Post 84.59 of the original New York & Harlem Railroad (for more general railroad history, please go to the Railroad History page). In 1762, Dr. Thomas Young named Amenia for the Latin word "Amoena," which means "pleasing to the eye." The town includes the hamlets of Leedsville,

Amenia Union, South Amenia, Smithfield, and Wassaic. The original Amenia Center, settled in 1742 by Captain S. Hopkins, was located a mile north of the Amenia traffic light. When the Dutchess Turnpike (Route 44) was built in 1805 to connect Hartford and Poughkeepsie, the town grew to its present location.

After the Revolutionary War, abolitionists were active in the area. They were led by Ezra Reed, who freed his slaves in 1788. Then in 1794, Jacob Bockee introduced a bill to the New York legislature for the abolition of slavery. The bill was passed on July 4, 1827.

Amenia had local industries and manufacturing. This included iron ore mining, carriage and wagon makers, a marble works, wood finishing mill, brickyard, and manufacture of tin ware and household utensils. Amenia also had a cattle pen to ship livestock to New York City slaughterhouses. In the opinion of one local historian, "The industrial, manufacturing and commercial activities of the Harlem Valley towns are often minimized with today's Grandma Moses bucolic view of past history."

Noted Amenia residents included Decost Smith, author, and Ammi Phillips, the noted colonial "borderline painter" of primitive portraits in New York and Connecticut. James Bockee, Ephraim Paine, and Elisha Barlow were early politicians from Amenia. Lewis Mumford, twentieth century architectural historian and city planner, was a resident of Leedsville.

North of Mechanic Street, the Amenia railroad station was located on the west side of the trailhead opposite the rail trail parking lot. The former train station located here had a ticket office, waiting room for passengers, telegraph office, freight platform, and a Railway Express Agency office. There were spur tracks for unloading the contents of freight cars on to horse wagons, and later, trucks. A spur used to run west near Broadway Avenue to an iron ore bed behind Dill's Best Hardware Store on Route 44 west of the current traffic light. Along Railroad Avenue (which the rail trail parallels as you approach the Amenia trailhead from the south), another spur serviced a brickyard on the west side of the tracks. The brickyard later became a feed mill operated by the Wilson & Eaton Company which the the railroad also served. Wilson & Eaton Company had a large warehouse for bagged feed, building supplies, and other commodities on one of the rail spurs. The company also had a coal unloading facility for home and business heating needs until oil replaced coal in the 1950's.

The rail trail parking lot in Amenia was the site of the "Barton House," also known as the "Colony House," a large hotel serving travelers and businessmen. Summer vacationers from New York City de-trained in Amenia to stay at Lake Amenia resorts and several other bungalow colonies and camps.

Sheffield Road: As you head north, at the first road crossing is the former Sheffield Farms milk plant located on the west side of the trail (the large white concrete structure). Unprocessed milk in cans was shipped by rail to Sheffield Farms bottling plants in New York City. The building is one of the few remaining "creameries," or "milk plants." The

building is now an artist's residence.

Route 343: The second road crossing north of the Amenia trailhead is Route 343, or Sharon Road (Sharon, Connecticut is the next town to the east). The agribusiness complex on the east side received carloads of fertilizer by rail until rail service ended in 1980. Fertilizer is now trucked in from bulk distribution terminals on the railroad trunk lines located upstate.

Sharon Station: There is an old restored railroad station in Sharon Station. It was severely damaged by fire in 1997. A local family purchased it and restored to its original 1870's appearance. The station now is a private residence. You might have difficulty knowing exactly where it is located without the following information.

In Section 2, the trail is intersected by two different roads each named Sharon Station Road. When traveling north on the rail trail from the Amenia trailhead, the third road intersection is with Amenia's Sharon Station Road. As you continue northward another 7/10's of a mile, you cross into the Town of North East. The next intersection you encounter traveling north is with North East's Sharon Station Road. The two Sharon Station Roads eventually merge to the west, just a few hundred feet from an intersection with Route 22. To the east, both roads remain separate but bring motorists into Sharon, Connecticut. The restored train station is located at the intersection in the town of North East.

The Sharon Station railroad station was both a passenger and freight station. The south end of the restored station was the warehouse-like freight section. It had an apartment upstairs for the railroad agent. Sharon Station was a busy facility as it served patrons from Sharon, Connecticut and other nearby Connecticut towns.

Besides having a train station, Sharon Station was the site of the huge Manhattan Mining Company mine. Large quantities of iron ore were shipped to local and regional iron furnaces via the railroad until the late 1890's. The company also operated a blast furnace that produced "pig iron" that was shipped out to foundries to make cast iron products. In the 1960's, Agway constructed a modern fertilizer plant on the north side of Sharon Station Road with a rail spur. It was dismantled after rail service ended in 1980.

Coleman Station: Before the railroad came to Coleman Station in 1851, farm goods were taken by oxen to the Hudson River and shipped south to New York City by barge. Amasa D. Coleman successfully petitioned the New York & Harlem Railroad for a depot stop, thus the name Coleman Station. Once the stop was established, local goods were shipped to New York City by rail, traveling faster and arriving fresher than ever before. By 1911, Coleman Station had its own commercial dairy, Sheffield Farms. Sheffield Farms was one of the model commercial farms in Dutchess County and one of the largest suppliers of milk to New York City.

On September 30, 1993, the Coleman Station Historic District was placed on the National Register of Historic Places. Coleman Station is one of the last areas in Dutchess County to retain its original historic and architectural integrity. Still in use today are early homes, Sheffield Farms' row houses, and Hiddenhurst Mansion.

On the east side of the Coleman Station parking lot, some remnants of the foundation from a large Sheffield Farms milk bottling plant can be seen. Carloads of bottled milk for New

York City were shipped out via daily milk trains. Coal for the boiler house and empty glass bottles were shipped in by rail. The workers' frame houses are still standing on Sheffield Hill Road which runs east from the Coleman Station parking lot. Ice was harvested in the winter at local ponds and lakes, stored in large ice houses, and used to keep the milk chilled when shipped in warm weather. Ice harvesting was a source of extra income for farmers and working men.

On March 16, 1888 five locomotives pushing the snowplow, "Old Eli", derailed while clearing the first large rock cut north of Coleman Station. Five employees were killed and four others were injured. The locomotives, traveling at 40 mph or faster, hit the hard-packed snow causing the deadly wreck. The rail rrail passes through the rock cut which was dug before the advent of power tools. The cut was made with hand drills and black powder before the days of TNT and pneumatic drills. The rock was taken away with wagons pulled by horses and mules. Men with sledgehammers had to break it up small enough to be carted away.

Directions to the Amenia trailhead:

Note: Please be sure to see the note further below about parking at the trailhead.

From New York City: Take Saw Mill Parkway (from Manhattan) or the Hutchinson River Parkway (from Queens, Bronx, Brooklyn) north to interstate 684. Take 684 north to Brewster where 684 becomes Route 22. Continue north on Route 22 to the traffic light in Amenia. Turn right on to Route 343 heading east for about a quarter of a mile. Make a right on to Mechanic Street just before the Cumberland Farms Store on the left. Proceed about a quarter of a mile and the trailhead is on your left.

From Poughkeepsie: Take Route 44 east to Amenia. At the traffic light, continue east (i.e. go straight through the intersection). Continue for about a quarter of a mile. Make a right turn on to Mechanic Street just before the Cumberland Farms Store on the left. Proceed about a quarter of a mile and the trailhead is on your left.

From Connecticut: Take Route 4 to Sharon, CT. At the clock tower in Sharon take Route 343 west heading toward Amenia. When the speed limit drops to 35 mph as you approach the hamlet of Amenia, begin watching for a Cumberland Farms Store on the right-hand side. You will need to turn left on to the street immediately past the entrance to the store. The street is Mechanic Street. The trailhead is about one-quarter mile in on Mechanic Street on the left.

From the north: Take Route to the traffic light in Amenia (the junction of Routes 22, 44 and 343). Turn left on to Route 343 heading east for about a quarter of a mile. Make a right turn on to Mechanic Street just before the Cumberland Farms Store on the left. Proceed about a quarter of a mile and the trailhead is on your left.

Parking: If the parking lot at the Amenia trailhead is full, please backtrack towards Route 343 a few blocks and park in the Amenia town hall parking lot on your right (which is also next to the firehouse).

Section 3: Coleman Station in the Town of North East to Main Street in the village

of Millerton



Length: 3.6 miles
Present Status: Paved and open.

Natural Features, Flora & Fauna: Section 3 has six bridges, all of them fully and tastefully reconstructed. There are three picturesque rock cuts which in the summer feel many degrees cooler than anywhere else on the trail. The Webatuck Creek and Ten-Mile River periodically run alongside and cross underneath this section. The rail trail association's 4-color <u>Botanical Brochure</u> will be posted at the website soon!

Many stretches of trail in this section are built atop "pyramided" rail bed. This means that the rail bed was built up higher than the adjacent land by the original railroad builders, in some instances as much as fifty feet higher. This pyramiding affords impressive views of farmland and Indian Mountain to the east on the border of New York and Connecticut. A t the same time, the pyramiding also makes for very steep drop offs on either side of the trail, so don't gaze at the views for too long while riding your bike, or you may wind up down the embankment!

ROCK-CUT ABOUT A MILE NORTH OF COLEMAN STATION (<u>#8 on the botanical brochure map</u>).

Railroad companies blasted rock cuts to allow their train tracks to remain level despite hilly terrain. The water that trickles from a rock cut face during most of the year forms a "vertical wetland," which supports a few plants that can survive in this unusual habitat. Two of the most successful plants here are Herb Robert and Marginal Wood Fern.

WEBATUCK FLOODPLAIN

The Webatuck Creek floodplain, on the east side of the rail trail about 1.5 miles south of Millerton (just north of the Downey Road bridge), has very rich, deep soil deposited by the stream over hundreds of years. This stretch of stream has large, old silver maples, eastern cottonwoods, and sycamores. The several-hundred year old trees in this floodplain make it a fine example of the floodplain habitat. This area retains its serene timelessness through a century of development. This habitat is too fragile to permit public access." The sycamores are off the trail a bit and have huge white splotches on their bark.

Local History

Note: Many thanks to local railroad historians Heyward Cohen, Jack Shufelt, and Lou Grogan (<u>The Coming of the New York and Harlem Railroad</u>, Pawling, NY: Louis V. Grogan, 1989) for much of the railroad history that follows.

Coleman Station: Please see the history for Section 2. Click here: Section

2

Millerton: Millerton was founded in 1851 when the New York & Harlem Railroad was built through the area. The village was named for the railroad's chief engineer, Sidney Miller. In 1873, Commodore Vanderbilt acquired the New York & Harlem Railroad, and it became the Harlem Division of the New York Central & Hudson River Railroad (later shortened to the New York Central Railroad).

By 1875, **three additional train lines** came to Millerton: the Poughkeepsie and Eastern; the Dutchess and Columbia; and the Connecticut Western. These three lines had their own station separate from the Harlem Division line. It was located on Century Boulevard ("the post office street") in Millerton. These three additional rail lines were eventually incorporated into a single railroad in 1907 called The Central New England Railroad.

As part of the Vanderbilt empire, The New York Central's Hudson Division superseded the Harlem Division as part of the primary route between New York City, Albany, Buffalo and Chicago. The Harlem Division, however, served as an important rail corridor for eastern New York and western Connecticut and Massachusetts. It had connections to Vermont, northern New York, and Canada. Until the 1950's, it was the primary means of transportation for milk, raw materials, farm supplies, industrial products, consumer goods, mail, express and inter-city passenger travel.

The New York Central Railroad's Harlem Division **passenger station** built in Millerton in 1912 is remarkably well preserved. It stands on the east side of the rail bed just north of the main street intersection. The original New York & Harlem Railroad station built in 1851 still exists, too. It stands on the west side of the railroad right-of-way, opposite the New York Central one, and is occupied by a florist. Both stations are still used by local businesses.

The Millerton station was open 24 hours a day for many years to facilitate the movement of milk and freight trains that operated mainly at night. All trains, with few exceptions, stopped at Millerton to fill the locomotive tender with water until steam operations ended in 1952. The passenger station was closed in March, 1972. The freight agent's office closed in 1974, although freight service continued until 1981. The **freight station** is now a beauty salon located at the north end of the current parking lot in between to two former railroad stations. Until the railroad shut down in 1980, several agribusinesses and a propane distributor received rail shipments.

North of the passenger station is the old Borden's Milk plant located on the east side of the rail bed. Borden's is visible on the smokestack. This plant

was either a processing plant that shipped fresh, refrigerated bottled milk or a shipping station to New York City for raw, chilled milk in large cans. South of Main Street in Millerton, a spur track on the east side of the rail bed served a fuel oil and gasoline distributor. On the west side stood the famous Brick Block Hotel, an archetypal railroad hotel. Millerton is now a thriving village of just under 1,000 residents and is part of the Town of North East. The trailhead for the rail trail is in the heart of the village business district.

Directions:

Millerton trailhead:

From the South: Take Route 22 north to the traffic light in Millerton. Turn east on to Route 44. Designated parking areas for rail trail users are planned, but for now please park on side streets, and avoid parking in the parking lot of Taro's Restaurant immediately next to the trailhead. Actually, if you don't mind, after turning east on to Rt. 44 (Main Street) at the Route 22 traffic light, travel up Main Street to the big orange building on your left called Saperstein's. Turn left on to Dutchess Ave. and then turn right on to Century Blvd. There is a lot of parking on Century Blvd.and you are only a few hundred feet from the trailhead. Thanks for your patience and

From the North: Take Route 22 south to the traffic light in Millerton. Turn east on to Route 44. Please read notes about parking under "From the South."

For a longer bike ride: To continue onward to completed Section 5 of the trail and its parking lot on Under Mountain Road, make a right as you exit the trail in Millerton coming from the south. Proceed uphill through the village about a half mile to the traffic light by Cumberland Farms at the intersection of Main Street and County Route 62. Turn left on to County Route 62 also known locally as Rudd Pond Rd. About 2.5 miles from the traffic light, you will pass the entrance to Rudd Pond (Taconic State Park). Six-tenths of a mile past the park entrance is the intersection with Kaye Road. Proceed straight (do not veer left). You are now on Dutchess County Route 63, also known as Boston Corners Road. Continue 4.3 miles to the intersection with Under Mountain Road. At this intersection, go straight. You are now on Under Mountain Road. It is 1.6 miles to the parking lot on Under Mountain Road for Section 5 of the trail.

An alternative hiking trail: Between Kaye Road and Under Mountain Road on Dutchess County Route 63 is Whitehouse Crossing Road. It's 2.4 miles north of Kaye Road. A few hundred yards north of Whitehouse Crossing Road is a road on the right called Deer Run/Quarry Drive. It leads to a parking lot for the South Taconic Hiking Trail which runs parallel to the Harlem Valley Rail Trail along the western ridge of the Taconic Mountains. A "South Taconic Trails" map is available at Oblong Books and Music in downtown Millerton. The South Taconic Hiking Trail travels north from Deer Run/Quarry Road to Bash Bish Falls and Copake Falls. It offers a steep 1000 foot vertical ascent with the reward of spectacular views of the Harlem Valley, Columbia County and the Catskill Mountains to the west. The Tri-State New York-Connecticut-Massachusetts boarder is located on the side trail to Mount Frissell.

Section 4: Main Street in the village of Millerton to Under Mountain Road in the Town of Ancram



Length: About 8 miles. CLOSED to the public.

Present Status: The official word from Dutchess County is that design of this section will be done in 2005 and construction will be in 2006. The County secured federal funds for this work in 2002.

Status Details: The Harlem Valley Rail Trail Association is continually inquiring to ascertain the most current information about design and construction schedules.

Natural Features, Flora & Fauna: Wetlands are the dominant feature of this portion of the trail. It travels through a valley considered by many to be the most beautiful valley in eastern New York. The trail will run along the Taconic Hills to the west and the Taconic Range of the Berkshires to the east. The long-term goal for this section includes a side trail to Rudd Pond State Park and a walkway looping off the trail into the wetlands. There are several hiking trails nearby that ascend the 2,000-foot peaks of the Taconics. One of these trails is the Alander Mountain Trail about a half-mile east of the rail trail's Under Mountain Road parking lot.. The Appalachian Trail also traverses the Taconic Range.

Local history

The trail will parallel Route 22 which is to the west, however the trail is only near the highway briefly near Millerton. The very northern end of Section 4 is in Boston Corners, once a busy railroad junction for three railroads: the Harlem Division, the Central New England Railroad, and the Poughkeepsie & Eastern Railroad.

Near the Eddie Collins ball field between Millerton and Irondale along Route 22 was the crossing of the Newburgh, Dutchess & Connecticut Railroad (ND&C), later part of the Central New England Railroad. A connecting track

allowed the interchange of railroad cars between the Harlem Division and the ND&C Railroad which ran west from Millerton to Pine Plains and Beacon, NY. Hall of Fame baseball legend Eddie Collins was born in Millerton on May 2, 1887.

Irondale: Located just north of Millerton along Route 22, this was the site of the Millerton Iron Works furnace. It shipped pig iron to regional foundries and forges via the Harlem Division and connections with the Central New England Railroad.

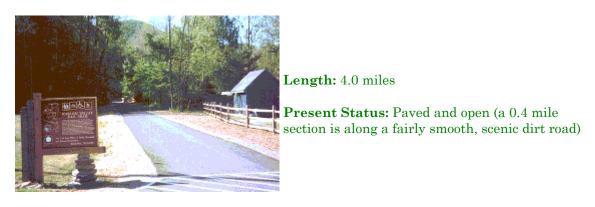
Mount Riga Station: From Mount Riga Station, located about four miles north of Millerton, to Boston Corners a few miles further north, the Harlem Division and the Central New England Railroad (CNE) ran side by side. The CNE right-of-way is clearly visible on the east side of the rail trail. The CNE ran east-west from Hartford, Connecticut to Campbell Hall, New York via the Poughkeepsie Railroad Bridge.

Boston Corners: This area has a very interesting political and social history. It was the site of a world championship heavyweight bare knuckles boxing match on October 12, 1853. A few hundred feet north after Dutchess County Route 63 becomes Under Mountain Road, there is an historical marker (a blue metal sign) on the west side of the road describing the *thirty-seven* round fight. The fight was witnessed by 3000 people, evidence that Boston Corners was a hub of activity more than one hundred years ago.

At Boston Corners, the Harlem Division and the Central New England Railroad crossed each other and shared one station. Until the 1930's, it was possible to transfer from a Harlem Division train to a CNE train to go east through Connecticut or west to Poughkeepsie and Middletown, New York. At an earlier time, the Poughkeepsie & Eastern Railroad also passed through Boston Corners on its way to the Ancram lead mines near Ancramdale, and then on to Pine Plains. The Poughkeepsie & Eastern Railroad became part of the CNE after 1900.

Directions: Parking and access will be in the village of Millerton and other places yet to be determined.

Section 5: Under Mountain Road in Ancram to the Taconic State Park entrance in Copake Falls



Status Details: From the parking lot at Under Mountain Road, the trail is paved for 2.9 miles going northward. Then the trail detours on to a scenic dirt road for 0.4 miles to bypass the only privately held parcel of rail bed between Copake Falls and Wassaic. The dirt road rejoins the paved rail trail which then continues for another half mile to Route 344 and the entrance to Taconic State Park.

Natural Features, Flora & Fauna: Section 5 is more of a deep woods trail, although it is by no means closed in by trees. It almost hugs the base of the South Taconic Mountains to the east and is bordered by agricultural lands at times on either side. Near the northern end, there are wonderful views of the Catskill Mountains to the west. Also at the northern end, you are only about a mile away from historic and scenic Bash Bish Falls. The falls are located just about a mile east of the trailhead in Copake Falls, just over the Massachusetts state border.

This segment crosses over two streams, and rattlesnakes and black bears are occasionally reported. The rail trail association's 4-color <u>Botanical Brochure</u> will be posted at the website soon.

UNDER MOUNTAIN ROCK CUT

The single rock cut north of Millerton, about 300 feet north of Under Mountain Road and 5-6 feet high, has mossy seeps and an abundance of ferns, including marginal woodfern, hayscented fern, lady fern, rock polypody, fragile fern and sensitive fern. Other unusual plants here include hazelnut, skunk cabbage (very unusual on rock) and purple-stemmed aster. It is unusual to see wetland plants like skunk cabbage growing on the walls of a rock-cut. Sometimes botanists refer to these rock-cuts and their assemblage of wetland flora as "vertical wetlands."

UNDER MOUNTAIN FERN BANK

About 120 feet north of the rock cut north of Under Mountain Road is a steep bank on the east side of the trail covered with hayscented fern, a lovely stand of a single species. Such single-species stands are helpful in teaching recognition of a particular plant, because they lack the visual confusion of a multi-species community. The juxtaposition of the multi-

species fern community on the rock cut and the single-species stand on the bank is especially serendipitous for teaching or learning ferns.

BUTTERFLY WEED GARDEN

Immediately north of farm crossing #4 (counting north from the Under Mountain Road Parking lot) is where the butterfly weed garden is located. There are 5 farm crossings, all south of the intersection with the dirt road, Valley View Road. At the garden location, there are high weedy wildflowers attracting butterflies. A partial list includes knapweed, bouncing bet, white sweet clover, mullein, queen-Anne's lace, birdfoot trefoil, bladder campion, milkweed, daisy fleabane, vipers bugloss, common burdock, ox-eye daisy, evening primrose, spotted St. Johnswort, Norway cinquefoil. Possibly these plants (common along the trail, but only here found all together) could be enhanced with plantings of other good butterfly attractants (butterfly bush, butterfly weed, bachelor's button, etc.) to form a Rail Trail butterfly garden. A rest and snack at the bench would be supplemented by the treat of dancing, nectaring butterflies.

Local history

Note: Many thanks to local railroad historians Heyward Cohen, Jack Shufelt, and Lou Grogan (<u>The Coming of the New York and Harlem Railroad</u>, Pawling, NY: Louis V. Grogan, 1989) for much of the railroad history that follows.

Copake Falls: This hamlet, originally called Copake Iron Works, established a post office in 1853. In 1909, it was briefly known as Berkshire Pass and finally became Copake Falls in 1910. The Episcopal Church of St. John in the Wilderness, adjacent to the Taconic State Park entrance, was built in 1852 by owners of the iron works. Irish workers built St. Bridget's Catholic Church in 1867. It was demolished and replaced by a new building in 1959 at the present location on Route 22.

Copake Falls is also the base of operations for the staff of **Taconic State Park**. Bash Bish Brook, which passes under the bridge just south of here, flows south from legendary and scenic Bash Bish Falls in nearby Massachusetts. The brook joins the Roeliff Jansen Kill in nearby Copake.

Taconic State Park was formed in 1925 by a five-man commission, which included **Franklin D. Roosevelt**. The park is situated at a once very active iron foundry, the Copake Iron Works. The first parcels acquired for the park included the iron works and the Bash Bish Inn property, formerly the Douglas estate, located along Bash Bish Brook. An ironworks museum is currently located at the blast furnace site, about a half mile east of the rail trail trailhead. There was a spur off of the Harlem Division rail line to serve the Copake Iron Works.

Taconic State Park now includes 5,000 acres stretching 15 miles from Catamount Ski Area south to Rudd Pond. The Harlem Valley Rail Trail is a recent (1997) addition to the park. The railroad station in Copake Falls was originally named "Copake Iron Works," but the name was later changed to "Copake Falls" when the iron works closed. The former train station is located at the rail trail trailhead and is currently occupied by the Depot Deli.

There was a milk plant south of the train station which probably was a shipping plant for raw milk in bulk cans. The plant was operated by either Borden's Milk or Sheffield Farms. Most residents of the village worked at the iron works or on dairy farms that prospered in the rich bottomlands of the valley. The community also prospered from tourists and seasonal homeowners who were attracted to the picturesque mountain scenery and rural countryside dotted with farms. Until rail service ended in 1976, freight carloads of farm machinery and lumber were unloaded on to trucks at Copake Falls for distribution to local dealers.

Directions:

Under Mountain Road trailhead (Under Mountain Road is exactly halfway between Millerton and Hillsdale along Route 22):

From the south: Take Route 22 north from Millerton for 8.6 miles. At 8.1 miles, you will pass a blue "parking area" sign for a scenic pull-off along Route 22. Exactly one-half mile past the scenic pull-off is Under Mountain Road. There is a bright blue sign just before Under Mountain Road directing motorists to the trail. Turn right on to Under Mountain Road. The trailhead and parking lot are three-tenths of a mile on the left.

From the north: Take Route 22 south from Hillsdale 8.6 miles to Under Mountain Road. Under Mountain Road is on your left, five-tenths of a mile past the Citgo gas station located at the intersection of Route 22 and Columbia County Route 3. There is a bright blue sign just before Under Mountain Road directing motorists to the trail. Turn left on to Under Mountain Road (if you pass the scenic pull-off along Route 22, you've missed the turn for Under Mountain Road). Proceed three-tenths of a mile to the trail parking lot on your left.

Valley View Road parking lots:

On Route 22, travel 11.4 miles north from Millerton (or 5.8 miles south from Hillsdale traffic light) and watch for a blue Harlem Valley Rail Trail sign that marks the intersection of Valley View Road with Route 22. This parking lot accommodates only 2-3 vehicles.

Turn east (the only way you can turn) on to Valley View Road. Proceed sixtenths of a mile to a triangular intersection (a red farm building on your left). Turn left and travel five-tenths of a mile to the dirt parking lot on your left. Halfway from the triangular intersection to the parking lot, the road becomes dirt and you might think you are lost and driving right through someone's farm. Don't worry. Proceed uphill and the parking lot is two-tenths of a mile along the dirt portion of the road on your left.

A small portion of Section 5 is not paved. Four-tenths of a mile of it detours on to the dirt portion of Valley View Road (this is because New York State was unsuccessful in purchasing a privately owned parcel of rail bed).

If you proceed north four-tenths of a mile past the first Valley View Road parking area, there is a second parking area (again, limited to 2-3 vehicles). From this parking area, the trail is then paved again as it continues northward for a little more than one-half mile to the entrance to Taconic State Park in Copake Falls.

Taconic State Park parking lot:

From the south: Take Route 22 northward. At the traffic light in Millerton, proceed northward 12.5 miles to the intersection of Routes 22 and 344. Route 344 intersects Route 22 from the right immediately past St. Bridget's Church on your right. There are also signs at the intersection for Taconic State Park and the rail trail.

Turn right on to Route 344 and proceed three-tenths of a mile to the triangular green in the center of Copake Falls. Bear to your right and proceed about three-tenths of a mile to the entrance of Taconic State Park. Please ask the park attendant where to park.

From the north: Take Route 22 southward. Travel 4.2 miles to the intersection of Routes 22 and 344. Route 344 intersects Route 22 from the left. You'll see signs on your right at this intersection for Taconic State Park and the Depot Deli.

Turn left on to Route 344 and proceed four-tenths of a mile to the triangular green in the center of Copake Falls. Bear to your left AND STOP AT THE STOP SIGN. Proceed straight and go about three-tenths of a mile to the entrance of Taconic State Park. Please ask the park attendant where to park.

Section 6: Taconic State Park entrance in Copake Falls to Chatham, NY



Present Status: Undeveloped. CLOSED to the public.

Status Details: This section of the trail is not done and is still in private ownership. An effort is underway to use federal and local matching dollars to begin acquiring the rail bed. We hope that with the success of the trail between Wassaic and Copake Falls, the construction of this long segment of trail will eventually be achieved.

Natural Features, Flora & Fauna: To be determined.

Local history

Hillsdale: The poet Edna St. Vincent Millay, who lived in Austerlitz, used the Hillsdale Station frequently. Hillsdale was the site of a 19th century iron works, and after 1900, the town had a Sheffield Farms milk plant. After the milk plant closed, it was used by a wholesale produce distributor.

Hillsdale had a cattle pen for shipping cattle by rail. Herrington's Lumber received building supply products by rail until service ended in 1976. Hillsdale was an important station for vacationers and weekenders from Columbia County and nearby Massachusetts. Children traveling to summer camps in the Berkshires took special camp trains and got off at Hillsdale. Copake Falls Station served the many camps in West Copake.

Craryville: The site of a passenger and freight station and a Borden's Milk plant. It had a spur to Copake Lake for ice harvesting and a cattle pen for shipping livestock to New York City slaughterhouses. Vacationers going to cottages and the former Copake Country Club at Copake Lake got off the train here.

Martindale: The site of a passenger station.

Philmont: This town was named for George Phillips who developed an industrial town there including textile mills. "Swiss Farms" received carloads of Canadian peat moss until the end of rail service in 1976.

Ghent: The site of the junction between the New York City Harlem Division and Boston & Albany RailroadÕs Hudson-Chatham Branch.

Chatham: A major railroad junction for the Boston & Albany Railroad's main line and a terminal for the Harlem Division, the Boston & Albany Railroad's Hudson-Chatham Branch, and the Rutland Railroad's Bennington Branch. The town had a large railroad yard and engine service facilities.

Chatham is still a railroad town in spite of the new weekenders and touristy redevelopment taking place. Until the early 1950's, milk produced in Vermont and shipped on the Rutland Railroad was transferred to the Harlem Division for New York City destinations.

This former Boston & Albany Railroad main line is a heavy-duty freight main line for the Conrail system which was just acquired by the mega-giant CSX Railroad Corporation. Amtrak also uses this railroad for its Boston-Albany passenger trains. As many as twenty long, heavy freight trains a day rumble through the village.

Chatham has a yearly Railroad Heritage Festival at the firehouse located on a vestige of the Harlem Division track. Chatham has converted about one mile of former Harlem Line track running south from the village along Route 66 to a rail trail. The trail goes through a residential part of the village. Residents use it to walk to the Grand Union shopping center.

A large Blue Seal Feeds distribution center is located in the former Harlem Division property at Chatham. Feed and grain from the midwest is unloaded from rail cars and delivered to farms in the tri-state region by truck. This replaced direct rail shipment to the small towns that lost rail services during the massive downsizing of the regional rail system in the 1970's and 1980's.

Directions

Parking and access yet to be determined.

APPENDIX E: ACCIDENT HISTORY



STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION REGION EIGHT 4 BURNETT BOULEVARD POUGHKEEPSIE, NEW YORK 12603 www.dot.state.ny.us

Robert A. Dennison III, P.E. Regional Director THOMAS J. MADISON, JR. COMMISSIONER

February 9, 2006

Deborah S. Hubbard Chazen Engineering & Land Surveying Co., P.C. 21 Fox Street Poughkeepsie, NY 12601

RE: Freedom of Information Law Request FR8-06-000354 Accident Data Route 44, T/ Amenia, Dutchess County & Route 22, T/ Amenia, Dutchess County Your Project No. 10454.00

Dear Ms. Hubbard:

This correspondence is in reference to your January 12, 2006 Freedom of Information Law (FOIL) request and will acknowledge receipt of your check in the amount of \$60.00.

Transmitted herewith is the information you requested.

Please indicate the FOIL request number when corresponding on this subject.

Sincerely, Angela K. Aiello Administrative Services Director

AKA:jjr

Attachment

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Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru 31-MAY-2002	44 82022224			83					N NUMBER								343 OVERLAP	N NUMBER	N NUMBER	SMA 999 EMS
	HIGHWAY LOCATION:	DESCRIPTION		JCT OLD NY 82A, CO 8					INVALID INTERSECTION NUMBER					BROADWAY			JCT NY 44 END ROUTE 343	INVALID INTERSECTION NUMBER	INVALID INTERSECTION NUMBER	ROUTE TOTAL EXCLUDES
		TNT. #		16					00					25			60	00	60	
	44	C E	2224	2224	2227	2228	2229	2231	2231	2232	2233	2236	2239	2243	2244	2245	1245	2245	2245	
	ROUTE:	REFERENCE MARKER	8202	8202	8202	8202	8202	8202	8202	8202	8202	8202	8202	8202	8202	8202	8204	8202	8202	
	ROL	RE	44	44	44	44	44	44	44	44	44	44	44	44	44	44	22	44	44	

Date: 02/08/06 11:35

NYSDOT Safety Information Management System Summary Report By Segment And/Or Intersection

Program: sass1704

Page: 1

*** EXCLUDES PICKUPS & VANS

** EXCLUDES PARTIALLY CODED NON-REPORTABLES

Program sass1702_all	s1702_all	NYSDOT Safety Information Management System	nagement System	Date 02/08/06 11:3{
Route: 44	C Highway Location Ref Mrkr Ra	Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Range: 44 8202 2224- 44 8202 2245 Dates: JU	n Report ccidents u MAY-31-2002 Dates: JUN-01-1999- MAY-31-2002	2002
*** Ref Mr [}]	Mrkr: 44 8202 2224 NON-INTERSECTION	SECTION ACCIDENTS ***		
JAN-09-2000	SUN Accident Class:NON-REPORTABLE	LE Police Agency:	Ca	Case: 2000-0555693 Num Of Veh:UNKNOWN
NOV-08-2000	WED 06:00FM Persons Killed Accident Class:PROPERTY DAM Type of Accident: COLLISION Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT EN	Persons Injured: 0 Exte Police Agency: Tra Road Char:STRAIGHT/	: Injuries: Control:NONE Weather:CLEAR Light Condition:UNKNOW n of Ped/Bicycle:NOT ENTERED	Case: 2000-0443699 Num Of Veh:1 N
Veh:	1 OTHER Re Num of Occupants: 1 Direction of Travel:WEST Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNKNOWN	sgistered Weight: UNKNOWN Drivers Age:67 : Property Damage: NO UNKNOWN	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	NIKINOWIN 10 10
MAR-21-2002	THU Persons Killed 0 Per Accident Class: INJURY Type of Accident: COLL. W/EARTH ELE. Manner of Collision: OTHER Road Surface Condition: SNOW/ICE Loc. of Ped/Bicycle: NOT APPLICABLE	sons Injured: 6 Exte Police Agency:DUTCH rra Road Char:CURVE AND	: Injuries: AAAB () SHERIFF DEPT Control:OTHER Weather:CLEAR Light Condition:DAYLIG n of Ped/Bicycle:NOT AFFLICABLE	Case: 2002-30439147 Num Of Veh:1 HT
Veh:	1 CAR/VAN/PICKUP Re Num of Occupants: 6 Direction of Travel:WEST Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: PAVEMENT SLIPPERY	Registered Weight: 4071 Drivers Age: 48 lic Property Damage: NO :AD	State of Registration: NY Sex:FEMALE Citation Issued: NO School Bus Involved: NO	NY ON
*** Ref Mrkr:	44 8202 2224	INTERSECTION ACCIDENTS - JCT OLD NY 82A, CO 83 *	*	

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	Accident Verbal Description Report Intersection & Non-Intersection Accidents	
Route: 44	COMPLEE ACCIMENT UNIV AVAIADE UNIV AVAIADE UNIV I - 21-2002 Highway Location Ref Mrkr Range: 44 8202 2224- 44 8202 2245 Dates: JUN-01-1999- MAY-31-2002	
*** Ref Mr]	Mrkr: 44 8202 2224 INTERSECTION ACCIDENTS - JCT OLD NY 82A, CO 83 ***	
JUN-12-1999	9 SAT04:00FM Persons Killed 0 Persons Injured: 2 Extent of Injuries: BA Case: 1999-9385209 Accident Class: INJURY Police Agency: Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZCNE Manner of Collision: RIGHT ANGLE Road Char: CURVE AND GRADE Light Condition: DAYLIGHT Road Surface Condition:DRY Road Char: CURVE AND GRADE Light Condition: DAYLIGHT Loc. of Ped/Bicycle:NOT ENTERED Action of Ped/Bicycle:NOT ENTERED	
Veh: 1	1 CAR/VAN/PICKUP Registeration:UNKNOWN 1 CAR/VAN/PICKUP Registeration:UNKNOWN Num of Occupants:2 Drivers Age:39 Sex:UNKNOWN Num of Occupants:2 Public Property Damage: NO Sex:UNKNOWN Direction of Travel:WEST Public Property Damage: NO School Bus Involved:NO Pre-Accd Action: GOING STRAIGHT AHEAD UNKNOWN Apparent Factors: UNKNOWN UNKNOWN	
Veh:	2 CAR/VAN/PICKUP Registered Weight: 4210 State of Registration:UNKNOWN Num of Occupants:2 Drivers Age:16 Sex:UNKNOWN Citations Issued:YES Direction of Travel:NORTH Public Property Damage: NO School Bus Involved:NO Pre-Accd Action: MAKING LEFT TURN DRIVER DRIVER INEXPERIENCE Apparent Factors: FAILURE TO YIELD RIGHT OF WAY DRIVER INEXPERIENCE	
JUL-07-2000	00 FRI02:00PM Persons Killed 0 Persons Injured: 0 Extent of Injuries: Case: 2000-0306376 Accident Class: PROPERTY DAMAGE Police Agency: Num Of Veh:2 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE Num Of Veh:2 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Reather: CLEAR Light Condition: DAYLIGHT Road Surface Condition:DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT Loc. of Ped/Bicycle:NOT ENTERED Action of Ped/Bicycle:NOT ENTERED Action of Ped/Bicycle:NOT ENTERED	
Veh:	1 CAR/VAN/PICKUP Registered Weight: 2878 State of Registration:UNKNOWN Num of Occupants:3 Drivers Age:17 Sex:UNKNOWN Citations Issued:NO Num of Occupants:3 Drivers Age:17 Sex:UNKNOWN Citations Issued:NO Direction of Travel:WEST Public Property Damage: NO School Bus Involved:NO Pre-Accd Action: GOING STRAIGHT AHEAD UNKNOMN UNKNOMN	
Veh:	2 CAR/VAN/FICKUP Registered Weight: 3289 State of Registration:UNKNOWN Num of Occupants:1 Drivers Age:55 Sex:UNKNOWN Citations Issued:NO Direction of Travel:EAST Public Property Damage:NO School Bus Involved:NO Pre-Accd Action: MAKING LEFT TURN School Bus Involved:NO Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN	
*** Ref Mrkr:	rkr: 44 8202 2227 NON-INTERSECTION ACCIDENTS ***	

8202 2227 NON-INTERSECTION ACCIDENTS 44 *** Ref Mrkr:

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NYSDOT Safety Information Management System

NYSDOT Safety Information Mans Accident Verbal Description Intersection & Non-Intersection Ac Complete Accident Data Only Available thru Ucomplete Accident Data Only Available thru Location Ref Mrkr Range: 44 8202 2224- 44 8202 2245	: 44 8202 2227 NON-INTERSECTION ACCIDENTS *** (Continued) MON 11:40AM PErsons Killed 0 Persons Injured: 1 Extent of Injuries: B Case: 2002-30352613 Accident Class: INJURY POLE Police Agency:DUTCHESS CO SHERIFF DEPT Num Of Veh:1 Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control:NO PASSING ZONE Manner of Collision: OTHER Road Surface Condition: SNOW/ICE Road Char:CURVE AND GRADE Light Condition:DAYLIGHT Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle:NOT APPLICABLE	CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel:WEST Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNSAFE SPEED : 44 8202 2228 NON-INTERSECTION ACCIDENTS ***	FRI 08:00AM Fersons Killed 0 Persons Injured: 1 Extent of Injuries: B Case: 1999-9543270 Accident Class:INJURY Police Agency: Num Of Veh:1 Type of Accident: COLLISION WITH OTHER Police Agency: Num Of Veh:1 Manner of Collision: OTHER Read Surface Condition: DRY Road Surface Condition: DRY Road Char:STRAIGHT/ GRADE Light Condition:DAYLIGHT Loc. of Ped/Bicycle: NOT ENTERD Action of Ped/Bicycle:NOT ENTERD	CAR/VAN/PICKUP Registered Weight: 4250 State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age:29 Sex:UNKNOMN Citation Issued: NO Direction of Travel:NORTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD UNKNOMN School Bus Involved: NO Apparent Factors: OBSTRUCTION/DEBRIS UNKNOMN	44 8202 2229 NON-INTERSECTION ACCIDENTS ***
gram sass1 e: 44	*** Ref Mrkr: 44 8202 222' JAN-07-2002 MON 11:40AM Pers Accident Class: Type of Accident Manner of Colli Road Surface Col	Veh: 1 CAR/VAN/PICKUP Num of Occupants: Direction of Trav Pre-Accd Action: Apparent Factors: *** Ref Mrkr: 44 8202 2228	SEP-17-1999 FRI 08:00AM Pers Accident Class: Type of Acciden Manner of Colli Road Surface Co Loc. of Ped/Bic	Veh: 1 CAR/VAN/PICKUP Num of Occupants: Direction of Trav Pre-Accd Action: Apparent Factors:	

Pre-Accd Action: GOING STRAIGHT AHEAD

 m sassi702.ali NYSDOT Safety Information Management Scotident Verbal Description Report Intersection Accident Non-Intersection Accident Scotident Scotident Scotident Scotidents Highway Location Ref Rick Range: 44 8202 2245 Dates actes at a scotident Scotident Class FROLERTY DATE Respective Management Scotident Class FROLERTY DATE Respective Management Scotident Class FROLERTY DATE Respective Management Scotident Class FROLERTY DATE Respective Respective Management Scotident Class FROLERTY DATE Respective Management Scotident Class FROLERTY DATE Respective Respective Management Scotident Class FROLERTY DATE Respective Management Scotident Class FROLERTY DATE Respective Management Scotident Class FROLERTY DATE Respective Management Scotident Class FRUCE Respective Management Respective Management Scotident Faderation Scotident Scotident Scotident Scotident Scotident Scotident Scotident Scotident Scotident Faderation Scotident Faderation Scotident S	Stern Date 02/08/06 11:35 Page 5 02 JUN-01-1999- MAY-31-2002	Injuries: Case: 1999-9439188 Num Of Veh:1 portrol:NO PASSING ZONE leather:CLEAR Light Condition:DAYLIGHT of Ped/Bicycle:NOT ENTERED	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	s: C Case: 2000-0366521 Num Of Veh:1 NO PASSING ZONE RAIN Light Condition:DARK-ROAD UNLIGHTED /Bicycle:NOT ENTERD	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO
Progra *** Revute: *** Revute: Ve	m sass1702_all NYSDOT Safety Information Management Sy Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-20 44 Highway Location Ref Mrkr Range: 44 8202 2224- 44 8202 2245 Dates: ef Mrkr: 44 8202 2231 NON-INTERSECTION ACCIDENTS *** (continued)	0 Persons Injured: 0 Extent of Injurie MAGE Police Agency: Traffic Control: MITH GUIDE RAIL Traffic Control: Weather MITH GUIDE RAIL Road Char:CURVE AND GRADE Weather MITHRED Road Char:CURVE AND GRADE Model Ped	CAR/VAN/FICKUP Num of Occupants: 2 Direction of Travel:EAST Public Property Damage: YES Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: TIRE FAILURE/INADEQUATE UNKNOWN	0 Persons Injured: 1 Extent of Injurie Police Agency: Police Control: N WITH GUIDERAIL - END Traffic Control: N Road Char:CURVE AND GRADE NTERED Action of Ped.	CAR/VAN/PICKUP Num of Occupants: 2 Direction of Travel:BAST Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: PAVEMENT SLIPPERY UNKNOWN

