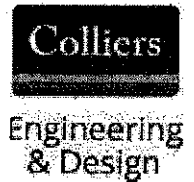
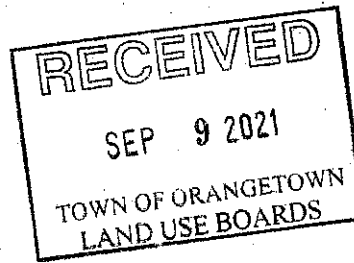


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September 1, 2021

Ms. Cheryl Coopersmith
Chief Clerk Boards and Commissions
Town of Orangetown Planning Board
20 Greenbush Road
Orangeburg, NY 10962

125 and 155 Greenbush Road
Proposed Warehouse Expansion
Colliers Engineering & Design Project No. 19000154A

Dear Ms. Coopersmith and Members of the Planning Board:

The following items are in response to the AKRF memorandum to you dated February 26, 2021. The items are organized according to their review comments and numbered for reference.

1. Existing Site

The Traffic Consultant has confirmed that at the time of the existing conditions data collection the existing 125 Greenbush Road site was occupied as follows:

- 30,725 sf office space
- 268,000 sf of warehouse space

Response: *No additional responses needed.*

2. No-Build Condition

The No Build traffic volumes were developed using a background growth rate for the study area to the Build year 2023, approved projects in the vicinity of the proposed project, and adding estimates for the amount of traffic to be generated by the fully occupied existing 125 Greenbush site using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

A two percent background growth rate (0.5 percent per year) was utilized to grow traffic volumes to year 2023. In comparison, the Hudson Crossing Traffic Study assumed a one percent per year growth rate.

As the Consultant has recently completed several traffic studies in the immediate vicinity of this site, the background growth rate should be consistent with those approved studies.

The Consultant has revised the No Build Condition analysis in the Response to Comments memorandum to include the following requested No Build projects:

- 200-400 Oritani Drive Project
- Reoccupancy of 700 Bradley Hill Road

Finally, the Consultant added the trips generated by the existing 125 Greenbush Road site using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition as identified in Table 1 of the July 2019 TIS.

As the existing site was occupied at the time of the data collection with the exception of 20,000 sf of vacant office, trip generation for the existing site should be excluded from the No Build Condition analysis, with the exception of the existing vacant space.

Response: In order to be consistent with the recently approved 700 Bradley Hill Road at Hudson Crossing Traffic Impact Study, the existing traffic volumes (2019) have been increased by a 1% per year background growth rate to the Year 2021 and an additional 0.5% per year to the Year 2023 for a total 3% background growth factor. (Based on NYSDOT Historical Data)

As noted, in addition to the background growth factor, traffic for both the 200-400 Oritani Drive and re-occupancy of 700 Bradley Hill Road projects were included in the No-Build Condition.

As requested, traffic for only the 20,000 s.f. of vacant office space is included in the updated Year 2023 No-Build Condition. (See updated Trip Generation Table - Attachment 1.)

The updated Traffic Volume Figures and resulting analysis are also contained in Attachment 1.

3. Build Condition

The ITE Trip Generation Manual, 10th Edition Land Use Code 150 - Warehousing was used to develop trip generation estimates for the proposed warehousing at the 125 and 155 Greenbush Road sites. The Consultant provided in the February 5, 2020 memorandum as well as the Response to Comment memorandum a comparison of the trip generation rate of the existing warehouse to the ITE trip generation, to support the use of ITE Land Use

Code 150 - Warehousing.

AKRF concurs that the existing trip generation rate closely relates to the ITE Trip Generation rates for Land Use Code 150. However, the Consultant should clearly define the existing operations at the 125 Greenbush site, the proposed expansion of operations, and how they compare to the description provided for ITE Land Use Code 150 to verify the appropriateness of ITE Land Use Code 150 for the proposed operations. It should be noted that NYSDOT requested the same information in their March 10, 2020 memorandum.

Response: *At the time of our traffic counts, the tenants at 125 Greenbush Road included Prime Packaging, Supply Chain Services, Thyssenkrupp, Nice Pak Products Inc., Gusky Logistics, and the Student Bus Company. The Applicant has indicated that many of their existing tenants would like to expand and they are marketing for the same type of warehouse type tenants. The Applicant has also indicated they have no plans for a "High Cube Parcel Hub" use such as an Amazon, UPS, or Fed-Ex Facility (Hudson Crossing).*

As indicated in our February 5, 2020 "Study of Passenger Vehicles & Trucks" and as outlined in our November 20, 2020 response letter, the Existing Site Generation (Trip Rates) closely relates to the ITE Trip Generation Rates for Land Use Code 150 - Warehouse.

Based on the expected current tenant needs and anticipated new tenants, the use of ITE Land Use Code 150 - Warehouse is an appropriate category for the proposed expansion.

4. Truck Trips

The Consultant provided revised truck trip generation, in accordance with the ITE Trip Generation Manual, 10th Edition in their Response to Comments memorandum.

AKRF concurs with the Consultant's revised truck trip generation.

Response: *Comment noted. No additional response needed.*

5. Capacity Analysis

The above comments on trip generation may alter the findings of the capacity analysis.

In addition, the NYSDOT timing plan provided by the Consultant is inconsistent between the phasing diagram and the controller programming sheets. Please confirm the signal operations with NYSDOT when revising the capacity analysis.

Response: *The updated capacity analysis (Responses 2 and 3) and updated Level of Service Summary Table are included in Attachment 1.*

Based on our field observations, the NYS Route 303 northbound and southbound approaches operate as split phases and the timings were consistent with the New York State Department of Transportation (NYSDOT) timing plan (controller programming sheets) dated April 1, 2019. Subsequently, the NYSDOT indicated that the phasing diagram provided was not updated to reflect the current phasing plan.

6. Crash Analysis

A crash assessment, including the most recent four-year period from January 1, 2015 to December 31, 2018 for the NYS Route 303 Mountain View Road intersection was provided by the Consultant dated August 1, 2020. The crash assessment concluded that based on the expected trip generation for the Proposed Project, it is not anticipated to have a significant impact on the accident rates on the area roadways.

The data provided indicates that the intersection has a crash rate of 1.05 crashes/Million Entering Vehicles (MEV) for the most recent three-year period from 2016-2018. In comparison, the statewide average crash rate for similar facilities is 0.52 crashes/MEV.

In the Response to Comment memorandum the Consultant notes that several measures have been identified that could improve overall safety under existing and future conditions such as installation of signal backplates to improve signal visibility and additional signing, striping, and sight distance improvements.

The Crash Analysis should be revisited after the capacity analysis has been revised to determine if the level of passenger car and truck traffic at the intersection may warrant any of the safety measures identified by the Consultant.

Response: *Based on the updated capacity analysis (Attachment 1), the conclusions and recommendations identified in our November 10, 2020 Response Memorandum remain the same as outlined below.*

"Based on a review of the accident data these are typical type of accidents including rear end accidents with contribution factors such as driver inattention and following too closely. Based on the anticipated generation for the proposed development and the results of the capacity analysis, (as shown on TIS Table No. 2, similar Levels of Service will be experienced under future No-Build and future Build conditions), it is expected that that the Proposed Project will not have a significant impact on the accident rates on the area roadways."

Based on a review of the accident data, several measures have been identified that could improve overall safety under existing and future conditions. These measures include the installation of backplates at the NYS Route 303/Mountainview Avenue intersection, additional signing, striping and sight distance improvements.

7. Parking

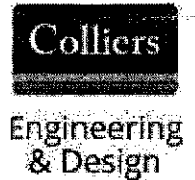
The parking calculations presented on the site plans indicate that at the 125 Greenbush Road site 1,384 parking spaces are required and 455 parking spaces are provided, and at the 155 Greenbush Road site 421 parking spaces are required and 148 parking spaces are provided. This results in a total shortfall of 1,202 parking spaces, for which a variance is required.