NYSDOT Safety Information Management System Date 02/08/06 11:36 Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 ef Mrkr Range: 44 8202 2245 Dates: JUN-01-1999- MAY-31-2002 NON-INTERSECTION ACCIDENTS *** (Continued)	SAT 12:00PM Persons Killed 0Persons Injured: 0Extent of Injuries:Case: 2000-0430696Accident Class: PROPERTY DAMAGEPolice Agency:Num Of Veh:2Type of Accident: COLLISION WITH MOTOR VEHICLETraffic Control:STOP SIGNNum Of Veh:2Manner of Collision: LEFT TURN (AGAINST OTHER CAR)Traffic Control:STOP SIGNNum Of Veh:2Road Surface Condition: DRYRoad Char:CURVE AND GRADELight Condition:DAYLIGHTLoc. of Ped/Bicycle: NOT ENTEREDAction of Ped/Bicycle:NOT ENTEREDAction of Ped/Bicycle:NOT ENTERED	Registered Weight: UNKNOWN Public Property Damage: NO NORTH Public Property Damage: NO NOING STRAIGHT AHEAD ALURE TO YIELD RIGHT OF WAY UNKNOWN	Registered Weight: UNKNOWN Drivers Age: 33 1:SOUTH-EAST Public Property Damage: NO INKING LEFT TURN UNKNOWN NKNOMN NKNOMN NKNOMN	Killed0PersonsInjured:0Extent of Injuries:Case: 2001-1133491PERTY DAMAGEPolice Agency:Num Of Veh:1Num Of Veh:1COLLISION WITH ANIMALPolice Agency:Traffic Control:NO PASSING ZONENum Of Veh:1COLLISION WITH ANIMALTraffic Control:NO PASSING ZONENum Of Veh:1Num Of Veh:1COLLISION WITH ANIMALTraffic Control:NO PASSING ZONENum Of Veh:1Num Of Veh:1COLLISION WITH ANIMALTraffic Control:NO PASSING ZONENum Of Veh:1Num Of Veh:1COLLISION WITH ANIMALTraffic Control:NO PASSING ZONENum Of Veh:1Num Of Veh:1COLLISION WITH ANIMALTraffic Control:NO PASSING ZONENum Of Veh:1Num Of Veh:1COLLISION WITH ANIMALTraffic Control:NO PASSING ZONENum Of Veh:1Num Of Veh:1COLLISION WITH ANIMALTraffic Control:NO PASSING ZONENum Of Veh:1Num Of Veh:1COLLISION WITH ANIMALTraffic Control:NO FAREARNum Of Veh:1Num Of Veh:1NOT ENTEREDAction of Ped/Bicycle:NOT ENTEREDAction of Ped/Bicycle:NOT ENTEREDNum Of Veh:1	1Registered Weight: 3415State of Registration: UNKNOWN1Drivers Age:37Sex:UNKNOWNe1:EASTPublic Property Damage: NOCitation Issued: NOc0ING STRAIGHT AHEADUNKNOWNSchool Bus Involved: NOANIMAL'S ACTIONUNKNOWNNNKNOWNNON-INTERSECTION ACCIDENTS ***NON-INTERSECTION ACCIDENTS ***
Program sass1702_all NY Compl Route: 44 Highway Location Ref Mrkr Range: *** Ref Mrkr: 44 8202 2231 NON-INTERSECTI	OCT-28-2000 SAT 12:00PM Persons Killed 0 Persons Accident Class: PROPERTY DAMAGE Type of Accident: COLLISION WITH MOTOR Manner of Collision: LEFT TURN (AGAINST Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT ENTERED	Veh: 1 CAR/VAN/FICKUP Num of Occupants: 2 Direction of Travel:NORTH Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: FAILURE TO YIELD RIG	Veh: 2 TRUCK Num of Occupants: 2 Direction of Travel:SOUTH-EAST Pu Pre-Accd Action: MAKING LEFT TURN Apparent Factors: UNKNOWN Truck/Bus Clsf: UNKNOWN	JAN-28-2001 SUN 09:00AM Persons Killed 0 Per Accident Class: PROPERTY DAMAGE Type of Accident: COLLISION WITH AN Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT ENTERED	<pre>Veh: 1 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel:EAST P Pre-Accd Action: GOING STRAIGHT 7 Apparent Factors: ANIMAL'S ACTION *** Ref Mrkr: 44 8202 2232 NON-INTERSECTIO</pre>

Program sass1702_	1702_all	NYSDOT Safety Information Management System	Date 02/08/06 11:35 Page 7
		Accident Verbal Description Report)
Route: 44	Compl Highway Location Ref Mrkr Range:	Intersection & Non-Intersection Accidents ete Accident Data Only Available thru MAY-31-2002 44 8202 2224- 44 8202 2245 Dates: JUN-01-1999-	MAY-31-2002
*** Dof Myrv.	** 11 R202 2232 NON-THIRESECTION	DUA NO	
TIM-16-1000	TTE 11.000 Darson	reone Initrad. 1 Extent o	7390167
		ce Agency:	Num Of Veh:1
	Type of Accident: RAN OFF ROAD ONLA Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT ENTERED	D ONLY Traffic Control:NO PASSING ZONE Weather:CLEAR Road Char:CURVE AND GRADE Light Condition:DAYLIGHT RED Action of Ped/Bicycle:NOT ENTERED	THE
- 4011	1 MOTORCVCLE	Registered Weight: INKNOWN State of Registration: UNKNOWN	a: UNKNOWN
	Num of Occupants: 1 Direction of Travel:EAST	Drivers Age: : Property Damage:	NO SE NO
	Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNSAFE SPEED	SHT AHEAD D UNKNOWN	
MAY-21-2000	SUN Persons Killed 0 Person Accident Class: PROPERTY DAMAGE Type of Accident: COLLISION WITH GUIDE Manner of Collision: OTHER Road Surface Condition: WET	Persons Injured: 0Extent of Injuries:Case: 2000-02!EEPolice Agency:Num Of Veh:1TTH GUIDE RAILTraffic Control:NO PASSING ZONENum Of Veh:1Road Char:CURVE AND GRADELight Condition:DARK-ROAD UNLIGHTED	Case: 2000-0253970 Num Of Veh:1 ROAD UNLIGHTED
	Loc. of Ped/Bicycle: NOT ENTERED	RED Action of Ped/Bicycle:NOT ENTERED	
Veh:	1 CAR/VAN/PICKUP Num of Occupants: 2 Direction of Travel:EAST Public	Registered Weight: UNKNOWN Drivers Age:58 Sex:UNKNOWN Public Property Damage:YES Sex:UNKNOWN School Bus Involved: NO	n : UNKNOWN 3. NO 3. NO 3. NO
	Apparent Factors: UNSAFE SPEED	D PAVEMENT SLIPPERY	

Program sass1702_all NYSDOT Safety Information Management System Date 02/08/06 11:35 Page 8 Accident Verbal Description Report
Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Route: 44 Highway Location Ref Mrkr Range: 44 8202 2224- 44 8202 2245 Dates: JUN-01-1999- MAY-31-2002
*** Ref Mrkr: 44 8202 2232 NON-INTERSECTION ACCIDENTS *** (Continued)
DEC-04-2001 TUE 05:15AM Persons Killed 0 Persons Injured: 1 Extent of Injuries: B Case: 2001-30256383 Accident Class: INJURY Num Of Veh:1 Type of Accident: COLLISION WITH GUIDERAIL - END Traffic Control:NO PASSING ZONE Manner of Collision: OTHER Road Char:CURVE AND GRADE Light Condition:DARK-ROAD UNLIGHTED Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle:NOT APPLICABLE
Veh:1 CAR/VAN/PICKUPRegistered Weight: UNKNOWNState of Registration: MANum of Occupants:1Drivers Age:23Sex:MALENum of Occupants:11Drivers Age:23Sex:MALENum of Occupants:1111Num of Occupants:0111Num of Occupants:1111Num of Occupants:1111Num of Occupants:1111Num of Occupants:1111Num of Occupants:1111Num of Occupants:1111Num of Oc
*** Ref Mrkr: 44 8202 2233 NON-INTERSECTION ACCIDENTS ***
NOV-10-2000FRI 10:00AM Persons Killed 0Persons Injured: 1Extent of Injuries: CCase: 2000-0450125Accident Class: INJURYPolice Agency:Num Of Veh:1Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCHTraffic Control:OTHERNum Of Veh:1Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCHTraffic Control:OTHERNum Of Veh:1Ranner of Collision: OTHERRoad Char:CURVEAnD GRADELight Condition:DAYLIGHTLoc. of Ped/Bicycle: NOT ENTEREDAction of Ped/Bicycle:NOT ENTEREDAction of Ped/Bicycle:NOT ENTERED
Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age: 43 Sex:UNKNOMN Citation Issued: NO Direction of Travel:WEST Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Second Event: COLL. W/FARTH ELE./FOCK CUT/DITCH Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY

Program sass1702_all Route: 44 Highwe	NYSDOT Safety Information Management System Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 ay Location Ref Mrkr Range: 44 8202 2224- 44 8202 2245 Dates: JUN-01-1999- MAY-31-21	Date 02/08/06 11:3f Page 9 002
*** Ref Mrkr:	44 8202 2233 NON-INTERSECTION ACCIDENTS *** (Continued)	
NOV-11-2000 SA Ac TY Ma Ma Ra Ra	SAT 01:00PM Persons Killed 0 Persons Injured: 1 Extent of Injuries: C Case: 2000-04 Accident Class: INJURY Police Agency: Num Of Veh:1 Type of Accident: COLLISION WITH GUIDE RAIL Reffic Control:NO PASSING ZONE Manner of Collision: OTHER RAIL Read Char:CURVE AND GRADE Light Condition: DAYLIGHT Road Surface Condition: WET Road Char:CURVE AND GRADE Light Condition:DAYLIGHT Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle:NOT ENTERED	Case: 2000-0453072 Num Of Veh:1 HT
Veh: 1 TF Nu Dj Pr AF	TRUCK Registered Weight: UNKNOWN State of Registration: UNKNOWN Wum of Occupants: 2 Drivers Age: 34 Sex:UNKNOWN Citation Issued: NO Direction of Travel:EAST Public Property Damage: YES Sex:UNKNOWN School Bus Involved: NO Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: ANIMAL'S ACTION Truck/Bus Clsf: UNKNOWN	Z
NOV-15-2000 WE AG TY MG RG RG LC LC	WED 12:00AM Persons Killed 0 Persons Injured: 0 Extent of Injuries: Case: 2000-04 Accident Class: PROPERTY DAMAGE Police Agency: Type of Accident: COLLISION WITH GUIDERAIL - END Traffic Control:NO PASSING ZONE Manner of Collision: OTHER Road Surface Condition: OTHER Road Surface Condition: WET Road Char:CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED Loc. of Ped/Bicycle: NOT ENTERED	Case: 2000-0462114 Num Of Veh:1 DAD UNLIGHTED
Veh: 1 C ² Di Pr Af	CAR/VAN/PICKUP Registered Weight: 3241 State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age:23 Sex:UNKNOWN Num of Travel:SOUTH Public Property Damage: YES Sex:UNKNOWN Direction of Travel:SOUTH Public Property Damage: YES Sex:UNKNOWN Pre-Accd Action: GOING STRAIGHT AHEAD Second Event: COLLISION WITH GUIDE RAIL Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY	7

Date 02/08/06 11:35	Page 11 MAY-31-2002		Case: 2000-0473521 Num Of Veh:2 DAYLIGHT RED	ration: UNKNOWN Issued: NO Jolved: NO	stration:UNKNOWN n Issued: NO Involved: NO	
Management System	iption Report on Accidents le thru MAY-31-2002 245 Dates: JUN-01-1999-	(Continued)	Extent of Injuries: CC Ca Traffic Control:NO PASSING ZONE Weather:CLEAR AND GRADE Light Condition:DAYLIGHT Action of Ped/Bicycle:NOT ENTERED	State of Registration: UNKNOWN Sex:UNKNOWN Citation Issued: NO School Bus Involved: NO	State of Regi Sex:UNKNOWN School Bus	
NYSDOT Safety Information Management System	Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Range: 44 8202 2224- 44 8202 2245 Dates: JU	NON-INTERSECTION ACCIDENTS ***	ons Injured: 2 E Police Agency: R,VEHICLE R,VEHICLE	Registered Weight: 5 Drivers Age:35 Public Property Damage: NO FT TURN UNKNOWN	Registered Weight: 3279 1 Drivers Age:78 el:EAST Public Property Damage: NO GOING STRAIGHT AHEAD DRIVER INATTENTION UNKNOWN	INTERSECTION ACCIDENTS - BROADWAY ***
Program sass1702_all	Comple Route: 44 Highway Location Ref Mrkr Range:	*** Ref Mrkr: 44 8202 2239 NON-INTE	NOV-24-2000 FRI 10:00AM Persons Killed 0 Persc Accident Class: INJURY Type of Accident: COLLISION WITH MOTO Manner of Collision: REAR END Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT ENTERED	<pre>Veh: 1 CAR/VAN/PICKUP Num of Occupants: 3 Direction of Travel:EAST Pu Pre-Accd Action: MAKING LEFT TURN Apparent Factors: UNKNOWN</pre>	Veh: 2 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel:EAST Publ Pre-Accd Action: GOING STRAIGHT AHE Apparent Factors: DRIVER INATTENTION	*** Ref Mrkr: 44 8202 2243 INTERSECT

anagement System Date 02/08/06 11:35 Fage 12 Accidents thru MAY-31-2002 Dates: JUN-01-1999- MAY-31-2002	(Continued)	Extent of Injuries: CC Case: 2000-0350087 Num Of Veh:3 Traffic Control: STOP SIGN Weather: CLEAR HT AND LEVEL Light Condition: DAYLIGHT Action of Ped/Bicycle:NOT ENTERED	State of Registration:UNKNOWN Sex:UNKNOMN Citations Issued:NO School Bus Involved:NO	Sex:UNKNOWN Citation:UNKNOWN Sex:UNKNOMN Citations Issued:NO School Bus Involved.NO vent: COLLISION WITH CURBING	State of Registration UNKNOWN Citations Issued NO School Bus Involved NO
NYSDOT Safety Information Management System Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Range: 44 8202 2224- 44 8202 2245 Dates: JUN-	INTERSECTION ACCIDENTS - BROADWAY ***	d: 2 Lce Agency: . Char: STRAIC	Registered Weight: 3191 Drivers Age 33 Public Property Damage: NO TURN TURN TIELD RIGHT OF WAY UNKNOWN	Registered Weight: UNKNOWN Drivers Age:27 Sex Public Property Damage: NO Second Event: UNKNOWN	Registered Weight: 4591 Drivers Age UNKNOWN Public Property Damage: NO UNKNOWN
ay Location Ref Mrkr I	44 8202 2243	00 WED02:00PM Persons Killed 0 Persons Injure Accident Class: INJURY Type of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: OTHER Road Surface Condition:DRY Loc. of Ped/Bicycle:NOT ENTERED	<pre>1 CAR/VAN/FICKUP Num of Occupants:2 Dt Direction of Travel:NORTH Public Propert Pre-Accd Action: MAKING LEFT TURN Apparent Factors: FAILURE TO YIELD RIGHT OF WAY</pre>	2 CAR/VAN/PICKUP Num of Occupants:1 Direction of Travel:EAST Publi Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNKNOWN	3 CAR/VAN/PICKUP Num of Occupants:UNKNOWN Direction of Travel:UNKNOMN Pre-Accd Action: PARKED Apparent Factors:OTHER (VEHICLE)
Program sass1702_all Route: 44 Highw	*** Ref Mrkr:	AUG-16-2000	Veh:	Veh:	Veh:

	Accident Verbal Description Report	Page 13
	Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002	
Route: 44	Highway Location Ref Mrkr Range: 44 8202 2224- 44 8202 2245 Dates: JUN-01-1999- MAY-31-2002	
*** Ref Mrkr:	kr: 44 8202 2243 INTERSECTION ACCIDENTS - BROADWAY ***	
MAY-10-2001	<pre>1 THU01:05PM Persons Killed 0 Persons Injured: 0 Extent of Injuries: Case: 2001-30025817 Accident Class: PROPERTY DAMGE Police AgencyDUTCHESS CO SHERIFF DEPT Num Of Veh:2 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE Manner of Collision: REAR END Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Road Surface Condition:DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Loc. of Ped/Bicycle:NOT APPLICABLE Action of Ped/Bicycle:NOT APPLICABLE</pre>	717
Veh: 1	1CAR/VAN/PICKUPRegistered Weight: 3045State of Registration:NYNum of Occupants:2Drivers Age:53Sex:MALECitations Issued:NONum of Travel:WESTPublic Property Damage: NOSchool Bus Involved:NOPre-Accd Action: MAKING LEFT TURNUNKNOWNUNKNOWN	
Veh: 2	2 CAR/VAN/FICKUPRegistered Weight: 4645State of Registration:NYNum of Occupants:1Drivers Age 21Sex:MALECitations Issued:NONum of Occupants:1Drivers Age 21Sex:MALECitations Issued:NODirection of Travel:WESTPublic Property Damage: NOSchool Bus Involved:NOPre-Accd Action: GOING STRATGHT AHEADFOLLOWING TOO CLOSELYApparent Factors: DRIVER INATTENTIONFOLLOWING TOO CLOSELY	
SEP-08-2001	<pre>1 SAT08:42PM Persons Killed 0 Persons Injured: 3 Extent of Injuries: CCC Case: 2001-30083847 Accident Class: PROPERTY DAMAGE AND INJURY Police AgencyDUTCHESS CO SHERIFF DEFT Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE Manner of Collision: UNKNOWN Road Surface Condition: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED Loc. of Ped/Bicycle: NOT APPLICABLE ACCOUNT Action of Ped/Bicycle:NOT APPLICABLE</pre>	547
Veh: 1	1 CAR/VAN/FICKUP Registered Weight: 3432 State of Registration:NY Num of Occupants:2 Drivers Age:18 Sex:MALE Citations Issued:NO Direction of Travel:WEST Public Property Damage: NO School Bus Involved:NO Pre-Accd Action: MAKING LEFT TURN Second Event: COLL. W/LIGHT SUPPORT/UTILITY POLE Apparent Factors:NOT APPLICABLE UNKNOMN	
Veh: 2	.R/VAN/PICKUP um of Occupants:1 rection of Trav. e-Accd Action: parent Factors:	
*** Ref Mrkr:	kr: 44 8202 2244 NON-INTERSECTION ACCIDENTS ***	

* Ref Mrkr: 44 8202 2244 NON-INTERSECTION ACCIDENTS ***

Date 02/08/06 11:35 Pare 13

NYSDOT Safety Information Management System Accident Verbal Description Report

Program sass1702_all	ss1702_all	NYSDOT Safety Information Management System Accident Verbal Description Report		Date 02/08/06 11:35 Page 14
Route: 44	Compl Highway Location Ref Mrkr Range:	Complete Accident Data Only Available thru MAY-31-2002 Range: 44 8202 2224- 44 8202 2245 Dates: JU	u MAY-31-2002 u Dates: JUN-01-1999- MAY-31-2002	
*** Ref Mrkr:	44 8202 2244	NON-INTERSECTION ACCIDENTS ***	(Continued)	
JAN-14-2002	2 MON 06:25PM Accident Class:NON-REPORTABLE	BLE Police Agency:DOVER PLAINS	SP	Case: 2002-30351507 Num Of Veh:1
*** Ref Mrkr:	44 8202 2245	INVALID INTERSECTION NUMBER ***		
JAN-16-2000) SUN Accident Class:NON-REPORTABLE	BLE Police Agency:	Case: 200 Num Of V	Case: 2000-0561351 Num Of Veh:UNKNOWN
APR-24-2000	MON 02:00PM Persons Killed 0 Persons Injure Accident Class: PROPERTY DAMAGE Po Type of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: LEFT TURN (WITH OTHER CAR Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT ENTERED	d: 0 Exte lice Agency: Tra) 1 Char:STRAIGHT A	juries: trol:NO PASSING ZONE ather:CLEAR Light Condition:DAYLIG f Ped/Bicycle:NOT ENTERED	Case: 2000-0225121 Num Of Veh:2 HT
Veh:	<pre>1 CAR/VAN/PICKUP Num of Occupants: UNKNOWN Direction of Travel:WEST Pre-Accd Action: PARKED Apparent Factors: UNKNOWN</pre>	Registered Weight: UNKNOWN Drivers Age:UNKNOWN Public Property Damage:NO UNKNOWN	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	
Veh:	<pre>2 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel:EAST Pre-Accd Action: BACKING Apparent Factors: BACKING UNSAFELY</pre>	Registered Weight: 3125 Drivers Age: 72 blic Property Damage: NO UNKNOWN	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	
*** Ref Mrkr:	44 8202 2245	NON-INTERSECTION ACCIDENTS ***		

Program SaSSI/UZ, *** Ref Mrkr: JAN-22-2002 TUE TYP Man Roa Roa Veh: 1 CAR Veh: 1 CAR Pre Pre	-all hway Location Ref Mr 44 8202 2245 NON-II 06:50PM Persons Kill ident Class: PROPERTY e of Accident: COLLI ident Class: PROPERTY d Surface Condition: OTH d Surface Cond	YSJ 1 1 1 1 1 1 1 1 1 1 1 1 1	DOT Safety Information Management System f Accident Verbal Description Report Intersection & Non-Intersection Accidents Accident Data Only Available thru MAY-31-2002 4 8202 2244 8202 2245 Dates: JUN-01-1999- MAY-31-20 4 8202 2224- 44 8202 2245 Dates: JUN-01-1999- MAY-31-20 Accident Data Only Available thru MAY-31-2002 accident Date of Injuries: Non-Intertion: NY New Non-Interest Action of Ped/Bicycle: NOT APPLICABLE Registered Weight: 3022 State Of Registration: NY Drivers Age: 68 Sex: FEMALE School Bus Involved: NO It Property Damage: NO NNKNOWN	Date 02/08/06 11:3f Page 16 Page 16 Page 16 Case: 2002-30384880 Num Of Veh:1 Num Of Veh:1 ICABLE ANKNOWN ICABLE Fation: NY Ssued: NO Jolved: NO
-	Killed ERTY DAM JLLISION : OTHER ion: DRY : NOT AP : NOT AP :WEST TNG STRP M APPLIC	: Inju Rc lister Frope	Extent of Injuries: :NOT ENTERED Traffic Control:NONE Weather:OTHER AND GRADE Light Conditio Action of Ped/Bicycle:NOT A Action of Ped/Bicycle:NOT A 13 Sex:FEMALE State of Regi Sex:FEMALE School Bus KNOMN	Case: 2002-30393388 Num Of Veh:1 PPLICABLE stration: NY n Issued: NO Involved: NO

Accident Verbal Description Report Page 17 Intersection & Non-Intersection Accidents Page 17 Complete Accident Data Only Available thru MAY-31-2002 Page 17 Range: 44 8202 2224- 44 8202 2245 Dates: JUN-01-1999- MAY-31-2002 MAY-31-2002 RsecrION ACCIDENTS ** (Continued)	Injured: 1 Extent of Injuries: C Case: 2002-30434323 RY Police Agency:DOVER PLAINS SP Num Of Veh:4 Traffic Control:NONE Weather:CLEAR Road Char:STRAIGHT AND LEVEL Light Condition:DAYLIGHT Action of Ped/Bicycle:NOT APPLICABLE	Registered Weight: 2523State of Registration: NYDrivers Age:38Sex:MALEPublic Property Damage: NORUBLIC PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPER	Registered Weight: UNKNOWNState of Registration: CTDrivers Age: 28Drivers Age: 28Public Property Damage: NOSex:MALEAHEADUNKNOWN	Registered Weight: 3269State of Registration: NYDrivers Age: 76Sex:FEMALEPublic Property Damage: NOAHEADUNKNOWN	Registered Weight:2337State of Registration: NYDrivers Age:UNKNOWNSex:UNKNOWNCitation Issued: NOPublic Property Damage: NOSchool Bus Involved: NOUNKNOWNUNKNOWNSchool Bus Involved: NO	- JCT NY 44 END ROUTE 343 OVERLAP ***
ighway Location Ref Mrkr 44 8202 2245 NON-INTE	SAT 11:20AM Persons Killed 0 Persons Injured: Accident Class: PROPERTY DAMAGE AND INJURY Poli Type of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: OTHER Road Surface Condition: DRY Road C Loc. of Ped/Bicycle: NOT APPLICABLE	CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel:SOUTH Public Property Pre-Accd Action: MAKING LEFT TURN Apparent Factors: FAILURE TO YIELD RIGHT OF WAY	CAR/VAN/PICKUP Registered Num of Occupants: 1 Direction of Travel:WEST Public Property Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: NOT APPLICABLE	CAR/VAN/PICKUP Registered Num of Occupants: 1 Driv Direction of Travel:EAST Public Property Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: NOT APPLICABLE	CAR/VAN/PICKUP Registered Num of Occupants:1 Driv Direction of Travel:UNKNOWN Public Property Pre-Accd Action: PARKED Apparent Factors: UNKNOWN	22 8204 1245 INTERSECTION ACCIDENTS -
.oute: 44 H. *** Ref Mrkr:	IAR-30-2002	Veh: 1	Veh: 2	Veh: 3	Veh: 4	*** Ref Mrkr.

Date 02/08/06 11:35 Page 17

NYSDOT Safety Information Management System

Intersection & Non-Complete Accident Data Only Koute: 44 #*** Ref Mrkr: 22 8204 1245 INTERSECTION ACCIDENTS - JCT NY 44 #PR-08-2002 MON7:45FM Persons Killed 0 Persons Injured: 1 APR-08-2002 MON7:45FM Persons Killed 0 Persons Injured: 1 APR-08-2002 MON7:45FM Persons Killed 0 Persons Injured: 1 Process MUNTY Processes Medition: EGM Yupe of Accident: COLLSION WITH MOTOR VEHICLE Redistered Weig Namer of Collision: ENT ANGLE Road Char: Loc. of Ped/Bicycle:NOT APPLICABLE Road Char: Neh: 1 CAR/VAN/PICKUF Registered Weig Veh: 1 CAR/VAN/PICKUF Registered Weig Veh: 1 CAR/VAN/PICKUF Registered Weig Nam of Occupants:1 Durivers: Drivestion of Travel:SOUTH Public Property Dame Pre-Accd Action: MAKING LEFT TURN Registered Weig Drivers Neh: 2 CAN/VAN/PICKUF Registered Weig Veh: 2 CAN/VAN/PICKUF Registered Weig Veh: 2 CAN/VAN/PICKUF Registered Weig Num of Occupants:2 Num<

Date 02/08/06 11:35 Page 19

NYSDOT Safety Information Management System Accident Verbal Description Report

Intersection & Non-Intersection Accidents

Complete Accident Data Only Available thru MAY-31-2002

Dates: JUN-01-1999- MAY-31-2002 Highway Location Ref Mrkr Range: 44 82022224 - 44 82022245 Route: 44

Total Number of Accidents Printed 36

Absence of Reference Marker or Intersection within a specified roadway section & time period indicates no accidents found

*** End of Report ***

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** EXCLUDES PARTIALLY CODED NON-REPORTABLES

*** EXCLUDES PICKUPS & VANS

sass1704
Program:

NYSDOT Safety Information Management System Summary Report By Segment And/Or Intersection Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru 31-MAY-2002

0 7 0 0 0 7 7 7 1 r-H FIXED PED& TRUCK LIGHT CONDITION OBJ BIKE *** DWN/DSK DAY NIGHT ** ** ** ** ** ** ** ** 0 H O 0 1 0 \sim H C -----0 0 0 0 0 0 0 0 0 0 0 0 ł I. 0 0 0 0 0 0 0 0 0 C 31-MAY-2002 0 ſ 0 $^{\circ}$ 0 0 0 0 0 C 0 0 \leftarrow I NUMBER OF ACCIDENTS 0 0 0 0 0 0 0 0 C i 01-JUN-1999 WET ROAD * * 0 0 0 0 0 0 \sim 0 0 0 C 0 0 0 0 Ч 0 0 --N/R1 DATES: m O 0 \sim 0 0 0 0 ~ $^{\circ}$ C PDO 0 0 0 0 <u>____</u> Ч \leftarrow $\overline{}$ ΓNΊ 1 22 82041245 0 0 0 0 0 0 0 0 0 0 0 FTLTOTAL ~ \sim **с**---| $\overline{}$ \sim 0 0 \sim ∞ 1 ī. T 22 82041190 JCT NY 44 END ROUTE 343 OVERLAP INVALID INTERSECTION NUMBER INVALID INTERSECTION NUMBER INVALID INTERSECTION NUMBER HIGHWAY LOCATION: DESCRIPTION TNT. # 02 60 04 05 1239 1242 1243 1236 1237 1238 12411243 1245 1245 8204 1235 22 REFERENCE MARKER 8204 8204 8204 8204 8204 8204 8204 8204 8204 8204 ROUTE: 22

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ROUTE TOTAL EXCLUDES 999 RMS

** EXCLUDES PARTIALLY CODED NON-REPORTABLES

*** EXCLUDES PICKUPS & VANS

Date: 02/08/06 11:38 Page: 2

Program sass1702_all	NYSDOT Safety Information Management System
Route: 22	Page 1 Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999- MAY-31-2002
*** Ref Mrkr:	cr: 22 8204 1190 NON-INTERSECTION ACCIDENTS ***
NOV-19-1999	FRI 07:00PM Persons Killed 0Persons Injured: 0Extent of Injuries:Case: 1999-9616858Accident Class: PROPERTY DAMAGEPolice Agency:Num Of Veh:1Type of Accident: COLLISION WITH ANIMALTraffic Control: NO PASSING ZONENum Of Veh:1Type of Accident: COLLISION WITH ANIMALTraffic Control: NO PASSING ZONENum Of Veh:1Ranner of Collision: OTHERReather:CLEARNeather:CLEARRoad Surface Condition: DRYRoad Char:STRAIGHT/ GRADELight Condition:DARK-ROAD UNLIGHTEDLoc. of Ped/Bicycle: NOT ENTEREDAction of Ped/Bicycle:NOT ENTERED
Veh: 1	1 CAR/VAN/FICKUP Num of Occupants: 1 Num of Occupants: 1 Drivers Age: 42 Direction of Travel:NORTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: ANIMAL'S ACTION UNKNOMN NENNOMN
MAR-27-2000	MON 03:00PM Persons Killed 0Persons Injured: 0Extent of Injuries:Case: 2000-0197515Accident Class: PROPERTY DAMAGEPolice Agency:Num Of Veh:2Type of Accident: COLLISION WITH MOTOR VEHICLETraffic Control:NO PASSING ZONENum Of Veh:2Ranner of Collision: SIDESWIPERoad Char:STRAIGHT AND LEVELLight Condition:DAYLIGHTRoad Surface Condition: DRYRoad Char:STRAIGHT AND LEVELLight Condition:DAYLIGHTLoc. of Ped/Bicycle: NOT ENTEREDAction of Ped/Bicycle:NOT ENTERED
Veh: 1	1 TRUCKRegistered Weight: UNKNOWNState of Registration: UNKNOWNNum of Occupants: 4Drivers Age: 25Sex:UNKNOWNNum of Occupants: 4Dublic Property Damage: NOCitation Issued: YESDirection of Travel:SOUTHPublic Property Damage: NOSchool Bus Involved: NOPre-Accd Action: GOING STRAIGHT AHEADApparent Factors: FAILURE TO YIELD RIGHT OF WAYANIMAL'S ACTIONTruck/Bus Clsf: 2 AX SINGLE UNIT BOXNIT BOXANIMAL'S ACTION
Veh: 2 TY NN D D P P	2 TRUCK Registered Weight: UNKNOWN State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age:27 Sex:UNKNOWN Citation Issued: NO Direction of Travel:NOTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD UNKNOMN School Bus Involved: NO Apparent Factors: UNKNOMN Truck/Bus Clsf: 2 AX SINGLE UNIT BOX

8204 1191 NON-INTERSECTION ACCIDENTS *** 22 Ref Mrkr:

Program sass1702_all NYSDOT Safety Information Management System Date 02/08/06 11:35 Page 2 Accident Verbal Description Report Page 2 Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 MAY-31-2002 Route: 22 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999- MAY-31-2002	<pre>*** Ref Mrkr: 22 8204 1191 NON-INTERSECTION ACCIDENTS *** (continued) DEC-17-1999 FRI 04:00PM Persons Killed 0 Persons Injured: 1 Extent of Injuries: C Case: 1999-9651535 Accident Class:INJURY Police Agency: Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control:NO PASSING ZONE Manner of Collision: OVERTAKING Road Surface Condition: DRY Road Char:CURVE AND LEVEL Light Condition:DAYLIGHT Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle:NOT ENTERED Action of Ped/Bicycle:NOT ENTERED Action of Ped/Bicycle:NOT ENTERED </pre>	Veh: 1 CAR/VAN/PICKUP Registered Weight: 2926 State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age: 85 Sex:UNKNOWN Citation Issued: NO Direction of Travel:SOUTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD UNKNOWN WNKNOWN	Veh: 2 CAR/VAN/PICKUP Registered Weight: 3405 State of Registration: UNKNOWN Num of Occupants: 3 Drivers Age: 23 Sex:UNKNOWN Citation Issued: NO Direction of Travel:SOUTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION	<pre>*** Ref Mrkr: 22 8204 1192 INVALID INTERSECTION NUMBER *** MAY-26-2000 FRI 10:00AM Persons Killed 0 Persons Injured: 2 Extent of Injuries: BC Case: 2000-0259240 Accident Class:INJURY Police Agency: Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control:STOP SIGN Manner of Collision: HEAD ON Road Surface Condition: DRY Road Char:STRAIGHT AND LEVEL Light Condition:DAYLIGHT Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle:NOT ENTERED </pre>	Veh:1 CAR/VAN/PICKUPRegistered Weight: 3941State of Registration: UNKNOMNum of Occupants:2Drivers Age:47Sex:UNKNOMNum of Travel:NORTHPublic Property Damage:NOCitation Issued: NOPre-Accd Action:GOING STRAIGHT AHEADUNKNOMCitation Involved: NOApparent Factors:UNKNOMUNKNOMUNKNOM	<pre>Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age: 21 Sex:UNKNOWN Citation Issued: YES Direction of Travel:SOUTH-WEST Public Property Damage: NO Pre-Accd Action: MAKING LEFT TURN</pre>
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Program sass1702_all	s1702_ali	NYSDOT Safety Information Management System	Date 02/08/06 11:	
Route: 22	Comple Highway Location Ref Mrkr Range:	Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Range: 22 8204 1190- 22 8204 1245 Dates: JU	1t 31-2002 ates: JUN-01-1999- MAY-31-2002	т аде а
*** Ref Mrkr:	cr: 22 8204 1193 INVALID INTERSECT	ECTION NUMBER ***		
AUG-06-1999	FRI 04:00PM Persons Killed 0 Persons Injure Accident Class:INJURY Po Type of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: RIGHT ANGLE Road Surface Condition: DRY Roac Loc. of Ped/Bicycle: NOT ENTERED	d: 1 Exte lice Agency: Tra 1 Char:STRAIGHT A	<pre>mt of Injuries: C Case: 1999-9484488</pre>	
Veh:	1 CAR/VAN/PICKUP Re Num of Occupants: 1 Direction of Travel:SOUTH Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNKNOWN	Registered Weight: 2745 Drivers Age:56 Public Property Damage: NO HT AHEAD UNKNOWN	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	
Veh:	<pre>2 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel:WEST Pul Pre-Accd Action: MAKING LEFT TURN Apparent Factors: FAILURE TO YIELD</pre>	Registered Weight: 2564 Drivers Age:25 Public Property Damage:NO TURN TURN TIELD RIGHT OF WAY UNKNOWN	State of Registration: UNKNOWN Citation Issued: YES Sex:UNKNOWN School Bus Involved: NO	
OCT-04-2000	WED 04:00PM Persons Killed 0 Persons Injure Accident Class:PROPERTY DAMAGE Po Type of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: HEAD ON Road Surface Condition: DRY Roac Loc. of Ped/Bicycle: NOT ENTERED	ed: 0 Exte lice Agency: Tra 1 Char:STRAIGHT A	<pre>nt of Injuries: Case: 2000-0403928</pre>	
Veh:	1 CAR/VAN/PICKUP Re Num of Occupants: 1 Direction of Travel:NORTH Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNKNOWN	Registered Weight: UNKNOWN Drivers Age:40 Public Property Damage:NO HT AHEAD UNKNOWN	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	
Veh:	2 CAR/VAN/PICKUP Reg Num of Occupants: 11 Direction of Travel:WEST Public Pre-Accd Action: MAKING LEFT TURN Apparent Factors: PASSENGER DISTRACTION	yistered Weight: Drivers Age: Property Damage:	5526 State of Registration: UNKNOWN 37 Sex:UNKNOWN Citation Issued: NO NO School Bus Involved: NO FAILURE TO YIELD RIGHT OF WAY	

Program sass1702_all NYSDOT Safety Information Management System Accident Verbal Description Report Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Route: 22 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999- MAY-	Date 02/08/06 11:35 Page 4 -1999- MAY-31-2002
*** Ref Mrkr: 22 8204 1196 NON-INTERSECTION ACCIDENTS ***	
JUN-18-2000 SUN Accident Class:NON-REPORTABLE Police Agency:	Case: 2000-0680528 Num Of Veh:UNKNOWN
*** Ref Mrkr: 22 8204 1197 NON-INTERSECTION ACCIDENTS ***	
JUN-07-1999 MON Accident Class:NON-REPORTABLE Police Agency:	Case: 1999-9375535 Num Of Veh:UNKNOWN
OCT-12-1999 TUE 11:00AM Persons Killed 0 Persons Injured: 0 Extent of Injuries: Ca Accident Class: PROPERTY DAMAGE Police Agency: N N Type of Accident: COLLISION WITH ANIMAL Police Agency: Traffic Control:NONE N Type of Accident: COLLISION WITH ANIMAL Raffic Control:NONE Meather:CLEAR N Ranner of Collision: OTHER Road Char:STRAIGHT AND LEVEL Light Condition:DAYLIGHT Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle:NOT ENTERED Action of Ped/Bicycle:NOT ENTERED	Case: 1999-9570710 Num Of Veh:1 dition:DAYLIGHT NOT ENTERED
<pre>Veh: 1 CAR/VAN/PICKUP Registered Weight: 3167 State of Registration: UN Num of Occupants: 1 Drivers Age: 82 Sex:UNKNOWN Citation Issued: NO Direction of Travel:NOTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: ANIMAL'S ACTION UNKNOWN UNKNOWN</pre>	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO
*** Ref Mrkr: 22 8204 1198 NON-INTERSECTION ACCIDENTS ***	
NOV-01-1999MON 05:00AM Persons Killed 0Persons Injured: 0Extent of Injuries:Accident Class: PROPERTY DAMAGEPolice Agency:Traffic Control:NONEType of Accident: COLLISION WITH ANIMALPolice Agency:Traffic Control:NONEManner of Collision: OTHERRoad Char:STRAIGHT AND LEVELLight Condition:DAWNLoc. of Ped/Bicycle: NOT ENTEREDAction of Ped/Bicycle:NOT ENTERED	Case: 1999-9594089 Num Of Veh:1 dition:DAWN NOT ENTERED
Veh: 1 CAR/VAN/PICKUP Registered Weight: 2970 State of Registration: Num of Occupants: 1 Drivers Age: 31 Sex:UNKNOWN Citation Issued: Direction of Travel:SOUTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: ANIMAL'S ACTION UNKNOWN	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO

Program sass1702_all		NYSDOT Safety Information Management System Accident Verhal Description Report	unagement System Date 02/08/06 11:39 on Report
Route: 22	Compl Highway Location Ref Mrkr Range:	In ete A ²²	Accidents nru MAY-31-2002 Dates: JUN-01-1999- MAY-31-2002
*** Ref Mrkr:	kr: 22 8204 1200 NON-INTERSECTION	TION ACCIDENTS ***	
DEC-17-1999	FRI 01:00PM Persons Killed 0 Per Accident Class:INJURY Type of Accident: COLL. W/EARTH ELE Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT ENTERED	sons Injured: 2 Exte Police Agency: ./ROCK CUT/DITCH Tra Road Char:CURVE AND	Extent of Injuries: CB Case: 1999-9437181 Num Of Veh:3 Traffic Control:NO PASSING ZONE Weather:CLEAR AND LEVEL Light Condition:DAYLIGHT Action of Ped/Bicycle:NOT ENTERED
Veh:	<pre>1 TRUCK 1 TRUCK Num of Occupants: 1 Direction of Travel:NORTH Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: OTHER (HUMAN) Truck/Bus Clsf: 2 AX TRAILER, 3 AX TRA</pre>	sgistered Weight: 80000 Drivers Age:52 Property Damage:NO Second UNKNOWN CTOR PLATFORM	State of Registration: UNKNOWN Sex:UNKNOWN Citation Issued: NO School Bus Involved: NO Event: COLLISION WITH MOTOR VEHICLE
Veh:	<pre>2 CAR/VAN/PICKUP 2 Uum of Occupants: 2 Num of Travel:SOUTH Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNKNOWN</pre>	Registered Weight: 3813 Drivers Age:72 Public Property Damage:NO AT AHEAD UNNKNOWN	State of Registration: UNKNOWN Sex:UNKNOWN Citation Issued: NO School Bus Involved: NO
Veh:	3 CAR/VAN/FICKUP Re Num of Occupants: 2 Direction of Travel:SOUTH Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNKNOWN	Registered Weight: 9500 Drivers Age:38 Public Property Damage:NO HT AHEAD UNKNOWN	State of Registration: UNKNOWN Sex:UNKNOWN Citation Issued: NO School Bus Involved: NO
JUL-10-2000) MON Accident Class:NON-REPORTABLE	Police Agency:	Case: 2000-0698078 Num Of Veh:UNKNOWN

Program sass1702_all	ss1702_all	NYSDOT Safety Information Management System		Date 02/08/06 11:35 Page 7
Route: 22	Compl Highway Location Ref Mrkr Range:	Accident Verbal Description Keport Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Range: 22 8204 1190- 22 8204 1245 Dates: JU	tion Keport Accidents thru MAY-31-2002 5 Dates: JUN-01-1999- MAY-31-2002	
*** Ref Mrkr:	22 8204 1201	INVALID INTERSECTION NUMBER ***	(Continued)	
MAY-12-2000	D FRI 09:00AM Persons Killed 0 Persons Injure Accident Class: PROPERTY DAMAGE Po Type of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: LEFT TURN (AGAINST OTHER (Road Surface Condition: WET NET Loc. of Ped/Bicycle: NOT ENTERED	d: 0 lice Agency: CAR) 1 Char:STRAIGH	Extent of Injuries: Case: 2000-02 Traffic Control:NO PASSING ZONE Weather:RAIN Tr GRADE Light Condition:DAYLIGHT Action of Ped/Bicycle:NOT ENTERED	Case: 2000-0243043 Num Of Veh:2 HT
Veh:	<pre>1 CAR/VAN/FICKUP Re Num of Occupants: 4 Direction of Travel:SOUTH Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNKNOWN</pre>	Registered Weight: 2847 Drivers Age: 31 Public Property Damage: NO 3HT AHEAD UNKNOWN	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	NM
Veh:	<pre>2 CAR/VAN/PICKUP Num of Occupants: 2 Direction of Travel:NORTH Pu Pre-Accd Action: MAKING LEFT TURN Apparent Factors: TURNING IMPROPER</pre>	Registered Weight: 3393 Drivers Age:77 Public Property Damage: NO TURN ROPER UNKNOWN	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	NIM
*** Ref Mrkr:	kr: 22 8204 1201 NON-INTERSECTION	SCTION ACCIDENTS ***		
FEB-25-2000	<pre>D FRI 11:00AM Persons Killed 0 Persons Injure Accident Class:PROPERTY DAMAGE Po Type of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: OVERTAKING Road Surface Condition: WET Loc. of Ped/Bicycle: NOT ENTERED</pre>	d: 0 Exte lice Agency: Tre Tre 1 Char:CURVE AND	E Injuries: Control:NO PASSING ZONE Weather:RAIN Light Condition:DAYLIG n of Ped/Bicycle:NOT ENTERED	Case: 2000-0167359 Num Of Veh:2 HT
Veh:	<pre>1 CAR/VAN/PICKUP Num of Occupants: 2 Direction of Travel:SOUTH Publ Pre-Accd Action: SLOWED OR STOPPING Apparent Factors: UNKNOWN</pre>	Registered Weight: 5199 Drivers Age:77 Public Property Damage:NO TOPPING UNKNOWN	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	NIM
Veh:	2 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel:SOUTH Public Pre-Accd Action: SLOWED OR STOPPING Apparent Factors: FOLLOWING TOO CLOSELY	<pre>jistered Weight: 3839 Drivers Age:37 Property Damage: NO OTHER</pre>	State of Registration: UNKNOWN Sex:UNKNOWN Citation Issued: NO School Bus Involved: NO (VEHICLE)	NM

Program sass1702_all Route: 22 Highwa *** Ref Mrkr: 22 SEP-04-2000 MON 09 SEP-04-2000 MON 09 Accid Type Road d Loc. 0 Direc Pre-A Appar Veh: 1 CAR/V Num 0 Direc Pre-A Appar Veh: 2 CAR/V Num 0 Direc Pre-A Appar
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Date 02/08/06 11:35	Раде 9 1999- МАҮ-31-2002		s: A Case: 2000-0350004 Num Of Veh:2 NO PASSING ZONE CLEAR Light Condition:DUSK /Bicycle:NOT ENTERED	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	State of Registration: UNKNOWN Citation Issued: YES School Bus Involved: NO
nt System	ort s /-31-2002 Dates: JUN-01-1999-	ued)	mt of Injuries: A affic Control:NO PASSING ZONE Weather:CLEAR ND LEVEL Light Condition:DUSR Action of Ped/Bicycle:NOT ENTERED		
Managemen	iption Repoi on Accidents e thru MAY- ² 45 De	(Continued)	Extent of Injuries: A Traffic Control:NO PASSING ZONE Weather:CLEAR IT AND LEVEL Light Condition Action of Ped/Bicycle:NOT EN	Sex : UNKNOWN	Sex: UNKNOWN
NYSDOT Safety Information Management System	Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Range: 22 8204 1190- 22 8204 1245 Dates: JU	ECTION ACCIDENTS ***	Persons Injured: 1 E Police Agency: TTH MOTOR VEHICLE Road Char:STRAIGH	Registered Weight: 3701 Drivers Age:29 Public Property Damage:NO CGHT AHEAD UNKNOWN	Registered Weight: UNKNOWN Drivers Age:18 Public Property Damage: NO IGHT AHEAD ICLE) UNKNOWN
s1702_all	Comple Highway Location Ref Mrkr Range:	Mrkr: 22 8204 1204 NON-INTERSECTION	FRI 06:00PM Persons Killed 0 Persons Injure Accident Class: INJURY Po Type of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: REAR END Road Surface Condition: DRY Roac Loc. of Ped/Bicycle: NOT ENTERED	<pre>1 CAR/VAN/PICKUP Re Num of Occupants: 1 Direction of Travel:SOUTH Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNKNOWN</pre>	2 OTHER Num of Occupants: 1 Direction of Travel:SOUTH Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: OTHER (VEHICLE)
Program sass1702_all	Route: 22	*** Ref Mr	ост-20-2000	Veh:	Veh:

	rt	rage
	Intersection & Non-Intersection Accidents ete Accident Data Only Available thru MAY-31-2002	
koute: 22 *** Ref Mrk	: Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999- MAY-31-2002 Mrkr: 22 8204 1207 NON-INTERSECTION ACCIDENTS ***	
NOV-18-1999	THU 12:00PM Persons Killed 0Persons Injured: 1Extent of Injuries: CCase: 1999-9615715Accident Class:INJURYPolice Agency:Num Of Veh:1Type of Accident: COLLISION WITH GUIDE RAILPolice Agency:Num Of Veh:1Type of Accident: COLLISION WITH GUIDE RAILTraffic Control:NO PASSING ZONENum Of Veh:1Ranner of Collision: OTHERRoad Char:STRAIGHT AND LEVELLight Condition:DAYLIGHTRoad Surface Condition: DRYNOT ENTEREDAction of Ped/Bicycle:NOT ENTERED	115
Veh: 1	1CAR/VAN/PICKUPRegistered Weight: 3096State of Registration: UNKNOWNNum of Occupants: 1Drivers Age: 24Sex:UNKNOWNNum of Occupants: 1Drivers Age: 24Sex:UNKNOWNDirection of Travel:SOUTHPublic Property Damage: YESCitation Issued: YESPre-Accd Action: GOING STRAIGHT AHEADOTHER (VEHICLE)OTHER (VEHICLE)	
JAN-11-2000	<pre>TUE 03:00AM Persons Killed 0 Persons Injured: 1 Extent of Injuries: C Case: 2000-0112606 Accident Class:INJURY Police Agency: Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control:NO PASSING ZONE Manner of Collision: OTHER Reacher:CLOUDY Nanner of Collision: SNOW/ICE Road Char:CURVE AND GRADE Light Condition:DARK-ROAD UNLIGHTED Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle:NOT ENTERED</pre>	506
Veh: 1	10THERRegistered Weight: UNKNOWNState of Registration: UNKNOWNNum of Occupants: 1Drivers Age: 27Sex:UNKNOWNCitation Issued: NODirection of Travel:SOUTHPublic Property Damage: NOSex:UNKNOWNCitation Issued: NOPre-Accd Action: GOING STRAIGHT AHEADApparent Factors: PAVEMENT SLIPPERYUNKNOWN	
*** Ref Mrkr:	kr: 22 8204 1208 NON-INTERSECTION ACCIDENTS ***	

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NYSDOT Safety Information Management System

Date 02/08/06 11:35 Page 12 MAY-31-2002		s: Case: 2000-0502566 Num Of Veh:1 NONE CLOUDY Light Condition:DARK-ROAD UNLIGHTED /Bicycle:NOT ENTERED	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	s: BC Case: 1999-9203287 Num Of Veh:1 NO PASSING ZONE RAIN Light Condition:DARK-ROAD UNLIGHTED /Bicycle:NOT ENTERED	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO
NYSDOT Safety Information Management System Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999-	ON ACCIDENTS *** (Continued)	<pre>% Injured: 0 Extent of Injurie Police Agency: Traffic Control: Weather Road Char:STRAIGHT AND LEVEL Action of Ped</pre>	Registered Weight: 3052 Drivers Age: 49 wblic Property Damage: NO AHEAD UNKNOWN N ACCIDENTS ***	s Injured: 2 Extent of Injurie Police Agency: RAIL Traffic Control: Weather Road Char:CURVE AND GRADE Action of Ped	Registered Weight: UNKNOWN Drivers Age:23 Sex:UNKNOWN ic Property Damage:YES ROADWAY UNKNOWN
Program sass1702_all NY Route: 22 Highway Location Ref Mrkr Range:	*** Ref Mrkr: 22 8204 1208 NON-INTERSECTION	DEC-14-2000 THU 05:00PM Persons Killed 0 Persons Accident Class: PROPERTY DAMAGE Type of Accident: COLLISION WITH ANIMAL Manner of Collision: OTHER Road Surface Condition: WET Loc. of Ped/Bicycle: NOT ENTERED	Veh: 1 CAR/VAN/PICKUP Reveal: 1 CAR/VAN/PICKUP Reveal: 1 Num of Occupants: 1 Direction of Travel:NORTH Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: ANIMAL'S ACTION *** Ref Mrkr: 22 8204 1209 NON-INTERSECTION ACC	JUL-22-1999 THU 10:00PM Persons Killed 0 Person Accident Class:INJURY Type of Accident: COLLISION WITH GUIDE Manner of Collision: OTHER Road Surface Condition: WET Loc. of Ped/Bicycle: NOT ENTERED	Veh: 1 TRUCK Num of Occupants: 2 Direction of Travel:SOUTH Publ Pre-Accd Action: AVOIDING OBJECT IN Apparent Factors: PAVEMENT SLIPPERY Truck/Bus Clsf: 3 AX SINGLE UNIT BOX

Date 02/08/06 11:35 Page 13 MAY-31-2002	s: Case: 2001-1135205 Num Of Veh:1 No PASSING ZONE FOG/SMOKE Light Condition:DARK-ROAD UNLIGHTED VBicycle:NOT ENTERED	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	s: Case: 2001-1135218 Num Of Veh:1 NO PASSING ZONE RAIN Light Condition:DARK-ROAD UNLIGHTED /Bicycle:NOT ENTERED	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO
NYSDOT Safety Information Management System Accident Verbal Description Report Intersection & Non-Intersection Accidents mplete Accident Data Only Available thru MAY-31-2002 ge: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999-	Continuea Extent of Injurie Traffic Control: Weather: AND GRADE Action of Ped,	0 Sex:UNKNOWN EMENT SLIPPERY	ent of Injurie affic Control: Weather: GRADE Action of Ped.	KNOWN Sex:UNKNOWN JEMENT SLIPPERY
COI	.KSECTION ACCIDEN 0 Persons In MAGE N WITH GUIDE RAII OW/ICE MTERED	ICKUP Registered Weight: 295 supants: 1 Drivers Age: 42 of Travel:SOUTH Public Property Damage: YES Action: OTHER Public Property Damage: YES Action: OTHER Public Property Damage: YES	TUE 09:00PM Persons Killed 0 Persons Injured: 0 Ext Accident Class: PROPERTY DAMAGE Police Agency: Type of Accident: COLLISION WITH SNOW EMBANKMENT Tr Manner of Collision: OTHER Road Surface Condition: SNOW/ICE Road Char:CURVE AND Loc. of Ped/Bicycle: NOT ENTERED	JCKUP Registered Weight: UNKNOWN ccupants:1 Drivers Age:62 1 of Travel:SOUTH Public Property Damage: NO Action: GOING STRAIGHT AHEAD Factors: UNSAFE SPEED PAVEMENT (04 1210 NON-INTERSECTION ACCIDENTS ***
Σε	JAN-30-2001 TUE 09:00PM Persons Killed 0 JAN-30-2001 TUE 09:00PM Persons Killed 0 Accident Class: PROPERTY DAMAGE Type of Accident: COLLISION WITH Manner of Collision: OTHER Road Surface Condition: SNOW/ICE Loc. of Ped/Bicycle: NOT ENTERED	Veh: 1 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel:SOUT Pre-Accd Action: OTHER Apparent Factors: UNSAFE	JAN-30-2001 TUE 09:00PM Persons Killed 0 Accident Class:PROPERTY DAMAGE Type of Accident: COLLISION WIT Manner of Collision: OTHER Road Surface Condition: SNOW/IC Loc. of Ped/Bicycle: NOT ENTER	Veh: 1 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel:SOUTH Pre-Accd Action: GOING ST Apparent Factors: UNSAFE 9 *** Ref Mrkr: 22 8204 1210 NON-INT

Program sass1702_all NYSDOT Safety Information Management System	Aanagement System Date 02/08/06 11:36 Page 14
Route: 22 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JU	n Accidents thru MAY-31-2002 5 Dates: JUN-01-1999- MAY-31-2002
*** Ref Mrkr: 22 8204 1210 NON-INTERSECTION ACCIDENTS *** (Continued)	(Continued)
JUN-14-2000 WED 07:00PM Persons Killed 0 Persons Injured: 1 Extent of Injuries: Accident Class:INJURY Police Agency: Type of Accident: COLLISION WITH TREE Police Agency: Manner of Collision: OTHER Read Note Control:NO Weather:CLC Weather: Road Surface Condition: DRY Road Char:CURVE AND GRADE Lic Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bi	ent of Injuries: C Case: 2000-0280863 affic Control:NO PASSING ZONE Weather:CLOUDY GRADE Light Condition:DUSK Action of Ped/Bicycle:NOT ENTERED
Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN St Num of Occupants: 2 Drivers Age:29 Sex:UNKNOWN Direction of Travel:NORTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: ANIMAL'S ACTION UNKNOWN	
*** Ref Mrkr: 22 8204 1212 NON-INTERSECTION ACCIDENTS ***	
APR-18-2001WED 12:00PM Persons Killed 0Persons Injured: 2Extent of Injuries:Accident Class:INJURYPolice Agency:Type of Accident: COLLISION WITH MOTOR VEHICLETraffic Control:NONManner of Collision: UNKNOWNRoad Char:CURVE AND GRADERoad Surface Condition: DRYRoad Char:CURVE AND GRADELoc. of Ped/Bicycle: NOT ENTEREDAction of Ped/Bi	of c C DE DE ion
Veh: 1 TRUCK Registered Weight: 80000 St Num of Occupants: 1 Drivers Age: 37 Sex:UNKNOWN Direction of Travel:SOUTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNSAFE SPEED Apparent Factors: UNSAFE SPEED Truck/Bus Clsf: 2 AX TRAILER, 3 AX TRACTOR BOX	
Veh: 2 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel:NORTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: PASSING OR LANE USAGE IMPROPERLY UNKNOWN	
FEB-06-2002 WED 06:30PM Accident Class:NON-REPORTABLE Police Agency:DUTCHESS CO SHERIFF I	

Date 02/08/06 11:35	Page 15 MAY-31-2002	Case: 2000-0377802	.DUSK TERED	State of Registration: UNKNOWN Citaticn Issued: NO School Bus Involved: NO	Case: 2001-30142429 Num Of Veh:1		Case: 1999-9438374 Num Of Veh:UNKNOWN
NYSDOT Safety Information Management System	Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999-	DENTS *** Injured: 1 Extent of Injuries: A Police Agency:	Traffic Control:NO PASSING ZONE Weather:CLEAR Road Char:STRAIGHT/ GRADE Light Condition:DUSK Action of Ped/Bicycle:NOT ENTERED	Registered Weight: 702 State of Registration: UN Drivers Age:64 Sex:UNKNOWN Citation Issued: NO Public Property Damage: NO AHEAD UNKNOWN School Bus Involved: NO AHEAD UNKNOWN	Police Agency:DOVER PLAINS SP	JENTIS ***	Police Agency:
Program sass1702_all	Ac Inters Complete Acci Route: 22 Highway Location Ref Mrkr Range: 22 82	*** Ref Mrkr: 22 8204 1213 NON-INTERSECTION ACCIDENTS *** SEP-10-2000 SUN 07:00PM Persons Killed 0 Persons Injured: Accident Class:INJURY Poli-	Type of Accident: COLLISION WITH ANIMAL Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT ENTERED	Veh: 1 MOTORCYCLE Num of Occupants: 2 Direction of Travel:SOUTH Public P Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: ANIMAL'S ACTION	OCT-02-2001 TUE 02:26AM Accident Class:NON-REPORTABLE	*** Ref Mrkr: 22 8204 1214 NON-INTERSECTION ACCIDENTS	JUL-09-1999 FRI Accident Class:NON-REPORTABLE

NYSDOT Safety Information Management System

Program sass1702_all	NYSDOT Safety Information Management System
Route: 22	Accident Verbal Description Report rage to Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999- MAY-31-2002
*** Ref Mrkr:	kr: 22 8204 1214 NON-INTERSECTION ACCIDENTS *** (Continued)
NOV-23-2000	THUPersons Killed 0Persons Injured: 0Extent of Injuries:Case: 2000-0472645Accident Class: PROPERTY DAMAGEPolice Agency:Num Of Veh:2Type of Accident: COLLISION WITH MOTOR VEHICLETraffic Control:NO PASSING ZONENum Of Veh:2Manner of Collision: UNKNOWNKead Char:STRAIGHT/ GRADELight Condition:DAYLIGHTRoad Surface Condition: DRYRoad Char:STRAIGHT/ GRADELight Condition:DAYLIGHTLoc. of Ped/Bicycle: NOT ENTEREDAction of Ped/Bicycle:NOT ENTEREDAction of Ped/Bicycle:NOT ENTERED
Veh:	1 CAR/VAN/PICKUP Num of Occupants: 1 Num of Occupants: 1 Direction of Travel:NORTH Public Property Damage: NO Pre-Accd Action: MAKING LEFT TURN Apparent Factors: UNKNOMN NUKNOMN NUKNOMN State of Registration: UNKNOWN State of Registration: UNKNOWN State of Registration: UNKNOWN NUKNOWN NUKNOMN UNKNOMN UNKNOMN UNKNOMN NUKNOMN
Veh:	2 CAR/VAN/FICKUP Registered Weight: UNKNOWN State of Registration: UNKNOWN Num of Occupants: 2 Drivers Age: 80 Sex:UNKNOWN Citation Issued: NO Direction of Travel:NORTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN
MAR-22-2001	THU 05:00AM Persons Killed 0 Persons Injured: 0 Extent of Injuries: Case: 2001-1192455 Accident Class: PROPERTY DAMAGE Police Agency: Num Of Veh:1 Type of Accident: COLLISION WITH ANIMAL Traffic Control:NONE Weather: CLOUDY Manner of Collision: OTHER Road Char:STRAIGHT AT HILLCREST Light Condition:DAWN Road Surface Condition: WET ENTERED Action of Ped/Bicycle:NOT ENTERED
Veh:	1 CAR/VAN/FICKUP Registered Weight: 3472 State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age: 45 Sex:UNKNOWN Citation of Travel:SOUTH Public Property Damage: NO Citation Issued: NO Pre-Accd Action: GOING STRAIGHT AHEAD UNKNOWN School Bus Involved: NO Apparent Factors: ANIMAL'S ACTION UNKNOWN
*** Ref Mrkr:	kr: 22 8204 1219 NON-INTERSECTION ACCIDENTS ***

Program sass1702_all Route: 22 Highwe *** Ref Mrkr: 22 JUN-22-1999 TUE 07 Accid Manne Road	2.all ighway Location Ref Mrkr 1 22 8204 1219 NON-INTE 22 8204 1219 NON-INTE UE 07:00AM Persons Killed ccident Class:PROPERTY DA vpe of Accident: COLLISION anner of Collision: SIDESV oad Surface Condition: DRN oc. of Ped/Bicycle: NOT E	<pre>YSDOT Safety Information N Accident Verbal Descrip Intersection & Non-Intersection ete Accident Data Only Available 22 8204 1190- 22 8204 124! on AccIDENTS *** on AccIDENTS *** Persons Injured: 0 Exte Persons Injured: 0 Exte Police Agency: MOTOR VEHICLE Tra Road Char:STRAIGHT A</pre>	Ianagement SystemDate 02/08/06 11:35tion ReportPage 17i Accidentsi Accidentsi Accidentsi Accidentsthru MAY-31-2002MAY-31-20025Dates: JUN-01-1999- MAY-31-20026Dates: JUN-01-1999- MAY-31-2002int of Injuries:Case: 1999-9402894int of Injuries:Num of Veh:2iffic Control:NONENum of Veh:2weather:CLEARNum of Veh:2ND LEVELLight Condition:DAYLIGHTAction of Ped/Bicycle:NOT ENTERED
Veh: 1	TRUCK Num of Occupants: 1 Direction of Travel:NORTH-WEST Pu Pre-Accd Action: BACKING Apparent Factors: BACKING UNSAFELY Truck/Bus Clsf: 3 AX TRAILER, 3 AX	Registered Weight: 1200000 Drivers Age:27 Fublic Property Damage: NO AFELY UNKNOWN 3 AX TRACTOR BOX	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO
Veh: 2	CAR/VAN/PICKUP Num of Occupants: UNKNOWN Direction of Travel:NORTH Pre-Accd Action: PARKED Apparent Factors: UNKNOWN	Registered Weight: 2328 Drivers Age:UNKNOWN Public Property Damage:NO UNKNOWN	State of Registration: UNKNOWN Sex:UNKNOWN Citation Issued: NO School Bus Involved: NO
AUG-11-2001	SAT 09:00PM Persons Killed 0 Persons Injure Accident Class:INJURY Po Type of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: REAR END Road Surface Condition: DRY Road Loc. of Ped/Bicycle: NOT ENTERED	Persons Injured: 3 E. Police Agency: TTH MOTOR VEHICLE Road Char:STRAIGHT	Extent of Injuries: CCC Case: 2001-1411326 Num Of Veh:2 Traffic Control:TRAFFIC SIGNAL Weather:CLOUDY IT AND LEVEL Light Condition:DARK-ROAD LIGHTED Action of Ped/Bicycle:NOT ENTERED
Veh: 1	CAR/VAN/FICKUP Num of Occupants: 2 Direction of Travel:SOUTH Pre-Accd Action: STOPPED IN TRAFFIC Apparent Factors: UNKNOMN	Registered Weight: 2671 Drivers Age:48 Public Property Damage:NO TRAFFIC UNKNOWN	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO
Veh: 2	CAR/VAN/FICKUP Num of Occupants: 1 Direction of Travel:SOUTH Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: FATIGUED/DROWSY	gistered Weight: Drivers Age: Property Damage:	4827 State of Registration: UNKNOWN 51 Sex:UNKNOWN Citation Issued: NO NO School Bus Involved: NO PASSING OR LANE USAGE IMPROPERLY

Program sass1702_all NYSDOT Safety Information Management System	Date 02/08/06 11:36
Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Route: 22 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999- MA	Fage 18 MAY-31-2002
*** Ref Mrkr: 22 8204 1223 NON-INTERSECTION ACCIDENTS ***	
FEB-25-2001 SUN Accident Class:NON-REPORTABLE Police Agency:	Case: 2001-0876768 Num Of Veh:UNKNOWN
*** Ref Mrkr: 22 8204 1227 NON-INTERSECTION ACCIDENTS ***	
AUG-03-1999 TUE Accident Class:NON-REPORTABLE Police Agency:	Case: 1999-9480036 Num Of Veh:UNKNOWN
*** Ref Mrkr: 22 8204 1228 NON-INTERSECTION ACCIDENTS ***	
JAN-13-2000 THU 11:00AM Persons Killed 0 Persons Injured: 0 Extent of Injuries: Ca Accident Class: PROPERTY DAMAGE Police Agency: N Type of Accident: COLLISION WITH GUIDE RAIL Traffic Control:NO PASSING ZONE Manner of Collision: OTHER Road Surface Condition: SNOW/ICE Road Char:STRAIGHT/ GRADE Light Condition:DAYLIGHT Loc. of Ped/Bicycle: NOT ENTERD Action of Ped/Bicycle:NOT ENTERED	Case: 2000-0115018 Num Of Veh:1 LIGHT
Veh: 1 CAR/VAN/FICKUP Num of Occupants: 1 Num of Occupants: 1 Direction of Travel:SOUTH Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: PAVEMENT SLIPPERY UNKNOWN State of Registration: UNKNOWN Settion Issued: NO Citation Issued: NO School Bus Involved: NO School Bus Involved: NO	ion: UNKNOWN ued: NO ved: NO

Program sass1702, Route: 22 Hig *** Ref Mrkr: DEC-22-2000 FRI Acc Loc Veh: 1 CAR Num Num Dir Pre App App *** Ref Mrkr: Pre App Num Dir Num Num Dir Veh: 2 CAR App Veh: 2 CAR App Veh: 2 CAR App Veh: 1 CAR Num Dir Veh: 1 CAR Num Dir Veh: 1 CAR Num
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	Complete Accident Data Only Available thru MAY-31-2002 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999- MAY-31-2002	<pre>Irkr: 22 8204 1233 NON-INTERSECTION ACCIDENTS *** 99 FRI 06:00AM Persons Killed 0 Persons Injured: 0 Extent of Injuries: Accident Class: PROPERTY DAMAGE Police Agency: Type of Accident: COLLISION WITH ANIMAL Manner of Collision: OTHER Road Surface Condition: DRY Road Char:STRAIGHT AND LEVEL Light Condition:DAWN Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle:NOT ENTERED </pre>	1 CAR/VAN/PICKUP Registered Weight: 3184 State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age: 34 Sex:UNKNOWN Citation Issued: NO Num of Occupants: 1 Drivers Age: 34 Sex:UNKNOWN Citation Issued: NO Direction of Travel:NORTH Public Property Damage: NO School Bus Involved: NO Pre-Accd Action: GOING STRAIGHT AHEAD UNKNOWN UNKNOWN Apparent Factors: ANIMAL'S ACTION UNKNOWN	00 SAT Accident Class:NON-REPORTABLE Police Agency: Num Of Veh:UNKNOWN Irkr: 22 8204 1234 NON-INTERSECTION ACCIDENTS ***	<pre>D1 FRI 04:00AM Persons Killed 0 Persons Injured: 1 Extent of Injuries: C Case: 2001-1409104 Accident Class: INJURY Police Agency: Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control:NONE Manner of Collision: OTHER Manner of Collision: OTHER Road Surface Condition: DRY Road Char:STRAIGHT AND LEVEL Light Condition:DAMN Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle:NOT ENTERED</pre>	1 CAR/VAN/PICKUP Num of Occupants: 1 Registered Weight: 2009 State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age: 39 Sex:UNKNOWN Citation Issued: NO Direction of Travel:NORTH Public Property Damage: YES Pre-Accd Action: GOING STRAIGHT AHEAD Second Event: COLLISION WITH GUIDE RAIL
Program sass1702_all	Route: 22 Highway	*** Ket Mrkr: 22 NOV-05-1999 FRI 06: Accider Type of Manner Road Su Loc. of		JAN-29-2000 SAT Accider *** Ref Mrkr: 22	AUG-10-2001 FRI 04: Accider Type of Manner Road St Loc. ol	

Program sass1702_all	NYSDOT Safety Information Management System
Route: 22	rage 21 Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999- MAY-31-2002
*** Ref Mrkr:	cr: 22 8204 1235 NON-INTERSECTION ACCIDENTS *** (Continued)
SEP-15-1999	WED 06:00AM Persons Killed 0PersonsInjured: 0Extent of Injuries:Case: 1999-9540733Accident Class: PROPERTY DAMAGEPolice Agency:Num Of Veh:1Type of Accident: COLLISION WITH ANIMALPolice Agency:Num Of Veh:1Type of Accident: COLLISION WITH ANIMALTraffic Control:NO PASSING ZONENum Of Veh:1Ranner of Collision: OTHERReather:CLOUDYNuLIGHTEDRoad Surface Condition: DRYRoad Char:CURVE AND LEVELLight Condition:DARK-ROAD UNLIGHTEDLoc. of Ped/Bicycle: NOT ENTEREDAction of Ped/Bicycle:NOT ENTEREDAction of Ped/Bicycle:NOT ENTERED
Veh: 1	l CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age: 39 Sex:UNKNOWN Citation Issued: NO Direction of Travel:SOUTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD UNKNOWN UNKNOWN School Bus Involved: NO Pre-Accd Action: ANIMAL'S ACTION UNKNOWN
APR-18-2000	TUE 02:00PM Persons Killed 0Persons Injured: 0Extent of Injuries:Case: 2000-0219496Accident Class: PROPERTY DAMAGEPolice Agency:Num Of Veh:1Type of Accident: COLLISION WITH ANIMALPolice Agency:Num Of Veh:1Type of Accident: COLLISION WITH ANIMALTraffic Control:NO PASSING ZONENum Of Veh:1Ranner of Collision: OTHERReather:CLOUDYNum Of Veh:1Road Surface Condition: DRYRoad Char:CURVE AND LEVELLight Condition:DAYLIGHTLoc. of Ped/Bicycle: NOT ENTEREDAction of Ped/Bicycle:NOT ENTERED
Veh: 1	1 CAR/VAN/FICKUP Registered Weight: 2824 State of Registration: UNKNOWN Num of Occupants: 3 Drivers Age: 32 Sex:UNKNOWN Citation Issued: NO Direction of Travel:SOUTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD UNKNOWN School Bus Involved: NO Apparent Factors: ANIMAL'S ACTION UNKNOWN

1702_all Date 02/08/06 11:36 Tote 02/08/06 11:36 Date 02/08/06 11:36 Page 23 Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999- MAY-31-2002	r: 22 8204 1237 NON-INTERSECTION ACCIDENTS *** (Continued)	MON 01:00AM Persons Killed 0Persons Injured: 1Extent of Injuries: BCase: 1999-9531490Accident Class: INJURYPolice Agency:Num Of Veh:2Type of Accident: COLLISION WITH MOTOR VEHICLETraffic Control:NO PASSING ZONENum Of Veh:2Ranner of Collision: SIDESWIPERoad Char:STRAIGHT AND LEVELLight Condition:DARK-ROAD UNLIGHTEDLoc. of Ped/Bicycle: NOT ENTEREDAction of Ped/Bicycle:NOT ENTEREDAction of Ped/Bicycle:NOT ENTERED	CAR/VAN/PICKUPRegistered Weight: 2083State of Registration: UNKNOWNNum of Occupants: 1Drivers Age: 62Sex:UNKNOWNDirection of Travel:SOUTHPublic Property Damage: NOCitation Issued: NOPre-Accd Action: GOING STRAIGHT AHEADPublic ProPERLYUNKNOWNApparent Factors: PASSING OR LANE USAGE IMPROPERLYUNKNOWN	CAR/VAN/FICKUPRegistered Weight: UNKNOWNState of Registration: UNKNOWNNum of Occupants: 1Drivers Age: 27Sex:UNKNOWNCitation is Travel:NORTHPublic Property Damage: NOCitation Issued: NODirection of Travel:NORTHPublic Property Damage: NOSchool Bus Involved: NOPre-Accd Action: GOING STRAIGHT AHEADDirkNOWNSchool Bus Involved: NOApparent Factors: PASSING OR LANE USAGE IMPROPERLYUNKNOWNUNKNOWN	cr: 22 8204 1238 NON-INTERSECTION ACCIDENTS ***	MON 07:00AM Persons Killed 0Persons Injured: 0Extent of Injuries:Case: 1999-9577747Accident Class: PROPERTY DAMAGEPolice Agency:Num Of Veh:2Type of Accident: COLLISION WITH MOTOR VEHICLETraffic Control:NO PASSING ZONENum Of Veh:2Ranner of Collision: REAR ENDRoad Char:CURVE AND LEVELLight Condition: DAYLIGHTRoad Surface Condition: WETRoad Char:CURVE AND LEVELLight Condition: DAYLIGHTLoc. of Ped/Bicycle: NOT ENTEREDAction of Ped/Bicycle:NOT ENTEREDAction of Ped/Bicycle:NOT ENTERED	L CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age:46 Sex:UNKNOWN Citation Issued: NO Direction of Travel:SOUTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Pre-Accd Action: GOING STRAIGHT AHEAD PAVEMENT SLIPPERY	2 CAR/VAN/FICKUP Num of Occupants: 1 Num of Occupants: 1 Direction of Travel:SOUTH Pre-Accd Action: SLOWED OR STOPPING Pre-Accd Action: SLOWED OR STOPPING Apparent Factors: UNKNOWN NUKNOWN
Program sass1702_all Route: 22 Highway		SEP-06-1999 MON 01:0 Accident Type of Manner o Road Sur Loc. of	Veh: 1 CAR/VAN/ Num of C Directic Pre-Accd Apparent	Veh: 2 CAR/VAN/ Num of C Directic Pre-Accó Apparent		OCT-18-1999 MON 07:0 Accident Type of Manner c Road Sur Loc. of	Veh: 1 CAR/VAN/ Num of C Directic Pre-Accd Apparent	Veh: 2 CAR/VAN/ Num of C Directic Pre-Accó Apparent

Program sass1702_all NYSDOT Safety Information Management System Date 02/08/06 11:35 Page 24 Accident Verbal Description Report Page 24 Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Bates: JUN-01-1999- MAY-31-2002 Route: 22 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999- MAY-31-2002
*** Ref Mrkr: 22 8204 1238 NON-INTERSECTION ACCIDENTS *** (Continued)
APR-17-2000 MON 07:00AM Persons Killed 0 Persons Injured: 0 Extent of Injuries: Case: 2000-0218940 Accident Class: PROPERTY DAMAGE Police Agency: Num Of Veh:1 Type of Accident: COLLISION WITH ANIMAL Traffic Control:NONE Num Of Veh:1 Ranner of Collision: OTHER Road Char:STRAIGHT AND LEVEL Light Condition:UNKNOMN Loc. of Ped/Bicycle: NOT ENTERD Action of Ped/Bicycle:NOT ENTERD Action of Ped/Bicycle:NOT ENTERD
Veh: 1 CAR/VAN/PICKUP Registered Weight: 2250 State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age:43 Sex:UNKNOWN Citation Issued: NO Direction of Travel:SOUTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD UNKNOWN UNKNOWN
*** Ref Mrkr: 22 8204 1239 INVALID INTERSECTION NUMBER ***
JUL-03-2000 MON Accident Class:NON-REPORTABLE Police Agency: Num Of Veh:UNKNOMN
*** Ref Mrkr: 22 8204 1241 NON-INTERSECTION ACCIDENTS ***
OCT-25-2001 THU 01:55PM Accident Class:NON-REPORTABLE Police Agency:DUTCHESS CO SHERIFF DEPT Num Of Veh:2
*** Ref Mrkr: 22 8204 1242 INVALID INTERSECTION NUMBER ***

Program sass1702_all NYSDOT Safety Ir Accident Ve Intersection & N Complete Accident Data (Entersection & N Complete Accident Data (Entersection & N Complete Accident Unser Aug-19-2001 SUN 02:00PM Persons Killed 0 Persons Injured: Augr-19-2001 SUN 02:00PM Persons Killed 0 Persons Injured: Mamper of Collision: EAR END Number of Collision: EAR END Number of Collision: EAR END Nume of Cocupants: 4 Nume of Cocupants: 1 Nume of Accident Collision: INFR Public Property DB Pre-Accid Action: STRAIGHT AHEAD Apparent Pactors: INIVALID INTERECTION NUMBER *** Nume of Cocupants: 1 Nume of Cocupants: 1 Nume of Accident: COLLISION NUTH MOTOR VEHTCLE Mammer of Collision: INFR INATTENTION NUTH MOTOR VEHTCLE Mammer of Collision: INFR INATTENTION NUTH MOTOR VEHTCLE Mammer of Collision: INFR INATTENTION NUTH MOTOR VEHTCLE Mammer of Collision: INFR INALID INTERECTION NUMBER *** Num of Cocupants: 1 Num of

1702_all NYSDOT Safety Information Management System Date 02/08/06 11:35 Page 26 Accident Verbal Description Report Page 26 Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 MAY-31-2002 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUM-01-1999- MAY-31-2002	r: 22 8204 1243 INVALID INTERSECTION NUMBER *** (Continued)	TUE 12:00PM Persons Killed 0Persons Injured: 2Extent of Injuries: AACase: 2001-1102168Accident Class: INJURYPolice Agency:Num Of Veh:1Type of Accident: COLLISION WITH PEDESTRIANTraffic Control:NO PASSING ZONENum Of Veh:1Type of Accident: COLLISION WITH PEDESTRIANTraffic Control:NO PASSING ZONENum Of Veh:1Ranner of Collision: OTHERReather:CLEARNight Condition:DAYLIGHTRoad Surface Condition: DRYRoad Char:STRAIGHT/ GRADELight Condition:DAYLIGHTLoc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTIONAction of Ped/Bicycle:CROSSING, NO SIGNAL OR CROSSWALK	CAR/VAN/FICKUP Registered Weight: 2026 State of Registration: UNKNOWN Num of Occupants: 1 Drivers Age: 42 Sex:UNKNOWN Citation Issued: NO Direction of Travel:SOUTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD GLARE GLARE GLARE	PEDESTRIANRegistered Weight: UNKNOWNState of Registration: UNKNOWNNum of Occupants: N/APedestrian Age:75Sex:UNKNOMNDirection of Travel:UNKNOWNPublic Property Damage: NOCitation Issued: NOPre-Accd Action: UNKNOWNPublic Property Damage: NOSchool Bus Involved: NOPre-Accd Action: UNKNOWNPublic Property Damage: NOPEDESTRIAN'S ERROR/CONFUSION	PEDESTRIANRegistered Weight: UNKNOWNState of Registration: UNKNOWNNum of Occupants: N/APedestrian Age:88Sex:UNKNOWNDirection of Travel:UNKNOWNPublic Property Damage: NOCitation Issued: NOPre-Accd Action: UNKNOWNPublic Property Damage: NOSchool Bus Involved: NOApparent Factors: UNKNOWNUNKNOWNUNKNOWN	r: 22 8204 1243 NON-INTERSECTION ACCIDENTS ***	SUN 06:00PM Persons Killed 0 Persons Injured: 4 Extent of Injuries: CXCB Case: 2001-1172071 Accident Class: INJURY Police Agency: Num Of Veh:1 Type of Accident: CULLISION WITH CURBING Police Agency: Traffic Control:NO PASSING ZONE Manner of Collision: OTHER Read Char:STRAIGHT AND LEVEL Light Condition:DARK-ROAD LIGHTED Road Surface Condition: SNOW/ICE Road Char:STRAIGHT AND LEVEL Light Condition:DARK-ROAD LIGHTED Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle:NOT ENTERED	CAR/VAN/FICKUP Registered Weight: 3895 State of Registration: UNKNOWN Num of Occupants: 5 Drivers Age:25 Sex:UNKNOMN Citation Issued: YES Direction of Travel:SOUTH Public Property Damage: NO Pre-Accd Action: GOING STRAIGHT AHEAD Second Event: OVERTURNED OTHER (HUMAN) Apparent Factors: UNSAFE SPEED OTHER (HUMAN)
Program sass1702_all Route: 22 Highw	*** Ref Mrkr:	JAN-02-2001	Veh: 1	Veh: 2	Veh: 3	*** Ref Mrkr:	MAR-04-2001	Veh: 1

Date 02/08/06 11:35 Page 28 MAY-31-2002	Case: 2000-0409041 Num Of Veh:2 n:UNKNOWN NTERED	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO State of Registration: UNKNOWN	Citation Issued: NO Ol Bus Involved: NO	Case: 2001-1182741 Num Of Veh:1 SSING ZONE Condition:DARK-ROAD LIGHTED le:NOT ENTERED	State of Registration: UNKNOWN Citation Issued: NO School Bus Involved: NO	Case: 2001-1250512 Num Of Veh:UNKNOWN
NYSDOT Safety Information Management System Accident Verbal Description Report Intersection & Non-Intersection Accidents mplete Accident Data Only Available thru MAY-31-2002 ge: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999-	(Continued) Extent of Injuries: C cy: Traffic Control:UNKNOWN Weather:UNKNOWN MOMN Light Condition:UNKNOWN Action of Ped/Bicycle:NOT ENTERED	93 Sex:UNKNOWN NOWN	NNWN Sex: UNKNOMN	Extent of Injuries: Traffic Control:NO PAS Weather:CLOUDY GHT AND LEVEL Light Action of Ped/Bicyc	UNKNOWN 56 Sex:UNKNOWN NO UNKNOWN	cy :
NYSDOT Safety Information Management Syste Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JU	: 22 8204 1245 NON-INTERSECTION ACCIDENTS *** SUN 03:00PM Persons Killed 0 Persons Injured: 0 F Accident Class: PROPERTY DAMAGE Police Agency: Type of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: SIDESWIPE Road Surface Condition: UNKNOWN Road Char:UNKNOWN Loc. of Ped/Bicycle: NOT ENTERED	Registered Weight: 28 1 Drivers Age:31 el:NORTH Public Property Damage: NO GOING STRAIGHT AHEAD UNKNOWN Registered Weight: 25	Publ .RAIGHT AHE.	0 Persons Injured MAGE Pol N WITH ANIMAL Road Y INTERED	Registered Weight: UN Drivers Age:56 OUTH Public Property Damage: NO NG STRAIGHT AHEAD AL'S ACTION UN	PORTABLE Police Agency:
Program sass1702_all NY Comple Route: 22 Highway Location Ref Mrkr Range:	<pre>*** Ref Mrkr: 22 8204 1245 NON-INTERSECTI OCT-08-2000 SUN 03:00PM Persons Killed 0 Accident Class:PROPERTY DAMAGE Type of Accident: COLLISION WITH Manner of Collision: SIDESWIPE Road Surface Condition: UNKNOMN Loc. of Ped/Bicycle: NOT ENTERED</pre>	<pre>1 CAR/VAN/PICKUP Num of Occupants: Direction of Trav Pre-Accd Action: Apparent Factors: CAD/VAN/DICKUP</pre>	ven: 2 CAK/VAN/FICKUF Num of Occupants: 3 Direction of Travel:SOUTH Pre-Accd Action: GOING S1 Apparent Factors: UNKNOWN	MAR-14-2001 WED 08:00PM Persons Killed 0 Persons Accident Class: PROFERTY DAMAGE Type of Accident: COLLISION WITH ANIMAL Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT ENTERED	Veh: 1 CAR/VAN/PICKUP R Num of Occupants: 1 Direction of Travel:SOUTH Public Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: ANIMAL'S ACTION	APR-18-2001 WED Accident Class:NON-REPORTABLE