In the Response to Comment memorandum the Consultant provided ITE Parking Generation calculations, for the 85th percentile peak parking rate, the general methodology for design of a site's parking supply. Based on the ITE 85th percentile rate, 461 parking spaces would be required for the proposed development at 125 Greenbush Road and 142 parking spaces at the proposed development at 155 Greenbush Road.

However, the ITE Parking Generation Manual also notes an average parking demand for trucks of 0.11 parking spaces per 1,000 sf (included within the totals above which represent both passenger cars and trucks).

In addition, as noted by the Rockland County Department of Planning, all of the proposed parking is currently delineated for passenger cars with no parking spaces dedicated to truck or trailer storage. The County also noted concerns over existing parking supply.

The Consultant should provide a discussion of the number and location of parking spaces for trucks or trailer storage. In addition, any available data or observations regarding the existing parking demand and supply (ideally prior to March 2020) at the 125 Greenbush site should be provided.



Response: *The Site Plan is not providing parking for truck parking. Any trailer storage would be accommodated at the loading bays.*

At the time of our October 2019 data collection, The Student Bus Company has some 30 school buses parking on site (which will not be on site as part of the expansion).

8. Site Plan Comments

AKRF has reviewed the revised 125 and 155 Greenbush Avenue site plans prepared by Sparaco & Youngblood last dated November 10, 2020.

Traffic Control striping and signage, as well as sight distance measurements, also noting that vegetation adjacent to the driveways will be cleared and pruned to achieve the sight distances noted on the revised plans.

AKRF has no further comments on the site plan.

Response: *Comment noted.*

Sincerely,

Colliers Engineering & Design CT, P.C.

A handwritten signature in cursive script, appearing to read "Philip Grealy".

Philip Grealy, Ph.D., P.E.
Geographic Discipline Leader

A handwritten signature in cursive script, appearing to read "Ronald P. Rieman".

Ronald P. Rieman
Associate/Project Manager

125 and 155 Greenbush Road

Attachment A | Updated Analysis:

Trip Generation Table
Traffic Volume Figures
LOS Summary Table
SYNCHRO Analysis

TABLE NO. 1
HOURLY TRIP GENERATION RATES AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES
125 AND 155 GREENBUSH ROAD

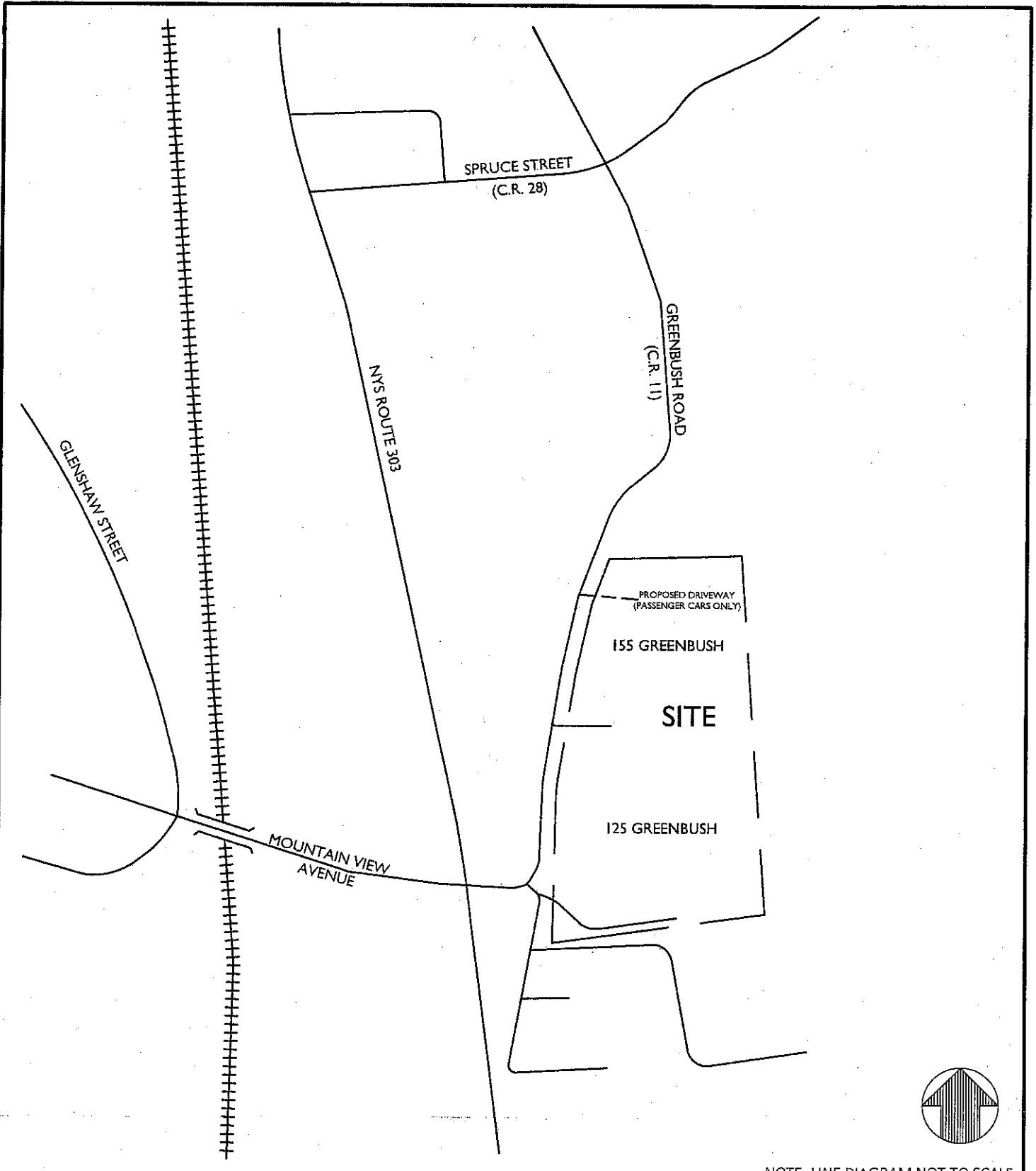
NO-BUILD CONDITION 125 GREENBUSH RE-OCCUPANCY (1)	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
OFFICE (20,000 s.f.)						
WEEKDAY PEAK AM HOUR	1.00	20	0.16	3	1.16	23
WEEKDAY PEAK PM HOUR	0.18	4	0.97	19	1.15	23

BUILD CONDITION PROPOSED DEVELOPMENT (2)	ENTRY VOLUME			EXIT VOLUME			TOTAL VOLUME		
	HTGR*	CARS	TRUCKS	HTGR*	CARS	TRUCKS	HTGR*	CARS	TRUCKS
125 GREENBUSH (415,000 s.f.) EXISTING WAREHOUSE + EXPANSION									
WEEKDAY PEAK AM HOUR	0.14	49	9	0.08	17	16	0.22	66	25
WEEKDAY PEAK PM HOUR	0.06	12	13	0.18	63	12	0.24	75	25
155 GREENBUSH (128,000 s.f.) PROPOSED WAREHOUSE									
WEEKDAY PEAK AM HOUR	0.14	15	3	0.08	5	5	0.22	20	8
WEEKDAY PEAK PM HOUR	0.06	3	4	0.18	19	4	0.24	22	8
TOTAL (4)									
WEEKDAY PEAK AM HOUR	--	64	12	--	22	21	--	86	33
WEEKDAY PEAK PM HOUR	--	15	17	--	82	16	--	97	33

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)
TRIP GENERATION HANDBOOK - 10TH EDITION, 2017
(1) ITE LAND USE 710 - OFFICE
(2) ITE LAND USE 150 - WAREHOUSE