Program sass1702	all	NYSDOT Safety Information Management System	agement System	Date 02/08/06 11:35 Page 29
Route: 22	Accident v Intersection & Complete Accident Data Highway Location Ref Mrkr Range: 22 8204 1190-	Accident Verbal Description Keport Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Range: 22 8204 1190- 22 8204 1245 Dates: JU	1 Keport cidents 1 MAY-31-2002 Dates: JUN-01-1999-	19 MAY-31-2002
*** Ref Mrkr:	kr: 22 8204 1245 NON-INTERSECTION ACCIDENTS	* *	(Continued)	
MAY-24-2002	FRI 02:25PM Persons Killed 0 Persons In Accident Class:INJURY Type of Accident: COLLISION WITH MOTOR VEHI Manner of Collision: REAR END Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE	d: 1 E lice Agency:DU l Char:STRAIGHT	ujuries: C HERIFF DEPT trol:NO PAS ather:CLEAR Light f Ped/Bicyc	Case: 2002-30563401 Num Of Veh:2 SING ZONE Condition:DAYLIGHT Le:NOT APPLICABLE
Veh:	<pre>1 CAR/VAN/PICKUP 1 Num of Occupants: 1 Direction of Travel:SOUTH Pre-Accd Action: STOPPED IN TRAFFIC Apparent Factors: NOT APPLICABLE</pre>	Registered Weight: 4073 Drivers Age:48 Public Property Damage: _{NO} FFIC UNKNOMN	State of Regis Citation Sex:FEMALE School Bus II	ate of Registration: NY Citation Issued: NO School Bus Involved: NO
Veh:	2 CAR/VAN/PICKUP Registe Num of Occupants: 1 Direction of Travel:SOUTH Public Prope Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: FOLLOWING TOO CLOSELY	Registered Weight: UNKNOWN Drivers Age:50 Public Property Damage: NO AHEAD CLOSELY UNKNOWN	State of Re Citat School Bu	of Registration: CT Citation Issued: NO Ol Bus Involved: NO
*** Ref Mrkr:	22 8204 1245 INTERSECTION ACCIDENTS -	JCT NY 44 END ROUTE 343	OVERLAP ***	
APR-08-2002	MON07:45PM Persons Killed 0 Persons In. Accident Class: INJURY Type of Accident: COLLISION WITH MOTOR VEH Manner of Collision: RIGHT ANGLE Road Surface Condition:DRY Loc. of Ped/Bicycle:NOT APPLICABLE	d: 1 Exte ice AgencyDOVER P Tra 1 Char: STRAIGHT A	juries: C trol:TRAFFI ther: CLEAR Light f Ped/Bicyc	Case: 2002-3052235 Num Of Veh:2 C SIGNAL Condition: DARK-ROAD LIGHTED Le:NOT APPLICABLE
Veh:	<pre>1 CAR/VAN/PICKUP Num of Occupants:1 Direction of Travel:SOUTH Public Prop Pre-Accd Action: MAKING LEFT TURN Apparent Factors: NOT APPLICABLE</pre>	Registered Weight: 6300 Drivers Age44 Public Property Damage: NO I UNKNOWN	State of Reg Citatid School Bu	State of Registration.NY Citations Issued.NO School Bus Involved.NO
Veh:	2 CAR/VAM/PICKUP Num of Occupants:2 Drivers:2 Direction of Travel:EAST Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED	rht: UNKNOMN Age:17 age: NO UNKNOMN	State of Rec Citati School Bu	State of Registration:CT Citations Issued:YES School Bus Involved:NO

Date 02/08/06 11:35 Page 30 MAY-31-2002	(Continued)	Case: 2002-30591728 Num Of Veh:2				
702_all NYSDOT Safety Information Management System Accident Verbal Description Report Intersection & Non-Intersection Accidents Complete Accident Data Only Available thru MAY-31-2002 Highway Location Ref Mrkr Range: 22 8204 1190- 22 8204 1245 Dates: JUN-01-1999-	8204 1245 INTERSECTION ACCIDENTS - JCT NY 44 END ROUTE 343 OVERLAP ***	SAT05:20PM Accident Class: NON-REPORTABLE Police AgencyRHINEBECK SP				
Program Sass1702_all Route: 22 Highway Lo	*** Ref Mrkr: 22 820	MAY-04-2002 SAT05:20PM Accident Cl				

NYSDOT Safety Information Management System Accident Verbal Description Report

Date 02/08/06 11:35 Page 31

Intersection & Non-Intersection Accidents

Complete Accident Data Only Available thru MAY-31-2002

Dates: JUN-01-1999- MAY-31-2002 Highway Location Ref Mrkr Range: 22 82041190 - 22 82041245 Route: 22

Total Number of Accidents Printed 67

Absence of Reference Marker or Intersection within a specified roadway section & time period indicates no accidents found

Intersection Reference Marker and Intersection Numbers 8204 1214 01 22 8204 1218 01 The following were not active for the entire date range requested: 22 **Reference Markers**

*** End of Report ***

APPENDIX F:

CAPACITY ANALYSES

1. PROPOSED ACTION

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		¢)			4			4			ф .	
Volume (vph)	90	77	9	49	101	40	15	112	74	27	156	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.969	2760, (ov. opp. c i 3, opp. giller)	The of Standard Standard	0.946			0.961	100000000-00000077
Flt Protected		0.976			0.986			0.995			0.993	
Satd. Flow (prot)	0	1805	0	0	1780	0	0	1753	0	0	1778	0
Flt Permitted		0.776			0.851			0.942			0.921	
Satd. Flow (perm)	0	1435	0	0	1536	0	0	1660	0	0	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	19-46-297795 (11-79-07-29-29-29-29-29-29-29-29-29-29-29-29-29-		23			53			33	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614		and dark holden of a series of the series of	1552	
Travel Time (s)		12.8			42.3			50.9	9.8.499		30.2	
Peak Hour Factor	0.79	0.75	0.75	0.71	0.85	0.70	0.54	0.83	0.68	0.59	0.85	0.83
Adj. Flow (vph)	114	103	12	69	119	57	28	135	109	46	184	94
Shared Lane Traffic (%)	1999-099-099-099-099-099-099-099-099-099									a na mana na m Na mana mana na		
Lane Group Flow (vph)	0	229	0	0	245	0	0	272	0	0	324	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0		anna an	0	.	erseine distriction della surg	0	
Link Offset(ft)		0			0			0			Ó	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2	9427079629644980977-97-6	1	2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	
Trailing Detector (ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel											Course and	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	20000000000000000
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36			36			36			36	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm	CARGA CARACTERIA DA	
Protected Phases		3			3			1			Notice 1	
Permitted Phases	3			3			1			1	an shina shina ƙafa	and the many second
Detector Phase	3	3		3	3		1	1		. 1	1	
Switch Phase												no grandini di di
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Fillership or a designation constant the approach standard approx - the distance approximation of the second standard a								019295 2010 0204 0205 22 04 00 19 02				
Minimum Split (s)	8.0	8.0		8.0	8.0		16.0	16.0		16.0	16.0	

Silo Ridge Resort Community The Chazen Companies

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s) Lead/Lag Lead-Lag Optimize?	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	nono	14.5			14.5			15.8			15.8	
Actuated g/C Ratio		0.37			0.37			0.41			0.41	
v/c Ratio		0.42			0.42			0.38			0.47	
Control Delay		12.1			11.0			9.0			10.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.1			11.0			9.0			10.9	
LOS		В			В			А			В	
Approach Delay		12.1			11.0			9.0			10.9	
Approach LOS		В			В			А			В	
Queue Length 50th (ft)		30			29			27			38	
Queue Length 95th (ft)		73	9959477759655/75695427544		85			82	38.09 E 90 S 35.00 / 200 C 7 G C 485.00		111	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)												
Base Capacity (vph)		878			947			1073			1059	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.26			0.25			0.31	
Intersection Summary												
Area Type:	Other											
Cycle Length: 84												
Actuated Cycle Length: 38.	7											
Natural Cycle: 40		 										
Control Type: Actuated-Uno Maximum v/c Ratio: 0.47	coordinated	1				and a starting						
Intersection Signal Delay: 1	0.7				ntersectio	Ablé alectro (condició e alla datagones)	~~~~					
Intersection Capacity Utiliza	ation 45.3%	, D			CU Level	of Servic	e A		aline and a star from the star of the star			and an an an and a second s
Analysis Period (min) 15												
Splits and Phases: 1: Ro	ute 44 & R	oute 22										

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$			\$			4	
Volume (vph)	99	85	10	54	112	44	17	124	82	30	172	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.969			0.946			0.961	0.4620030809000000
Flt Protected		0.976			0.986			0.995			0.993	
Satd. Flow (prot)	0	1805	0	0	1780	0	0	1753	0	0	1778	0
Flt Permitted		0.756			0.853	-		0.938			0.916	
Satd. Flow (perm)	0	1398	0	0	1540	0	0	1653	0	0	1640	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	aan ah Tura		23	and the second second		54			33	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.79	0.75	0.75	0.71	0.85	0.70	0.54	0.83	0.68	0.59	0.85	0.83
Adj. Flow (vph)	125	113	13	76	132	63	31	149	121	51	202	104
Shared Lane Traffic (%)	120	110	10	10	102	00	U I	175	121	U1	202	i vi
Lane Group Flow (vph)	0	251	0	0	271	0	0	301	0	0	357	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Locale Diversity Contractions And March 201 (2016) Strate Series and Annual Series (2016).	LEIL	Len 0	night	Len	Len O	Right	Len	Len 0	niyin	LEIL	0	riyin
Median Width(ft)		0			0			0			0	
Link Offset(ft)		16			16			16			0 16	
Crosswalk Width(ft)		10			01			10			10	
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	CONTRACTOR OF CONT	0	9		0	9	000000000000000000000000000000000000000	0	9		Û	3
Number of Detectors	1	2		1	2 That		1	2 Thru		1	2 That:	
Detector Template	50	Thru 76		۶O	Thru 76		50	76		50	Thru 76	
Leading Detector (ft)	50			50			50			50		
Trailing Detector (ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel		0.0		0.0	0.0		0.0	~ ~		0.0	0.0	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36			36			36			36	
Detector 2 Size(ft)	enterne fotogete engels sing	40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			Cl+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		en service service a
Protected Phases		3			3			1			1	
Permitted Phases	3			3		opplantary byblick former when it the	1			1		Second and the solder-
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase							NOT A DESCRIPTION OF MALE AND A D	2010/02/2010 10:00:00 00:00:00 00:00				
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		16.0	16.0		16.0	16.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		16.0			16.0			17.5			17.5	
Actuated g/C Ratio		0.38			0.38			0.42			0.42	
v/c Ratio		0.47			0.45			0.42			0.51	
Control Delay		13.7			12.3			9.8			12.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.7			12.3			9.8			12.0	
LOS		В			В			А			В	
Approach Delay		13.7			12.3			9.8			12.0	
Approach LOS		В			В			А			В	
Queue Length 50th (ft)		38		Service of	38			34			48	
Queue Length 95th (ft)		90			105			95			129	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)						20140-0010-00102028999029-1		000000000000000000000000000000000000000				
Base Capacity (vph)		833			925			1045			1029	
Starvation Cap Reductn		0			0			0	nobelist, sonner tradici o fo		0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.29			0.29		le ant	0.35	
Intersection Summary												
Area Type:	Other											
Cycle Length: 84												
Actuated Cycle Length: 42												
Natural Cycle: 40												
Control Type: Actuated-Un	coordinated	1										
Maximum v/c Ratio: 0.51												
Intersection Signal Delay: '	ultimatic environmentation of the product of the second			**************************************	ntersectio	2200@D40455520008R608108898000E399					a the second	
Intersection Capacity Utilization	ation 49.2%	,)			CU Level	of Service	e Α				n de subjecte par a constant de la c	
Analysis Period (min) 15												
Splits and Phases: 1: Ro	oute 44 & R	oute 22										
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		¢¢,			4			\$			4	
Volume (vph)	107	91	13	67	118	44	26	185	82	30	214	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.971			0.958			0.964	COLORIS COLORIS COLORIS
Flt Protected		0.976			0.984			0.994			0.994	
Satd. Flow (prot)	0	1803	0	0	1780	0	0	1774	0	0	1785	0
Flt Permitted		0.731			0.838			0.914			0.915	
Satd. Flow (perm)	0	1351	0	0	1516	0	0	1631	0	0	1643	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5	*******		21	969457099999999999999999999999		36			29	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	consistent de la constant
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.79	0.75	0.75	0.71	0.85	0.70	0.54	0.83	0.68	0.59	0.85	0.83
Adj. Flow (vph)	135	121	17	94	139	63	48	223	121	51	252	110
Shared Lane Traffic (%)								049449446955555722223				
Lane Group Flow (vph)	0	273	0	0	296	0	0	392	0	0	413	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0		to age to be adding a state of the	0		2005020303 <u>07</u> 05203	0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16	o ver deze ezerezen kontrea		16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	
Trailing Detector (ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	CI+Ex	CI+Ex	in de de la company de la c	CI+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	1000000055000000
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36			36			36			36	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel								Name <mark>rand</mark> yan <mark>a dababa</mark> ko				No.completers
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		3			3			1			1	
Permitted Phases	3	4		3			1			1	•	
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase	0			9	0		1			•		
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		16.0	16.0		16.0	16.0	
	0.0	0.0		0.0	0.0		10.0	10.0		10.0	10.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize? Recall Mode	None	None		None	None		Min	Min		Min	Min	
	inone	18.4		None	18.4		IVIIII	20.6		IVIIII	20.6	
Act Effct Green (s)		0.38			0.38			0.43				
Actuated g/C Ratio		0.38			0.38			0.43			0.43 0.57	
v/c Ratio Control Delay		16.3			14.6			13.1			13.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.3			14.6			13.1			13.9	
LOS		10.3 B			14.0 B			B			13.9 B	
Approach Delay		16.3			14.6			13.1			13.9	
Approach LOS		B			В			В			В	
Queue Length 50th (ft)		49			49			60			66	
Queue Length 95th (ft)		115			136			157			177	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)			1977 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -		244 - 2006 - 2006 - 2006 - 2007 - 200						a (na di binana cin Milia (na album)	
Base Capacity (vph)		770			870			992			996	
Starvation Cap Reductn	inge Steel 6 geboort with this way and	0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.34			0.40			0.41	
Intersection Summary												
Area Type:	Other											
Cycle Length: 84												
Actuated Cycle Length: 47.8	}											
Natural Cycle: 40												
Control Type: Actuated-Unc	oordinated											
Maximum v/c Ratio: 0.57												Wornshield (Second B)
Intersection Signal Delay: 14					ntersection							
Intersection Capacity Utiliza Analysis Period (min) 15	tion 50.8%)		1(CU Level	of Service	e A		and the second			

Splits and Phases: 1: Route 44 & Route 22

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			4			4	
Volume (vph)	129	104	13	74	106	90	19	241	103	83	183	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.958			0.955			0.969	
Flt Protected		0.974			0.986			0.998			0.987	
Satd. Flow (prot)	0	1798	0	0	1760	0	0	1775	0	0	1782	0
Flt Permitted		0.664			0.847			0.974			0.775	
Satd. Flow (perm)	0	1226	0	0	1511	0	0	1733	0	0	1399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			34			39			24	- Personal and a second se
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	64004002-6843-682771
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.83	0.93	0.65	0.80	0.80	0.90	0.95	0.84	0.68	0.69	0.83	0.86
Adj. Flow (vph)	155	112	20	92	132	100	20	287	151	120	220	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	0	0	324	0	0	458	0	0	440	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0	1994 - 1995 - 1 994 - 1994 - 1994 - 1994 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995	999999999999 <u>9</u> 20299999999	0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	
Trailing Detector (ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0	-10	Condet Friday (Contra)
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	CI+Ex		Cl+Ex	CI+Ex	Belowershippert of
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36			36			36			36	
Detector 2 Size(ft)		40			40			40			40	Receipt Constants
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												and an
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		- 1	1		1	1	
Switch Phase	v	v		v			•	·				100000000000000000000000000000000000000
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		16.0	16.0		16.0	16.0	
	0.0	0.0		0.0	0.0		10.0	10.0		10.0	10.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		22.4			22.4			26.3	A description and street with constraints and show	2040.00.00.00.0000000000000000000000000	26.3	
Actuated g/C Ratio		0.39			0.39			0.46			0.46	
v/c Ratio		0.60	an and the Weight and a survey of the		0.53			0.56			0.68	coordenationalism
Control Delay		21.0			16.8			14.6			19.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.0			16.8			14.6			19.0	
LOS		С			В			В			В	
Approach Delay		21.0			16.8			14.6			19.0	
Approach LOS		С			В	wakinada) antariwa sa fare-		В			В	
Queue Length 50th (ft)		72			71			90			97	
Queue Length 95th (ft)		181			147			217			235	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)												
Base Capacity (vph)		647			810			999			803	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.44			0.40			0.46			0.55	
Intersection Summary												
Area Type:	Other											
Cycle Length: 84											,	
Actuated Cycle Length: 57.	6											
Natural Cycle: 40		•										
Control Type: Actuated-Uno	coordinated	1										
Maximum v/c Ratio: 0.68	7.0			•		. 1 0 0 0						
Intersection Signal Delay: 1					ntersectio							
Intersection Capacity Utiliza	ation 73.9%)		ľ	CU Level	of Service	еD					
Analysis Period (min) 15												

Splits and Phases: 1: Route 44 & Route 22

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			\$			4	
Volume (vph)	142	115	14	82	117	99	21	266	114	92	202	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.959			0.955			0.969	Contraction of the second s
Fit Protected		0.974			0.986			0.998			0.987	
Satd. Flow (prot)	0	1798	0	0	1761	0	0	1775	0	0	1782	0
Flt Permitted		0.618			0.829			0.971			0.734	
Satd. Flow (perm)	0	1141	0	0	1481	0	0	1727	0	0	1325	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			34			40			23	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	\$2888\$\$09809000
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.83	0.93	0.65	0.80	0.80	0.90	0.95	0.84	0.68	0.69	0.83	0.86
Adj. Flow (vph)	171	124	22	102	146	110	22	317	168	133	243	110
Shared Lane Traffic (%)		121		102	110	110		0.17	100	100		
Lane Group Flow (vph)	0	317	0	0	358	0	0	507	0	0	486	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Leit	0	rugiit	LOIL	0	rugin	LOIL	0	i digiti	LOIL	0	rugin
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		0 16			16			0 16			0 16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	9	1.00	1.00	9
Number of Detectors	13	2	3	13	2	3	13	2	J	1	2	J
Detector Template	I	Thru		I	Thru		l A ser an an	Thru			Thru	
The second s	50	76		50	76		50	76		50	76	
Leading Detector (ft)	0	-10		0	-10		0	-10		0	-10	
Trailing Detector (ft)	0	-10		0	-10		0	-10 -10		0	-10	
Detector 1 Position(ft)	50	-10		50	-10		50	-10		50	-10	
Detector 1 Size(ft)	CI+Ex	40 CI+Ex		CI+Ex	40 Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Type	UTEX			OFEX	UTEX		OITEX	GITEX				
Detector 1 Channel	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Extend (s)	0.0 0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	36		0.0	36		0.0	36		0.0	36	
Detector 2 Position(ft)		30 40			30 40			30 40	and the second second		30 40	
Detector 2 Size(ft)		CI+Ex			Cl+Ex			CI+Ex			Cl+Ex	
Detector 2 Type		UTEX			UTEX			UTEX			UTEX	
Detector 2 Channel		0.0			0.0			0.0			0.0	
Detector 2 Extend (s)	Dama	0.0		Darma	0.0		Darm	0.0		Darm	0.0	
Turn Type	Perm	0		Perm	0		Perm	4		Perm	4	
Protected Phases	^	3		~	3		4	1		4	1	
Permitted Phases	3	2		3	2		1	4		ן א	4	
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase		~ ~		~ ~			40.0	10.0		40.0	40.0	
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		16.0	16.0		16.0	16.0	

Silo Ridge Resort Community The Chazen Companies

Total Split (s)4Total Split (%)48Yellow Time (s)All-Red Time (s)Lost Time Adjust (s)Total Lost Time (s)Lead/LagLead-Lag Optimize?	EBL 41.0 .8% 5.0 1.0	EBT 41.0 48.8% 5.0	EBR 0.0 0.0%	WBL 41.0	WBT	WBR	NBL	NBT	NBR	SBL	SBT	000
Total Split (%)48Yellow Time (s)All-Red Time (s)All-Red Time (s)Lost Time Adjust (s)Total Lost Time (s)Lead/LagLead/LagLead-Lag Optimize?Recall ModeNAct Effct Green (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOSS	.8% 5.0	48.8%	NUMBER OF STREET, STREE	41.0				1101		ODL	301	SBR
Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Recall Mode N Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	5.0		0.0%		41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Recall Mode N Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay		5.0		48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Recall Mode N Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	1.0			5.0	5.0		5.0	5.0		5.0	5.0	
Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Recall Mode N Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag Lead-Lag Optimize? Recall Mode N Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Lead-Lag Optimize? Recall Mode N Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall ModeNAct Effct Green (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOS					and the second	and the second					1000	
Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	lone	None		None	None		Min	Min		Min	Min	
Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		25.8			25.8		neo de la complete de	31.6	267.26.25.408.99.05.99.02.02.008.02.0		31.6	
v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		0.39			0.39			0.48			0.48	
Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		0.70			0.60			0.60			0.75	0.000.000
Queue Delay Total Delay LOS Approach Delay Approach LOS		27.4			19.9			16.3			24.0	
Total Delay LOS Approach Delay Approach LOS		0.0			0.0			0.0			0.0	
LOS Approach Delay Approach LOS		27.4			19.9			16.3			24.0	
Approach Delay Approach LOS		С			В			В		Tarif Carlo Maria di Primini Andre	С	
Approach LOS		27.4			19.9			16.3			24.0	
		С		- 2/4 729, 530, 577, 589, 577, 599, 599, 599, 599, 599, 599, 59	В			В			С	
		114			112			134			150	
Queue Length 95th (ft)		215	0004015121990220002590		168			248			284	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)												
Base Capacity (vph)		561			741			950			725	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.48			0.53			0.67	
Intersection Summary												
Area Type: Othe	r											
Cycle Length: 84												
Actuated Cycle Length: 66.1												
Natural Cycle: 45	nersekie											
Control Type: Actuated-Uncoordi Maximum v/c Ratio: 0.75	inated	1										
Intersection Signal Delay: 21.4				- 1	ntersectio	105.0						
Intersection Capacity Utilization 8	30.5%	6		88338939999999999999999999	CU Level							
Analysis Period (min) 15	50.07	v		ľ								
Splits and Phases: 1: Route 44												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			÷			4	
Volume (vph)	149	121	20	111	127	99	26	314	135	92	272	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.964		Lata de la deserva de seu de la des	0.955			0.972	100000000000000000000000000000000000000
Fit Protected		0.974			0.983			0.998			0.989	
Satd. Flow (prot)	0	1793	0	0	1765	0	0	1775	0	0	1791	0
Flt Permitted		0.593			0.770			0.963			0.730	
Satd. Flow (perm)	0	1091	0	0	1383	0	0	1713	0	0	1322	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			28			40			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.83	0.93	0.65	0.80	0.80	0.90	0.95	0.84	0.68	0.69	0.83	0.86
Adj. Flow (vph)	180	130	31	139	159	110	27	374	199	133	328	120
Shared Lane Traffic (%)	100	100	y,	100	100					.00		
Lane Group Flow (vph)	0	341	0	0	408	0	0	600	0	0	581	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	LON	0	i tigrit	FOIL	0	ingin	FOIL	0	rugrit	Lon	0	i varir
Link Offset(ft)		0			0			0			Ő	
Crosswalk Width(ft)		0 16			16			0 16			16	
Two way Left Turn Lane		10						10			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	1.00	1.00	9	1.00	1.00	9	1.00	1.00	9	15	1.00	9
Number of Detectors	13	2	5	10	2	J	10	2	J	1	2	v
Detector Template	1	Thru		1	Thru		1	Thru		1	Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	
Trailing Detector (ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Position(ft)	0	-10 -10		0	-10 -10		0	-10 -10		0	-10	
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		Cl+Ex	CI+Ex	
Detector 1 Channel	OFEX	OI'LX		ONEX	OFFEX		OFEX	UNEX			OILEX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	0.0	36		0.0	36		0.0	36		0.0	36	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			CI+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	0.0		Perm	0.0		Perm	0.0		Perm	0.0	
Protected Phases	1.0111	3		i ciiii	3		i onn	1		1 0111	1	
Permitted Phases	3	0		3	J		1			1	5 .	
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase	3	J		5	J		1	1		1	1	
	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Initial (s)	2.0	2.0 8.0		2.0 8.0	2.0 8.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	0.0	0.0		0.0	0.0		10.0	10.0		10.0	10.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?	The Carlot Alexandra Alexandra Procession							a successive de la constance de la	Second Strategy and the second			
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		28.7			28.7			39.4			39.4	
Actuated g/C Ratio		0.38			0.38			0.52			0.52	
v/c Ratio		0.82			0.76			0.66			0.84	
Control Delay		37.6			28.7			18.8			30.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.6			28.7			18.8			30.9	
LOS		D			С			В			С	
Approach Delay		37.6			28.7			18.8			30.9	
Approach LOS		D			С			B			С	
Queue Length 50th (ft)		138			152			192			224	
Queue Length 95th (ft)		#246			210			320			#424	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)		105			cor			000			004	
Base Capacity (vph)		485			625			906			694	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.70			0.65			0.66			0.84	
Intersection Summary Area Type:	Other											
Cycle Length: 84	OUICI											
Actuated Cycle Length: 76.1	2											
Natural Cycle: 50	2				29							
Control Type: Actuated-Unc	nordinate	4										
Maximum v/c Ratio: 0.84	Joordinated	1										
Intersection Signal Delay: 2	79				ntersectio							
Intersection Capacity Utiliza		/ 0			CU Level							
Analysis Period (min) 15		U					01					
# 95th percentile volume	exceeds c:	anacity qu	ielle mav	, pe longe	۹r							
Queue shown is maximu	Internation whereas the restriction of the	accordana interventinti America Accordina (164)	ieue maj	bolonge								
Splits and Phases: 1: Ro	ute 44 & R	oute 22										
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			\$			4	
Volume (vph)	136	119	15	84	112	78	22	239	90	76	177	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.962			0.969			0.947	and a second
Flt Protected		0.974			0.987			0.996			0.991	
Satd. Flow (prot)	0	1794	0	0	1769	0	0	1798	0	0	1748	0
Flt Permitted		0.639			0.838			0.939			0.847	
Satd. Flow (perm)	0	1177	0	0	1502	0	0	1695	0	0	1494	0
Right Turn on Red			Yes			Yes	-		Yes			Yes
Satd. Flow (RTOR)		7			29			24			52	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.72	0.85	0.54	0.88	0.68	0.78	0.55	0.77	0.87	0.90	0.96	0.69
Adj. Flow (vph)	189	140	28	95	165	100	40	310	103	84	184	175
Shared Lane Traffic (%)	100	עדו	20	00	100	100	70	010	100		101	
Lane Group Flow (vph)	0	357	0	0	360	0	0	453	0	0	443	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Lane Alignment	LEII	Leit O	nigin	LEII	0	Nyn	LCII	0	Taynt	LCIL	0	ingin
Median Width(ft)		0			0			0			0	
Link Offset(ft)					0 16			16			0 16	
Crosswalk Width(ft)		16			10			01			10	
Two way Left Turn Lane	4 00	4 00	4 00	4 00	4 00	4 00	1 00	1.00	1.00	1 00	1.00	1.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Turning Speed (mph)	15	0	9	15	0	9	15	0	9	15	0	9
Number of Detectors	1	2		1	2 TI		1	2		1	2	
Detector Template	=0	Thru		50	Thru		50	Thru		50	Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	
Trailing Detector (ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	CI+Ex	Cl+Ex		Cl+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36			36			36			36	
Detector 2 Size(ft)		40			40			40		n in Sangha-Augustan Marada marada kada sa kada sa	40	
Detector 2 Type		CI+Ex			CI+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	8.0	8.0	nya na waaday ina Grant Bala	8.0	8.0	a aa tarah sebelah keristiki	16.0	16.0		16.0	16.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		26.3			26.3			25.6			25.6	
Actuated g/C Ratio		0.43			0.43			0.42			0.42	
v/c Ratio		0.70			0.54			0.62			0.67	
Control Delay		23.8			16.5			18.3			19.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.8			16.5			18.3			19.2	
LOS		С			В			В			В	
Approach Delay		23.8			16.5			18.3			19.2	
Approach LOS		С			В			В			В	
Queue Length 50th (ft)		98			84			118			110	
Queue Length 95th (ft)		224			134			195			247	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)												
Base Capacity (vph)		626			809			923			828	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.44			0.49			0.54	
Intersection Summary												
Construction of the second	Other											
Cycle Length: 84												
Actuated Cycle Length: 60.8	3											
Natural Cycle: 40		******										
Control Type: Actuated-Unc	coordinated	1										
Maximum v/c Ratio: 0.70												
Intersection Signal Delay: 1				024274232630003000300000000000000000000000000	ntersection							
Intersection Capacity Utiliza	ition 74.6%) 		1	CU Level	of Service	e D				daard saardd dalad tafr felinen diwee t	
Analysis Period (min) 15												

Splits and Phases: 11: Route 44 & Route 22

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			\$			\$	
Volume (vph)	150	131	17	93	124	86	24	264	99	84	195	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.963			0.969			0.947	
Flt Protected		0.974			0.987			0.996			0.991	
Satd. Flow (prot)	0	1794	0	0	1771	0	0	1798	0	0	1748	0
Flt Permitted		0.607	-	-	0.818		-	0.936	-		0.809	
Satd. Flow (perm)	0	1118	0	0	1467	0	0	1689	0	0	1427	0
Right Turn on Red	Ĵ		Yes			Yes	-		Yes			Yes
Satd. Flow (RTOR)		7	100		29	100		24	100		52	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.72	0.85	0.54	0.88	0.68	0.78	0.55	0.77	0.87	0.90	0.96	0.69
	208	154	31	106	182	110	44	343	114	93	203	194
Adj. Flow (vph)	200	104	31	100	102	110	44	343	114	30	203	134
Shared Lane Traffic (%)	Δ	202	0	0	398	0	0	501	0	0	490	0
Lane Group Flow (vph)	0	393										No
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	2014 C 100 C C C C C C C C C C C C C C C C C
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0		STAD AN INVESTIGATION	0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane										Cardina Maria		al summer
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	chering and distantic form
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	
Trailing Detector (ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		Cl+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36			36			36			36	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel											cantanan nonzi jenezgeo zono nonomo	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		3			3			1			1	
Permitted Phases	3	~		3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase	J			0	U			1		1	•	
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	2.0 8.0	8.0		2.0 8.0	8.0		16.0	16.0		16.0	16.0	
	0.0	0.0		0.0	0.0		10.0	10.0		10.0	10.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	****	1.0	1.0	ennensternelen (a. S. esker).
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.(
_ead/Lag _ead-Lag Optimize?									en en al des men Constantes			
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		30.5			30.5			29.5			29.5	
Actuated g/C Ratio		0.44			0.44			0.43			0.43	
v/c Ratio		0.78			0.60			0.68			0.76	
Control Delay		31.2			19.1			21.0			24.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.2			19.1			21.0			24.4	
LOS		С			В			С			С	
Approach Delay		31.2			19.1			21.0			24.4	
Approach LOS		С			В			С			С	
Queue Length 50th (ft)		143			120			176			171	
Queue Length 95th (ft)		#295			153			223			298	
nternal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)												
Base Capacity (vph)		563			749			869			750	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.70			0.53			0.58			0.65	
ntersection Summary	24											
Area Type: C Cycle Length: 84	Other											
Actuated Cycle Length: 68.7												
Natural Cycle: 40												
Control Type: Actuated-Unco	ordinated											
Maximum v/c Ratio: 0.78	, of annator											
Intersection Signal Delay: 23	8			1	ntersection	LOS: C						
Intersection Capacity Utilizati					CU Level	5047572257019292531070001120700	2010.2010.000.000.000.000.000.0000					
Analysis Period (min) 15												
# 95th percentile volume ex	xceeds ca	pacity, qu	ieue mav	be longe	er.							
Queue shown is maximur	and the same balance was a state of the same state of the same state of the same state of the same state of the	 Contract of the second sec second second sec	,	J								
Splits and Phases: 11: Ro	ute 44 & I	Route 22										
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			÷			\$	
Volume (vph)	159	139	22	123	133	86	31	321	121	84	258	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.967			0.969			0.951	
Flt Protected		0.975			0.985			0.995			0.992	
Satd. Flow (prot)	0	1793	0	0	1774	0	0	1796	0	0	1757	0
Flt Permitted	-	0.589	-	-	0.764			0.913			0.787	
Satd. Flow (perm)	0	1083	0	0	1376	0	0	1648	0	0	1394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			25			24			46	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.72	0.85	0.54	0.88	0.68	0.78	0.55	0.77	0.87	0.90	0.96	0.69
Adj. Flow (vph)	221	164	41	140	196	110	56	417	139	93	269	209
Shared Lane Traffic (%)	221	104	1	170	100	110		- 11	100	00	LOO	
Lane Group Flow (vph)	0	426	0	0	446	0	0	612	0	0	571	0
Enter Blocked Intersection	No	H20 No	No	No	No	No	No	No	No	No	No	No
	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Lane Alignment	Leit	Len 0	Right	Len	Len 0	Night	Leit	Leit 0	Nigiti	LCIL	сеп 0	ragin
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0 16			16			0 16			0 16	
Crosswalk Width(ft)		01			10			10			10	
Two way Left Turn Lane	4 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	0	9	15	0	9	15	0	9	205203602020202020202020	2	ฮ
Number of Detectors	1	2		1	2		1	2		1		
Detector Template		Thru		50	Thru		50	Thru		50	Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	
Trailing Detector (ft)	0	-10		0	-10		0	-10	the state of the	0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	CI+Ex	
Detector 1 Channel								~ ~			~ ~	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36			36			36			36	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase										Na ana amin'ny fanisa dia kaominina dia kaominina dia kaominina dia kaominina dia kaominina dia kaominina dia k		
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		16.0	16.0		16.0	16.0	

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_ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.(
Lead/Lag												
Lead-Lag Optimize?								10000000000000000000000000000000000000				
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		34.3			34.3			35.2			35.2	
Actuated g/C Ratio		0.44			0.44			0.45			0.45	
v/c Ratio		0.88			0.72			0.81			0.87	
Control Delay		43.0			25.3			28.0			34.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		43.0			25.3			28.0			34.3	
LOS		D			С			С	er an anna a suarra an Anna an		С	
Approach Delay		43.0			25.3			28.0			34.3	
Approach LOS		D			С			С			С	
Queue Length 50th (ft)		196			176			252			238	
Queue Length 95th (ft)		#344			183			298			#442	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)												
Base Capacity (vph)		507			651			806			695	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.84			0.69			0.76			0.82	
Intersection Summary												
	Other											
Cycle Length: 84												
Actuated Cycle Length: 77.7												
Natural Cycle: 50												
Control Type: Actuated-Unco	ordinated	1										
Maximum v/c Ratio: 0.88	0				- 1 1 ! -	- 1 00. 0						
Intersection Signal Delay: 32.				Contraction designed and a second state of the second s	ntersectio	\$7\$\$7% \$2\$0 \$3\$3\$\$\$\$\$\$\$\$\$\$\$	CONTRACTOR CONTRACTOR CONTRACTOR					
Intersection Capacity Utilizati	on 83.3%)		•	CU Level	of Servic	ee					
Analysis Period (min) 15												
# 95th percentile volume ex Queue shown is maximum	un su una classicale succión de substantivo de la		ieue may	r be longe	er.							
preferencementen met mellen in noordigeoutlike voordie oordie oordie oordie oordie oordie oordie oordie oord												
Splits and Phases: 11: Rou	ute 44 & I	Route 22		1.4]		
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			ŵ			\$			4	
Volume (vph)	67	70	13	63	71	57	13	169	56	42	288	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.969			0.960			0.975	Support and the second s
Flt Protected		0.981			0.980			0.997			0.995	
Satd. Flow (prot)	0	1807	0	0	1769	0	0	1783	0	0	1807	0
Flt Permitted		0.813			0.821			0.958			0.936	
Satd. Flow (perm)	0	1498	0	0	1482	0	0	1713	0	0	1700	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7	and a constant of the spectrum		23	ang kang sang sang sang sang sang sang sang s		34			18	10000000000000000
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.88	0.70	0.81	0.56	0.71	0.89	0.65	0.78	0.56	0.75	0.73	0.78
Adj. Flow (vph)	76	100	16	112	100	64	20	217	100	56	395	100
Shared Lane Traffic (%)	70	100	10	114	100	UT	20	217	100	00	000	100
Lane Group Flow (vph)	0	192	0	0	276	0	0	337	0	0	551	0
 Constraints with the constraints and a constraint and constraints on the constraint straints and constraints. 	No	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	Left			Left	Left		Left	Left		Left	Left	and the standard of the second
Lane Alignment	Leit	Left	Right	Leit	ocuration to select a content of female	Right	Leit	Settle he have be reasoned a compared of	Right	LEIL		Right
Median Width(ft)		0			0 0			0			0 0	
Link Offset(ft)								0			0 16	
Crosswalk Width(ft)		16			16			16			10	
Two way Left Turn Lane	4.00	4.00	4 00	4.00	4.00	4 00	4 00	4 00	4 00	4.00	4 00	4 00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	2	9	15	-	9	15	-	9	15	0	9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	
Trailing Detector (ft)	0	-10		0	-10		0	-10	2.00	0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	Cl+Ex	Cl+Ex		CI+Ex	Cl+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36			36			36			36	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase	en en el de la company de l										907 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -	10,000,000,000,000,000,000,000,000,000,
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		16.0	16.0		16.0	16.0	and a second
	5.5				2.0							

Silo Ridge Resort Community The Chazen Companies

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		17.7			17.7			24.4			24.4	
Actuated g/C Ratio		0.35			0.35			0.48			0.48	
v/c Ratio		0.37			0.52			0.40			0.67	
Control Delay		15.9			17.6			9.7			14.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.9			17.6			9.7			14.9	
LOS		В			В			А			В	
Approach Delay		15.9			17.6			9.7			14.9	
Approach LOS		В			В			А			В	
Queue Length 50th (ft)		38			55			49			103	
Queue Length 95th (ft)		81			112			106			183	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)												
Base Capacity (vph)		809			807			1051			1037	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.24			0.34			0.32			0.53	
Intersection Summary												
Area Type:	Other											
Cycle Length: 84												
Actuated Cycle Length: 50.8												
Natural Cycle: 40												
Control Type: Actuated-Unco	oordinated	1										
Maximum v/c Ratio: 0.67												
Intersection Signal Delay: 14	1.3			h	ntersectio	n LOS: B						
Intersection Capacity Utilizat Analysis Period (min) 15		5			CU Level							

Splits and Phases: 111: Route 44 & Route 22

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			÷			4			4	
Volume (vph)	74	77	14	70	78	63	14	187	62	46	318	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.969			0.960			0.976	
Flt Protected		0.980			0.980			0.997			0.995	
Satd. Flow (prot)	0	1805	0	0	1769	0	0	1783	0	0	1809	0
Flt Permitted		0.789			0.802			0.954			0.931	
Satd. Flow (perm)	0	1454	0	0	1448	0	0	1706	0	0	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			23			34			18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.88	0.70	0.81	0.56	0.71	0.89	0.65	0.78	0.56	0.75	0.73	0.78
Adj. Flow (vph)	84	110	17	125	110	71	22	240	111	61	436	110
Shared Lane Traffic (%)									na magazin di sala di sana sa			
Lane Group Flow (vph)	0	211	0	Ó	306	0	0	373	0	0	607	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	,	0			0		secold or <u>an</u> day day of	0			0	<u>Andreas</u> and a
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	an da statistica e su contra de la seconda de la second	1	2	a di ka ding sa di kata sa ka	1	2		1	2	
Detector Template	•	Thru			Thru			Thru			Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	
Trailing Detector (ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0	-10	00020000000000
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	Cl+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	OI EX			OT EX								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	1997-1997
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	0.0	36		0.0	36			36			36	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			Cl+Ex	
Detector 2 Channel		OILEA			UL LA			0 , 1 ,			. <u>.</u> .	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	0.0		Perm	0.0		Perm	0.0		Perm		
Protected Phases	1 Unit	3		1 Onn	3		1 Unit	1		1 0/111	1	
Permitted Phases	3	v		3	U		1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase	J	J		J	J		1			1		and the second
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	2.0 8.0	8.0		8.0	2.0 8.0		16.0	16.0		16.0	16.0	
	0.0	0.0		0.0	0.0		10.0	10.0		10.0	10.0	

Silo Ridge Resort Community The Chazen Companies

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?											104000-000-00-000	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		20.0			20.0			27.6			27.6	
Actuated g/C Ratio		0.36			0.36			0.49			0.49	
v/c Ratio		0.40			0.58			0.44		ponessiones de la company	0.72	ne konstante kan
Control Delay		17.4			19.9			11.0			17.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.4			19.9			11.0			17.7	
LOS		В			В			В			В	
Approach Delay		17.4			19.9			11.0			17.7	
Approach LOS		B			B			В			B	
Queue Length 50th (ft)		49			73			64			138	
Queue Length 95th (ft)		88			125			131			230	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)		750			767			4040			000	
Base Capacity (vph)		752			757			1012			998	
Starvation Cap Reductn		0			0			0			0 0	
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0 0.40			0			0	
Reduced v/c Ratio	Analosa Albanos calad	0.28			0.40			0.37			0.61	
Intersection Summary												
Area Type:	Other	Sec. Sec.										
Cycle Length: 84			skinder de sinse i nait									
Actuated Cycle Length: 56.	3						a de la constante de					
Natural Cycle: 40		•										
Control Type: Actuated-Uni	coordinated	1										
Maximum v/c Ratio: 0.72	ò./											
Intersection Signal Delay: 1					ntersectio							
Intersection Capacity Utiliza	ation 58.5%	D			CU Level	of Servic	еВ					
Analysis Period (min) 15												

Splits and Phases: 111: Route 44 & Route 22

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		¢,			\$			ŵ			\$	
Volume (vph)	82	85	17	84	85	63	20	249	82	46	380	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.972			0.960			0.977	El Constituent anno anno anno anno anno anno anno an
Flt Protected		0.981			0.978			0.997			0.996	
Satd. Flow (prot)	0	1805	0	0	1771	0	0	1783	0	0	1813	0
Flt Permitted		0.760			0.750			0.939			0.925	
Satd. Flow (perm)	0	1399	0	0	1358	0	0	1679	0	0	1683	0
Right Turn on Red			Yes	-		Yes			Yes	-		Yes
Satd. Flow (RTOR)		8			20			33			17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.88	0.70	0.81	0.56	0.71	0.89	0.65	0.78	0.56	0.75	0.73	0.78
Adj. Flow (vph)	93	121	21	150	120	71	31	319	146	61	521	121
	უკ	121	21	100	120	7.1	JI	513	140	01	JZI	121
Shared Lane Traffic (%)	0	235	0	0	341	0	0	496	0	0	703	0
Lane Group Flow (vph)			No		No	No	No	490 No	No	No	No	No
Enter Blocked Intersection	No	No		No		an and the second secoletic dealers			the family and taken and a first of Warraward a first of			and the standard strends of the balances
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	4.00	4.00	4.00	4.00	4.00	4 00	4.00	4.00	4 0.0	4 00	4 00	4 00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	974 (1959) 274 (1959)
Trailing Detector (ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	Cl+Ex		Cl+Ex	Cl+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36			36			36			36	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1		rese di tel	1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase				nepatar e no li con e con e e conse								
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		16.0	16.0		16.0	16.0	A CONTRACTOR OF
	0.0	0.0		0.0	0.0		10.0	10.0		10.0	10.0	

Silo Ridge Resort Community The Chazen Companies

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		23.9			23.9			34.2			34.2	
Actuated g/C Ratio		0.36			0.36			0.51			0.51	
v/c Ratio		0.46			0.68			0.56			0.81	
Control Delay		19.7			25.2			14.7			24.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.7			25.2			14.7			24.0	
LOS		В			С			В			С	
Approach Delay		19.7			25.2			14.7			24.0	
Approach LOS		В			С			В			С	
Queue Length 50th (ft)		77			121			114			206	
Queue Length 95th (ft)		96			143			221			333	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)											mang ber neger eine ste zweizen zu sterete	
Base Capacity (vph)		665			651			943			938	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.52			0.53			0.75	
Intersection Summary												
	Other	Line of the										
Cycle Length: 84		észeri szelene a seléreké										
Actuated Cycle Length: 66.	5											
Natural Cycle: 45				AND THE OWNER OF THE								
Control Type: Actuated-Unc	oordinated											
Maximum v/c Ratio: 0.81						100.0						
Intersection Signal Delay: 2					ntersectio							
Intersection Capacity Utiliza	tion 63.1%)(CU Level	of Service	еВ					
Analysis Period (min) 15												

Splits and Phases: 111: Route 44 & Route 22

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4 >	
Volume (veh/h)	4	3	16	4	10	7	7	154	1	3	207	3
Sign Control		Stop			Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.50	0.38	0.57	0.50	0.63	0.44	0.58	0.80	0.25	0.38	0.86	0.25
Hourly flow rate (vph)	8	8	28	8	16	16	12	192	4	8	241	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)											61	
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	505	483	247	513	487	194	253			196		
vC, conflicting volume vC1, stage 1 conf vol	505	403	247	515	407	194	200			190		
vC2, stage 2 conf vol												
vC2, stage 2 com vol	505	483	247	513	487	194	253			196		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)		0.0			0.0	9.						
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	96	98	97	98	99			99		
cM capacity (veh/h)	451	475	792	444	474	847	1313			1376		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	44	40	209	261								
Volume Left	8	8	12	8								
Volume Right	28	16	4	12								
cSH	630	566	1313	1376								
Volume to Capacity	0.07	0.07	0.01	0.01								
Queue Length 95th (ft)	6	6	1	0	ze sudo lar é de la zación de la la com				2.53 Alimotics (1988) Alimot		104/00/2004/06/06/06/04/07	22409.95266254624626444
Control Delay (s)	11.1	11.8	0.5	0.3								
Lane LOS	В	В	А	А					an management of the first of the second			
Approach Delay (s)	11.1	11.8	0.5	0.3								
Approach LOS	В	В										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization	ation		22.2%	IC	U Level	of Service	1		Α			
Analysis Period (min)			15									the contraining the contract of the contract o

HCM Unsignalized Intersection Capacity Analysis 2: Lake Amenia Rd. & Route 22

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			44			4	
Volume (veh/h)	4	3	18	4	11	8	8	170	1	3	229	3
Sign Control		Stop			Stop			Free			Free	zar - valar 1000 The construction
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.50	0.38	0.57	0.50	0.63	0.44	0.58	0.80	0.25	0.38	0.86	0.25
Hourly flow rate (vph)	8	8	32	8	17	18	14	212	4	8	266	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)											e de compression en successive en de section	na n
Percent Blockage												
Right turn flare (veh)											2.2	
Median type								None			None	
Median storage veh)					aniar ta						Tologi and the second	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	557	532	272	566	536	214	278			216		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol			070	500	500	011	070			0.1.0		
vCu, unblocked vol	557	532	272	566	536	214	278			216		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	0 5	10	<u> </u>	0 F	4.0	~ ~ ~	0.0			00		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	96	98	96	98	99			99		
cM capacity (veh/h)	412	445	766	406	443	825	1284			1353		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	47	44	230	286								
Volume Left	8	8	14	8								
Volume Right	32	18	4	12								
cSH	606	538	1284	1353								
Volume to Capacity	0.08	0.08	0.01	0.01								
Queue Length 95th (ft)	6	7	1	0								
Control Delay (s)	11.4	12.3	0.6	0.3								
Lane LOS	В	B	A	A								
Approach Delay (s) Approach LOS	11.4 B	12.3 B	0.6	0.3								
, .	J	J										
Intersection Summary		er en	2.1									
Average Delay	ation		23.8%	10	111 ourst	of Service			А			
Intersection Capacity Utiliza Analysis Period (min)	auOn		23.8% 15	IU	O LEVEL (N SELVICE			A			
Analysis renou (mm)			IJ								Sector Sector	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇔			4			4			4	00000404040404040404040
Volume (veh/h)	4	3	25	5	11	8	14	280	2	3	287	3
Sign Control		Stop			Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.50	0.38	0.57	0.50	0.63	0.44	0.58	0.80	0.25	0.38	0.86	0.25
Hourly flow rate (vph)	8	8	44	10	17	18	24	350	8	8	334	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)											2.2	
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	. Annon des la statute de la substation de la s				anton <u>unu</u> ta das							
vC, conflicting volume	785	762	340	806	764	354	346			358		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol					antina main							
vCu, unblocked vol	785	762	340	806	764	354	346			358		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	05	10	0.0	о F	10	0.0	0.0			0.0		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	94	96	95	97	98			99		
cM capacity (veh/h)	283	325	702	271	325	690	1213			1201		in career
Direction, Lane #	EB 1	WB1	NB 1	SB 1								
Volume Total	60	46	382	354								
Volume Left	8	10	24	8								
Volume Right	44	18	8	12								
cSH	520	390	1213	1201								
Volume to Capacity	0.12	0.12	0.02	0.01								
Queue Length 95th (ft)	10	10	2	0								
Control Delay (s)	12.8	15.4	0.7	0.2								
Lane LOS	B	C	A	A								
Approach Delay (s) Approach LOS	12.8 В	15.4 C	0.7	0.2								
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization	ation		33.7%	IC	U Level	of Service)		A			
Analysis Period (min)			15			s hand and a single star of a second	no soto transferición de la compañía					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			\$			\$	
Volume (veh/h)	5	6	16	6	8	3	21	316	10	8	248	8
Sign Control		Stop			Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.42	0.75	0.67	0.50	0.67	0.75	0.48	0.56	0.83	0.67	0.85	0.50
Hourly flow rate (vph)	12	8	24	12	12	4	44	564	12	12	292	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	004	007	200	4000	000	670	200			570		
vC, conflicting volume	991	987	300	1009	989	570	308			576		
vC1, stage 1 conf vol vC2, stage 2 conf vol												
vCz, stage z com vol	991	987	300	1009	989	570	308			576		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	7.1	0.5	0.2	1.1	0.5	0.2	7.1			7.1		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	97	97	94	95	99	97			99		
cM capacity (veh/h)	206	235	739	199	235	521	1253			997		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	44	28	620	320			nie werde					
Volume Left	12	12	44	12								
Volume Right	24	4	12	16								
cSH	353	235	1253	997					y napri da sina propinsi na nar			
Volume to Capacity	0.12	0.12	0.03	0.01								
Queue Length 95th (ft)	11	10	3	1								
Control Delay (s)	16.6	22.4	1.0	0.4								
Lane LOS	С	С	А	А								
Approach Delay (s)	16.6	22.4	1.0	0.4								
Approach LOS	С	С										
Intersection Summary												
Average Delay			2.1		COMPLEX STREET,							642/56/56/56/56/55/2 ^{1/2} ~
Intersection Capacity Utilizati	on		36.6%	IC	U Level of	of Service			А			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	www.agena.zonechtibril.ci
Volume (veh/h)	6	7	18	7	9	3	23	349	11	9	379	9
Sign Control		Stop			Stop			Free			Free	4725.0470953/02010/00
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.42	0.75	0.67	0.50	0.67	0.75	0.48	0.56	0.83	0.67	0.85	0.50
Hourly flow rate (vph)	14	9	27	14	13	4	48	623	13	13	446	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage											Section Star	
Right turn flare (veh)					ant Salataka							
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	4040	1011	455	1239	4046	630	464			636		
vC, conflicting volume	1218	1214	400	1239	1216	030	404			030		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol vCu, unblocked vol	1218	1214	455	1239	1216	630	464			636		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	7.1	0.0	0.2	7.1	0.0	0.2	7.1			π.ι		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	4.0 95	96	90	4.0 92	99	96			99		
cM capacity (veh/h)	140	170	605	133	171	482	1097			947		
Sector se	under die notation was nichtig bit wie die der die				17.1	102	1001			VTI		
Direction, Lane #	EB 1 50	WB 1 31	NB 1 684	SB 1 477								
Volume Left	50 14	31 14	48	13								
Volume Right	27	4	13	18								
cSH	251	164	1097	947								
Volume to Capacity	0.20	0.19	0.04	0.01								
Queue Length 95th (ft)	18	17	3	0.01								
Control Delay (s)	23.0	32.2	1.1	0.4								
Lane LOS	C	0 <u>_:</u> _	A	A								
Approach Delay (s)	23.0	32.2	1.1	0.4								
Approach LOS	C	D										
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization	ation		40.6%	IC	U Level o	of Service)		Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			ф,	
Volume (veh/h)	6	7	27	9	9	3	30	423	13	9	274	18
Sign Control		Stop			Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.42	0.75	0.67	0.50	0.67	0.75	0.48	0.56	0.83	0.67	0.85	0.50
Hourly flow rate (vph)	14	9	40	18	13	4	62	755	16	13	322	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1266	1263	340	1300	1273	763	358			771		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	4000	4000	0.40	4000	4070	700	050			774		
vCu, unblocked vol	1266	1263	340	1300	1273	763	358			771		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
tF (s) p0 queue free %	3.5 89	4.0 94	3.3 94	3.5 85	4.0 91	3.3 99	2.2 95			2.2 98		
	127	94 157	702	118	156	404	1200			844		
cM capacity (veh/h)		turabe bel eranec escenara casa seba		1997,799,699,699,699,799,-30,700,799	100	404	1200			044		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	64	35	834	372								
Volume Left	14	18	62	13								
Volume Right	40	4	16	36								
cSH	279	143	1200	844								
Volume to Capacity	0.23	0.25	0.05	0.02								
Queue Length 95th (ft)	22	23	4	1								
Control Delay (s)	21.7 C	38.4 E	1.3 A	0.5 A								
Lane LOS Approach Delay (s)	21.7	38.4	1.3	0.5								
Approach LOS	21.7 C	50.4 E	1.0	0.5		5.8.8.8						
Intersection Summary												
Average Delay			3.1	contraction of the second								
Intersection Capacity Utiliz	ation		46.5%	IC	CU Level	of Service			A			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4 3-			4 >			ф э	
Volume (veh/h)	4	1	24	3	7	4	17	301	9	4	240	3
Sign Control		Stop	ender oor gewoend die Angele ge		Stop			Free			Free	000030402000000000000000000000000000000
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.50	0.38	0.58	0.50	0.41	0.76	0.58	0.50	0.86	0.38
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	8	4	48	8	12	8	41	396	16	8	279	8
Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked				ing is				None			None	
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	800	794	283	836	790	404	287			412		
vCu, unblocked vol	800	794	283	836	790	404	287			412		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)				9589540000000000000000000000000000000000			10100000000000000000000000000000000000			na na manazarta ang akarata s		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	99	94	97	96	99	97			99		
cM capacity (veh/h)	281	307	755	258	310	647	1275			1147		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	60	28	453	295								
Volume Left	8	8	41	8								
Volume Right	48	8	16	8								
cSH	571	341	1275	1147								
Volume to Capacity	0.11	0.08	0.03	0.01								
Queue Length 95th (ft)	9	7	3	1								
Control Delay (s)	12.0	16.5	1.0	0.3								
Lane LOS	В	С	А	А								
Approach Delay (s) Approach LOS	12.0 B	16.5 C	1.0	0.3								
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utiliza Analysis Period (min)	ation		35.9% 15	IC	U Level o	of Service			A			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ф э			4 >			4			4	
Volume (veh/h)	4	1	26	3	8	4	19	332	10	4	265	3
Sign Control		Stop			Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.50	0.38	0.58	0.50	0.41	0.76	0.58	0.50	0.86	0.38
Hourly flow rate (vph)	8	4	52	8	14	8	46	437	17	8	308	8
Pedestrians		ioner reports for the state of the block										
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	004	075	~ ~ ~	000	070		<u></u>			1-1		
vC, conflicting volume	881	875	312	920	870	445	316			454		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	004	075	240	000	070	445	040			454		
vCu, unblocked vol	881 7.1	875	312 6.2	920	870 6 5	445	316			454 4.1		
tC, single (s)	1.1	6.5	0.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
tF (s) p0 queue free %	3.5 97	4.0 99	93	96	4.0 95	3.3 99	2.2 96			2.2 99		
cM capacity (veh/h)	244	274	728	223	277	613	1244			1107		
••••••••••••••••••••••••••••••••••••••				enderen gezalet zuer ver volgene v	211	013	1244			1107		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	64	30	500	324								
Volume Left	8	8	46	8								
Volume Right	52	8	17	8								
cSH	539	302	1244	1107								
Volume to Capacity	0.12	0.10	0.04	0.01								
Queue Length 95th (ft)	10 12.6	8 18.2	3 1.1	1 0.3								
Control Delay (s)	Generolds with control of the second	electronelle et construction (construction)	sindhologini olan yan yangi siyan	adoro ducionario contactorio da con								
Lane LOS	B 12.6	C 18.2	A 1.1	A 0.3								
Approach Delay (s) Approach LOS	12.0 B	10.2 C	1,1	0.5								
Intersection Summary												
Average Delay			2.2								10020000000000000000000000000000000000	19 Martin 1
Intersection Capacity Utiliza	ation		39.1%	IC	U Level o	of Service)		А			B-EAH
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			4			4	
Volume (veh/h)	4	1	36	4	8	4	24	418	12	4	363	3
Sign Control		Stop			Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.50	0.38	0.58	0.50	0.41	0.76	0.58	0.50	0.86	0.38
Hourly flow rate (vph)	8	4	72	11	14	8	59	550	21	8	422	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)								None			None	
Median type								NOLIE			none	
Median storage veh) Upstream signal (ft)						2012 - C.						
pX, platoon unblocked												
vC, conflicting volume	1134	1130	426	1193	1123	560	430			571		
vC1, stage 1 conf vol	1101	1100	120		,,		.00					
vC2, stage 2 conf vol												
vCu, unblocked vol	1134	1130	426	1193	1123	560	430			571		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	98	89	92	93	98	95			99		
cM capacity (veh/h)	159	191	628	136	193	528	1129			1002	and fair design	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	84	32	629	438								
Volume Left	8	11	59	8								
Volume Right	72	8	21	8								
cSH	452	197	1129	1002								
Volume to Capacity	0.19	0.16 14	0.05 4	0.01 1								
Queue Length 95th (ft) Control Delay (s)	17 14.8	26.8	1.4	0.2								
Lane LOS	14.0 B	20.0 D	1.4 A	0.2 A			and a second second second					
Approach Delay (s)	14.8	26.8	1.4	0.2								
Approach LOS	B	D		0.12								
Intersection Summary												
Average Delay	••		2.6									
Intersection Capacity Utiliza	tion		47.8%	10	JU Level	of Service)		Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		and a second	4			ф э	
Volume (veh/h)	9	1	15	7	1	2	2	202	3	0	354	5
Sign Control		Stop			Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.75	0.25	0.75	0.35	0.25	0.50	0.25	0.62	0.38	1.00	0.67	0.63
Hourly flow rate (vph) Pedestrians Lane Width (ft)	12	4	20	20	4	4	8	326	8	0	528	8
Walking Speed (ft/s) Percent Blockage Right turn flare (veh)												
Median type Median storage veh) Upstream signal (ft)								None			None	
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol	884	882	532	900	882	330	536			334		
vC2, stage 2 conf vol												
vCu, unblocked vol	884	882	532	900	882	330	536			334		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)			and an	1979, Wistowy Station, 2020, 2020, 2020, 2020, 2020, 2020, 2020, 2020, 2020, 2020, 2020, 2020, 2020, 2020, 2020	4200200220944547507259920					n juli si na s		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	99	96	92	99	99	99			100		
cM capacity (veh/h)	259	282	547	246	283	712	1032			1226		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	36	28	342	536								
Volume Left	12	20	8	0								
Volume Right	20	4	8	8								
cSH	371	277	1032	1226								
Volume to Capacity	0.10	0.10	0.01	0.00								
Queue Length 95th (ft)	8	8	1	0								
Control Delay (s)	15.7	19.5	0.3	0.0								
Lane LOS	С	С	А									
Approach Delay (s) Approach LOS	15.7 C	19.5 C	0.3	0.0								
Intersection Summary												
Average Delay	2		1.3									
Intersection Capacity Utiliza Analysis Period (min)	ation		28.9% 15	IC	CU Level	of Service	;		A			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4 >	ann an Ionn ar an Ionn Ionn an Ionn ann a' ann an Aonn		(]>		ndnamena naad endad in moderaa	4 >	and were well as the descent of the series of the series of the set		4	
Volume (veh/h)	10	1	17	7	1	2	2	223	3	0	391	6
Sign Control		Stop			Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.75	0.25	0.75	0.35	0.25	0.50	0.25	0.62	0.38	1.00	0.67	0.63
Hourly flow rate (vph)	13	4	23	20	4	4	8	360	8	0	584	10
Pedestrians												
Lane Width (ft)							e logen					
Walking Speed (ft/s)							244					
Percent Blockage												
Right turn flare (veh)												50/90-20-2020/04-5-45-5-7-7
Median type		- Andrewski (* 1997) Andrewski (* 1997)						None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	974	972	588	993	973	364	593			368		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	074	070	500	000	070	004	500			000		
vCu, unblocked vol	974	972	588	993	973	364	593			368		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	0 F	4.0	• • •	25	4.0	• • •	0.0			0.0		
tF (s)	3.5	4.0 98	3.3 96	3.5 90	x 25 x 0.19 2 f 25 X 24 \$ f 24 2 4 10 \$ 20 X	3.3	2.2			2.2 100		
p0 queue free %	94				98	99	99					
cM capacity (veh/h)	225	250	508	211	250	681	983		Tribule des	1191		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	40	28	376	593								
Volume Left	13	20	8	0								
Volume Right	23	4	8	10								
cSH	333	240	983	1191								
Volume to Capacity	0.12	0.12	0.01	0.00								
Queue Length 95th (ft)	10	10	1	0								
Control Delay (s)	17.3	22.0	0.3	0.0								
Lane LOS	C	C	A	0.0								
Approach Delay (s) Approach LOS	17.3 C	22.0 C	0.3	0.0								
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utiliz	ation		30.9%	IC	U Level	of Service	•		Α			
Analysis Period (min)	n se		15	Angeological Science and consider 10 ht		Acidemati indek disebe e dalah series		ta Mili Andi Angelowi Akabinati ini ta	the state of the second data and a state of the state of the second data and the state of the state of the second data and the state of the second data and	and the second		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Volume (veh/h)	10	1	20	9	1	2	3	311	4	0	470	6
Sign Control		Stop	a kalikita wa wa kata za 1. Afrika kalikita ka		Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.75	0.25	0.75	0.35	0.25	0.50	0.25	0.62	0.38	1.00	0.67	0.63
Hourly flow rate (vph)	13	4	27	26	4	4	12	502	11	0	701	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	1010	4040	700	4000	4040	507	744			F40		
vC, conflicting volume	1243	1242	706	1266	1242	507	711			512		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	1243	1242	706	1266	1242	507	711			512		
vCu, unblocked vol	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, single (s)	7.1	0.0	0.2	1.1	0.0	0.2	4.1			4,1		
tC, 2 stage (s) tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	0 98	94	81	4.0 98	99	99			100		
cM capacity (veh/h)	145	171	435	133	172	566	888			1053		
				Diàm de Bruch politica a cuesti (en	112	000	000			1000		
Direction, Lane #	EB 1	WB 1	NB 1 524	SB 1 711								
Volume Total	44	34	524 12	0								
Volume Left	13 27	26 4	12	10								
Volume Right cSH	249	4 151	888	1053								
Volume to Capacity	0.18	0.22	0.01	0.00								
Queue Length 95th (ft)	16	20	0.01	0.00								
Control Delay (s)	22.5	35.6	0.4	0.0								
Lane LOS	22.3 C	55.0 E	0.4 A	0.0								
Approach Delay (s)	22.5	35.6	0.4	0.0								
Approach LOS	C	E	0.1	0.0								
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization	ation		35.1%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	۴		با	₽	
Volume (veh/h)	8	8	33	_154	195	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	36	167	212	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s) Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)				nono	, tono	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	469	230	248			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	469	230	248			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	97			
cM capacity (veh/h)	538	809	1318		and the Class	
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	9	9	203	248		
Volume Left	9	0	36	0		
Volume Right	0	9	0	36		
cSH Velume te Cenecity	538 0.02	809 0.01	1318 0.03	1700 0.15		
Volume to Capacity Queue Length 95th (ft)	0.02	0.01	0.03	0.15		
An analysis of the second s	11.8	9.5	1.6	0.0		
Control Delay (s) Lane LOS	11.0 B	9.5 A	1.0 A	0.0		
Approach Delay (s)	10.7	~	1.6	0.0		
Approach LOS	B			0.0		
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utiliza	ation		35.5%	10	CU Level	of Service A
Analysis Period (min)			15			
			Configure and show			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7	anna a chur a san Na maar na Nilannan ag ag ag	ƙ î	4	
Volume (veh/h)	9	9	36	170	215	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	10	39	185	234	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh) Median type				None	None	
Median storage veh)				NONE	INDIC	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	516	253	273			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	516	253	273			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	97			
cM capacity (veh/h)	503	785	1290			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	10	10	224	273		
Volume Left	10	0	39	0		
Volume Right	0	10	0	39		
cSH	503	785	1290	1700		
Volume to Capacity	0.02	0.01	0.03	0.16		
Queue Length 95th (ft)	1 12.3	1 9.6	2 1.6	0 0.0		
Control Delay (s)	12.3 B	9.6 A	1.6 A	0.0		
Lane LOS Approach Delay (s)	11.0	A	1.6	0.0		
Approach LOS	B		1.0	0.0		
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utiliza	ation		37.8% 15	10	CU Level (of Service A
Analysis Period (min)			ιJ			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	1		4	4	
Volume (veh/h)	80	80	84	216	233	84
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	87	91	235	253	91
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage	en e					
Right turn flare (veh) Median type				None	None	
Median storage veh)				NULLE	NULLE	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	716	299	345			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	716	299	345			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	76	88	92			
cM capacity (veh/h)	367	741	1214			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	87	87	326	345		
Volume Left	87	0	91	0		
Volume Right	0	87	0	91		
cSH	367	741	1214	1700		
Volume to Capacity	0.24	0.12	0.08	0.20		
Queue Length 95th (ft) Control Delay (s)	23 17.8	10 10.5	6 2.8	0 0.0		
Lane LOS	17.8 C	B	2.0 A	0.0		
Approach Delay (s)	14.2	D	2.8	0.0		
Approach LOS	14.2 B		2.0	0.0		
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utiliza Analysis Period (min)	ation		47.8% 15	IC	CU Level	of Service A
Analysis Fendu (IIIII)			IJ			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	٣	7		۹ ۴	ĥ	
Volume (veh/h)	7	5	2	342	261	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.44	0.63	0.25	0.53	0.83	0.75
Hourly flow rate (vph)	16	8	8	645	314	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				NI	NI	
Median type				None	None	
Median storage veh)						
Upstream signal (ft) pX, platoon unblocked						
vC, conflicting volume	982	320	326			
vC1, stage 1 conf vol	302	520	520			
vC2, stage 2 conf vol						
vCu, unblocked vol	982	320	326			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	99	99			
cM capacity (veh/h)	275	720	1233			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	16	8	653	326		
Volume Left	16	0	8	0		
Volume Right	0	8	0	12		
cSH	275	720	1233	1700		
Volume to Capacity	0.06	0.01	0.01	0.19		
Queue Length 95th (ft)	5	1	0	0		
Control Delay (s)	18.9	10.1	0.2	0.0		
Lane LOS	C	В	A 0.2	0.0		
Approach Delay (s) Approach LOS	16.0 C		0.2	0.0		
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization	n n		29.6%	10	llevel	of Service A
······································	л			Section of the sector		

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	۲	7		4	\$→	
Volume (veh/h)	8	6	2	378	288	10
Sign Control	Stop			Free	Free	
Grade	0%		0.05	0%	0%	0.75
Peak Hour Factor	0.44	0.63	0.25	0.53	0.83	0.75
Hourly flow rate (vph)	18	10	8	713	347	13
Pedestrians Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						99899422 2009502254 W 2012/9214 2012 2012/9214999555 (A Romony 2012) - 2012/92149999600 (A Romony 2014) - 2014 - 201
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1083	354	360			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	1000					
vCu, unblocked vol	1083	354	360			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	3.5	3.3	2.2			
tF (s) p0 queue free %	92	99	<u>2.2</u> 99			
cM capacity (veh/h)	239	690	1198			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	18	10	721	360		
Volume Left	18	0	8	000		
Volume Right	0	10	Ő	13		
cSH	239	690	1198	1700		
Volume to Capacity	0.08	0.01	0.01	0.21		
Queue Length 95th (ft)	6	1	1	0		
Control Delay (s)	21.3	10.3	0.2	0.0		
Lane LOS	С	В	А			
Approach Delay (s) Approach LOS	17.5 C		0.2	0.0		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utiliza Analysis Period (min)	ation		31.5% 15	IC	U Level	of Service A

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7		ډ	4î	
Volume (veh/h)	67	69	88	400	318	96
Sign Control	Stop			Free	Free	
Grade	0%		0.05	0%	0%	A ==
Peak Hour Factor	0.44	0.63	0.25	0.53	0.83	0.75
Hourly flow rate (vph)	152	110	352	755	383	128
Pedestrians Lane Width (ft)						
Alking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		and the second				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
oX, platoon unblocked						an of Board Statistics of California Control of California Statistics and California Statistics California Statistics of California Statis
/C, conflicting volume	1906	447	511			
/C1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1906	447	511			
C, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)		_				
F (s)	3.5	3.3	2.2			
p0 queue free %	0	82 611	67			
cM capacity (veh/h)	50		1054			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	152	110	1107	511		
Volume Left	152	0	352	0		
Volume Right	0 50	110	0 1054	128 1700		
cSH Volume to Capacity	3.03	611 0.18	0.33	0.30		
Queue Length 95th (ft)	5.05 Err	16	0.33 37	0.50		
Control Delay (s)	Err	12.2	7.4	0.0		
ane LOS	F	12.2 B	,.+ A	0.0		
Approach Delay (s)	5821.0	1	7.4	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			815.1			
Intersection Capacity Utiliz	zation		62.2%	10	U Level	of Service B
Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7		4	Ъ	
Volume (veh/h)	6	6	8	321	253	14
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.30	0.50	0.74	0.87	0.39
Hourly flow rate (vph)	8	20	16	434	291	36
Pedestrians						
Lane Width (ft)	water and				a parte parte	
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh) Median type				None	None	
Median storage veh)				NONE	INDITE	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	775	309	327			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	775	309	327			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	97	99			
cM capacity (veh/h)	362	731	1233			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	8	20	450	327		
Volume Left	8	0	16	0		
Volume Right	0	20	0	36		
cSH	362	731	1233	1700		
Volume to Capacity	0.02	0.03	0.01	0.19		
Queue Length 95th (ft)	2	2	1	0		
Control Delay (s)	15.2	10.1	0.4	0.0		
Lane LOS	C 11 E	В	A 0.4	0.0		
Approach Delay (s) Approach LOS	11.5 B		0.4	0.0		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utiliza	ation		33.3%	IC	U Level	of Service A
Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	٢	7		ų	Ą	
Volume (veh/h)	7	7	9	354	279	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.30	0.50	0.74	0.87	0.39
Hourly flow rate (vph)	9	23	18	478	321	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				None	None	
Median type Median storage veh)				None	NOTE	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	854	340	359			
vC1, stage 1 conf vol	001	010	000			
vC2, stage 2 conf vol						
vCu, unblocked vol	854	340	359	8497.257.257.20 - 274.		
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	97	98			
cM capacity (veh/h)	324	702	1199			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	9	23	496	359		
Volume Left	9	0	18	0		
Volume Right	0	23	0	38		
cSH	324	702	1199	1700		
Volume to Capacity	0.03	0.03	0.02	0.21		
Queue Length 95th (ft)	2	3	1	0		
Control Delay (s)	16.4	10.3 B	0.5	0.0		
Lane LOS	C 12.1	D	A 0.5	0.0		
Approach Delay (s) Approach LOS	12.1 B		0.0	0.0		
Intersection Summary						
Average Delay		anat constant of the first constants	0.7		a state	
Intersection Capacity Utilization	ation		35.9%	IC	U Level	of Service A
Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7		ধ	4Î	
Volume (veh/h)	76	76	92	378	305	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.30	0.50	0.74	0.87	0.39
Hourly flow rate (vph)	101	253	184	511	351	251
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh) Median type				None	None	
Median storage veh)				NOLIC	NULLE	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1355	476	602			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1355	476	602			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	24	57	81			
cM capacity (veh/h)	134	589	976			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	101	253	695	602		
Volume Left	101	0	184	0	the state to the state of the	
Volume Right	0	253	0	251		
cSH	134	589	976	1700		
Volume to Capacity	0.76	0.43	0.19	0.35		
Queue Length 95th (ft)	112	54	17	0		
Control Delay (s)	87.7	15.7	4.4	0.0		
Lane LOS Approach Delay (s)	F 36.2	С	A 4.4	0.0		
Approach LOS	50.2 E		7.7	0.0		
Intersection Summary						
Average Delay			9.6			
Intersection Capacity Utilization	ation		61.2%	IC	CU Level	of Service B
Analysis Period (min)		a mangang kanala kanala kana 1989 (198	15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۲	۲		र्भ	4Î		
Volume (veh/h)	4	1	1	191	364	7	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.33	0.25	0.25	0.61	0.62	0.58	
Hourly flow rate (vph)	12	4	4	313	587	12	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)				None	None		
Median type Median storage veh)				none	None		
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	914	593	599				
vC1, stage 1 conf vol			000				
vC2, stage 2 conf vol							
vCu, unblocked vol	914	593	599				NACESCONSIGNAL SUBJECTS
tC, single (s)	6.4	6.2	4.1				
tC, 2 stage (s)		and an	ana daga manga sa kang sa				
tF (s)	3.5	3.3	2.2				
p0 queue free %	96	99	100				
cM capacity (veh/h)	302	505	978				
Direction, Lane #	EB 1	EB 2	NB 1	SB 1			
Volume Total	12	4	317	599			
Volume Left	12	0	4	0			
Volume Right	0	4	0	12			
cSH	302	505	978	1700			
Volume to Capacity	0.04 3	0.01	0.00	0.35			
Queue Length 95th (ft) Control Delay (s)	17.4	1 12.2	0 0.2	0 0.0			
Lane LOS	17.4 C	12.2 B	0.2 A	0.0			
Approach Delay (s)	16.1	J	0.2	0.0			
Approach LOS	C		J.L				
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utilization	1		29.6%	IC	U Level o	of Service A	
Analysis Period (min)			15				

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7		ર્લ	ĥ	
Volume (veh/h)	4	1	1	224	407	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.33	0.25	0.25	0.61	0.62	0.58
Hourly flow rate (vph)	12	4	4	367	656	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				None	None	
Median type Median storage veh)				None	None	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1039	663	670			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1039	663	670			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	99	100			
cM capacity (veh/h)	254	461	920			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	12	4	371	670		
Volume Left	12	0	4	0		
Volume Right	0	4	0	14 1700		
cSH Volume to Consolity	254 0.05	461 0.01	920 0.00	0.39		
Volume to Capacity Queue Length 95th (ft)	0.03	0.01	0.00	0.39		
Control Delay (s)	19.9	12.9	0.1	0.0		
Lane LOS	13.5 C	12.3 B	0.1 A	0.0		
Approach Delay (s)	18.1	5	0.1	0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utiliz	ation		31.9%	10	CU Level	of Service A
Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	٦	7		4Î	4	
Volume (veh/h)	72	69	64	246	428	71
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	A 74
Peak Hour Factor	0.33	0.25	0.25	0.61	0.62	0.58
Hourly flow rate (vph)	218	276	256	403	690	122
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s) Percent Blockage						
Right turn flare (veh)			and a starte			
Median type				None	None	
Viedian storage veh)						
Upstream signal (ft)						
oX, platoon unblocked						
vC, conflicting volume	1667	752	813			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1667	752	813			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)		e e e e e e e e e e e e e e e e e e e				
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	33	69			
cM capacity (veh/h)	73	410	814			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	218	276	659	813		
Volume Left	218	0	256	0		
Volume Right	0	276	0 814	122 1700		
cSH Volume te Capacitu	73 3.00	410 0.67	0.31	0.48		
Volume to Capacity Queue Length 95th (ft)	548	120	0.31 34	0.40		
Control Delay (s)	1023.2	30.0	7.3	0.0		
Lane LOS	1023.2 F	00.0 D	7.5 A	0.0		
Approach Delay (s)	468.5		7.3	0.0		
Approach LOS	F					
Intersection Summary	10 10 pd 00					
Average Delay			120.2			
Intersection Capacity Utiliz	ation		57.3%	IC	CU Level	of Service B
Analysis Period (min)			15			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	<u> </u>			÷	M			
Volume (veh/h)	140	23	1	189	14	4		
Sign Control	Free			Free	Stop			
Grade	4%			4%	5%			
Peak Hour Factor	0.88	0.82	0.25	0.83	0.70	0.38		-
Hourly flow rate (vph)	159	28	4	228	20	11	and the second second	
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								and the second second second
Right turn flare (veh) Median type	None			None				
Median storage veh)	HONO							
Upstream signal (ft)								
pX, platoon unblocked				ala falan da kara ta kara ta kara ta			annihilinin fan de manufal generalen fan de ferste ferste ferste ferste ferste ferste ferste ferste ferste fers	
vC, conflicting volume			187		409	173		
vC1, stage 1 conf vol			sana ataban kin banan di ku		ng i tulovski storadi kratnicki stato iz			
vC2, stage 2 conf vol								
vCu, unblocked vol			187		409	173		
tC, single (s)			4.1		6.4	6.2		
tC, 2 stage (s)			2.2		3.5	3.3		
tF (s) p0 queue free %			100		97	99		
cM capacity (veh/h)			1387		596	870		
Direction, Lane #	EB 1	WB 1	NB 1					
Volume Total	187	232	31					
Volume Left	0	4	20					
Volume Right	28	0	11					
cSH	1700	1387	669					
Volume to Capacity	0.11	0.00	0.05					
Queue Length 95th (ft)	0	0	4					
Control Delay (s)	0.0	0.2	10.6					
Lane LOS	~ ~	A	B					
Approach Delay (s)	0.0	0.2	10.6					
Approach LOS			В					
Intersection Summary							a da ana ana demonstra Angla ang ang demonstra	
Average Delay	2.		0.8				-	
Intersection Capacity Utiliza	ation		20.7%	IC	U Level o	of Service	A	
Analysis Period (min)			15					

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	¢Î			ર્શ	14		
Volume (veh/h)	155	25	1	209	15	4	197
Sign Control	Free			Free	Stop		
Grade	4%			4%	5%		
Peak Hour Factor	0.88	0.82	0.25	0.83	0.70	0.38	
Hourly flow rate (vph)	176	30	4	252	21	11	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)	Mana			Nono			
Median type	None			None			
Median storage veh) Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			207		451	191	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol				(perfluence)			
vCu, unblocked vol			207		451	191	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		96	99	
cM capacity (veh/h)			1365		564	850	
Direction, Lane #	EB 1	WB 1	NB 1				Contraction of the local distance of the loc
Volume Total	207	256	32				
Volume Left	0	4	21				
Volume Right	30	0	11			Street and	
cSH	1700	1365	634				
Volume to Capacity	0.12	0.00	0.05				
Queue Length 95th (ft)	0	0	4				
Control Delay (s)	0.0	0.1	11.0				
Lane LOS	0.0	A 0.1	B 11.0				
Approach Delay (s) Approach LOS	0.0	0.1	11.0 B				
Intersection Summary							
Average Delay			0.8				
Intersection Capacity Utiliz	ation		21.8%	IC	Ulevelo	of Service	
Analysis Period (min)	autri -		15	10			8
			10				

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	ţ,			र्भ	M		
Volume (veh/h)	172	32	1	229	21	4	
Sign Control	Free			Free	Stop		
Grade	4%			4%	5%		
Peak Hour Factor	0.88	0.82	0.25	0.83	0.70	0.38	
Hourly flow rate (vph) Pedestrians	195	39	4	276	30	11	
Lane Width (ft) Walking Speed (ft/s)							
Percent Blockage Right turn flare (veh)							
Median type Median storage veh)	None			None			
Upstream signal (ft)							
pX, platoon unblocked			234		499	215	
vC, conflicting volume vC1, stage 1 conf vol			204		499	210	
vC2, stage 2 conf vol							
vCu, unblocked vol			234		499	215	
tC, single (s) tC, 2 stage (s)			4.1		6.4	6.2	
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		94	99	
cM capacity (veh/h)			1333		529	825	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	234	280	41				
Volume Left	0	4	30				
Volume Right	39	0	11				
cSH	1700	1333	583				
Volume to Capacity	0.14	0.00	0.07				
Queue Length 95th (ft)	0	0	6				
Control Delay (s)	0.0	0.1	11.6				
Lane LOS	0.0	A 0.1	B 11.6				
Approach Delay (s) Approach LOS	0.0	0.1	11.0 B				
Intersection Summary							
Average Delay			0.9				
Intersection Capacity Utiliza Analysis Period (min)	ation		22.8% 15	IC	U Level o	of Service	A
			614.500.0098.0052469				

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4			ب ا ا	¥		
Volume (veh/h)	222	23	3	199	23	2	
Sign Control	Free			Free	Stop		
Grade	4%			4%	5%		
Peak Hour Factor	0.88	0.64	0.38	0.86	0.58	0.50	
Hourly flow rate (vph)	252	36	8	231	40	4	
Pedestrians							
Lane Width (ft) Walking Speed (ft/s)							
Percent Blockage					210.000		
Right turn flare (veh)							
Median type	None			None			
Median storage veh)				energingen gesenerging verseigt			2012/10/2014/2014/2014/2014/2014/2014/20
Upstream signal (ft)							
pX, platoon unblocked				sentimo la minera de tale o enercio da			
vC, conflicting volume			288		517	270	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol			000		547	070	
vCu, unblocked vol			288 4.1		517 6.4	270 6.2	
tC, single (s)			4.1		0.4	0.2	
tC, 2 stage (s) tF (s)			2.2		3.5	3.3	
p0 queue free %			99		92	99	
cM capacity (veh/h)			1274		514	768	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	288	239	44				
Volume Left	0	8	40				
Volume Right	36	0	4				
cSH	1700	1274	530				
Volume to Capacity	0.17	0.01	0.08				
Queue Length 95th (ft)	0	0	7				
Control Delay (s)	0.0	0.3	12.4				
Lane LOS		Α	В				
Approach Delay (s)	0.0	0.3	12.4				
Approach LOS			В				
Intersection Summary							
Average Delay			1.1	Sector Sector Management of the	h si nalasi si s		
Intersection Capacity Utilizat	tion		23.1%	IC	U Level	of Service	Α
Analysis Period (min)			15				

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	ţ,			Ŕ	¥		
Volume (veh/h)	245	25	3	229	25	2	
Sign Control	Free			Free	Stop		
Grade	4%			4%	5%		
Peak Hour Factor	0.88	0.64	0.38	0.86	0.58	0.50	
Hourly flow rate (vph)	278	39	8	266	43	4	
Pedestrians							
Lane Width (ft) Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)		Residents					
Median type	None			None			
Median storage veh)							ne franke konztrele konztrele konztrele elektre zwerzek data folgelekte konzelende ford er serverber er an er zam zwene en en en en er an
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			317		580	298	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol			047		500	000	
vCu, unblocked vol			317 4.1		580 6.4	298 6.2	
tC, single (s) tC, 2 stage (s)			4.1		0.4	0.2	
tF (s)			2.2		3.5	3.3	
p0 queue free %			99		91	99	
cM capacity (veh/h)			1243		473	741	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	317	274	47				
Volume Left	0	8	43				
Volume Right	39	0	4				
cSH	1700	1243	488				
Volume to Capacity	0.19	0.01	0.10				
Queue Length 95th (ft)	0	0	8				
Control Delay (s)	0.0	0.3	13.2 B				
Lane LOS Approach Delay (s)	0.0	A 0.3	13.2				
Approach LOS	0.0	0.0	13.2 B				
Intersection Summary							
Average Delay			1.1			~~ ·	
Intersection Capacity Utiliz	ation		24.4%	IC	U Level o	of Service	А
Analysis Period (min)			15				

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	4			4	Y	
Volume (veh/h)	264	34	3	243	32	2
Sign Control	Free			Free	Stop	
Grade	4%			4%	5%	
Peak Hour Factor	0.88	0.64	0.38	0.86	0.58	0.50
Hourly flow rate (vph)	300	53	8	283	55	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	Nono			None		
Median type	None			None		
Median storage veh) Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			353		625	327
vC1, stage 1 conf vol			000		020	OL1
vC2, stage 2 conf vol						
vCu, unblocked vol			353		625	327
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		88	99
cM capacity (veh/h)			1206		445	714
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	353	290	59			
Volume Left	0	8	55			
Volume Right	53	0	4			
cSH	1700	1206	457			
Volume to Capacity	0.21	0.01	0.13			
Queue Length 95th (ft)	0	0	11			
Control Delay (s)	0.0	0.3	14.1			
Lane LOS		А	В			
Approach Delay (s)	0.0	0.3	14.1			
Approach LOS			В			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utiliz	zation		26.0%	IC	U Level	of Service
Analysis Period (min)			15			
		an a		enakova sa nakali éstelis		anda sistem contained charge where