TRUCK TRIP GENERATION RATES AND DIRECTIONAL DISTRIBUTIONS FOR PEAK HOUR OF GENERATOR

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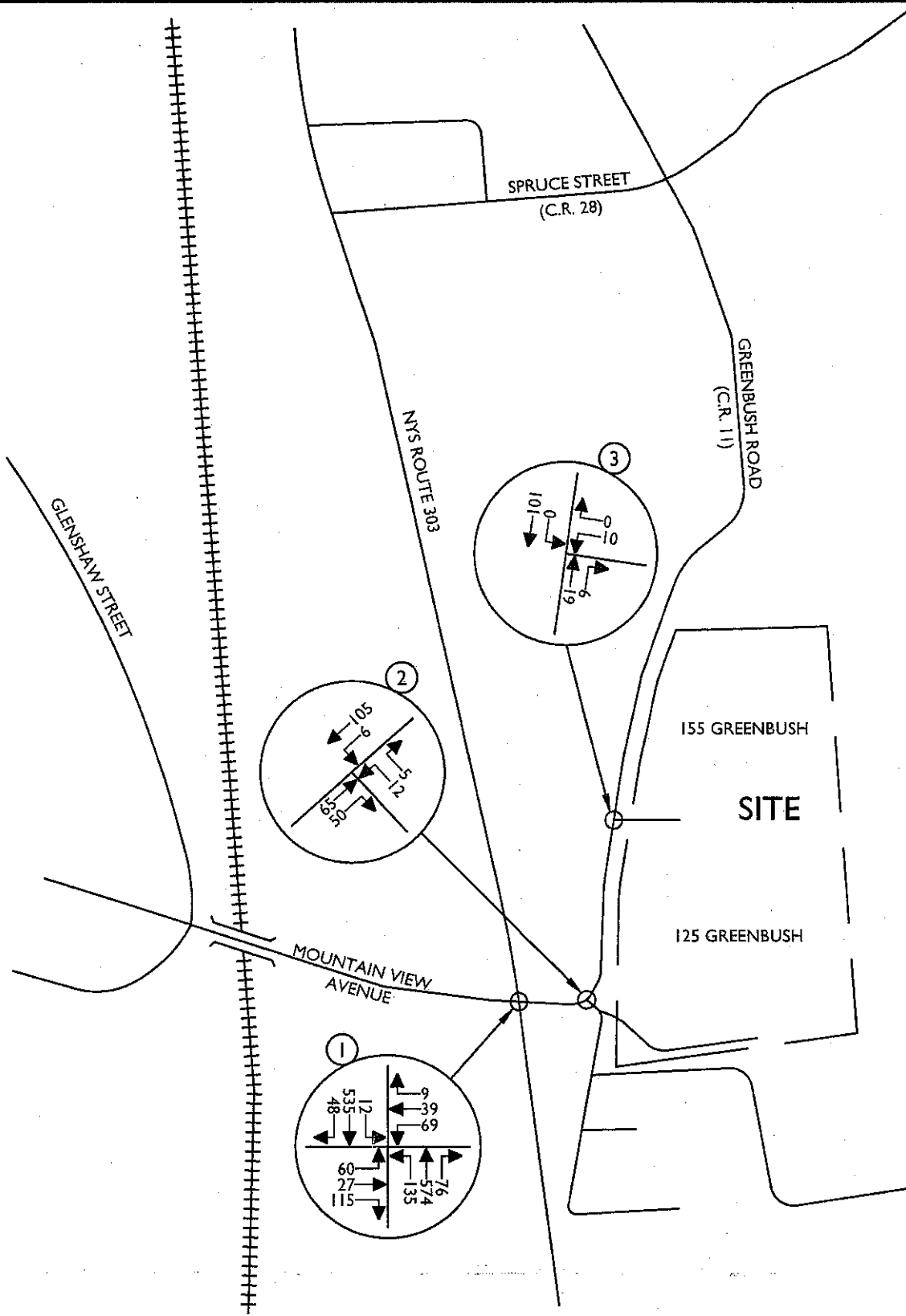
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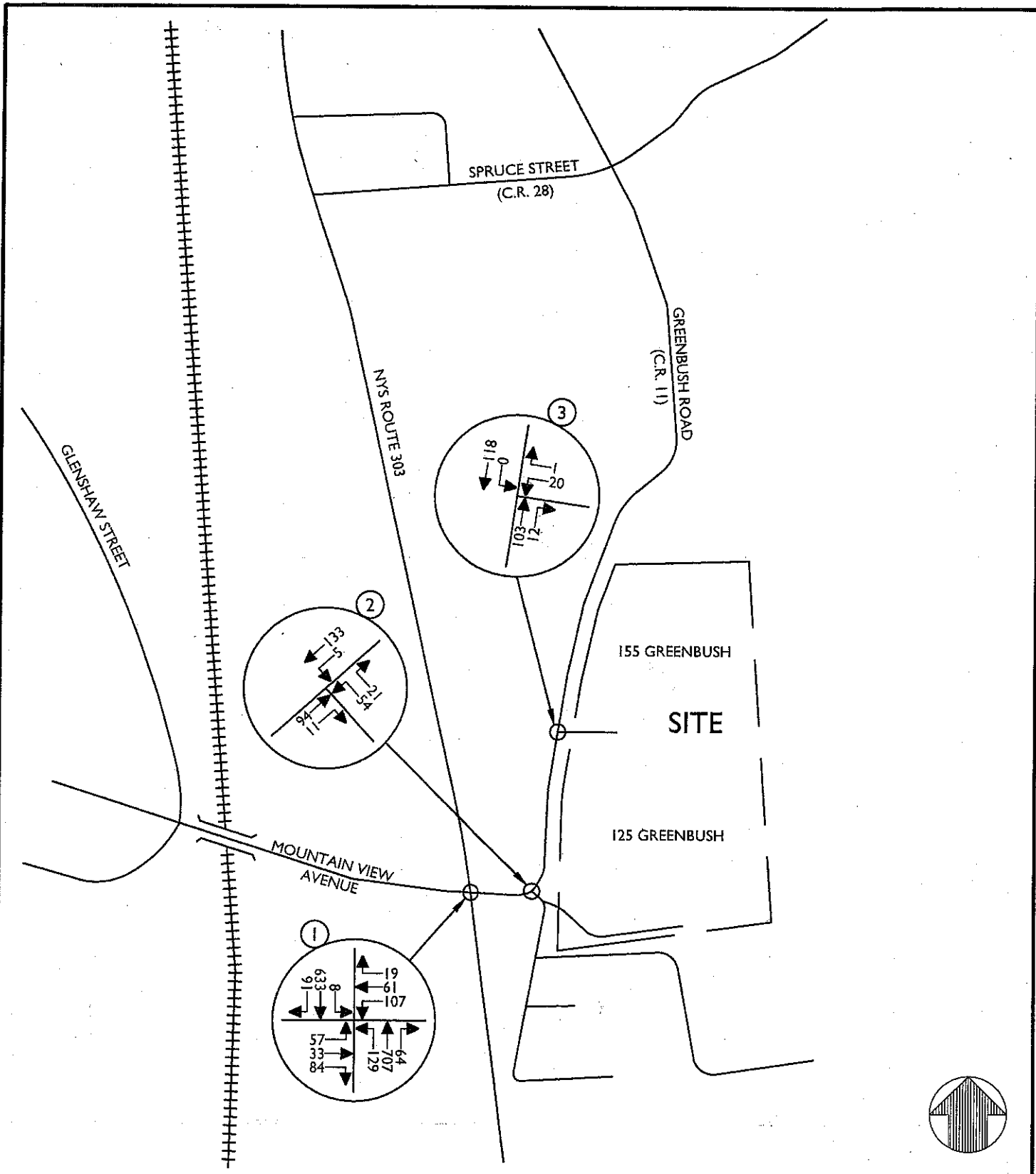
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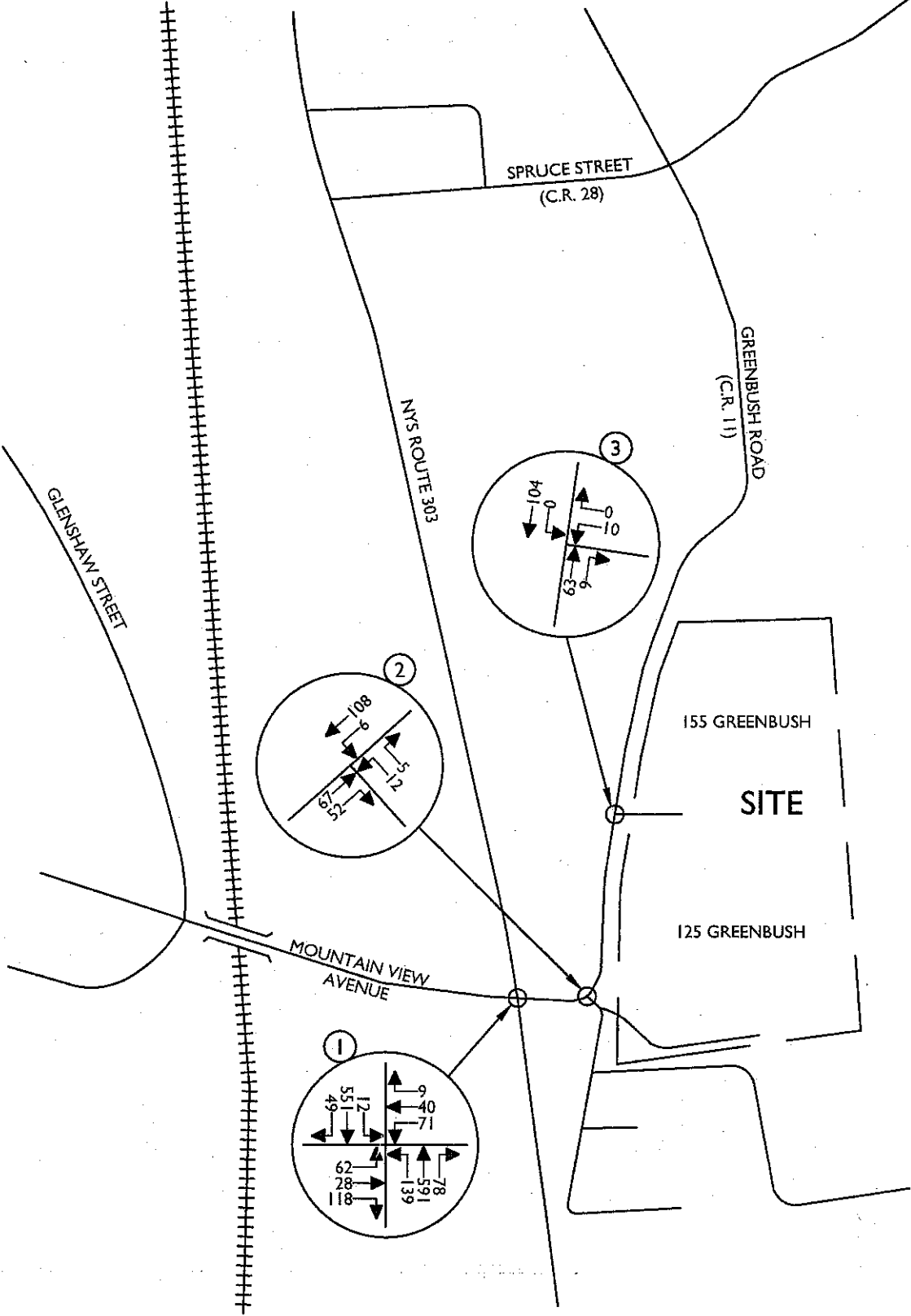