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Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	4			4	Y			
Volume (veh/h)	175	0	6	193	19	3		
Sign Control	Free			Free	Stop		and an	
Grade	4%			4%	5%			
Peak Hour Factor	0.85	1.00	0.38	0.82	0.79	0.75		
Hourly flow rate (vph)	206	0	16	235	24	4	Contract of the second	
Pedestrians								
Lane Width (ft)								Contraction of the second s
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage veh)								
Upstream signal (ft)								
pX, platoon unblocked			206		473	206		
vC, conflicting volume vC1, stage 1 conf vol			200		4/3	200		
vC2, stage 2 conf vol								
vCu, unblocked vol			206		473	206		
tC, single (s)			4.1		6.4	6.2		
tC, 2 stage (s)					0.7			
tF (s)			2.2		3.5	3.3		
p0 queue free %			99		96	100		
cM capacity (veh/h)			1365		543	834		
Direction, Lane #	EB 1	WB 1	NB 1					
Volume Total	206	251	28					
Volume Left	0	16	24					
Volume Right	0	0	4					
cSH	1700	1365	571					
Volume to Capacity	0.12	0.01	0.05					
Queue Length 95th (ft)	0	1	4					
Control Delay (s)	0.0	0.6	11.6					and the second
Lane LOS		А	В					
Approach Delay (s)	0.0	0.6	11.6					
Approach LOS			В					
Intersection Summary								
Average Delay			1.0					
Intersection Capacity Utilization	ation		25.0%	IC	U Level o	of Service	1	4
Analysis Period (min)			15					
Analysis Penou (min)			10					

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Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	1 ∌ 193	0	7	୍କ ୀ 213	ነም 21	3		
Volume (veh/h) Sign Control	Free	U	1	Free	Stop	3		
Grade	4%			4%	5%			
Peak Hour Factor	0.85	1.00	0.38	0.82	0.79	0.75		
Hourly flow rate (vph)	227	0	18	260	27	4		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage veh)								
Upstream signal (ft) pX, platoon unblocked								
vC, conflicting volume			227		524	227		
vC1, stage 1 conf vol						,		
vC2, stage 2 conf vol								
vCu, unblocked vol			227		524	227		
C, single (s)			4.1		6.4	6.2		
:C, 2 stage (s)								
F (s)			2.2		3.5	3.3		
p0 queue free %			99		95	100		
cM capacity (veh/h)			1341		506	812		
Direction, Lane #	EB 1	WB 1	NB 1					
Volume Total	227	278	31					
Volume Left	0	18	27					
Volume Right	0	0	4					
cSH Mahara ta Canazitu	1700	1341	532					
Volume to Capacity Queue Length 95th (ft)	0.13 0	0.01 1	0.06 5					
Control Delay (s)	0.0	0.6	12.2					
Lane LOS	0.0	0.0 A	12.2 B					
Approach Delay (s)	0.0	0.6	12.2					
Approach LOS	0.0		B					
Intersection Summary								
Average Delay			1.0					
Intersection Capacity Utilization	ation		26.9%	IC	ULevel	of Service	A	
Analysis Period (min)			15				••	

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Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	ţ,			स	¥			
Volume (veh/h)	215	10	7	239	26	3		
Sign Control	Free			Free	Stop			
Grade	4%			4%	5%			
Peak Hour Factor	0.85	1.00	0.38	0.82	0.79	0.75		
Hourly flow rate (vph)	253	10	18	291	33	4		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh) Median type	None			None				
Median storage veh)	INCHE			NONE				
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume			263		586	258		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol			263		586	258		
tC, single (s)			4.1		6.4	6.2		
tC, 2 stage (s)								
tF (s)			2.2		3.5	3.3		
p0 queue free %			99		93	99	un management and an and a state of the	
cM capacity (veh/h)	A Local Locale		1301		465	780		
Direction, Lane #	EB 1	WB 1	NB 1					
Volume Total	263	310	37					
Volume Left	0	18	33		lingt och Strangen version filmså finder			
Volume Right	10	0	4					
cSH	1700	1301	486					
Volume to Capacity	0.15	0.01	0.08					
Queue Length 95th (ft)	0	1	6					
Control Delay (s)	0.0	0.6	13.0					
Lane LOS	0.0	A 0.6	B 13.0					
Approach Delay (s) Approach LOS	0.0	0.0	13.0 B					
Intersection Summary								
Average Delay			1.1				 	
Intersection Capacity Utiliz	ation		28.2%	IC	U Level o	of Service	А	
Analysis Period (min)			15					

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 4	LDIT		<u>بنا</u>	M	
Volume (veh/h)	132	19	2	192	5	1
Sign Control	Free			Free	Stop	
Grade	4%			4%	5%	
Peak Hour Factor	0.83	0.79	0.50	0.79	0.63	0.25
Hourly flow rate (vph)	159	24	4	243	8	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						enangen er en energen sitteret etale Sinterioren.
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked			400		100	171
vC, conflicting volume			183		422	171
vC1, stage 1 conf vol						
vC2, stage 2 conf vol			183		422	171
vCu, unblocked vol			4.1		6.4	6.2
tC, single (s) tC, 2 stage (s)					0.4	0.2
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1392		586	872
••••••••••••••••••••••••••••••••••••••	CD 4					
Direction, Lane #	EB 1 183	WB 1 247	NB 1 12			
Volume Total Volume Left	103	241 4	8			
Volume Right	24	0	4			
cSH	1700	1392	658			
Volume to Capacity	0.11	0.00	0.02			
Queue Length 95th (ft)	0.11	0.00	1			
Control Delay (s)	0.0	0.1	10.6			
Lane LOS	0.0	A	B			
Approach Delay (s)	0.0	0.1	10.6			
Approach LOS			В			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utiliz	zation		21.7%	IC	U Level o	of Service
Analysis Period (min)			15	12		
			10			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	4		1152	<u>्र</u> ्स	¥.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Volume (veh/h)	146	21	2	212	6	1		
Sign Control	Free			Free	Stop			
Grade	4%			4%	5%			
Peak Hour Factor	0.83	0.79	0.50	0.79	0.63	0.25		20000-Count responses
Hourly flow rate (vph)	176	27	4	268	10	4		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)				n an gi s an a				
Median type	None			None				
Median storage veh)								
Upstream signal (ft)								
pX, platoon unblocked			202		466	189		
vC, conflicting volume			202		400	109		
vC1, stage 1 conf vol vC2, stage 2 conf vol								
vC2, stage 2 com vol			202		466	189		
tC, single (s)			4.1		6.4	6.2		
tC, 2 stage (s)			7.1		U. 1	V.L		
tF (s)			2.2		3.5	3.3		
p0 queue free %			100		98	100		
cM capacity (veh/h)			1369		553	852		
Direction, Lane #	EB 1	WB 1	NB 1					
Volume Total	202	272	14					
Volume Left	0	4	10					
Volume Right	27	0	4					
cSH	1700	1369	617					
Volume to Capacity	0.12	0.00	0.02					
Queue Length 95th (ft)	0	0	2					
Control Delay (s)	0.0	0.1	11.0					
Lane LOS		А	В					water to protect the
Approach Delay (s)	0.0	0.1	11.0					
Approach LOS			В					
Intersection Summary								
Average Delay			0.4					
Intersection Capacity Utiliz	ation		22.8%	IC	U Level o	of Service	А	
Analysis Period (min)	****		15					
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	F .	~		-	•	*
		*	*)	(
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	þ	<u>_</u>		<u>କ</u>	Y	4
Volume (veh/h)	165	24	2	233	7	1
Sign Control	Free			Free	Stop	
Grade	4%	0.70	0.50	4% 0.79	5% 0.63	0.25
Peak Hour Factor	0.83 199	0.79 30	0.50	295	0.63	0.25 4
Hourly flow rate (vph) Pedestrians	199	30	4	290	11	4
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)	rionie					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			229		517	214
vC1, stage 1 conf vol						apat, an ann às coann à pairs na
vC2, stage 2 conf vol						
vCu, unblocked vol			229		517	214
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1339		516	826
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	229	299	15			
Volume Left	0	4	11			
Volume Right	30	0	4			
cSH	1700	1339	573			
Volume to Capacity	0.13	0.00	0.03			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.1	11.5			
Lane LOS	antina a management das de character de come	А	В			
Approach Delay (s)	0.0	0.1	11.5			
Approach LOS			В			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utiliz	zation		23.9%	IC	U Level o	of Service
Analysis Period (min)			15			
,,			NECES			

		\mathbf{i}	1	-	1	1	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	ĥ			र्स	Y		
Volume (veh/h)	144	0	1	190	0	5	
Sign Control	Free			Free	Stop		
Grade	4%			4%	6%		
Peak Hour Factor	0.80	0.25	0.25	0.87	0.25	0.42	
Hourly flow rate (vph)	180	0	4	218	0	12	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)	None			None			
Median type Median storage veh)	INDITE			NULLE			
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			180		406	180	
vC1, stage 1 conf vol					.00		
vC2, stage 2 conf vol							
vCu, unblocked vol			180		406	180	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	99	
cM capacity (veh/h)			1396		598	862	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	180	222	12				
Volume Left	0	4	0				
Volume Right	0	0	12				
cSH	1700	1396	862				
Volume to Capacity	0.11	0.00	0.01				
Queue Length 95th (ft)	0	0 0.2	1 9.2				
Control Delay (s) Lane LOS	0.0	0.2 A	9.2 A				
Approach Delay (s)	0.0	0.2	9.2				
Approach LOS	0.0	0.2	9.2 A				
Intersection Summary							
Average Delay		-	0.4				
Intersection Capacity Utiliza	ition		20.8%	IC	CU Level	of Service	Α
Analysis Period (min)			15				
and the second							

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ħ	-		4	Y	2
Volume (veh/h)	159	0	1	210	0	6
Sign Control	Free 4%			Free 4%	Stop 6%	
Grade Peak Hour Factor	4% 0.80	0.25	0.25	4% 0.87	0%	0.42
Hourly flow rate (vph)	199	0.23	4	241	0.25	14
Pedestrians	100	V	T	271	V	17
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked vC, conflicting volume			199		448	199
vC1, stage 1 conf vol			100		440	100
vC2, stage 2 conf vol						
vCu, unblocked vol			199		448	199
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1374		566	842
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	199	245	14			
Volume Left	0	4	0			
Volume Right	0	0	14			
cSH Volume to Capacity	1700 0.12	1374 0.00	842 0.02	- March 1997 and		
Queue Length 95th (ft)	0.12	0.00	0.02			
Control Delay (s)	0.0	0.1	9.3			
Lane LOS	0.0	A	A.			
Approach Delay (s)	0.0	0.1	9.3			
Approach LOS			А			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utiliz	ation		21.8%	IC	U Level o	of Service
Analysis Period (min)			15			

	-	\mathbf{i}	4	-	1	1			
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	¢Î			र्भ	Y				
Volume (veh/h)	176	0	1	230	0	6			
Sign Control	Free			Free	Stop				
Grade	4%			4%	6%				
Peak Hour Factor	0.80	0.25	0.25	0.87	0.25	0.42			
Hourly flow rate (vph)	220	0	4	264	0	14		Contraction of the second	
Pedestrians									
Lane Width (ft)								No. of the Construction	
Walking Speed (ft/s) Percent Blockage									
Right turn flare (veh)									
Median type	None			None					
Median storage veh)									
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume			220		492	220			
vC1, stage 1 conf vol		fan de Donne ferste Antonio (* 1975)							
vC2, stage 2 conf vol			000		100	000			
vCu, unblocked vol			220 4.1		492 6.4	220 6.2			
tC, single (s) tC, 2 stage (s)			4.1		0.4	0.2			
tF (s)			2.2		3.5	3.3			
p0 queue free %			100		100	98			
cM capacity (veh/h)			1349		533	819			
Direction, Lane #	EB 1	WB 1	NB 1						
Volume Total	220	268	14						
Volume Left	0	4	0						
Volume Right	0	0	14						
cSH	1700	1349	819						
Volume to Capacity	0.13	0.00	0.02						
Queue Length 95th (ft)	0	0	1						
Control Delay (s)	0.0	0.1	9.5						
Lane LOS	0.0	A 0.1	A 9.5						
Approach Delay (s) Approach LOS	0.0	0.1	9.5 A						
Intersection Summary									
Average Delay			0.3						
Intersection Capacity Utilization	ation		22.9%	IC	U Level o	of Service	А		
Analysis Period (min)			15						

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Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	4Î			র্ঝ	¥			
Volume (veh/h)	224	0	3	209	1	5		
Sign Control	Free			Free	Stop			
Grade	4%	4.00	0.00	4%	6%	0.00	Comparison and ARA and a second	
Peak Hour Factor	0.89	1.00	0.38 8	0.83 252	0.25 4	0.63 8		
Hourly flow rate (vph) Pedestrians	252	0	0	202	4	0		
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage veh)								
Upstream signal (ft)								
pX, platoon unblocked					<u> </u>			
vC, conflicting volume			252		519	252		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol vCu, unblocked vol			252		519	252		
tC, single (s)			4.1		6.4	6.2		
tC, 2 stage (s)			- T . I		0.1	0.2		
tF (s)			2.2		3.5	3.3		
p0 queue free %			99		99	99		
cM capacity (veh/h)			1314		513	787		
Direction, Lane #	EB 1	WB 1	NB 1					
Volume Total	252	260	12					
Volume Left	0	8	4					
Volume Right	0	0	8					100 A
cSH	1700	1314	667					
Volume to Capacity	0.15	0.01	0.02					
Queue Length 95th (ft)	0	0	1					
Control Delay (s)	0.0	0.3 A	10.5 B					
Lane LOS Approach Delay (s)	0.0	0.3	10.5					
Approach LOS	0.0	0.0	B					
Intersection Summary								
Average Delay			0.4					
Intersection Capacity Utilization	ation		23.4%	IC	U Level o	of Service	Α	and the second second
Analysis Period (min)			15					
			0.0030032000					

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	₽			କ	¥		
Volume (veh/h)	247	0	3	231	1	6	
Sign Control	Free			Free	Stop		SMA BI
Grade	4%	4.00	0.00	4%	6%	A 60	
Peak Hour Factor	0.89	1.00 0	0.38 8	0.83 278	0.25 4	0.63 10	
Hourly flow rate (vph) Pedestrians	278	U	0	210	4	IU	
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			278		572	278	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol vCu, unblocked vol			278		572	278	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)			7.1		0.4	0.2	
tF (s)			2.2		3.5	3.3	
p0 queue free %			99		99	99	
cM capacity (veh/h)			1285		478	761	
Direction, Lane #	EB 1	WB1	NB 1				
Volume Total	278	286	14				
Volume Left	0	8	4				
Volume Right	0	0	10				
cSH	1700	1285	648				A. (0404/0412
Volume to Capacity	0.16	0.01	0.02				
Queue Length 95th (ft)	0	0	2				
Control Delay (s)	0.0	0.3	10.7				
Lane LOS	<u>^</u>	A	B				
Approach Delay (s) Approach LOS	0.0	0.3	10.7 B				
Intersection Summary							
Average Delay			0.4				
Intersection Capacity Utilizati	ion		24.6%	IC	U Level o	of Service A	
Analysis Period (min)			15				

Movement EBR W8L WBL NBL NBR Lane Configurations \$ 4 \$			\mathbf{i}	4		•	/	
Lane Configurations 1 41 Yf Volume (veh/h) 266 0 3 245 1 6 Sign Control Free Free Stop 6 5 Grade 4% 4% 6% 6 Grade 4% 4% 6% Peak Hour Factor 0.89 1.00 0.38 0.25 0.63 Hourly flow rate (ph) 299 0 8 295 4 10 Pedestrians Lane Writh (ft) Walking Speed (ft/s) Percent Blockage Rgit tum flare (veh) None Median type None None None VCL, stage 1 conf vol VC2, stage 2 conf vol Stage 3 and 4 VO2, stage 2 conf vol	Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Volume (veh/h) 266 0 3 245 1 6 Sign Control Free Stop Stop <t< td=""><td></td><td>î.</td><td></td><td></td><td>र्स</td><td>3,1</td><td></td><td></td></t<>		î.			र्स	3,1		
Sign Control Free Stop Grade 4% 4% 6% Peak Hour Factor 0.89 1.00 0.38 0.325 0.63 Hourly flow rate (vph) 299 0 8 295 4 10 Pedestrians Lane Widh (ft) 299 0 8 295 4 10 Pedestrians Lane Widh (ft) Walking Speed (ft/s) Percent Blockage Right um flare (veh) Median storage veh) Upstream signal (ft) Provent Blockage Right um flare (veh) Median storage veh) Upstream signal (ft) Provent Blockage Right um flare (veh) Right um flare (veh) Signal (ft) Provent Blockage Right um flare (veh) Provent Blockage R			0	3			6	
Peak Hour Factor 0.89 1.00 0.38 0.83 0.25 0.63 Houry flow rate (vph) 299 0 8 295 4 10 Pedestrians Lane Width (ft) 299 0 8 295 4 10 Percent Blockage Right um flare (veh) Percent Blockage Right um flare (veh) Median storage veh) None None Median storage veh) Upstream signal (ft) V2, platon unblocked V2 V2 90 610 299 VC1, stage 1 conf vol VC2, stage 2 conf vol V2 V2 3.3 90 99 90		Free			Free	Stop		
Hourly flow rate (vph) 299 0 8 295 4 10 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage 10 Percent Blockage Right turn flare (veh) Modelan type None None Median type None None Mone Mone Median storage veh) Upstream signal (ft) PX, platoon unblocked VC, conflicting volume 299 610 299 VC1, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, stage 1 conf vol VC2, stage 1 conf vol 299 610 299 CS Stage 1 conf vol VC1, stage 1 conf vol 299 610 299 CS Stage 1 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC3, unblocked vol 299 99 99 99 99 99 99 99 99 90 90 <td></td> <td></td> <td></td> <td></td> <td>+85/55)%#06800000;20072805.02</td> <td>Fandersbergeligenst Willingtration</td> <td></td> <td></td>					+85/55)%#06800000;20072805.02	Fandersbergeligenst Willingtration		
Pedestrians Image: Control of Control Conton Control Control Contrel Control Control Control C								
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked VC, conflicting volume 299 610 299 VC1, stage 1 conf vol VC2, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 1 conf vol VC2, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 1 conf vol VC2, stage 1 conf vol VC2, stage 2 conf vol VC2, unblocked vol 299 610 299 C1, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, stage 1 conf vol VC2, stage 2 conf vol Volume Left 0 8 4 Volume Left 0 0 10 CSH 1700 1262 C04 Volume Left 0 0 2 Control Delay (s) 0 0 0.3 10.9 Lane LOS A B Approach LOS B Intersection Capacity Utilization Z, Sta% ICU Level of Service A		299	0	8	295	4	10	
Percent Blockage None None None Right turn flare (veh) Modian storage veh) Mode Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 299 610 299 vC, conflicting volume 299 610 299 vC, conflicting volume vC, conflicting volume 299 610 299 vC, conflicting volume 299 610 299 vC, volume vC, volume vC, volume vC, volume vC, volume vC, volume volume<	Lane Width (ft)						nation a star	
Right turn flare (veh) None None Median storage veh) Upstream signal (ft) pX, platoon unblocked 299 610 299 vCl, stage 1 conf vol 299 610 299 vCl, stage 2 conf vol 299 610 299 vCl, stage 1 conf vol 299 610 299 vCl, unblocked vol 299 610 299 tC, stage (s) 1 6.4 6.2 tf (s) 2.2 3.5 3.3 p0 queue free % 99 99 99 cd capacity (veh/h) 1262 454 740 Direction, Lane # EB 1 WB 1 NB 1 Volume Total 299 303 14 Volume Right 0 0 10 CSH 1700 1262								
Median type None None Median storage veh) Upstream signal (ft) PA Xp, platoon unblocked 299 610 299 vC2, conflicting volume 299 610 299 vC2, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol vC2, unblocked vol 299 610 299 Configure Configure VC2, stage 2 conf vol VC2, stage 2 conf								
Median storage veh) Upstream signal (ft) pX, platcon unblocked 299 610 299 vC, conflicting volume 299 610 299 vC1, stage 1 conf vol vCu, unblocked vol 299 610 299 vC2, stage 2 conf vol vCu, unblocked vol 299 610 299 UC, single (s) 4.1 6.4 6.2 6.10 299 C, 2 stage (s) 1 6.4 6.2 6.10 299 P0 queue free % 99 90 <td></td> <td>Mana</td> <td></td> <td></td> <td>Nono</td> <td></td> <td></td> <td></td>		Mana			Nono			
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 299 610 299 vC1, stage 1 conf vol vc2, stage 2 conf vol vc2, stage 2 conf vol vc1, single (s) 4.1 6.4 6.2 vC2, stage (s) tf (s) 2.2 3.5 3.3 p0 queue free % 99 99 99 p0 queue free % 99 99 99 99 99 cd <		none			none			
pX, platoon unblocked vC, conflicting volume 299 610 299 vC1, stage 1 conf vol vC2, stage 2 conf vol vc2, stage 2 conf vol vC2, stage 2 conf vol 299 610 299 tC, single (s) 4.1 6.4 6.2 tC, stage 2 conf vol 22 3.5 3.3 p0 queue free % 99 99 99 cM capacity (veh/h) 1262 454 740 Direction, Lane # EB1 WB 1 NB1 Volume Total 299 303 14 Volume Right 0 0 10 cSH 1700 1262 624 Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach Delay (s) 0.0 Approach LOS B Intersection Summary A Average Delay 0.4 ICU Level of Service A								
vC, conflicting volume 299 610 299 vC1, stage 1 conf vol vC2, stage 2 conf vol vcu, unblocked vol 299 610 299 vCu, unblocked vol 299 610 299 610 299 tC, single (s) 4.1 6.4 6.2 6.2 6.2 6.2 tC, 2 stage (s) It 6.4 6.2								
vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vCu, unblocked vol 299 610 299 tC, single (s) 4.1 6.4 6.2 6.2 6.2 tC, single (s) 2.2 3.5 3.3 90 99 99 99 99 99 column 1 200 6.2 <td></td> <td></td> <td></td> <td>299</td> <td></td> <td>610</td> <td>299</td> <td></td>				299		610	299	
vC2, stage 2 conf vol 299 610 299 vCu, unblocked vol 299 610 299 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s) 1 6.4 6.2 tF (s) 2.2 3.5 3.3 p0 queue free % 99 99 99 cdapacity (veh/h) 1262 454 740 Direction, Lane # EB 1 WB 1 NB 1 Volume Total 299 303 14 Volume Left 0 8 4 Volume Right 0 0 10 cSH 1700 1262 624 Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach LOS B Intersection Summary 0.4 1 1 10.4 Intersection Capacity Utilization 25.3% ICU Level of Service A <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
vCu, unblocked vol 299 610 299 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s) 1 6.4 6.2 tF (s) 2.2 3.5 3.3 p0 queue free % 99 99 99 cM capacity (veh/h) 1262 454 740 Direction, Lane # EB 1 WB 1 NB 1 Volume Total 299 303 14 Volume Left 0 8 4 Volume Right 0 0 10 cSH 1700 1262 624 Volume to Capacity 0.18 0.01 0.2 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach LOS B Intersection Summary 0.4 Average Delay 0.4 Intersection Capacity Utilization 25.3% ICU Level of Service A								
tC, 2 stage (s) tF (s) 2.2 3.5 3.3 p0 queue free % 99 99 99 cM capacity (veh/h) 1262 454 740 Direction, Lane # EB 1 WB 1 NB 1 Volume Total 299 303 14 Volume Left 0 8 4 Volume Left 0 8 4 Volume Left 0 10 csH 1700 1262 624 Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach LOS B 1 Intersection Summary 0.4 Intersection Capacity Utilization 0.4 ICU Level of Service A								
tF (s) 2.2 3.5 3.3 p0 queue free % 99 99 99 cM capacity (veh/h) 1262 454 740 Direction, Lane # EB 1 WB 1 NB 1 Volume Total 299 303 14 Volume Left 0 8 4 Volume Right 0 0 10 cSH 1700 1262 624 Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach LOS B Approach LOS B B Approach LOS B Intersection Summary 0.4 ICU Level of Service A	tC, single (s)			4.1		6.4	6.2	
p0 queue free % 99 99 99 99 99 cM capacity (veh/h) 1262 454 740 Direction, Lane # EB 1 WB 1 NB 1 Volume Total 299 303 14 Volume Left 0 8 4 Volume Right 0 0 10 cSH 1700 1262 624 Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach Delay (s) 0.0 0.3 10.9 Approach LOS B B Intersection Summary 0.4 ICU Level of Service A								
CM capacity (veh/h) 1262 454 740 Direction, Lane # EB 1 WB 1 NB 1 Volume Total 299 303 14 Volume Total 299 303 14 Volume Edft 0 8 4 Volume Right 0 0 10 cSH 1700 1262 624 Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach Delay (s) 0.0 0.3 10.9 Approach LOS B B Intersection Summary 0.4 Intersection Capacity Utilization 0.4 Intersection Capacity Utilization 25.3% ICU Level of Service A								
Direction, Lane # EB 1 WB 1 NB 1 Volume Total 299 303 14 Volume Left 0 8 4 Volume Right 0 0 10 cSH 1700 1262 624 Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach Delay (s) 0.0 0.3 10.9 Approach LOS B B Intersection Summary 0.4 Intersection Capacity Utilization Average Delay 0.4 ICU Level of Service A								
Volume Total 299 303 14 Volume Left 0 8 4 Volume Right 0 0 10 cSH 1700 1262 624 Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach Delay (s) 0.0 0.3 10.9 Approach LOS B B Intersection Summary 0.4 Intersection Capacity Utilization 25.3%	cM capacity (veh/h)			1262		454	/40	
Volume Left 0 8 4 Volume Right 0 0 10 cSH 1700 1262 624 Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach Delay (s) 0.0 0.3 10.9 Approach Delay (s) 0.0 0.3 10.9 Approach Delay (s) 0.0 0.3 10.9 Approach LOS B B Average Delay 0.4 Intersection Summary 0.4 ICU Level of Service A								
Volume Right 0 0 10 cSH 1700 1262 624 Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach Delay (s) 0.0 0.3 10.9 Approach LOS B B Intersection Summary 0.4 Intersection Capacity Utilization 25.3% ICU Level of Service A	b) see the property of the second s second second s second second secon second second sec		94909000000000000000000000000000000000	Elerges Contraintion Maria (1931)				
CSH 1700 1262 624 Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach Delay (s) 0.0 0.3 10.9 Approach LOS B B 10.9 Intersection Summary 0.4 10.4 Intersection Capacity Utilization 25.3% ICU Level of Service A	• Processing and a second state of a second s							
Volume to Capacity 0.18 0.01 0.02 Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach Delay (s) 0.0 0.3 10.9 Approach Delay (s) 0.0 0.3 10.9 Approach LOS B B 10.9 Intersection Summary 0.4 10.4 Intersection Capacity Utilization 25.3% ICU Level of Service A								
Queue Length 95th (ft) 0 0 2 Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach Delay (s) 0.0 0.3 10.9 Approach LOS B Intersection Summary 0.4 Intersection Capacity Utilization 25.3% ICU Level of Service A								
Control Delay (s) 0.0 0.3 10.9 Lane LOS A B Approach Delay (s) 0.0 0.3 10.9 Approach LOS B B Intersection Summary 0.4 Intersection Capacity Utilization 25.3% ICU Level of Service		chaunder under Kinzungenerstenstenen und	2022.071.07.001.00.000.000.000.000.000					
Lane LOS A B Approach Delay (s) 0.0 0.3 10.9 Approach LOS B Intersection Summary Average Delay 0.4 Intersection Capacity Utilization 25.3% ICU Level of Service								
Approach Delay (s) 0.0 0.3 10.9 Approach LOS B Intersection Summary Average Delay 0.4 Intersection Capacity Utilization 25.3% ICU Level of Service		0.0	022010/00/00/00/02/02/02/02/02/02/02/02/02/02	~~~~				
Approach LOS B Intersection Summary 0.4 Average Delay 0.4 Intersection Capacity Utilization 25.3% ICU Level of Service	a construction of the second	0.0						
Average Delay 0.4 Intersection Capacity Utilization 25.3% ICU Level of Service				energy was a second as a second s				
Intersection Capacity Utilization 25.3% ICU Level of Service A								
					1.4		(0	•
Anaiysis Period (min) IO		n			IC	U Level (of Service	A
	Analysis Period (min)			15				

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Vovement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	4			ধ	Y				
Volume (veh/h)	178	0	6	198	1	3			
Sign Control	Free			Free	Stop				
Grade	4%			4%	6%			A second s	
Peak Hour Factor	0.86	1.00	0.38	0.83	0.25	0.75			
Hourly flow rate (vph)	207	0	16	239	4	4			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage						and the state of the state			
Right turn flare (veh)				NI					
Median type	None			None					
Median storage veh)									
Upstream signal (ft) pX, platoon unblocked									
vC, conflicting volume			207		477	207			
vC1, stage 1 conf vol			207		477	201			
vC2, stage 2 conf vol								C 10 10 10 10 10 10 10	
vCu, unblocked vol			207		477	207			
tC, single (s)			4.1		6.4	6.2			
tC, 2 stage (s)									
tF (s)			2.2		3.5	3.3			
p0 queue free %			99		99	100			
cM capacity (veh/h)			1364		540	833			
Direction, Lane #	EB 1	WB 1	NB 1						
Volume Total	207	254	8						
Volume Left	0	16	4		9 4 9 COMPANY-ROLLING - MONTY COMPANY				1900 a 1999
Volume Right	0	0	4						
cSH	1700	1364	655						
Volume to Capacity	0.12	0.01	0.01						
Queue Length 95th (ft)	0	1	1						
Control Delay (s)	0.0	0.6	10.6						
Lane LOS		А	В						10.500
Approach Delay (s)	0.0	0.6	10.6						
Approach LOS			В						
Intersection Summary									
Average Delay			0.5						
Intersection Capacity Utilization	ation		25.3%	IC	U Level o	of Service	Α		
Analysis Period (min)			15	aleria en al calendar a contrat-					

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	Ъ			ب	¥		
Volume (veh/h)	197	0	7	219	1	3	
Sign Control	Free			Free	Stop		
Grade	4%	4.00	0.00	4%	6%	0.75	
Peak Hour Factor	0.86	1.00	0.38	0.83 264	0.25 4	0.75 4	
Hourly flow rate (vph) Pedestrians	229	0	18	204	4	4	
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage						a state of the state of the state	
Right turn flare (veh)							
Median type	None			None			
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked			000		500	000	
vC, conflicting volume			229		530	229	and the second second
vC1, stage 1 conf vol							
vC2, stage 2 conf vol vCu, unblocked vol			229		530	229	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)					V.1	0.2	
tF (s)			2.2		3.5	3.3	
p0 queue free %			99		99	100	
cM capacity (veh/h)			1339		502	810	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	229	282	8				
Volume Left	0	18	4				
Volume Right	0	0	4				
cSH	1700	1339	620				
Volume to Capacity	0.13	0.01	0.01				
Queue Length 95th (ft) Control Delay (s)	0 0.0	1 0.6	1 10.9				
Lane LOS	0.0	0.0 A	10.9 B				
Approach Delay (s)	0.0	0.6	10.9				
Approach LOS	0.0		B				
Intersection Summary							
Average Delay			0.5				
Intersection Capacity Utilization	ation		27.2%	IC	CU Level	of Service	A
Analysis Period (min)			15				
Provide and the second s							

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Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	Þ			ų	¥			
Volume (veh/h)	219	0	7	245	1	3		
Sign Control	Free			Free	Stop			
Grade	4%			4%	6%			
Peak Hour Factor	0.86	1.00	0.38	0.83	0.25	0.75		
Hourly flow rate (vph)	255	0	18	295	4	4		
Pedestrians					C. Castler			
Lane Width (ft)								
Walking Speed (ft/s) Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage veh)	, iono							
Jpstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume			255		587	255		
vC1, stage 1 conf vol								
VC2, stage 2 conf vol								
vCu, unblocked vol			255		587	255		
C, single (s)			4.1		6.4	6.2		
tC, 2 stage (s)			2.2		9 E	3.3		
tF (s)			2.2 99		3.5 99	3.3 99		
p0 queue free % cM capacity (veh/h)			1310		465	784		
	FD 4				700	104		
Direction, Lane #	EB 1 255	WB 1 314	NB 1 8					
Volume Left	200	18	4					
Volume Right	0	0	4					
cSH	1700	1310	583					
Volume to Capacity	0.15	0.01	0.01					
Queue Length 95th (ft)	0	1	1					
Control Delay (s)	0.0	0.6	11.3					
Lane LOS		А	В					
Approach Delay (s)	0.0	0.6	11.3					
Approach LOS			В					
Intersection Summary								
Average Delay	20034 million 2000 0 100 0 000 0 000 0 000 0 000 0 000 0 000 0		0.5	Salahuta a qui 100 canta additioner unio				
Intersection Capacity Utilization	ation		28.5%	IC	U Level	of Service	A	
Analysis Period (min)			15					epaintingnai

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	₽			با	ች		
Volume (veh/h)	133	0	3	194	0	2	
Sign Control	Free			Free	Stop		
Grade	4%			4%	6%	0.50	
Peak Hour Factor	0.90	1.00	0.38	0.82	1.00	0.50	
Hourly flow rate (vph)	148	0	8	237	0	4	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage Right turn flare (veh)							
Median type	None			None			
Median storage veh)	NONC			NONC			
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			148		400	148	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			148		400	148	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			99		100	100	
cM capacity (veh/h)			1434		602	899	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	148	244	4				
Volume Left	0	8	0				
Volume Right	0	0	4				
cSH	1700	1434	899				
Volume to Capacity	0.09	0.01	0.00				
Queue Length 95th (ft)	0	0	0				
Control Delay (s)	0.0	0.3	9.0				
Lane LOS		A	А				
Approach Delay (s)	0.0	0.3	9.0				
Approach LOS			A				
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utili:	zation		22.6%	IC	U Level of	of Service	
Analysis Period (min)			15				

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4			÷Î	¥		
Volume (veh/h)	147	0	3	214	0	2	
Sign Control	Free			Free	Stop		
Grade	4%			4%	6%		
Peak Hour Factor	0.90	1.00	0.38	0.82	1.00	0.50	
Hourly flow rate (vph)	163	0	8	261	0	4	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s) Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh)	n a shekarara						
Upstream signal (ft)					a na shi		
pX, platoon unblocked							
vC, conflicting volume			163		440	163	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol			400			100	
vCu, unblocked vol			163		440	163	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s) tF (s)			2.2		3.5	3.3	
p0 queue free %			<u>2.2</u> 99		100	100	
cM capacity (veh/h)			1415		570	881	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	163	269	4				
Volume Left	0	8	0				
Volume Right	0	0	4				
cSH	1700	1415	881			2119260002020C00000000000000000000000000000	An a comparison of a constraint of the constraint of the constraint of the constraint of the const the constraint of the const of the const of the constraint of the constraint of the constr
Volume to Capacity	0.10	0.01	0.00				
Queue Length 95th (ft)	0	0	0				
Control Delay (s)	0.0	0.3	9.1				
Lane LOS		A	A				
Approach Delay (s)	0.0	0.3	9.1				
Approach LOS			А				
Intersection Summary							
Average Delay			0.3	1_		()	•
Intersection Capacity Utiliz	ation		23.7%	10	U Level	of Service	Α
Analysis Period (min)			15				

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Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	4Î			÷1	Y			
Volume (veh/h)	166	0	3	235	0	2		
Sign Control	Free			Free	Stop			
Grade	4%			4%	6%			
Peak Hour Factor	0.90	1.00	0.38	0.82	1.00	0.50		
Hourly flow rate (vph)	184	0	8	287	0	4		and the second second
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh) Median type	None			None				
Median storage veh)	HUNC			HONG				
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume			184		487	184		
vC1, stage 1 conf vol			and all shows occurring parts					
vC2, stage 2 conf vol								
vCu, unblocked vol			184		487	184		
tC, single (s)			4.1		6.4	6.2		
tC, 2 stage (s)			1000000 <u>0</u> 000000					
tF (s)			2.2		3.5	3.3		
p0 queue free %			99		100	100 858		
cM capacity (veh/h)			1390		536	000		and the state of the
Direction, Lane #	EB 1	WB 1	NB 1					
Volume Total	184	294	4					
Volume Left	0	8	0					
Volume Right	0	0	4			a constant a		
cSH Values to Conscitu	1700 0.11	1390 0.01	858 0.00					
Volume to Capacity	0.11	0.01	0.00					
Queue Length 95th (ft) Control Delay (s)	0.0	0.3	9.2					
Lane LOS	0.0	0.5 A	3.2 A					
Approach Delay (s)	0.0	0.3	9.2					
Approach LOS			A					
Intersection Summary								
Average Delay			0.2					
Intersection Capacity Utiliz	ation		24.8%	IC	U Level o	of Service	А	
Analysis Period (min)		naar te oorganise statistis oo da 335	15					