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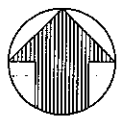
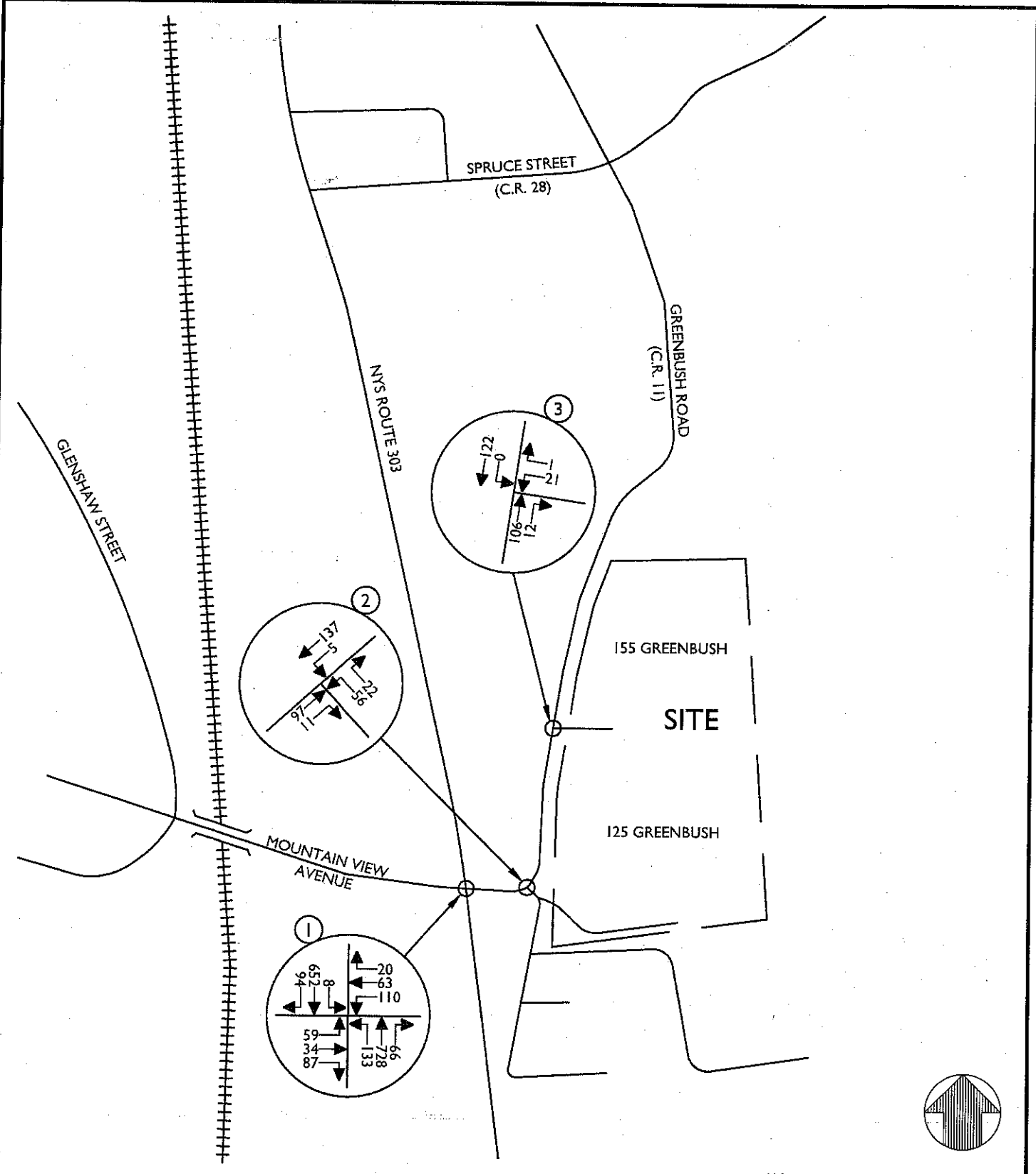
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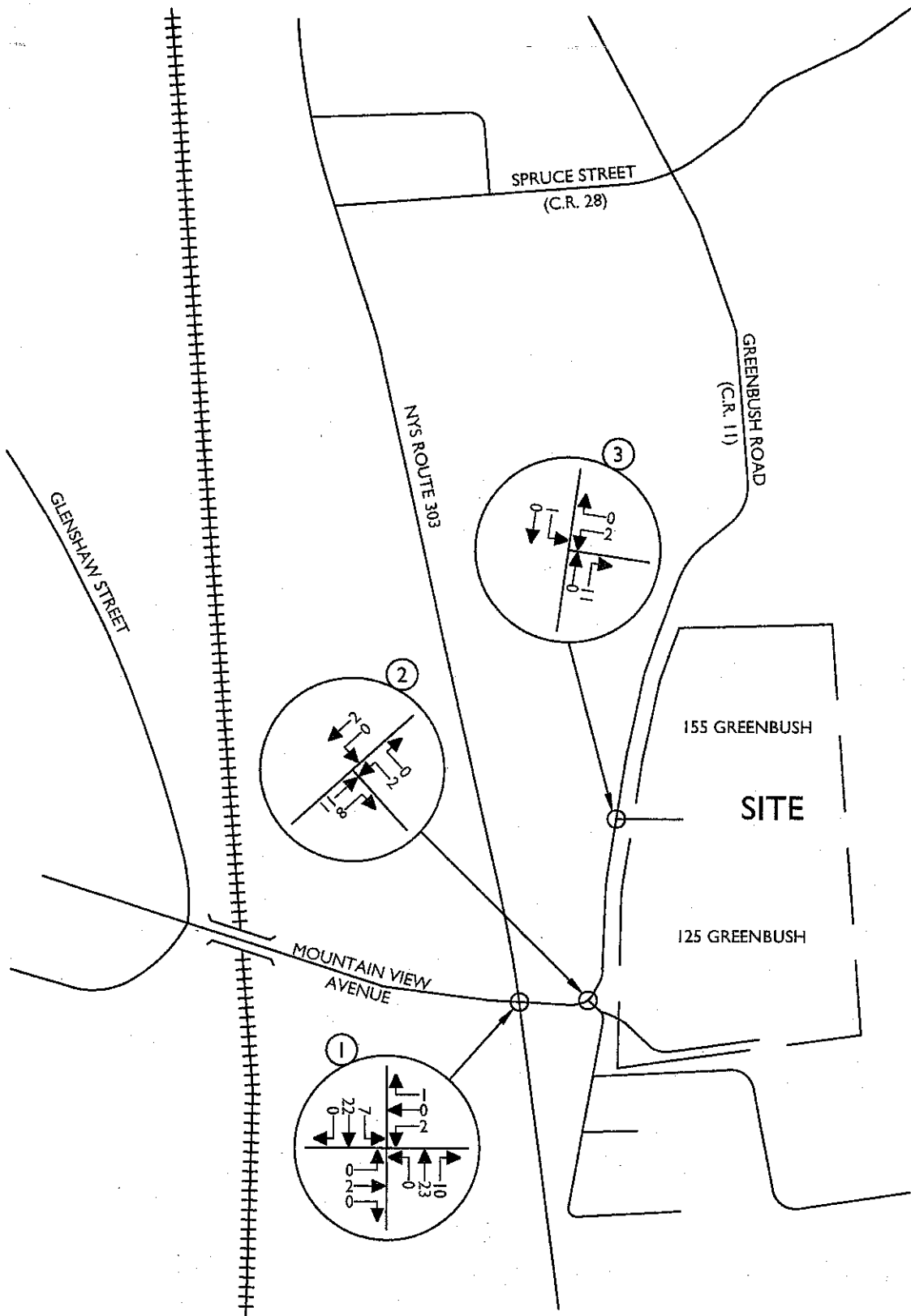
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FIGURE NO. 4			

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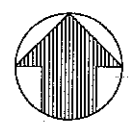
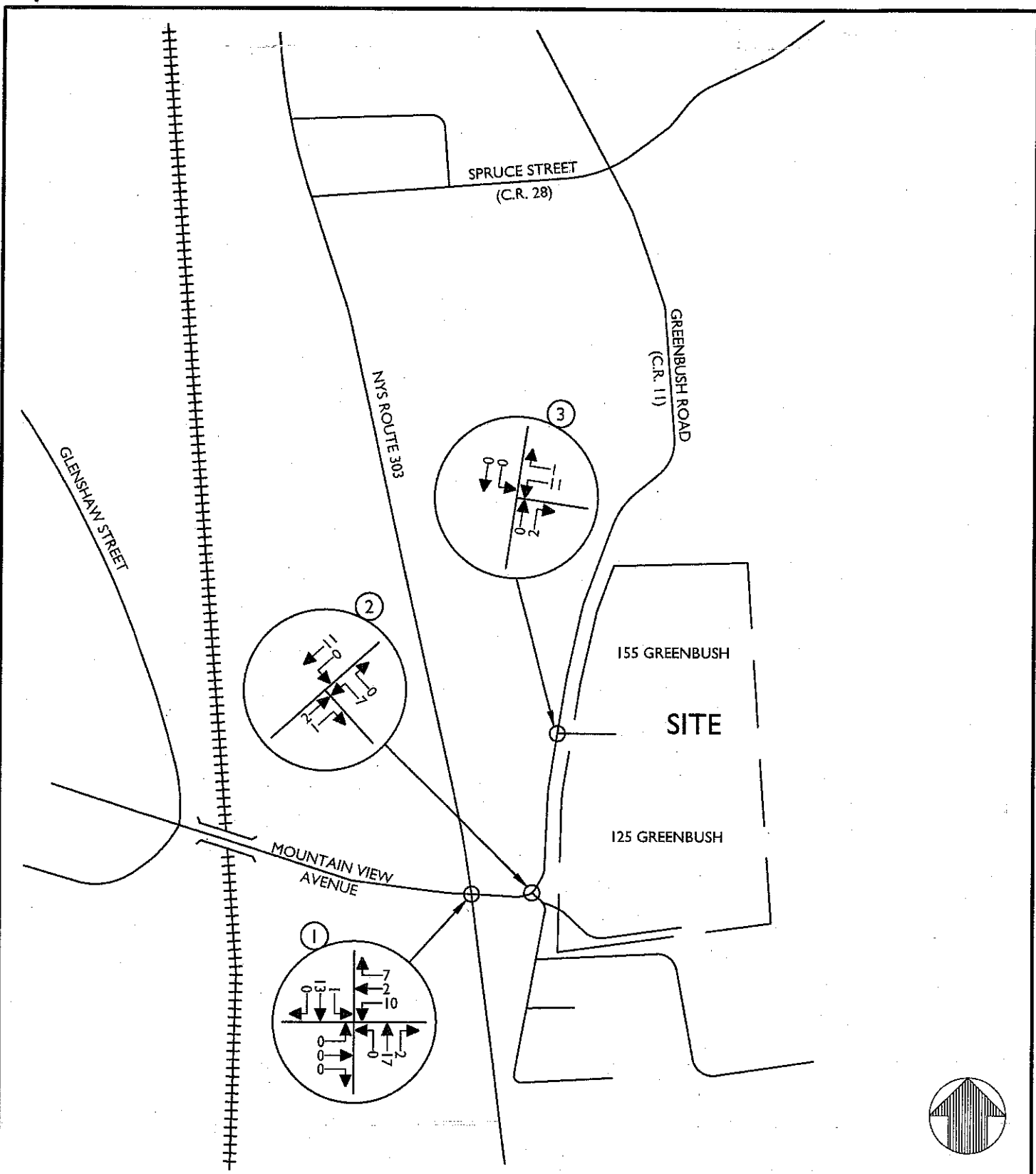
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SHEET NUMBER			
FIGURE NO. 6			