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			ب ا ا	4Î	
Volume (veh/h)	22	22	15	278	298	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	24	16	302	324	16
Pedestrians						
ane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				None	Γ\Λ/I ΤΙ	
Median type Median storage veh)				None	2	
Upstream signal (ft)					2	
pX, platoon unblocked						
vC, conflicting volume	667	332	340			
vC1, stage 1 conf vol	332	UUL	010			
vC2, stage 2 conf vol	335					
vCu, unblocked vol	667	332	340			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4				propriet in a Reserve on Print a Star	
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	97	99			
cM capacity (veh/h)	605	710	1219			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	48	318	340			
Volume Left	24	16	0	energia (or a grad chi consigni stille		
Volume Right	24	0	16			
cSH	653	1219	1700			
Volume to Capacity	0.07	0.01	0.20			
Queue Length 95th (ft)	6	1	0			
Control Delay (s)	10.9 B	0.5 A	0.0			
Lane LOS Approach Dolay (s)	10.9	0.5	0.0			
Approach Delay (s) Approach LOS	10.9 B	0.0	0.0			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utiliza	ation		36.9%	IC	U Level	of Service A
Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			ধ	Ъ	
Volume (veh/h)	19	19	27	469	360	27
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	21	29	510	391	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh) Median type				None	None	
Median storage veh)				HOLIC	THOME	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	974	406	421			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	974	406	421			Land Conference of Conference of Conference of Conference and Conference of Conference
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	97	97			
cM capacity (veh/h)	272	645	1138			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	41	539	421			
Volume Left	21	29	0			
Volume Right	21	0	29			
cSH	383	1138	1700			
Volume to Capacity	0.11	0.03	0.25			
Queue Length 95th (ft)	9	2	0			
Control Delay (s)	15.5 C	0.7 A	0.0			
Lane LOS	15.5	0.7	0.0			
Approach Delay (s) Approach LOS	13.3 C	0.1	0.0			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utiliza	ation		56.8%	IC	U Level	of Service B
Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			ŧÎ	Ъ	
Volume (veh/h)	22	22	26	448	355	26
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	24	28	487	386	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh) Median type				None	None	
Median storage veh)				Home	Nono	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	943	400	414			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	943	400	414			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	96	98			
cM capacity (veh/h)	284	650	1145			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	48	515	414			
Volume Left	24	28	0			
Volume Right	24	0	28			
cSH Malana ta Casacita	395 0.12	1145	1700 0.24			
Volume to Capacity	0.12 10	0.02 2	0.24			
Queue Length 95th (ft) Control Delay (s)	15.4	0.7	0.0			
Lane LOS	10.4 C	0.7 A	0.0			
Approach Delay (s)	15.4	0.7	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization	ation		54.8%	ļ	CU Level	of Service A
Analysis Period (min)			15		un content d'alla d'alla de la content d La content de la content de	
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Lane Configurations ♥ • • Volume (veh/h) 21 21 20 289 477 20 Sign Control Stop Free Free Free Free Free Grade 0% 0% 0% 0% 0% 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Pedestrians 23 22 314 518 22 22 Pedestrians Cane Width (ft) Walking Speed (fus) Free free		٦	\mathbf{i}	1	1	ţ	4
volume (veh/h) 21 21 20 289 477 20 Sign Control Stop Free	Movement		EBR	NBL			
Sign Control Stop Free Free Grade 0% <td>Lane Configurations</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Lane Configurations						
Grade 0% 0% 0% Peak Hour Factor 0.92	Volume (veh/h)	00000000000000000000000000000000000000	21	20	SCHEROLEN VERSIONEN VERSION	2983/040/0150/04-08/80/00/06	
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92							
Hourly flow rate (vph) 23 23 22 314 518 22 Pedestrians Lane Width (ft) Waking Speed (ft/s) Percent Blockage Right run flare (veh) Median type None None Median storage veh) Upstream signal (ft) VC, platoon unblocked VC, conflicting volume 887 529 540 VC, stage 1 cont vol VC2, stage 2 cont vol VC2, stage 2 cont vol VC2, stage 3 5 Ff (s) 3.5 3.3 2.2 p0 queue free % 93 96 98 Marganity (veh/h) 308 549 1028 Directon, Lane # EB 1 NB 1 SB 1 Volume Total 46 336 540 Volume Total 46 336 540 Volume Right 23 0 22 CSH 395 1028 1700 Volume Right 23 0 22 CSH 395 1028 1700 Volume Right 10 2 0 Control Delay (s) 15.3 0.8 0.0 Approach Delay (s) 15.3 0.8 0.0 Approach LOS C A Approach LOS C H Verage Delay 1.0 Intersection Capacity 1.10 Intersection Capacity 1.0 Intersection Capacity	Construction and the approximation of the second se Second second secon second second sec	\$23.62.02.020.027.024.000.000.03.02.000.000.000	0.00	0.00	P272026090800000000000000000000000000000000		
Pedestrians Lane Width (ft) Walking Speed (IVIs) Percent Blockage Right turn flare (veh) Median type Median type Volume Total Volume Total Volume 10tal Volume Total Volume Total Volume Total Volume Total Volume Total Volume Vol Volume Right Volu Volume Right Vol Volume Right Vol Volume Sign Volume Vol Volume Right Vol Volume Sign Volu Volume Right Vol Volume Sign Volu Volume Right Vol Volume Vol Volume Vol Volume Vol Volume Vol Volume Vol Volume Right Vol Volume Vol Volume Vol Volume Vol Volume Vol Volume Vol Volume Right Vol Volume Vol Vol Volume Vol Vol Volume Vol							
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type None None Median type Solution Median type Solution Median type Solution Median type Solution Median type Solution Splatton unblocked VC, patage 1 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, unblocked vol 887 529 540 VC2, unblocked vol 887 529 2 VC2, unblocked vol 887 529 2 VO2, unblocked vol 887 529 2 VO		23	20	22	314	010	
Walking Speed (ft/s) Percent Blockage Right run flare (veh) Median type None Median storage veh) Upstream signal (ft) px, platoon unblocked VC, conflicting volume 887 529 540 VC2, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, stage 3 conf vol VC2, stage 4 conf vol VC2, stage 3 conf vol VC2, stage 3 conf vol VC2, stage 5 term Procecked vol 887 529 540 VC2, stage 4 conf vol VC2, stage 5 term 549 1028 Direction, Lane # EB 1 NB 1 SB 1 Volume Total 46 336 540 Volume Right 23 0 22 CSH 395 1028 100 Volume Left 23 0.0 20 Control Delay (s) 15.3 0.8 0.0<							
Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 887 529 540 vC1, stage 1 conf vol vC2, stage 2 conf vol vOlume refe % 93 vOlume Total 46 336<	2024 Section 2 Control and an employee and a section of the sectio						
Bight turn flare (veh) None None None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 887 529 540 vC2, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol 887 529 540 vC3, stage 1 conf vol vC4, unblocked vol 887 529 540 VC3, stage 1 conf vol vC4, unblocked vol 887 529 540 VC3, stage 1 conf vol vC4, unblocked vol 887 529 540 VC3, stage 1 conf vol vC4 4.4 6.4 6.2 4.1 VC3, stage (s) Iff (s) 3.5 3.3 2.2 p0 queue free % 93 96 98 Volume Total 46 336 549 1028 Volume Right 23 0 22 0 Volume Right 10 2 0							
Median type None None Median storage veh) Upstream signal (ft) PX, platoon unblocked VC, conflicting volume 887 529 540 vC2, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol vC2, stage 2 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol vC2, stage (s) 64 6.2 4.1 tC, 2 stage (s) Ff (s) 3.5 3.3 2.2 p0 queue free % 93 96 98 CM capacity (veh/h) 308 549 1028 Direction, Lane # EB 1 NB 1 SB 1 Volume total 46 336 540 Volume Right 23 0 22 0 Volume total 46 336 540 Volume Right 23 0 22 0 Volume total 46 336 540 Volume Right 23 0 22 0 C C C SH 35 10.8 0.0 Lane LOS C							
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 887 529 540 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 3 tF (s) 6.4 6.2 4.1 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 93 96 98 cM capacity (veh/h) 308 549 1028 Direction, Lane # EB 1 NB 1 SB 1 Volume Total 46 336 540 Volume Right 23 0 22 cSH 395 1028 1700 Volume Right 23 0 22 cSH 395 1028 1700 Volume Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C I Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A	Median type				None	None	
pX, platoon unblocked vC, conflicting volume 887 529 540 vC2, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 93 96 98 cM capacity (veh/h) 308 549 1028 Direction, Lane # EB 1 NB 1 SB 1 Volume Total 46 336 540 Volume Left 23 22 0 Volume Right 23 0 22 cSH 395 1028 1700 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach Delay (s) 15.3 0.8 0.0 Appro	Median storage veh)						
vC, conflicting volume 887 529 540 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vCu, unblocked vol 887 529 540 (C, single (s) 6.4 6.2 4.1 tC, 2 stage (s) t t t tF (s) 3.5 3.3 2.2 p0 queue free % 93 96 98 cM capacity (veh/h) 308 549 1028 Direction, Lane # EB 1 NB 1 SB 1 Volume Total 46 336 540 Volume Right 23 0 22 cSH 395 1028 1700 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Lelay (s) 15.3 0.8 Intersection Summary 1.0 1.0 1.0 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A							
VC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 887 529 540 VC, single (s) 6.4 6.2 4.1 C, 2 stage (s) 1 1 1 tF (s) 3.5 3.3 2.2 1 p0 queue free % 93 96 98 1028 Direction, Lane # EB 1 NB 1 SB 1 Volume 1 Volume Total 46 336 540 Volume 1 Volume Right 23 0 22 0 Volume Right 23 0 22 0 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C Intersection Summary 1.0 Average Delay 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A		~~~	500	<i>E</i> 10			
vC2, stage 2 conf vol vCu, unblocked vol 887 529 540 VC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 1000000000000000000000000000000000000		887	529	540			
vCu, unblocked vol 887 529 540 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s)							
C, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 4 4.1 tF (s) 3.5 3.3 2.2 p0 queue free % 93 96 98 cM capacity (veh/h) 308 549 1028 Direction, Lane # EB 1 NB 1 SB 1 Volume Total 46 336 540 Volume Left 23 22 0 Volume Right 23 0 22 cSH 395 1028 1700 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A		887	529	540			
tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 93 96 98 cM capacity (veh/h) 308 549 1028 Direction, Lane # EB 1 NB 1 SB 1 Volume Total 46 336 540 Volume Total 46 336 540 Volume Left 23 22 0 Volume Right 23 0 22 cSH 395 1028 1700 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C Intersection Summary Average Delay 1.0 ICU Level of Service A Intersection Capacity Utilization 41.6% ICU Level of Service A							
IF (s) 3.5 3.3 2.2 p0 queue free % 93 96 98 cM capacity (veh/h) 308 549 1028 Direction, Lane # EB 1 NB 1 SB 1 Volume Total 46 336 540 Volume Left 23 0 22 cSH 395 1028 1700 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C A Average Delay 1.0 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A		.	9.2				
p0 queue free % 93 96 98 cM capacity (veh/h) 308 549 1028 Direction, Lane # EB 1 NB 1 SB 1 Volume Total 46 336 540 Volume Left 23 22 0 Volume Right 23 0 22 CSH 395 1028 1700 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach LOS C A Average Delay 1.0 10 Intersection Capacity Utilization 41.6% ICU Level of Service A		3.5	3.3	2.2			
Direction, Lane # EB 1 NB 1 SB 1 Volume Total 46 336 540 Volume Left 23 22 0 Volume Right 23 0 22 cSH 395 1028 1700 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C A Average Delay 1.0 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A	p0 queue free %	93	96	98			
Volume Total 46 336 540 Volume Left 23 22 0 Volume Right 23 0 22 cSH 395 1028 1700 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C A Approach LOS C A Average Delay 1.0 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A	cM capacity (veh/h)	308	549	1028			
Volume Left 23 22 0 Volume Right 23 0 22 cSH 395 1028 1700 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C A Average Delay 1.0 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A	Direction, Lane #						
Volume Right 23 0 22 cSH 395 1028 1700 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C A Average Delay 1.0 Intersection Summary Average Delay 1.0 ICU Level of Service A	Longerfold Supervised and a state of the supervised states and a second states and a second state of the supervised states and a second state of t			zielisioolailija olaadis katoozooo.			
CSH 395 1028 1700 Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C A Average Delay 1.0 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A	expension and an						
Volume to Capacity 0.12 0.02 0.32 Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach Delay (s) 15.3 0.8 0.0 Approach LOS C A Average Delay 1.0 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A							
Queue Length 95th (ft) 10 2 0 Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C A Intersection Summary 1.0 Average Delay 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A	AND SHOT WE AND						
Control Delay (s) 15.3 0.8 0.0 Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C A Intersection Summary 1.0 Average Delay 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A							
Lane LOS C A Approach Delay (s) 15.3 0.8 0.0 Approach LOS C Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A							
Approach Delay (s) 15.3 0.8 0.0 Approach LOS C Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service							
Approach LOS C Intersection Summary 1.0 Average Delay 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A	Approach Delay (s)	15.3	0.8	0.0			
Average Delay 1.0 Intersection Capacity Utilization 41.6% ICU Level of Service A	Approach LOS	28 Main and Manual and Market address					
Intersection Capacity Utilization 41.6% ICU Level of Service A	Intersection Summary						
	Average Delay						
Analysis Period (min) 15		ation		to can be been be than the second second	IC	CU Level	el of Service A
	Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4 >			4	
Volume (veh/h)	3	189	8	8	239	3	11	0	11	4	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	205	9	9	260	3	12	0	12	4	0	4
Pedestrians												Contraction of the local distance of
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												0107141192520
Median type		None			None							
Median storage veh)										50 2 March 1997 (1997 (1997 (1997 (1997 (1997 (1997 (1997 (1997 (1997 (1997 (1997 (1997 (1997 (1997 (1997 (1997		
Upstream signal (ft)												
pX, platoon unblocked	ikan kana sana sakani mah											
vC, conflicting volume	263			214			499	497	210	507	499	261
vC1, stage 1 conf vol												
vC2, stage 2 conf vol							100				100	004
vCu, unblocked vol	263			214			499	497	210	507	499	261
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	~ ~ ~			0.0			0.5		~ ~ ~	0.5	10	0.0
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			97	100	99	99	100	99
cM capacity (veh/h)	1301			1356			476	470	830	466	469	777
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	217	272	24	9								
Volume Left	3	9	12	4								
Volume Right	9	3	12	4								
cSH	1301	1356	605	583								
Volume to Capacity	0.00	0.01	0.04	0.01								
Queue Length 95th (ft)	0	0	3	1								
Control Delay (s)	0.1	0.3	11.2	11.3								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.1	0.3	11.2	11.3								
Approach LOS			В	В								
Intersection Summary											and the second	
Average Delay			0.9			2.2						
Intersection Capacity Utilization	ņ		27.3%	IC	CU Level of	of Service			A			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			4			4	
Volume (veh/h)	3	283	8	8	273	3	11	0	11	4	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	308	9	9	297	3	12	0	12	4	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												29-20-20-20-20-20-20-20-20-20-20-20-20-20-
Percent Blockage								1. San (1. 1				a an
Right turn flare (veh)		News			Mana							
Median type		None			None							
Median storage veh)												
Upstream signal (ft) pX, platoon unblocked				S 16 97 1								
vC, conflicting volume	300			316			639	636	312	646	639	298
vC1, stage 1 conf vol	000			010			000	000	012	010	000	200
vC2, stage 2 conf vol												
vCu, unblocked vol	300			316			639	636	312	646	639	298
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			97	100	98	99	100	99
cM capacity (veh/h)	1261			1244			384	392	728	375	390	741
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	320	309	24	9					1. S. C. P.			
Volume Left	3	9	12	4								
Volume Right	9	3	12	4								
cSH	1261	1244	503	498	000-047-032-0482-0704-9-10 (00469100			December 2010 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 -				
Volume to Capacity	0.00	0.01	0.05	0.02								
Queue Length 95th (ft)	0	1	4	1								
Control Delay (s)	0.1	0.3	12.5	12.4								
Lane LOS	A	А	В	В								
Approach Delay (s)	0.1	0.3	12.5	12.4								
Approach LOS			В	В								
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization	n		29.5%	10	CU Level of	of Service			Α			
Analysis Period (min)			15									

Peak Hour Factor 0.92 <th0.92< th=""> 0.92 0.92</th0.92<>		۶	+	\mathbf{F}	4	-	*	•	1	*	1	Ļ	~
Lane Configurations 4 4 4 4 4 Volume (veh/h) 3 210 8 8 254 3 11 0 11 4 0 4 Sign Control Free Stop Stop Stop Stop Stop Grade 0%	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh/h) 3 210 8 8 254 3 11 0 11 4 0 4 Sign Control Free Free Stop Stop Stop Stop Stop Stop Stop Other			4			\$			4			4	
Sign Control Free Stop Stop Grade 0% <		3		8	8		3	11		11	4		4
Grade 0% 0% 0% 0% Peak Hour Factor 0.92 0.78 0.72 0.92 0.78 <			Free			2020/00/00/00/00/00/00/00/00/00/00/00/00			Stop			Stop	
Peak Hour Factor 0.92 0.9	Grade		0%			0%						0%	
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type None Median storage veh) Upstream signal (ft) yX, platon unblocked vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 3 tG (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 vC1, stage 1 conf vol vc2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 99 97 100 99 99 100 99 p0 queue free % 100 99 97 100 99 99 100 99 Volume Total 240 288 24 9 Volume Left 3 9 12 4 44 447 807 439 445 761	Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) yS, platoon unblocked vC, conflicting volume 279 237 539 536 233 546 539 278 vC1, stage 1 conf vol vC2, stage 2 conf vol volume free % 100 99 97 100 99 99 100 99 volume 2 conf vol volume Left 3 9 12 4 volume Right 9 3 12 4 volume Right 9 3 12 4 volume Right 9 3 12 4 volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6	Hourly flow rate (vph)	3	228	9	9	276	3	12	0	12	4	0	4
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 279 237 539 536 233 546 539 278 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage (s) r. 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.6 7.1	Pedestrians										constant and a second link of which a second		
Percent Blockage None None None Right turn flare (veh) Median storage veh) Upstream signal (ft)	Lane Width (ft)												
Right turn flare (veh) None None Median type None None Median storage veh) Upstream signal (ft) yX, platoon unblocked 279 237 539 536 233 546 539 278 vC2, conflicting volume 279 237 539 536 233 546 539 278 vC1, stage 1 conf vol vc2 stage 2 conf vol <td></td> <td></td> <td></td> <td>Rest Parts Grow Mitching Surgers</td> <td>rie stelle in Britanderie</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>er og som en state state state</td>				Rest Parts Grow Mitching Surgers	rie stelle in Britanderie								er og som en state state state
Median type None None Median storage veh) Upstream signal (t)													
Median storage veh) Upstream signal (ft) pX, platoon unblocked 279 237 539 536 233 546 539 278 vC2, stage 1 conf vol vc2, stage 2 conf vol vc1 4.1 7.1 6.5 6.2 7.1													
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 279 237 539 536 233 546 539 278 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, unblocked vol 279 237 539 536 233 546 539 278 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 99 97 100 99 99 100 99 cM capacity (veh/h) 1283 1330 448 447 807 439 445 761 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 240 288 24 9 Volume Left 3 9 12 4 Volume Right 9 3 12 4 volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6			None			None							
pX, platoon unblocked vC, conflicting volume 279 237 539 536 233 546 539 278 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 3 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 vE tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 99 97 100 99 99 100 99 vCM capacity (veh/h) 1283 1330 448 447 807 439 445 761 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 240 288 24 9 Volume Left 3 9 12 4 Volume Left 9 3 12 4 cSH 1283 1330 576 557 Volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6													
vC, conflicting volume 279 237 539 536 233 546 539 278 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 279 237 539 536 233 546 539 278 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 279 237 539 536 233 546 539 278 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) 3.3 3.5 4.0 3.3 p0 queue free % 100 99 97 100 99 99 100 99 cM capacity (veh/h) 1283 1330 448 447 807 439 445 761 Direction, Lane # EB 1 WB 1 NB 1 SB 1 V V V V V V V V V V V V V V V V V V V													
VC1, stage 1 conf vol VC2, stage 2 conf vol VC4, unblocked vol 279 237 539 536 233 546 539 278 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 99 97 100 99 99 100 99 cM capacity (veh/h) 1283 1330 448 447 807 439 445 761 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 240 288 24 9 Volume Left 3 9 12 4 Volume Right 9 3 12 4 CSH 1283 1330 576 557 Volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6		070			007			520	526	000	5/6	520	270
vC2, stage 2 conf vol vCu, unblocked vol 279 237 539 536 233 546 539 278 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 99 99 97 100 99 99 100 99 cM capacity (veh/h) 1283 1330 448 447 807 439 445 761 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 240 288 24 9 Volume Left 3 9 12 4 Volume Right 9 3 12 4 cSH 1283 1330 576 557 Volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6		219			231			009	550	200	540	009	210
vCu, unblocked vol 279 237 539 536 233 546 539 278 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s)													
tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) 15 9 22 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 99 97 100 99 99 100 99 cM capacity (veh/h) 1283 1330 448 447 807 439 445 761 Direction, Lane # EB 1 WB 1 NB 1 SB 1 761 761 Direction, Lane # EB 1 WB 1 NB 1 SB 1 761 Volume Total 240 288 24 9 761 Volume Edft 3 9 12 4 76 Volume Right 9 3 12 4 Volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft)		279			237			539	536	233	546	539	278
tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 99 97 100 99 99 100 99 cccccccccccccccccccccccccccccccccccc	A Province of the second se												
tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 100 99 97 100 99 99 100 99 cM capacity (veh/h) 1283 1330 448 447 807 439 445 761 Direction, Lane # EB 1 WB 1 NB 1 SB 1		•••											
p0 queue free % 100 99 97 100 99 99 100 99 cM capacity (veh/h) 1283 1330 448 447 807 439 445 761 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 240 288 24 9 <		2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
cM capacity (veh/h) 1283 1330 448 447 807 439 445 761 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 240 288 24 9 Volume Left 3 9 12 4 Volume Right 9 3 12 4 Volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6								97	100	99	99	100	
Volume Total 240 288 24 9 Volume Left 3 9 12 4 Volume Right 9 3 12 4 Volume Right 9 3 12 4 volume Right 9 3 12 4 volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6	cM capacity (veh/h)	1283			1330			448	447	807	439	445	761
Volume Left 3 9 12 4 Volume Right 9 3 12 4 cSH 1283 1330 576 557 Volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6	Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Right 9 3 12 4 cSH 1283 1330 576 557 Volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6	Volume Total	240	288	24	9								
cSH 1283 1330 576 557 Volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6	Volume Left												
Volume to Capacity 0.00 0.01 0.04 0.02 Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6	Volume Right												
Queue Length 95th (ft) 0 0 3 1 Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6													
Control Delay (s) 0.1 0.3 11.5 11.6 Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6	Strate and and a second of an address of the second s	NOULADA REPORTS ASSOCIATION AND A REPORTS	000020080020000000000000000000000000000										
Lane LOS A A B B Approach Delay (s) 0.1 0.3 11.5 11.6	transmission of any anticident and well the control field with the control of a control of the c												
Approach Delay (s) 0.1 0.3 11.5 11.6	build and a second s	childen medeleler server zweise och server	All the back of the second										
Approach LUS B B		0.1	0.3	20-00202020000000000000000000000000000									
	Approach LUS			В	В								
Intersection Summary													
Average Delay 0.9							<u>.</u>						
Intersection Capacity Utilization 28.2% ICU Level of Service A		ion			10	CU Level (ot Service			A			
Analysis Period (min) 15	Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4 3+			4			4 >			(‡>	
Volume (veh/h)	3	176	8	8	229	3	11	0	11	4	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	3	191	9	9	249	3	12	0	12	4	0	4
Median type Median storage veh) Upstream signal (ft)		None			None							
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol	252			200			474	472	196	482	474	251
vC2, stage 2 conf vol	252			200			474	472	196	482	474	251
vCu, unblocked vol	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, single (s) tC, 2 stage (s)	4.1			7.1			1.1	0.0	0.2	1.1	0.0	0.2
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	100	99	99	100	99
cM capacity (veh/h)	1313			1372			494	486	846	484	484	788
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	203	261	24	9								
Volume Left	3	9	12	4		1.2000 sectors and development dates from 5 Justice		alaa dar muundandaned kuuda ba'ni su				
Volume Right	9	3	12	4								
cSH	1313	1372	624	600								
Volume to Capacity	0.00	0.01	0.04	0.01								
Queue Length 95th (ft)	0	0	3	1								
Control Delay (s)	0.1	0.3	11.0	11.1								
Lane LOS	A	A	В	В								
Approach Delay (s) Approach LOS	0.1	0.3	11.0 B	11.1 B				2.3.3			no tanàn dia dia mampika dia mampika minina dia mampika dia mampika dia mampika dia mampika dia mampika dia ma Na kaominina dia mampika dia	
Intersection Summary												
Average Delay			0.9			and approximately a						
Intersection Capacity Utiliza	ation		26.7%	10	CU Level	of Service)		А			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	M		4Î		nincality (see the second	4	Norma Statements
Volume (veh/h)	2	2	252	2	2	198	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	2	2	274	2	2	215	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s) Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh)			Nono			iteme	
Upstream signal (ft)							
pX, platoon unblocked							********
vC, conflicting volume	495	275			276		
vC1, stage 1 conf vol		proc R. 1990 Calue Calgori (P. 1990 Calue Cal					
vC2, stage 2 conf vol							
vCu, unblocked vol	495	275			276		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)	200						
tF (s)	3.5	3.3			2.2		
p0 queue free %	100	100			100		
cM capacity (veh/h)	533	764			1287		
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	4	276	217				
Volume Left	2	0	2				
Volume Right	2	2	0				
cSH	628	1700	1287				
Volume to Capacity	0.01	0.16	0.00				
Queue Length 95th (ft)	1 10.8	0 0.0	0 0.1				
Control Delay (s) Lane LOS	10.8 B	0.0	0.1 A				
Approach Delay (s)	10.8	0.0	0.1				
Approach LOS	B	0.0	0.1				
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utiliza	tion		23.4%	IC	U Level	of Service A	
Analysis Period (min)			15				277429003520089549

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		ţ,			ની
Volume (veh/h)	2	2	286	2	292	2
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	2	311	2	317	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s) Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)			Hono			NOID
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	949	312			313	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	949	312			313	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			75	
cM capacity (veh/h)	216	728			1247	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	4	313	320			
Volume Left	2	0	317			
Volume Right	2	2	0			
cSH Values to Casacity	333 0.01	1700 0.18	1247 0.25			
Volume to Capacity	0.01	0.10 0	0.25			
Queue Length 95th (ft) Control Delay (s)	16.0	0.0	8.8			
Lane LOS	10.0 C	0.0	0.0 A			
Approach Delay (s)	16.0	0.0	8.8			
Approach LOS	C					
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utiliza	ation		44.8%	IC	U Level	of Service A
Analysis Period (min)			15			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		₽			4	
Volume (veh/h)	2	2	267	2	2	219	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	2	2	290	2	2	238	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s) Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	534	291			292		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	534	291			292		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)	~ -	~ ~			~ ~ ~		
tF (s)	3.5	3.3			2.2		
p0 queue free %	100	100 748			100 1269		
cM capacity (veh/h)	506				1209		
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	4	292	240				
Volume Left	2	0	2				
Volume Right	2	2	0				
cSH	604	1700	1269				
Volume to Capacity	0.01	0.17	0.00				
Queue Length 95th (ft)	1 11.0	0 0.0	0 0.1				
Control Delay (s) Lane LOS	11.0 B	0.0	0.1 A				
Approach Delay (s)	11.0	0.0	0.1				
Approach LOS	B	0.0	U, I				
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utiliza	ation		24.2%	IC	Ulevel	of Service A	
Analysis Period (min)	1001		15	10			

	4	∢	†	*	4	ţ
Movement	WBL	WBR	NBT	NBR	SBL	SBT
ane Configurations	M		Þ			ہ
/olume (veh/h)	2	2	242	2	2	185
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	2	263	2	2	201
Pedestrians				1		
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	470	264			265	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	470				000	
vCu, unblocked vol	470	264			265	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	~ -	~ ~ ~			0.0	
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	551	775			1299	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	4	265	203			
Volume Left	2	0	2			
Volume Right	2 644	2	0			
cSH		1700	1299 0.00			
Volume to Capacity	0.01	0.16				
Queue Length 95th (ft)	1 10.6	0 0.0	0 0.1			
Control Delay (s)	10.0 B	0.0	2000/2010/00/2010/2010/2010/2010/2010/2			
Lane LOS	10.6	0.0	A 0.1			
Approach Delay (s) Approach LOS	10.0 B	0.0	0.1			
•••	5					
Intersection Summary			0.4			
Average Delay			0.1	i.e		-10- ·
Intersection Capacity Utiliz	ation		22.9%	ļĹ	U Level	of Service
Analysis Period (min)			15			

2. TRADITIONAL NEIGHBORHOOD ALTERNATIVE

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			4			\$	
Volume (vph)	102	87	12	73	113	44	31	187	123	30	233	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992	- 1995 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 199 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999	daga daga georgia con estad	0.972		ana ang ang ang ang ang ang ang ang ang	0.947		construction of the solution of the	0.967	
Flt Protected		0.976			0.983			0.994			0.994	
Satd. Flow (prot)	0	1803	0	0	1780	0	0	1753	0	0	1790	0
Flt Permitted		0.726			0.826			0.910			0.911	
Satd. Flow (perm)	0	1342	0	0	1496	0	0	1605	0	0	1641	0
Right Turn on Red	-		Yes	-		Yes			Yes			Yes
Satd. Flow (RTOR)		5			20			51			26	Autorente de la constante de la
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	A CONTRACTOR OF A
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.79	0.75	0.75	0.71	0.85	0.70	0.54	0.83	0.68	0.59	0.85	0.83
Adj. Flow (vph)	129	116	16	103	133	63	57	225	181	51	274	105
Shared Lane Traffic (%)	125	110					٠.			Υ.		
Lane Group Flow (vph)	0	261	0	0	299	0	0	463	0	0	430	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	LCII	Leil O	Nyin	Leit	0	Ngn	Leit	0	INGII	Len	0	rugin
Link Offset(ft)		0			0			0			0	
Holds and the second state of the second state		16			16			0 16			0 16	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	9	1.00	1.00	9	1.00	1.00	9	1.00	1.00	9
Turning Speed (mph)	15 1	2	9	15	2	3	10	2	9	13	2	J
Number of Detectors	I			1	Thru		1	Thru		1	Thru	(200 Contractor)
Detector Template	50	Thru		۶Ō	76		50	76		50	76	
Leading Detector (ft)	50	76		50 0	-10		0C 0	-10		50 0	-10	
Trailing Detector (ft)	0	-10		erolanes concolezis (brai	lando de la compacta de la competencia			-10 -10			-10 -10	
Detector 1 Position(ft)	0	-10		0	-10		0			0	-10	
Detector 1 Size(ft)	50	40		50	40		50	40		50		
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	Cl+Ex		Cl+Ex	CI+Ex	
Detector 1 Channel	0.0	~ ^ ^		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36			36			36			36	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			CI+Ex			Cl+Ex	
Detector 2 Channel		~ ~ ~			~ ~			~ ~			• •	
Detector 2 Extend (s)	_	0.0		_	0.0			0.0		-	0.0	CONTRACTOR OF THE OWNER OF
Turn Type	Perm			Perm	•		Perm			Perm		
Protected Phases	_	3			3			1			1	
Permitted Phases	3	ing a signa cara <u>ca</u> n sa s		3	an a		1			1		
Detector Phase	3	3		3	3		1	1		1	se educi <mark>1</mark> e	
Switch Phase		zazdig pisykan tariak artek		a an			en al caracteria	e taliya dalamin ina		AND SOME AND A		
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		16.0	16.0		16.0	16.0	

Silo Ridge Resort Community The Chazen Companies Synchro 7 - Report Page 1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		18.4			18.4			22.3			22.3	
Actuated g/C Ratio		0.37			0.37			0.45			0.45	
v/c Ratio		0.52			0.53			0.62			0.57	
Control Delay		17.7			16.5			13.9			13.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.7			16.5			13.9			13.5	
LOS		В			В			В			В	
Approach Delay		17.7			16.5			13.9			13.5	
Approach LOS		В			В			В			В	
Queue Length 50th (ft)		51			55			74			71	
Queue Length 95th (ft)		121			153			186			183	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)												
Base Capacity (vph)		747			839			983			995	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.36			0.47			0.43	
Intersection Summary												
Area Type:	Other											
Cycle Length: 84	<u>.</u>											
Actuated Cycle Length: 49.	.5											
Natural Cycle: 40		4										
Control Type: Actuated-Un	coordinate	d										
Maximum v/c Ratio: 0.62						100 -						
Intersection Signal Delay:	Studied and the bearing a measure			225556 % Ongression (2014-2414) (2014)	ntersectio	And the American second second states						
Intersection Capacity Utiliz Analysis Period (min) 15	ation 50.0%	6			CU Level	ot Servic	e A					New years
Splits and Phases: 1: Ro	oute 44 & R	Route 22										
<u>هار</u>				44								

al al	<u>∲</u> ¢3
43 s	41 s

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			\$			\$	
Volume (vph)	144	117	26	129	121	99	32	349	150	92	314	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.965	000000000000000000000000000000000000000	and a second second second second second	0.955			0.975	
Fit Protected		0.975			0.981			0.997			0.989	
Satd. Flow (prot)	0	1787	0	0	1763	0	0	1774	0	0	1796	0
Flt Permitted		0.609			0.739			0.953			0.710	
Satd. Flow (perm)	0	1116	0	0	1328	0	0	1695	0	0	1289	0
Right Turn on Red			Yes			Yes			Yes	1000		Yes
Satd. Flow (RTOR)		10			27			39			18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.83	0.93	0.65	0.80	0.80	0.90	0.95	0.84	0.68	0.69	0.83	0.86
Adj. Flow (vph)	173	126	40	161	151	110	34	415	221	133	378	114
Shared Lane Traffic (%)	110	129	18 an			110	~.					
Lane Group Flow (vph)	0	339	0	0	422	0	0	670	0	0	625	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	LOIL	0	rayin	LCII	0	rugin	LOIL	0	ragin	LUIL	0	ragin
Link Offset(ft)		0			0			0			0	
E Construction and a construction of a construction of the cons		16			16			16				
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	9	1.00	1.00	1.00	15	1.00	9	1.00	1.00	9
Turning Speed (mph)	subjitereneous.esseeters.es	2	3	10	2	3	10	2	3	1	2	J
Number of Detectors	1			I	Thru		I	Thru		I	Thru	
Detector Template	50	Thru		EO	76		ΕO	76		50	76	
Leading Detector (ft)	50	76		50			50 0			50 0	-10	
Trailing Detector (ft)	0	-10		0	-10		NC 706535002350835092309236425	-10		5592077797970002678598	-10 -10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0 50	-10	
Detector 1 Size(ft)	50	40		50	40		50	40				
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	~ ~	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36			36			36			36	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			CI+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		-	0.0			0.0	
Turn Type	Perm			Perm	and a second second second		Perm			Perm	Sector Sector	40).755 (778).757
Protected Phases		3			3			1			1	
Permitted Phases	3	sectors and the sector state of the sector state in the		3			1			1	egenangen generation of the th	
Detector Phase Switch Phase	3	3		3	3		1	1		1	Harris 1.	
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		16.0	16.0		16.0	16.0	

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Lanes, Volumes, Timings 1: Route 44 & Route 22

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		29.2			29.2			39.4			39.4	
Actuated g/C Ratio		0.38			0.38			0.51			0.51	
v/c Ratio		0.79			0.81			0.75			0.93	
Control Delay		34.0			32.5			22.7			43.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		34.0			32.5			22.7			43.1	
LOS		С			С			С			D	
Approach Delay		34.0			32.5			22.7			43.1	
Approach LOS		С			С			С			D	
Queue Length 50th (ft)		134			163			235			266	
Queue Length 95th (ft)		237			224			385			#485	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)												
Base Capacity (vph)		497			600			890			671	
Starvation Cap Reductn		0			0			0	a biai da aktoren izren Veraleren set		0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.68			0.70			0.75			0.93	
Intersection Summary												
Area Type:	Other											
Cycle Length: 84	·											
Actuated Cycle Length: 76.	6											
Natural Cycle: 60			a destruction de texte de la contención de									
Control Type: Actuated-Une	coordinated	1										
Maximum v/c Ratio: 0.93					Tarth Million Residence in Altimotories Medication	nama (ali kanina di Kote Da Galero e en Lorr					alam magazine Jahadi takisti dari da Pandei 144	
Intersection Signal Delay: 3		and the second			ntersectio	~~~~	ねちちゅう ニントション・シート ねんてん ひろう ひろう					
Intersection Capacity Utiliza	ation 84.7%	,) 		1	CU Level	of Servic	еE					
Analysis Period (min) 15												
# 95th percentile volumeQueue shown is maximu	na a construction a sub-statement and a state of the state of the	6:22-24-24-24-26-26-26-26-26-26-26-26-26-26-26-26-26-	ieue may	be longe	er.							
Splits and Phases: 1: Ro	oute 44 & R	oute 22										
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			¢.			\$			\$	
Volume (vph)	153	134	27	144	127	86	43	362	133	84	303	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.968			0.971			0.956	0.0000000000000000000000000000000000000
Flt Protected		0.975			0.983			0.994			0.992	
Satd. Flow (prot)	0	1787	0	0	1772	0	0	1798	0	0	1767	0
Flt Permitted	-	0.596			0.731			0.870	-		0.779	
Satd. Flow (perm)	0	1092	0	0	1318	0	0	1574	0	0	1387	0
Right Turn on Red			Yes	-		Yes			Yes	-		Yes
Satd. Flow (RTOR)		10			24			22			39	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	2502262200193339
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.72	0.85	0.54	0.88	0.68	0.78	0.55	0.77	0.87	0.90	0.96	0.69
Adj. Flow (vph)	212	158	50	164	187	110	78	470	153	93	316	200
Shared Lane Traffic (%)					10.							AND AND A CONTRACTOR OF A
Lane Group Flow (vph)	0	420	0	Ò	461	Ő	0	701	0	0	609	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Fou	0	ragin	Lon	0	rugin	LOIL	0	ragin	Lon	0	rugin
Link Offset(ft)		Ő			0			Ő			Ő	
Crosswalk Width(ft)		16			0 16			16			16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	1.00	1.00	9	15	1.00	9	1.00	1.00	9	15	1.00	9
Number of Detectors	13	2	J	10	2	J	1	2	V	10 1	2	J
Detector Template	1	Thru		1	Thru		1	Thru		I Line and the second	Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	
Trailing Detector (ft)	0	-10		0	-10		0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10 -10	And the second	0	-10	
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	UTLX	OFLA		OULX	OFFEX		OFEX	OITEX		OTTEX	OHEX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	0.0	36		0.0	36		0.0	36		0.0	36	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			Cl+Ex	
Detector 2 Channel								OFLA				
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
56 x 1952 1 (Bigradovilla) (Controction Consistential Control	Perm	0.0		Perm	0.0		Perm	0.0		Perm	0.0	
Turn Type Protoctod Phoses	FEIIII	3		L GIIII	3		L, GI III	1		L GIIII	adones 1	
Protected Phases	0	ა		3	3		1			4	1	
Permitted Phases	3 3	3		3 3	3		1	1		1	4	
Detector Phase	ა	3		3	3			ļ		l I	l -	
Switch Phase	0.0	<u></u>		• •	<u></u>		40.0	10.0		40.0	10.0	
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		16.0	16.0		16.0	16.0	

Silo Ridge Resort Community The Chazen Companies

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	anata an a' dan ƙafa	1.0	1.0		1.0	1.0		1.0	1.0	_
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.(
Lead/Lag												
Lead-Lag Optimize?										1 2.	21 24	101000000000000000000000000000000000000
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		34.3			34.3			38.0			38.0	
Actuated g/C Ratio		0.43			0.43			0.47			0.47	
v/c Ratio		0.89			0.80			0.93			0.90	
Control Delay		44.5			31.5			41.1			38.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		44.5			31.5			41.1			38.3	
LOS		D			С			D			D	
Approach Delay		44.5			31.5			41.1			38.3	
Approach LOS		D			С			D			D	
Queue Length 50th (ft)		189			190			330			273	
Queue Length 95th (ft)		#334			197			#403			#498	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)												
Base Capacity (vph)		493			602			768			686	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.85			0.77			0.91			0.89	
Intersection Summary												
Area Type:	Other											
Cycle Length: 84												
Actuated Cycle Length: 80.	4											
Natural Cycle: 65	en de la composition	•										
Control Type: Actuated-Un	coordinate	d										
Maximum v/c Ratio: 0.93												
Intersection Signal Delay: 3		1			Intersectio	영화중과 관망가 다고 다 나라가 소나중요						
Intersection Capacity Utiliza	ation 79.2%	6			ICU Level	of Servic	еD					
Analysis Period (min) 15												
# 95th percentile volume			ueue may	y be long	er.							
Queue shown is maxim	um atter tw	o cycles.										
Splits and Phases: 11: R	oute 44 &	Route 22										
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			ŵ			4 >			÷	
Volume (vph)	78	81	21	96	81	63	27	298	98	46	433	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985	010000000g.00000g.00000		0.973			0.961			0.980	(California) (Cali
Flt Protected		0.981			0.977			0.997			0.996	
Satd. Flow (prot)	0	1800	0	0	1771	0	0	1785	0	0	1818	0
Flt Permitted		0.760			0.720			0.921			0.922	
Satd. Flow (perm)	0	1394	0	0	1305	0	0	1649	0	0	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			19			33			14	Construction of the second
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		655			2173			2614			1552	
Travel Time (s)		12.8			42.3			50.9			30.2	
Peak Hour Factor	0.88	0.70	0.81	0.56	0.71	0.89	0.65	0.78	0.56	0.75	0.73	0.78
Adj. Flow (vph)	89	116	26	171	114	71	42	382	175	61	593	115
Shared Lane Traffic (%)				1992299399999999999999						ana ang ang ang ang ang ang ang ang ang		2010/02/02/02/02/02/02
Lane Group Flow (vph)	0	231	0	0	356	0	0	599	0	Ő	769	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Lon	0	, ugur		0			0	1		0	
Link Offset(ft)		Û			Ŭ			Ő			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2		1	2	700000000000000000000000000000000000000
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	50	76		50	76		50	76		50	76	
Trailing Detector (ft)	0	-10		0	-10		Û	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10		0	-10		0	-10	NUMBER OF STREET, STRE
Detector 1 Size(ft)	50	40		50	40		50	40		50	40	
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	KANSER CONSIDERE
Detector 1 Channel	OI' EX	OT EX					OT EX	UT EX				
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		36		0.0	36		0.0	36			36	NEW TO
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		0, - 7			or pr			9. - 7.				
Detector 2 Extend (s)		0.0			0.0			0.0		çırı cəsiş	0.0	<u>MARSHIDE</u>
Turn Type	Perm	0.0		Perm	•••		Perm			Perm		
Protected Phases		3		1 01111	3		1 Onn	1		1 Onn	1	
Permitted Phases	3	J		3			1			1		
Detector Phase	3	3		3	3		4	1		1	1	
Switch Phase	J	J		J	3							
Minimum Initial (s)	2.0	2.0		2.0	2.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	2.0 8.0	8.0		2.0 8.0	2.0 8.0		16.0	16.0		16.0	16.0	
	0.0	0.0		0.0	0.0		10.0	10.0		10.0	10.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	48.8%	48.8%	0.0%	51.2%	51.2%	0.0%	51.2%	51.2%	0.0%
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s) Lead/Lag Lead-Lag Optimize?	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	Hono	25.5		1 10110	25.5			38.9			38.9	
Actuated g/C Ratio		0.35			0.35			0.54			0.54	
v/c Ratio		0.47		1965 (Section 19	0.76			0.67			0.85	202200000000
Control Delay		20.1			30.3			17.9			27.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.1			30.3			17.9			27.4	
LOS		20.1 C			0.00 C			B			 C	
Approach Delay		20.1			30.3			17.9			27.4	
Approach LOS		C			C C			В			C	
Queue Length 50th (ft)		75			131			166			263	
Queue Length 95th (ft)		94			154			291			386	
Internal Link Dist (ft)		575			2093			2534			1472	
Turn Bay Length (ft)		0.0										
Base Capacity (vph)		624			589			906			915	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		Û			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.60			0.66			0.84	
Intersection Summary												
Area Type: Cycle Length: 84	Other					1.00	1000					
Actuated Cycle Length: 72.5	5											
Natural Cycle: 50												COLUMN AND A COLUMN
Control Type: Actuated-Unc	oordinated	ł										
Maximum v/c Ratio: 0.85					and the second second second second							
Intersection Signal Delay: 24	4.2				ntersectio	\$0\$ 04 (january 1990) (1990) (1990)						
Intersection Capacity Utiliza	ition 65.7%	6			CU Level	of Servic	e C	Manajeeren anter		17940 N 201222000000000000000000000000000000		
Analysis Period (min) 15							a or de					
Splits and Phases: 111: F	Route 44 8	Route 22	2									

HCM Unsignalized 2: Lake Amenia Rd. & Route 22

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		43			÷			\$			4	
Volume (veh/h)	4	3	31	5	11	8	17	288	2	3	311	3
Sign Control		Stop			Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.50	0.38	0.57	0.50	0.63	0.44	0.58	0.80	0.25	0.38	0.86	0.25
Hourly flow rate (vph)	8	8	54	10	17	18	29	360	8	8	362	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						8-13 March 1987					6 7	
Median type								None			None	
Median storage veh)												
Upstream signal (ft)			2010/01/201									
pX, platoon unblocked	833	810	368	864	812	364	374			368		
vC, conflicting volume vC1, stage 1 conf vol	000	010	500	004	012	304	5/4			500		
vC2, stage 2 conf vol							in the second second					
vCu, unblocked vol	833	810	368	864	812	364	374			368		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)		0.0					1.1					
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	97	92	96	94	97	98			99		
cM capacity (veh/h)	261	303	677	241	303	681	1185			1191		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	70	46	397	382								
Volume Left	8	10	29	8								
Volume Right	54	18	8	12								
cSH	513	363	1185	1191								
Volume to Capacity	0.14	0.13	0.02	0.01								
Queue Length 95th (ft)	12	11	2	1								
Control Delay (s)	13.1	16.3	0.8	0.2								
Lane LOS	В	С	А	А								
Approach Delay (s)	13.1	16.3	0.8	0.2								
Approach LOS	В	С										
Intersection Summary												
Average Delay				2011-01-01-01-01-01-01-01-01-01-01-01-01-		2.2						
	ation		C10.00 / 19 / 19 / 19 / 19 / 19 / 19 / 19 /	IC	U Level o	of Service			A			
Analysis Period (min)			15									
	ation		2.3 36.3% 15	IC	U Level (of Service	•		A			

HCM Unsignalized 2: Lake Amenia Rd. & Route 22

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4 3+			4	
Volume (veh/h)	6	7	36	10	9	3	42	479	11	9	445	Ş
Sign Control		Stop			Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.42	0.75	0.67	0.50	0.67	0.75	0.48	0.56	0.83	0.67	0.85	0.50
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	14	9	54	20	13	4	88	855	13	13	524	1
Median type Median storage veh) Upstream signal (ft)								None			None	
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol	1607	1603	533	1655	1605	862	542			869		
vC2, stage 2 conf vol												
vCu, unblocked vol	1607	1603	533	1655	1605	862	542			869		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)				2010-01-02-01-02-01-02-01-02-01-02-01-02-01-02-01-02-01-02-01-02-01-02-01-02-01-02-01-02-01-02-01-02-01-02-01-0		202						
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	90	90	67	86	99	91			98		
cM capacity (veh/h)	68	94	547	60	95	355	1027			776		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	77	37	956	555								
Volume Left	14	20	88	13			an hiin daha Koralla Koral					isi wa wilahi a mponiki 2000 V
Volume Right	54	4	13	18								
cSH	190	77	1027	776								
Volume to Capacity	0.41	0.49	0.09	0.02								
Queue Length 95th (ft)	45	50	7	1								
Control Delay (s)	36.3	89.5	2.2	0.5								
Lane LOS	E	F	А	А		ala man Satti karala da kardan da ya wa na						
Approach Delay (s) Approach LOS	36.3 E	89.5 F	2.2	0.5								
Intersection Summary												
Average Delay Intersection Capacity Utiliza Analysis Period (min)	ation		5.2 58.5% 15	IC	U Level (of Service			В			
Analysis renou (min)			IJ									