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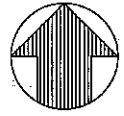
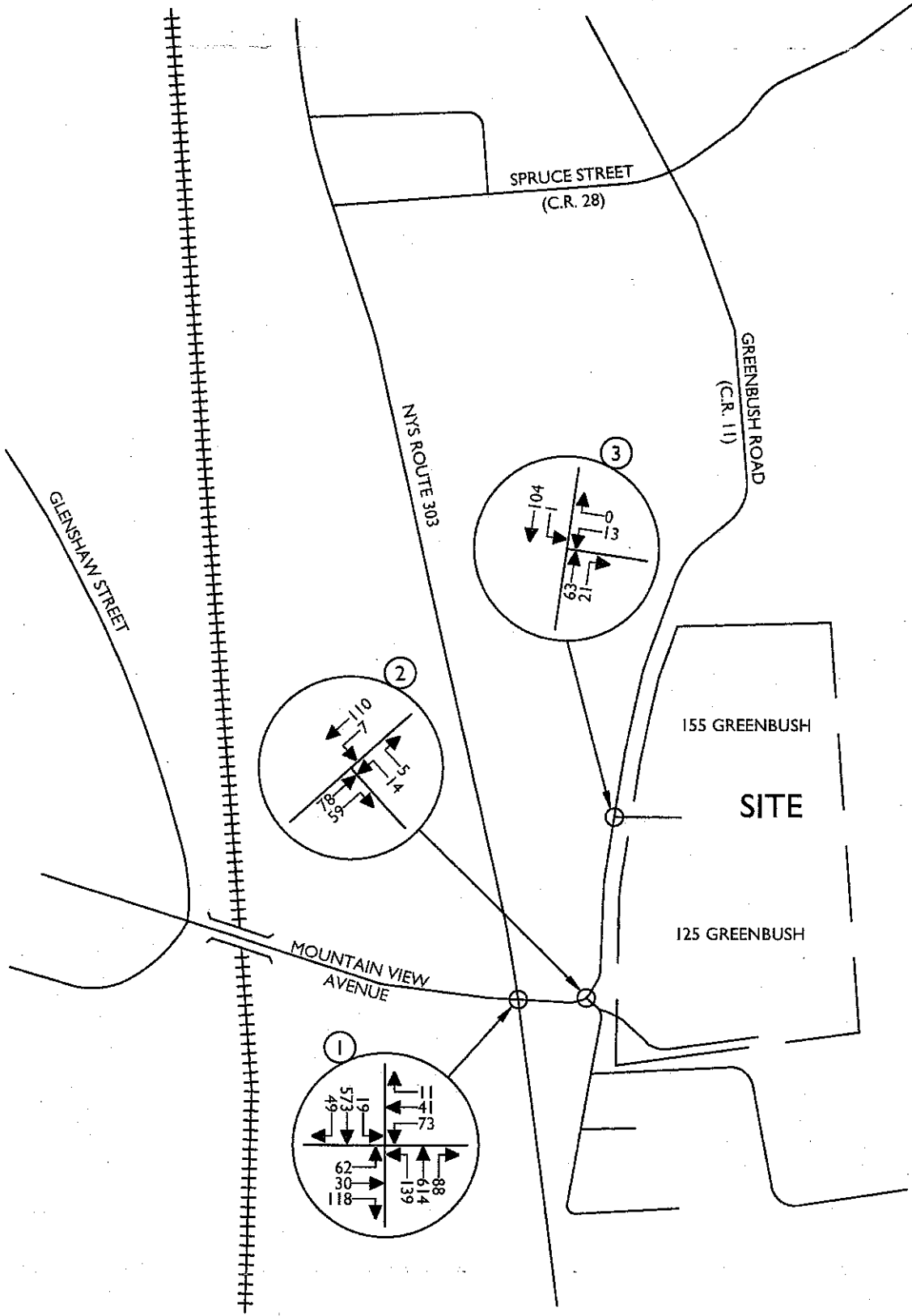
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SHEET TITLE: OTHER DEVELOPMENT TRAFFIC VOLUMES WEDNESDAY PEAK PERIOD			
SHEET NUMBER: FIGURE NO. 7			



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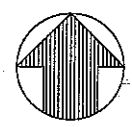
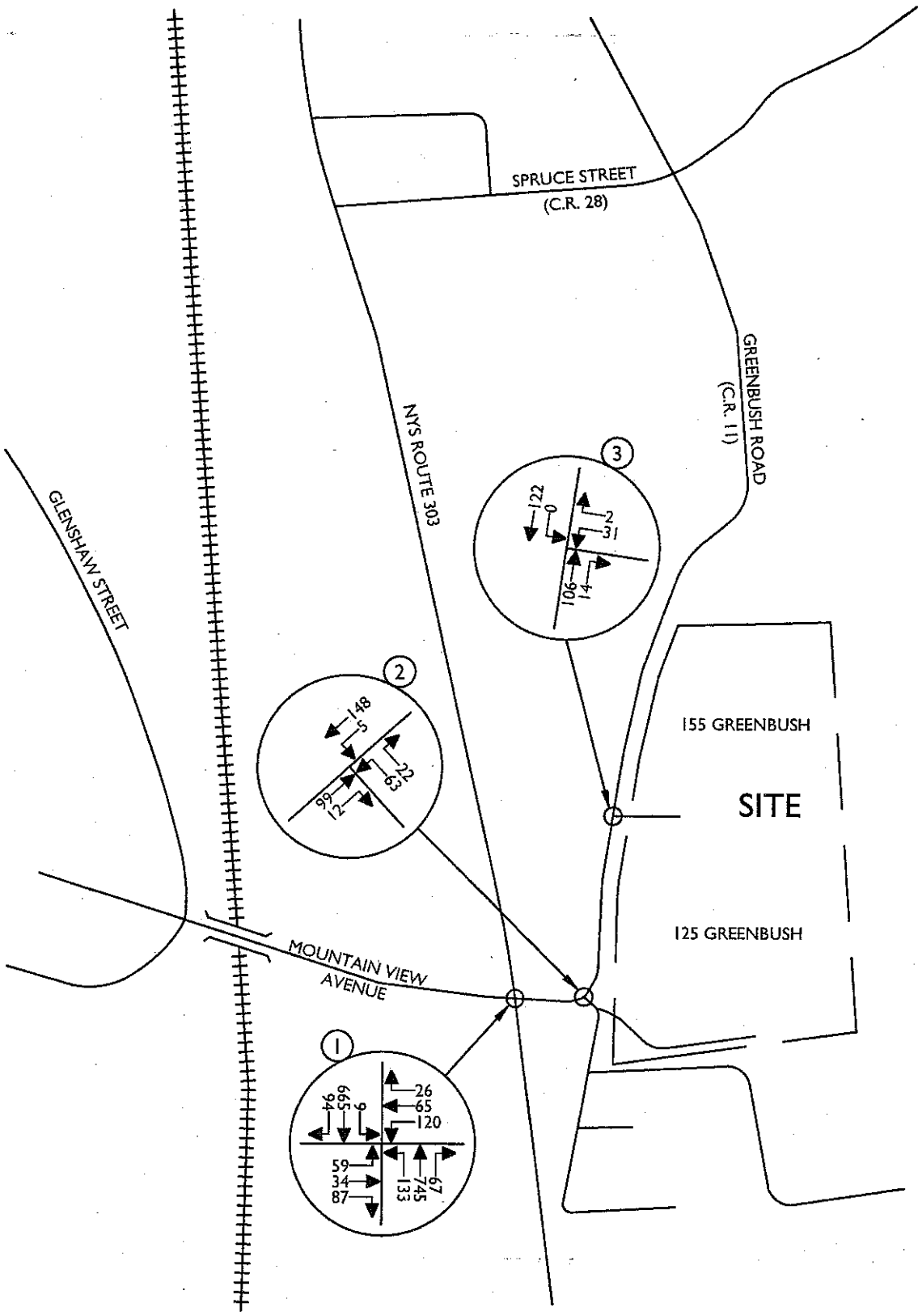
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PROJECT NUMBER: 19000154A
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SHEET TITLE: 2023 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER: FIGURE NO. 8

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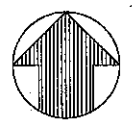
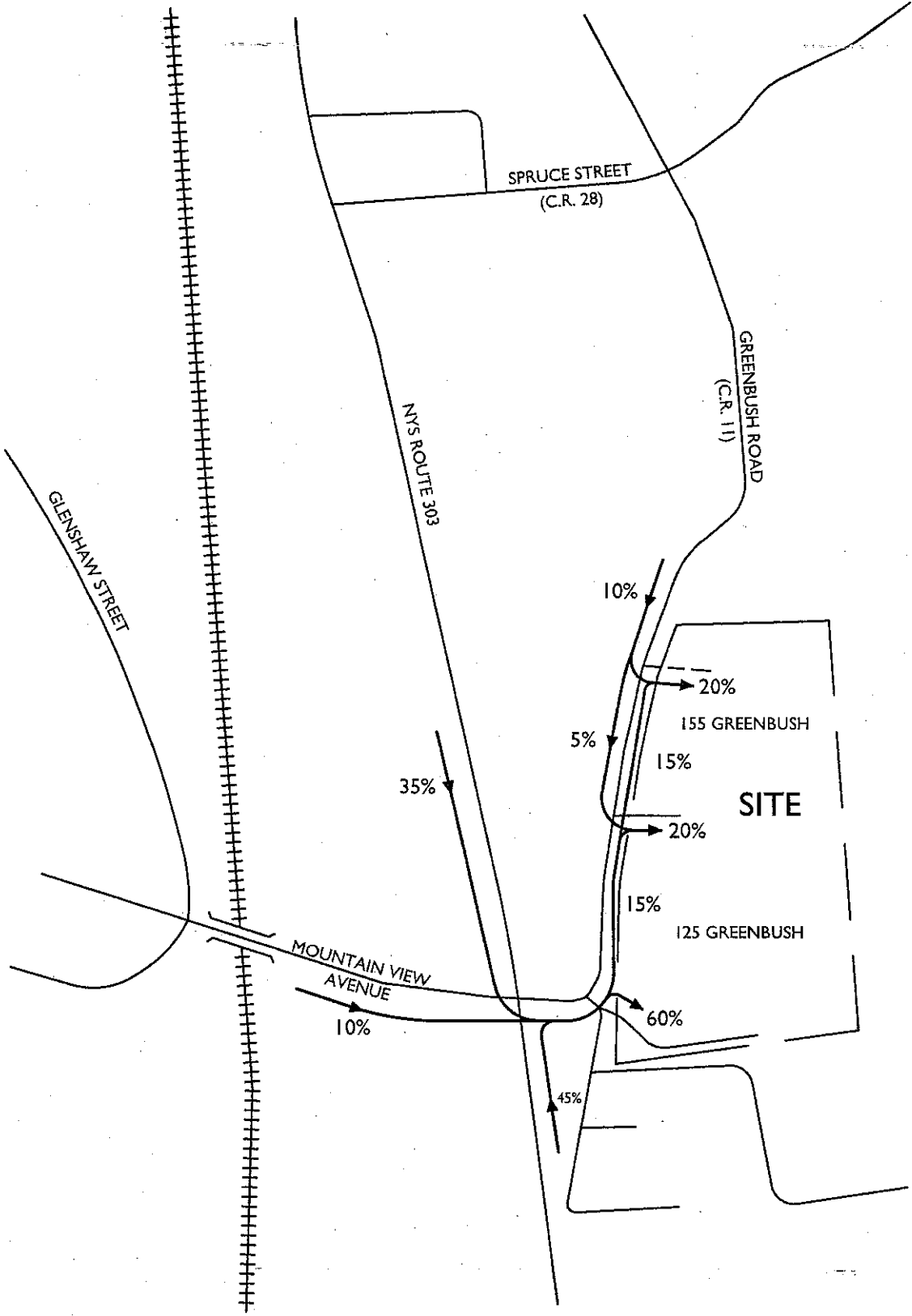
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SHEET NUMBER FIGURE NO. 3			

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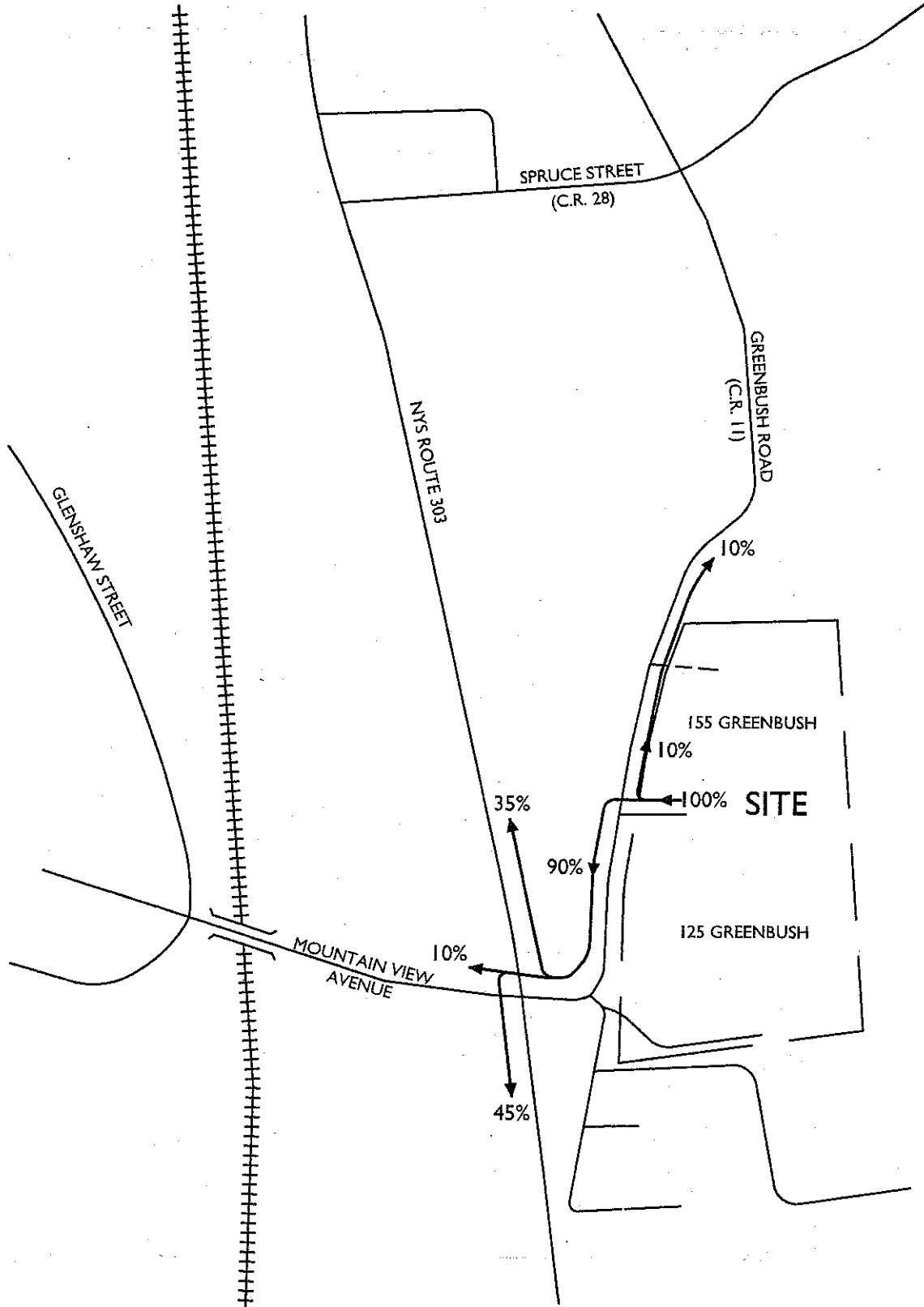
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SHEET TITLE			
PROPOSED DEVELOPMENT ARRIVAL DISTRIBUTION [PASSENGER CARS] (EXPRESSED AS A %)			
SHEET NUMBER			
FIGURE NO. 10			