HCM Unsignalized 22: Lake Amenia Rd. & Route 22

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			ф	
Volume (veh/h)	4	1	46	5	8	4	30	483	13	4	434	3
Sign Control		Stop			Stop			Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.50	0.38	0.58	0.50	0.41	0.76	0.58	0.50	0.86	0.38
Hourly flow rate (vph)	8	4	92	13	14	8	73	636	22	8	505	8
Pedestrians						st a compation of the local and the local						anainmaan
Lane Width (ft)												
Walking Speed (ft/s)										n soonen naturistatien histore		
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1333	1329	509	1412	1322	647	513			658		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1333	1329	509	1412	1322	647	513			658		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)						~ ~	~ ~ ~			~ ~ ~		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	97	84	85	90	98	93			99		
cM capacity (veh/h)	112	142	564	89	144	471	1053			930		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	104	35	731	521								
Volume Left	8	13	73	8								
Volume Right	92	8	22	8								
cSH	396	134	1053	930								
Volume to Capacity	0.26	0.26	0.07	0.01								
Queue Length 95th (ft)	26	24	6	1								
Control Delay (s)	17.3	41.0	1.8	0.2								
Lane LOS	C	E	A	A								
Approach Delay (s) Approach LOS	17.3 C	41.0 E	1.8	0.2								
Intersection Summary	J.	_										
Average Delay			3.3									
Intersection Capacity Utiliza	ation		55.8%	IC	U Level	of Service			В			
Analysis Period (min)			15						7			

HCM Unsignalized 222: Lake Amenia Rd. & Route 22

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4>			4 >		anis courses in the or middle second	4			4	
Volume (veh/h)	10	1	24	10	1	2	4	383	5	0	539	6
Sign Control		Stop			Stop		Construints Stores And Little	Free			Free	
Grade		7%			0%			0%			0%	
Peak Hour Factor	0.75	0.25	0.75	0.35	0.25	0.50	0.25	0.62	0.38	1.00	0.67	0.63
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Bight turn flore (vph)	13	4	32	29	4	4	16	618	13	0	804	1(
Right turn flare (veh) Median type Median storage veh) Upstream signal (ft)								None			None	
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol	1472	1472	809	1500	1470	624	814			631		
vC2, stage 2 conf vol	4.470	4470	000	4500	4470	004	04.4			004		
vCu, unblocked vol	1472	1472	809 6.2	1500 7.1	1470 6.5	624 6.2	814 4.1			631 4.1		
tC, single (s)	7.1	6.5	0.2	7.1	0.0	0.2	4.1			4.1		
C, 2 stage (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
tF (s) p0 queue free %	3.5 87	4.0 97	92	5.5 68	4.0 97	99	2.2 98			100		
cM capacity (veh/h)	100	124	380	88	125	485	813			952		
			*********************		120	700	010			002		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	49	37	647	814								
Volume Left	13	29	16	0								
Volume Right	32	4	13	10								
	197 0.25	101	813 0.02	952 0.00								
Volume to Capacity	0.25 24	0.36 36	0.02	0.00								
Queue Length 95th (ft)	24	60.0	0.5	0.0								
Control Delay (s) Lane LOS	29.3 D	00.0 F	0.5 A	0.0								
Approach Delay (s)	29.3	б0.0	0.5	0.0								
Approach LOS	29.0 D	00.0 F	0.0	0.0								
Intersection Summary											2015	
Average Delay			2.6						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
Intersection Capacity Utiliza Analysis Period (min)	ation		38.7% 15	IC	U Level (of Service			Α			
			10									

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7		र्स	4Î	
Volume (veh/h)	101	101	104	206	242	104
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	110	110	113	224	263	113
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				TWLTL	None	
Median type				100LTL 2	None	
Median storage veh) Upstream signal (ft)				Z		
pX, platoon unblocked						
vC, conflicting volume	770	320	376			
vC1, stage 1 conf vol	320	020	0/0			
vC2, stage 2 conf vol	450					
vCu, unblocked vol	770	320	376			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	85	90			
cM capacity (veh/h)	521	721	1182			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	110	110	337	376		
Volume Left	110	0	113	0		
Volume Right	0	110	0	113		
cSH	521	721	1182	1700		
Volume to Capacity	0.21	0.15	0.10	0.22		
Queue Length 95th (ft)	20	13	8	0		
Control Delay (s)	13.7	10.9 B	3.4 A	0.0		
Lane LOS	B 100	В	A 3.4	0.0		
Approach Delay (s) Approach LOS	12.3 В		3.4	0.0		
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utili: Analysis Period (min)	zation		51.3% 15	10	CU Level	of Service A
,, ,		da manta di ki sustan da s				

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
ane Configurations	ሻ	7		र्स	Ą	
/olume (veh/h)	115	113	141	420	341	149
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	A = -
Peak Hour Factor	0.44	0.63	0.25	0.53	0.83	0.75
Hourly flow rate (vph)	261	179	564	792	411	199
Pedestrians						
ane Width (ft)						
Valking Speed (ft/s) Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Jpstream signal (ft)						
oX, platoon unblocked						
vC, conflicting volume	2431	510	610			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2431	510	610			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	0.5	0.0	0.0			
tF (s)	3.5	3.3 68	2.2 42			
p0 queue free %	0 15	563	969			
cM capacity (veh/h)						
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	261	179	1356	610		
Volume Left	261	0	564	0		
Volume Right	0 15	179 563	0 969	199 1700		
cSH Volume to Capacity	17.80	0.32	0.58	0.36		
Queue Length 95th (ft)	Err	0.32 34	0.30 97	0.00		
Control Delay (s)	Err	14.3	13.8	0.0		
Lane LOS	F	B	B	0.0		
Approach Delay (s)	5935.5	_	13.8	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			1094.7			
Intersection Capacity Utiliza	tion		73.3%	IC	U Level	of Service D
Analysis Period (min)	**************************************		15			

HCM Unsignalized201233: Hotel/Golf Course Access & Route 22

Movement EPL EBR NBL NBT SBT SBR Lane Configurations T F 4 T T A T T A T T A T T A T T A T T A T T A T T A T T A T T A T T A T T A T T A T T A T T T A T T T A D T T T T T T A T		۶	\mathbf{F}	1	†	Ļ	4
Volume (veh/h) 126 126 148 400 331 154 Sign Control Stop Free	Movement	EBL		NBL	NBT	SBT	SBR
Sign Control Stop Free Free Free Grade 0%<	Lane Configurations						
Grade 0% 0% 0% 0% Peak Hour Factor 0.75 0.30 0.50 0.74 0.87 0.39 Hourly flow rate (vph) 168 420 296 541 380 395 Pedestrians Eane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) PX, platon unblocked vC, conflicting volume 1710 578 775 vC1, stage 1 conf vol v/c2, ustage 2 conf vol vC4, utplacked vol 1710 578 775 vC1, stage 1 conf vol v/c2, ustage 2 conf vol vC4, utplacked vol 1710 578 775 vC2, ustage 2 conf vol vC4, utplacked vol 1710 578 775 175 <		Linuerstanie Rezelante geta service and	126	148	suscential de la constant de la constante de la	esterse en antiseste de la series	154
Peak Hour Factor 0.75 0.30 0.50 0.74 0.87 0.39 Hourly flow rate (vph) 168 420 296 541 380 395 Pedestrians							
Hourly flow rate (uph) 168 420 296 541 380 395 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Image: Control of Contro		2010/07/07/04/2010/07/07/07/2010/2010/2010/2010/2010/			Stription here and the Store Statute Comp	100/2512/2007/2005/2002/2002/10/20	
Pedestrians Image: Control of State St							
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1710 578 775 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, unblocked vol 1710 578 775 tC, single (s) 64 62 41 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 0 19 65 516 841 Drection, Lane # EB1 EB2 NB1 SB1 Volume Total 168 420 837 775 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 358 8.0 0.0 Lane LOS F EA Approach LOS F Intersection Capacity Utilization 73.0% ICU Level of Service D		168	420	296	541	380	395
Walking Speed (it/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (it) pX, platoon unblocked vc, conflicting volume 1710 578 775 vC1, stage 1 conf vol vvC2, unblocked vol 1710 578 775 VC3, stage 2 conf vol vC4, unblocked vol 1710 578 775 IC, single (s) 6.4 6.2 4.1 t, 2 stage (s) 19 F(s) 3.5 3.3 9 queue free % 0 19 65 cid capacity (veh/h) 65 516 841 Directon, Lane # EB 1 EB 2 NB 1 SB 1 Volume Total 168 420 837 775 Volume Right 0 296 0 400 Volume Right 0 296 0 400 Volume Ko Capacity 2.60 0.81 0.35 0.46 Queue Length 95h (fh) 417 198 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>							
Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1710 578 775 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 3 gradue free % 0 0 queue free % 0 Volume Total 168 420 0							
Right turn flare (veh) None None None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1710 578 775 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC1, unblocked vol 1710 578 775 vC2, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vc2, stage 3 <							
Median type None None Median storage veh) Upstream signal (ft) PX, platoon unblocked vC, conflicting volume 1710 578 775 vC1, stage 1 conf vol vc2, stage 2 conf vol vc2, stage 2 conf vol vC2, stage 2 conf vol vc2, unblocked vol 1710 578 775 tC, single (s) 6.4 6.2 4.1 1 1 tC, single (s) 6.4 6.2 4.1 1 1 tC, stage (s) if (s) 3.5 3.3 2.2 2 0 queue free % 0 19 65 cM capacity (veh/h) 65 516 841 1							
Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1710 578 775 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, unblocked vol 1710 578 775 vC2, stage 2 conf vol vC2, unblocked vol 1710 578 775 775 iC, single (s) 6.4 6.2 4.1 1 <td></td> <td></td> <td></td> <td></td> <td>None</td> <td>None</td> <td></td>					None	None	
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1710 578 775 vC1, stage 1 conf vol vc2, stage 2 conf vol vcu, unblocked vol 1710 578 775 vC2, stage 2 conf vol vcu, unblocked vol 1710 578 775 tc, single (s) 6.4 6.2 4.1 tC, single (s) 6.4 6.2 4.1 tc, single (s) tc, single					Holio		
pX, platon unblocked vC, conflicting volume 1710 578 775 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol 1710 578 775 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 0 19 65 cM capacity (veh/h) 65 516 841 <u>Direction, Lane # EB 1 EB 2 NB 1 SB 1</u> Volume Total 168 420 837 775 Volume Total 168 420 0 395 cSH 65 516 841 1700 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Intersection Summary Network 73.0% ICU Level of Service D							
vC, conflicting volume 1710 578 775 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vCu, unblocked vol 1710 578 775 tC, single (s) 6.4 6.2 4.1 tC, stage (s) tr tr tr tF (s) 3.5 3.3 2.2 p0 queue free % 0 19 65 cM capacity (veh/h) 65 516 841 Direction, Lane # EB 1 EB 2 NB 1 SB 1 Volume Total 168 420 837 775 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A A Approach Delay (s) 271.9 8.0 0.0 Approach Delay (s) 271.9 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>							
vC2, stage 2 conf vol vCu, unblocked vol 1710 578 775 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s)		1710	578	775			
vCu, unblocked vol 1710 578 775 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) if (s) 3.5 3.3 2.2 p0 queue free % 0 19 65 cM capacity (veh/h) 65 516 841 Direction, Lane # EB 1 EB 2 NB 1 SB 1 Volume Total 168 420 837 775 Volume Left 168 0 296 0 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F A Average Delay 75.7 Intersection Capacity Utilization 73.0% ICU Level of Service D	vC1, stage 1 conf vol						
tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 1 1 1 p0 queue free % 0 19 65 cdm capacity (veh/h) 65 516 841 Direction, Lane # EB 1 EB 2 NB 1 SB 1 Volume Total 168 420 837 775 Volume Total 168 0 296 0 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F E A Average Delay 75.7 Intersection Capacity Utilization 73.0% ICU Level of Service D	vC2, stage 2 conf vol						
tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 0 19 65 cM capacity (veh/h) 65 516 841 Direction, Lane # EB 1 EB 2 NB 1 SB 1 Volume Total 168 420 837 775 Volume Total 168 0 296 0 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Image: Point Content Delay (s) 75.7 Intersection Summary Difference Difference Difference Intersection Capacity Utilization 73.0% ICU Level of Service Difference Difference							
tF (s) 3.5 3.3 2.2 p0 queue free % 0 19 65 cM capacity (veh/h) 65 516 841 Direction, Lane # EB 1 EB 2 NB 1 SB 1 Volume Total 168 420 837 775 Volume Left 168 0 296 0 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Image: Construct the		6.4	6.2	4.1			
D queue free % 0 19 65 cM capacity (veh/h) 65 516 841 Direction, Lane # EB 1 EB 2 NB 1 SB 1 Volume Total 168 420 837 775 Volume Left 168 0 296 0 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Image: Construct To the construct To						1710,000,000,000,000	
cM capacity (veh/h) 65 516 841 Direction, Lane # EB 1 EB 2 NB 1 SB 1 Volume Total 168 420 837 775 Volume Left 168 0 296 0 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F E A Approach LOS F Image: Poly 75.7 Intersection Summary 75.7 ICU Level of Service D							
Direction, Lane # EB 1 EB 2 NB 1 SB 1 Volume Total 168 420 837 775 Volume Left 168 0 296 0 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Image: Construct State S	All second assessments of concessions with the second assessment and assessment of Additional Difference of Differ						
Volume Total 168 420 837 775 Volume Left 168 0 296 0 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Intersection Summary 75.7 Intersection Capacity Utilization 73.0% ICU Level of Service D	cM capacity (veh/h)	65	516	841			
Volume Left 168 0 296 0 Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F E A Approach LOS F C Average Delay 75.7 Intersection Capacity Utilization 73.0% ICU Level of Service D							
Volume Right 0 420 0 395 cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F E A Approach LOS F E A Intersection Summary 75.7 Intersection Capacity Utilization 73.0% ICU Level of Service D	here and here and all all all all all all all all all al		ano Sing Rulando de Jerrando de la companya de la c		0.0000000000000000000000000000000000000		
cSH 65 516 841 1700 Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Image: Construct on the section of the se	2 - The destination of the desti		where the second with second second second				
Volume to Capacity 2.60 0.81 0.35 0.46 Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Image: Control Delay (s) 271.9 Average Delay 75.7 Total Control Delay Utilization 73.0% ICU Level of Service D			0.1000000000000000000000000000000000000				
Queue Length 95th (ft) 417 198 40 0 Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Image: Constraint of the section of the sectio	a construction of the Article Article and the Article and the Article and the Article Arti						
Control Delay (s) 862.2 35.8 8.0 0.0 Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Intersection Summary 75.7 Intersection Capacity Utilization 73.0% ICU Level of Service D							
Lane LOS F E A Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Intersection Summary Average Delay 75.7 Intersection Capacity Utilization 73.0% ICU Level of Service D							
Approach Delay (s) 271.9 8.0 0.0 Approach LOS F Intersection Summary Intersection Summary 75.7 Intersection Capacity Utilization 73.0% ICU Level of Service D		cistic address of cella A \$45 of cost a sumbroshe			0.0		
Approach LOS F Intersection Summary 75.7 Average Delay 75.7 Intersection Capacity Utilization 73.0% ICU Level of Service D	An early address in the second of the second of the backward of the second distance of the second distance in the				0.0		
Average Delay 75.7 Intersection Capacity Utilization 73.0% ICU Level of Service D		and a second process of the second		0.0	0.0		
Intersection Capacity Utilization 73.0% ICU Level of Service D	Intersection Summary						
		1/2014-0-0000-000-000-00-00-00-00-00-00-00-00			Kalifika Garden (1997) order water Der 4 mille	hike State and the state of the	
Analysis Period (min) 15		zation			IC	U Level	of Service D
	Analysis Period (min)			15			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7		শ	4	
Volume (veh/h)	124	121	117	268	449	124
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.33	0.25	0.25	0.61	0.62	0.58
Hourly flow rate (vph)	376	484	468	439	724	214
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked	0000	004	000			
vC, conflicting volume	2206	831	938			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	2206	831	938			
vCu, unblocked vol	6.4	6.2	930 4.1			
tC, single (s)	0.4	0.2	4.1			
tC, 2 stage (s) tF (s)	3.5	3.3	2.2			
p0 queue free %	0.0	0.0	36			
cM capacity (veh/h)	18	369	730			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	376	484	907	938		
Volume Left	376	404	468	930 0		
Volume Right	0	484	400	214		
cSH	18	369	730	1700		
Volume to Capacity	21.44	1.31	0.64	0.55		
Queue Length 95th (ft)	Err	560	117	0.00		
Control Delay (s)	Err	187.5	17.1	0.0		
Lane LOS	F	107.0 F	C	0.0		
Approach Delay (s)	4475.6	•	17.1	0.0		
Approach LOS	F		41.1			
Intersection Summary						
Average Delay			1428.2			
Intersection Capacity Utiliz	zation		68.6%	IC	U Level	of Service C
Analysis Period (min)			15			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4			र्स	Y		
Volume (veh/h)	162	38	1	225	24	4	
Sign Control	Free			Free	Stop		
Grade	4%			4%	5%		
Peak Hour Factor	0.88	0.82	0.25	0.83	0.70	0.38	
Hourly flow rate (vph)	184	46	4	271	34	11	
Pedestrians							
Lane Width (ft) Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			230		486	207	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol			000		400	007	
vCu, unblocked vol			230 4.1		486 6.4	207 6.2	
tC, single (s) tC, 2 stage (s)			4.1		0.4	0.2	
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		94	99	
cM capacity (veh/h)			1337		538	833	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	230	275	45				
Volume Left	0	4	34				
Volume Right	46	0	11				
cSH	1700	1337	587				
Volume to Capacity	0.14	0.00	0.08				
Queue Length 95th (ft)	0	0	6				
Control Delay (s)	0.0	0.1	11.6				
Lane LOS	0.0	A	B				
Approach Delay (s) Approach LOS	0.0	0.1	11.6 B				
Intersection Summary							
Average Delay			1.0				
Intersection Capacity Utilization	ation		22.6%	IC	U Level	Service A	and the second second
Analysis Period (min)			15				

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ >			÷Î	¥	
Volume (veh/h)	261	43	3	238	44	2
Sign Control	Free			Free	Stop	
Grade	4%			4%	5%	
Peak Hour Factor	0.88	0.64	0.38	0.86	0.58	0.50
Hourly flow rate (vph)	297	67	8	277	76	4
Pedestrians Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			364		623	330
vC1, stage 1 conf vol						
vC2, stage 2 conf vol			004		000	000
vCu, unblocked vol			364 4.1		623 6.4	330
tC, single (s)			4.1		0.4	6.2
tC, 2 stage (s) tF (s)			2.2		3.5	3.3
p0 queue free %			99		83	99
cM capacity (veh/h)			1195		446	711
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	364	285	80			
Volume Left	0	8	76			
Volume Right	67	0	4			
cSH	1700	1195	455			
Volume to Capacity	0.21	0.01	0.18			
Queue Length 95th (ft)	0	0	16			
Control Delay (s)	0.0	0.3	14.6			
Lane LOS		А	В			
Approach Delay (s)	0.0	0.3	14.6			
Approach LOS			В			
Intersection Summary		1.12				
Average Delay			1.7			· ·
Intersection Capacity Utiliza	ation		26.3%	IC	U Level o	of Service A
Analysis Period (min)			15			

HCM Unsignalized 2 44: Route 44 & West Lake Amenia Rd.

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Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations	ţ,			र्भ	¥					
Volume (veh/h)	209	20	7	239	32	3				
Sign Control	Free			Free	Stop					
Grade	4%			4%	5%					
Peak Hour Factor	0.85	1.00	0.38	0.82	0.79	0.75				
Hourly flow rate (vph) Pedestrians	246	20	18	291	41	4	an eto astrona			
Lane Width (ft) Walking Speed (ft/s)										
Percent Blockage Right turn flare (veh)									hann a'	
Median type Median storage veh)	None			None						
Upstream signal (ft) pX, platoon unblocked										
vC, conflicting volume vC1, stage 1 conf vol			266		584	256				
vC2, stage 2 conf vol										
vCu, unblocked vol			266		584	256				
C, single (s)			4.1		6.4	6.2				
tC, 2 stage (s) t F (s)			2.2		3.5	3.3				
p0 queue free %			99		91	99				
cM capacity (veh/h)			1298		466	782				
Direction, Lane #	EB 1	WB 1	NB 1							
Volume Total	266	310	45							
Volume Left	0	18	41							
Volume Right	20	0	4							
cSH	1700	1298	484							
Volume to Capacity	0.16	0.01	0.09							
Queue Length 95th (ft)	0	1	8 42.2							
Control Delay (s)	0.0	0.6	13.2							
Lane LOS	0.0	A	B 13.2							
Approach Delay (s) Approach LOS	0.0	0.6	13.2 B							
Intersection Summary									Sheet see	
Average Delay			1.2					-		
Intersection Capacity Utilizatio	n		28.2%	IC	CU Level	of Service		A		
Analysis Period (min)			15							

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Movement EBT EBR WBL WBT NBL	NBR
Lane Configurations 🖡 📫 🏹	
Volume (veh/h) 161 28 2 232 8	1
Sign Control Free Free Stop	
Grade 4% 4% 5%	
	0.25
Hourly flow rate (vph) 194 35 4 294 13 Pedestrians	4
Lane Width (ft) Walking Speed (ft/s) Percent Blockage	
Right turn flare (veh) Median type None None None	
Median storage veh) Upstream signal (ft)	
pX, platoon unblocked vC, conflicting volume 229 513 vC1, stage 1 conf vol	212
vC2, stage 2 conf vol	
vCu, unblocked vol 229 513	212
C, single (s) 4.1 6.4 C, 2 stage (s)	6.2
tF (s) 2.2 3.5	3.3
p0 queue free % 100 98	100
cM capacity (veh/h) 1339 519	828
Direction, Lane # EB 1 WB 1 NB 1	
Volume Total 229 298 17	
Volume Left 0 4 13	
Volume Right 35 0 4	
cSH 1700 1339 570	
Volume to Capacity 0.13 0.00 0.03	
Queue Length 95th (ft) 0 0 2	
Control Delay (s) 0.0 0.1 11.5	
Lane LOS A B	
Approach Delay (s) 0.0 0.1 11.5 Approach LOS B	
Intersection Summary	
Average Delay 0.4	
Intersection Capacity Utilization23.8%ICU Level ofAnalysis Period (min)15	Service A

HCM Unsignalized 5: Route 44 & Lake Amenia Rd.

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĥ			4	¥	
Volume (veh/h)	166	0	1	226	0	6
Sign Control	Free			Free	Stop	
Grade	4%			4%	6%	
Peak Hour Factor	0.80	0.25	0.25	0.87	0.25	0.42
Hourly flow rate (vph)	208	0	4	260	0	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	61		States and the second	Need		
Median type	None			None		
Median storage veh)						
Upstream signal (ft)		10 A 408				
pX, platoon unblocked vC, conflicting volume			208		475	208
vC1, stage 1 conf vol			200		7/5	200
vC2, stage 2 conf vol						
vCu, unblocked vol			208		475	208
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1364	Real Proves	546	833
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	208	264	14			
Volume Left	0	4	0			
Volume Right	0	0	14			
cSH	1700	1364	833			
Volume to Capacity	0.12	0.00	0.02			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.1	9.4			
Lane LOS	ala Manadria di Andre and anto an 1966 de la Andréa de Mandel	А	А			
Approach Delay (s)	0.0	0.1	9.4			
Approach LOS			А			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utiliz	ation		22.7%	10	CU Level	of Service
Analysis Period (min)			15			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ţ,		Notices and committee out of the second	ର୍ଣ	Y	
Volume (veh/h)	263	0	3	240	1	6
Sign Control	Free			Free	Stop	
Grade	4%	4.00		4%	6%	0.00
Peak Hour Factor	0.89	1.00	0.38	0.83	0.25	0.63
Hourly flow rate (vph)	296	0	8	289	4	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s) Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)	Hono			Homo		
Upstream signal (ft)						Service and
pX, platoon unblocked						
vC, conflicting volume			296		600	296
vC1, stage 1 conf vol					n na senara de la construction de la construction de la	and and a second se
vC2, stage 2 conf vol						
vCu, unblocked vol			296		600	296
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)		ana ana ang ang ang ang ang ang ang ang			na anna daoine an taonn an taonn an tao	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			1266		460	743
Direction, Lane #	EB 1	WB1	NB 1			
Volume Total	296	297	14			in the second
Volume Left	0	8	4		9040155244400166363403	
Volume Right	0	0	10			
cSH	1700	1266	629			
Volume to Capacity	0.17	0.01	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.3	10.9			
Lane LOS	en der sonstellet des Stores sich is Statestellet	А	В			
Approach Delay (s)	0.0	0.3	10.9			
Approach LOS			В			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utiliz	zation		25.0%	ÍC	U Level	of Service
Analysis Period (min)	1999 (TT-7-1-1999) (SUB		15	an a	a na fina fi na fina di na angla sa fina	ontini po nali o internito posta prosta da 1995
logo de la companya d		in service and the service of the se				

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	î≽			4	¥		
Volume (veh/h)	213	0	7	245	1	3	
Sign Control	Free			Free	Stop		
Grade	4%			4%	6%		
Peak Hour Factor	0.86	1.00	0.38	0.83	0.25	0.75	
Hourly flow rate (vph)	248	0	18	295	4	4	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)	Nono			None			
Median type	None			None		1.008.4-8.20	
Median storage veh) Upstream signal (ft)							
pX, platoon unblocked		1999 (J. 1998)				and a second second second	
vC, conflicting volume			248		580	248	
vC1, stage 1 conf vol					000	210	
vC2, stage 2 conf vol							
vCu, unblocked vol			248		580	248	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)							910 - 1012 1012 1012 - 912 102 2013 1014 - 014 40 2014 102 2014 40 400 1014 104 40 1014 104 104 104
tF (s)			2.2		3.5	3.3	
p0 queue free %			99		99	99	
cM capacity (veh/h)			1318		469	791	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	248	314	8				
Volume Left	0	18	4				
Volume Right	0	0	4				
cSH	1700	1318	589				
Volume to Capacity	0.15	0.01	0.01				
Queue Length 95th (ft)	0 0.0	1 0.6	1 11.2				
Control Delay (s) Lane LOS	0.0	0.6 A	II.Z B				
Approach Delay (s)	0.0	0.6	11.2				
Approach LOS	0.0	0.0	B				
Intersection Summary							
Average Delay			0.5			202000000000000000000000000000000000000	1
Intersection Capacity Utilizat	ion		28.5%	ĺ	CU Level o	of Service	Α
Analysis Period (min)			15				

HCM Unsignalized 555: Route 44 & Lake Amenia Rd.

Movement EBT EBR WBL WBT NBR Lane Configurations ♪ ↓ ↓	
Lane Configurations 🚯 🖬 🖬	
Volume (veh/h) 162 0 3 234 0 2	
Sign Control Free Free Stop	
Grade 4% 4% 6%	
Peak Hour Factor 0.90 1.00 0.38 0.82 1.00 0.50	
Hourly flow rate (vph) 180 0 8 285 0 4 Pedestrians	
Lane Width (ft) Walking Speed (ft/s)	
Percent Blockage Right turn flare (veh)	
Median type None None	
Median storage veh) Upstream signal (ft)	
pX, platoon unblocked vC, conflicting volume 180 481 180	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol 180 481 180	
IC, single (s) 4.1 6.4 6.2	
tC, 2 stage (s)	
tF (s) 2.2 3.5 3.3	
p0 queue free % 99 100 100	
cM capacity (veh/h) 1396 540 862	
Direction, Lane # EB 1 WB 1 NB 1	
Volume Total 180 293 4	
Volume Left 0 8 0	
Volume Right 0 0 4	
cSH 1700 1396 862	
Volume to Capacity 0.11 0.01 0.00	
Queue Length 95th (ft) 0 0 0	
Control Delay (s) 0.0 0.3 9.2	
Lane LOS A A	
Approach Delay (s) 0.0 0.3 9.2 Approach LOS A	
Intersection Summary	
Average Delay 0.2	<u>.</u>
Intersection Capacity Utilization24.7%ICU Level of ServiceAnalysis Period (min)15	Α

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			स्	(
Volume (veh/h)	22	22	23	288	320	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	24	25	313	348	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				None		
Median type Median storage veh)				NONE	2	
Upstream signal (ft)					2	
pX, platoon unblocked						
vC, conflicting volume	723	360	373			
vC1, stage 1 conf vol	360					
vC2, stage 2 conf vol	363					
vCu, unblocked vol	723	360	373			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4	nan dia kana kana kana dia kana	alabaa ka Pendan Juli ka 19			
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	97	98			
cM capacity (veh/h)	579	684	1186			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	48	338	373			
Volume Left	24	25	0			
Volume Right	24	0	25			
cSH	627 0.08	1186 0.02	1700 0.22			
Volume to Capacity Queue Length 95th (ft)	0.06 6	0.02	0.22			
Control Delay (s)	11.2	0.8	0.0			
Lane LOS	н.2	A U.U	0.0			
Approach Delay (s)	11.2	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization	on		44.1%	IC	U Level o	of Service A
Analysis Period (min)			15			

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EBL EBR NBL NBT SBT SBR Movement ¥ đ Ъ Lane Configurations 524 408 48 48 37 37 Volume (veh/h) Sign Control Stop Free Free 0% 0% Grade 0% 0.92 0.92 0.92 0.92 0.92 0.92 Peak Hour Factor 40 40 52 570 443 52 Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) None None Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked 1143 470 496 vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 1143 470 496 6.4 6.2 4.1 tC, single (s) tC, 2 stage (s) 2.2 3.5 3.3 tF (s) 93 95 p0 queue free % 81 cM capacity (veh/h) 210 594 1068 EB 1 **NB 1** SB1 Direction, Lane # 496 80 622 Volume Total 52 0 Volume Left 40 0 52 Volume Right 40 1700 311 1068 cSH 0.26 0.05 0.29 Volume to Capacity 4 0 Queue Length 95th (ft) 25 1.3 0.0 Control Delay (s) 20.6 Lane LOS С А Approach Delay (s) 20.6 1.3 0.0 Approach I OC

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Approach LOS C		
Intersection Summary		
Average Delay	2.1	
Intersection Capacity Utilization	68.9%	ICU Level of Service C
Analysis Period (min)	15	

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			֔	4Î	
Volume (veh/h)	41	41	48	507	409	48
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	45	52	551	445	52
Pedestrians Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked			Dela Miller de Calendar Sour-Sta	and and a second se		
vC, conflicting volume	1126	471	497			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	4400	474	407			
vCu, unblocked vol	1126 6.4	471 6.2	497 4.1			
tC, single (s) tC, 2 stage (s)	0.4	0.2	4. i			
tF (s)	3.5	3.3	2.2			
p0 queue free %	0.0 79	92	95			
cM capacity (veh/h)	215	593	1067			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	89	603	497			
Volume Left	45	52	0			
Volume Right	45	0	52			
cSH	316	1067	1700			
Volume to Capacity	0.28	0.05	0.29			
Queue Length 95th (ft)	28	4	0			
Control Delay (s)	20.8	1.3	0.0			
Lane LOS	C 20.8	A 1 2	0.0			
Approach Delay (s) Approach LOS	20.8 C	1.3	0.0			
Intersection Summary						
Average Delay	na malala a casar e debarante de situe de situ		2.2	an a		
Intersection Capacity Utilization	ation		68.6%	IC	CU Level	of Service C
Analysis Period (min)			15			

	٨	\mathbf{F}	•	1	Ŧ	4
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	۲			र्स	₽	
Volume (veh/h)	41	41	40	344	530	40
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	45	43	374	576	43
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage Right turn flare (veh)						
Median type				None	None	
Median storage veh)				rtonio	linin	· · · · · · · · · · · · · · · · · · ·
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1059	598	620			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	•					
vCu, unblocked vol	1059	598	620			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	91	95			
cM capacity (veh/h)	237	502	961			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	89	417	620			
Volume Left	45	43	0			
Volume Right	45 322	0 961	43 1700			
cSH Volume to Conceitu	0.28	0.05	0.36			
Volume to Capacity Queue Length 95th (ft)	0.28 28	0.03 4	0.30			
Control Delay (s)	20.4	1.4	0.0			
Lane LOS	C	A	v .v			
Approach Delay (s)	20.4	1.4	0.0			
Approach LOS	С	Station of the second				
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utiliz	ation		63.0%	1	CU Level	of Service B
Analysis Period (min)			15			

HCM Unsignalized2012-B7: Route 44 & Vineyard Townhomes/Condos

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Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		÷.	Þ		Y			-
Volume (veh/h)	2	194	245	4	6	3		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	2	211	266	4	7	3		Standing.
Pedestrians								6253
Lane Width (ft)								
Walking Speed (ft/s)								1840
Percent Blockage								Ĵ.
Right turn flare (veh)			6 1					N.
Median type		None	None					S.
Median storage veh)								
Upstream signal (ft)								N.
pX, platoon unblocked vC, conflicting volume	271				484	268		8
vC1, stage 1 conf vol	211				404	200		ñ.
vC2, stage 2 conf vol								ß
vC2, stage 2 com vor	271				484	268		100
tC, single (s)	4.1				6.4	6.2		
tC, 2 stage (s)	1.1				9 . 1	9.2		28
tF (s)	2.2				3.5	3.3		10
p0 queue free %	100				99	100		,00
cM capacity (veh/h)	1293				541	770		
Direction, Lane #	EB 1	WB 1	SB 1					
Volume Total	213	271	10					
Volume Left	213	2/1	7					8
Volume Right	0	4	3					<u>R</u>
cSH	1293	1700	601					æ
Volume to Capacity	0.00	0.16	0.02					8
Queue Length 95th (ft)	0.00	0.10	1					100
Control Delay (s)	0.1	0.0	11.1					Į.
Lane LOS	A		В					368
Approach Delay (s)	0.1	0.0	11.1					
Approach LOS	ada sa Falaban		В					100
Intersection Summary								and the second se
Average Delay			0.3					8/107
Intersection Capacity Utilizatio	n		23.1%	IC	U Level o	of Service	A	CO.
Analysis Period (min)			15					507

HCM Unsignalized2012-B7: Route 44 & Vineyard Townhomes/Condos.

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Management	EBL	EBT	WBT	WBR	SBL	SBR	
Movement Lane Configurations	EDL	<u> D</u>	امس لم	VVDN	NOL N	SBN	
Volume (veh/h)	4	301	278	4	3	3	
Sign Control		Free	Free		Stop	`	
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	Backston (1996)
Hourly flow rate (vph)	4	327	302	4	3	3	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							****
Percent Blockage							
Right turn flare (veh)						·	A40983963
Median type		None	None				
Median storage veh)							
Upstream signal (ft) pX, platoon unblocked							
vC, conflicting volume	307				640	304	
vC1, stage 1 conf vol	501				010	007	2003-023 2003-023
vC2, stage 2 conf vol							
vCu, unblocked vol	307				640	304	- and an
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				99	100	*****
cM capacity (veh/h)	1254				438	735	
Direction, Lane #	EB 1	WB1	SB 1				
Volume Total	332	307	7				
Volume Left	4	0	3				200000
Volume Right	0 1254	4	3 549				
cSH Maluma ta Canasitu	0.00	1700 0.18	0.01				
Volume to Capacity Queue Length 95th (ft)	0.00	0.10	0.01 1				
Control Delay (s)	0.1	0.0	11.6				
Lane LOS	A	0.0	цт. S				8520077
Approach Delay (s)	0.1	0.0	11.6				
Approach LOS		and a state of the second s	В				
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utilizatio	n		29.0%	10	CU Level (of Service A	
Analysis Period (min)			15				Section of the

HCM Unsignalized

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7:	Route	44	&	Vineyard	Townhomes/Condos.	

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		র্ম	4Î				
Volume (veh/h)	4	226	267	4	3	3	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	4	246	290	4	3	3	
Pedestrians							
_ane Width (ft)							
Valking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Vedian storage veh)							
Jpstream signal (ft)							
oX, platoon unblocked	005				F 17	000	
VC, conflicting volume	295	a da sa sa			547	292	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	005				547	292	
vCu, unblocked vol	295 4.1				547 6.4	6.2	
C, single (s)	4.1				0.4	0.2	
tC, 2 stage (s)	2.2				3.5	3.3	
tF (s) p0 queue free %	100				99	100	
cM capacity (veh/h)	1267				497	747	
					-101	111	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	250	295	7				
Volume Left	4	0	3				
Volume Right	0	4	3				
cSH	1267	1700	596 0.01				
Volume to Capacity	0.00	0.17	0.01 1				
Queue Length 95th (ft)	0 0.2	0 0.0	11.1				
Control Delay (s) Lane LOS	0.2 A	0.0	B				
	0.2	0.0	11.1				
Approach Delay (s) Approach LOS	0.2	υ.υ	II.I B				
			J				
Intersection Summary			0.0				
Average Delay	-1'		0.2	10		(Comileo	٨
Intersection Capacity Utiliza	ation		25.1%	μ	U Level	f Service	A
Analysis Period (min)		099000000000000000000000000000000000000	15				

HCM Unsignalized2012-Bu7: Route 44 & Vineyard Townhomes/Condos.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	ten tor ten	4	4		Ŵ				
Volume (veh/h)	3	186	237	3	3	3			
Sign Control		Free	Free		Stop				CONSECTOR N
Grade		0%	0%		0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	3	202	258	3	3	3			
Pedestrians									perceptors
Lane Width (ft)									
Walking Speed (ft/s)									84040
Percent Blockage									
Right turn flare (veh)		None	None	Sec. 1					
Median type Median storage veh)		NULLE	NOLIE						
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume	261				468	259			
vC1, stage 1 conf vol							1940/19499/14/20149/2459/79	on and an	2011/03/04/01/2
vC2, stage 2 conf vol									
vCu, unblocked vol	261				468	259			 medata atabiai
tC, single (s)	4.1				6.4	6.2			
tC, 2 stage (s)	~ ~				0.5				
tF (s)	2.2 100				3.5 99	3.3 100			
p0 queue free %	1304				99 552	779			
cM capacity (veh/h)	elaite a canada a can			5	002	119		a de Contaña	
Direction, Lane #	EB 1	WB 1	SB 1						
Volume Total	205	261	7						
Volume Left	3	0	3						
Volume Right	0	3	3						
cSH Makuma ta Canacitu	1304 0.00	1700 0.15	646 0.01						
Volume to Capacity Queue Length 95th (ft)	0.00	0.15	0.01						
Control Delay (s)	0.1	0.0	10.6						
Lane LOS	A	0.0	IU.U B						
Approach Delay (s)	0.1	0.0	10.6						
Approach LOS			В						and particular
Intersection Summary									
Average Delay			0.2				 		
Intersection Capacity Utilization	n		22.7%	IC	U Level c	of Service	A		
Analysis Period (min)	and the second		15						

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Ý		ĥ				
Volume (veh/h)	3	6	246	2	4	193	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	3	7	267	2	4	210	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)			Ś.			NI	
Median type			None		C. Baba	None	and and the second second
Median storage veh)							
Upstream signal (ft) pX, platoon unblocked							
vC, conflicting volume	487	268			270		
vC1, stage 1 conf vol	407	200			210		
vC2, stage 2 conf vol							
vCu, unblocked vol	487	268			270		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)	1.1						
tF (s)	3.5	3.3			2.2		
p0 queue free %	99	99			100		
cM capacity (veh/h)	538	770			1294		
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	10	270	214				
Volume Left	3	0	4				
Volume Right	7	2	0				
cSH	673	1700	1294				
Volume to Capacity	0.01	0.16	0.00				
Queue Length 95th (ft)	1	0	0				
Control Delay (s)	10.4	0.0	0.2				
Lane LOS	B	0.0	A				
Approach Delay (s) Approach LOS	10.4 В	0.0	0.2				
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utiliz Analysis Period (min)	ation		23.4% 15	IC	U Level	Service A	
Analysis Fellou (11111)							

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		î →			A.
Volume (veh/h)	6	6	273	8	299	8
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	7	297	9	325	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s) Percent Blockage						
Right turn flare (veh)						
Median type			None		and the second	None
Median storage veh)			Homo			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	960	301			305	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	960	301	*****		305	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			74	
cM capacity (veh/h)	211	739			1255	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	13	305	334			
Volume Left	7	0	325			
Volume Right	7	9	0			
cSH Mahuma ta Canacitu	328 0.04	1700 0.18	1255 0.26			
Volume to Capacity Queue Length 95th (ft)	0.04	0.16 0	0.26			
Control Delay (s)	16.4	0.0	8.7			
Lane LOS	1 .01 C	0.0	0.7 A			
Approach Delay (s)	16.4	0.0	8.7			
Approach LOS	C	0.0	9			
Intersection Summary						
Average Delay			4.8			
Intersection Capacity Utiliza	tion		45.2%	IC	U Level	of Service A
Analysis Period (min)	 W. W Cold and B. L. Schmidt for a Science of Science (Science) (Scienc		15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations	M		ĥ			éî.			
Volume (veh/h)	7	7	262	8	8	223			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%	and the second second		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	- -		
Hourly flow rate (vph)	8	8	285	9	9	242			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type			None			None			
Median storage veh)									
Upstream signal (ft)									
pX, platoon unblocked	E (0	000			000				
vC, conflicting volume	549	289			293				
vC1, stage 1 conf vol									
vC2, stage 2 conf vol	549	289			293	02.04.5.000			
vCu, unblocked vol tC, single (s)	6.4	6.2			4.1				
tC, 2 stage (s)	0.4	0.2			7.1				
tF (s)	3.5	3.3			2.2				
p0 queue free %	98	99			99				
cM capacity (veh/h)	493	750			1268				
Direction, Lane #	WB 1	NB 1	SB 1						
Volume Total	15	293	251						
Volume Left	8	0	9						
Volume Right	8	9	Ő						
cSH	595	1700	1268						
Volume to Capacity	0.03	0.17	0.01						
Queue Length 95th (ft)	2	0	1						
Control Delay (s)	11.2	0.0	0.3						
Lane LOS	В		А						
Approach Delay (s)	11.2	0.0	0.3						
Approach LOS	В	aanaan ay na ah							n na na sana da
Intersection Summary									
Average Delay			0.5						
Intersection Capacity Utilization	n		28.2%	IC	U Level	of Service		А	
Analysis Period (min)			15						

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t ţ ۲ € WBL WBR NBT NBR SBL SBT Movement Y đ Lane Configurations Þ 233 182 Volume (veh/h) 7 7 7 7 Sign Control Free Free Stop 0% 0% Grade 0% 0.92 0.92 0.92 0.92 0.92 0.92 Peak Hour Factor 8 8 8 8 253 198 Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) None None Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked 470 261 vC, conflicting volume 257 vC1, stage 1 conf vol vC2, stage 2 conf vol 261 vCu, unblocked vol 470 257 6.2 4.1 tC, single (s) 6.4 tC, 2 stage (s) 3.5 3.3 2.2 tF (s) p0 queue free % 99 99 99 549 782 1304 cM capacity (veh/h) NB1 Direction, Lane # **WB1** SB₁ 205 Volume Total 15 261 Volume Left 8 0 8 0 8 Volume Right 8 1304 645 1700 cSH 0.02 0.01 Volume to Capacity 0.15 Queue Length 95th (ft) 2 0 0 Control Delay (s) 0.0 0.3 10.7 В Lane LOS А 0.3 10.7 0.0 Approach Delay (s) Approach LOS В Intersection Summary Average Delay 0.5 ICU Level of Service Intersection Capacity Utilization 25.2% А

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Analysis Period (min)