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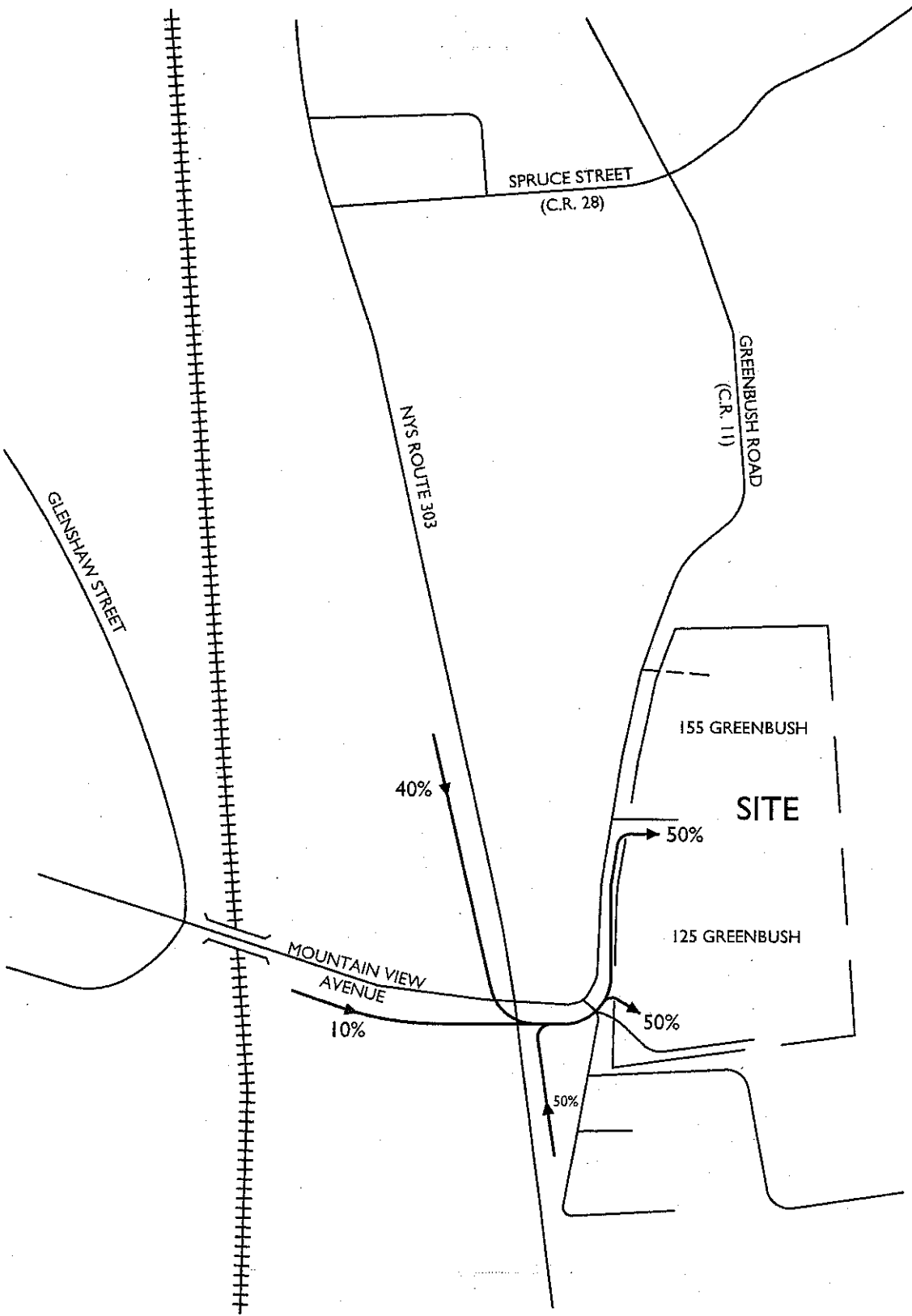
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SHEET TITLE PROPOSED DEVELOPMENT DEPARTURE DISTRIBUTION (PASSENGER CARS) (EXPRESSED AS A %)			
SHEET NUMBER FIGURE NO. 11			



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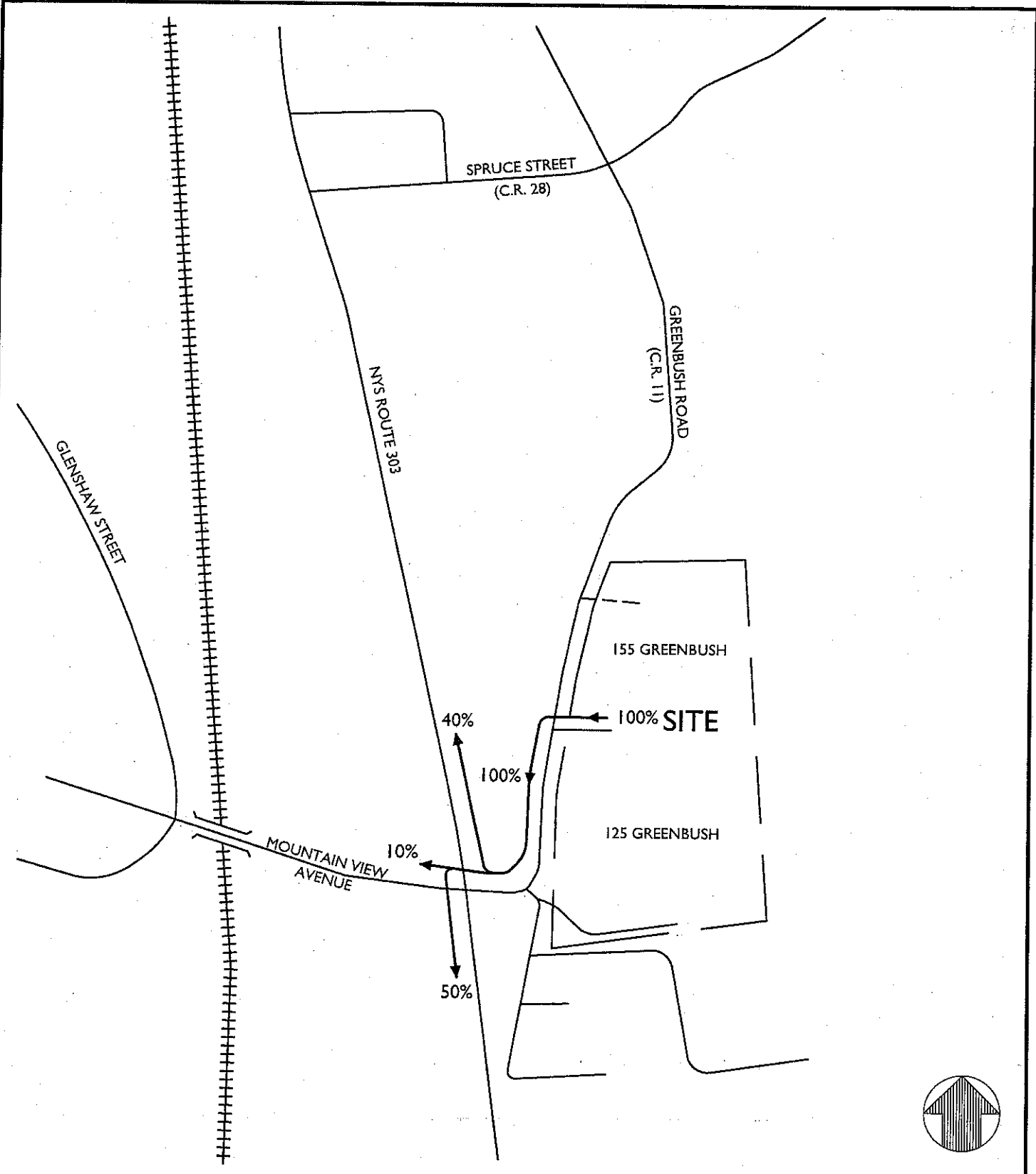
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SHEET TITLE PROPOSED DEVELOPMENT ARRIVAL DISTRIBUTION (TRUCKS) (EXPRESSED AS A %)			
SHEET NUMBER FIGURE NO. 12			

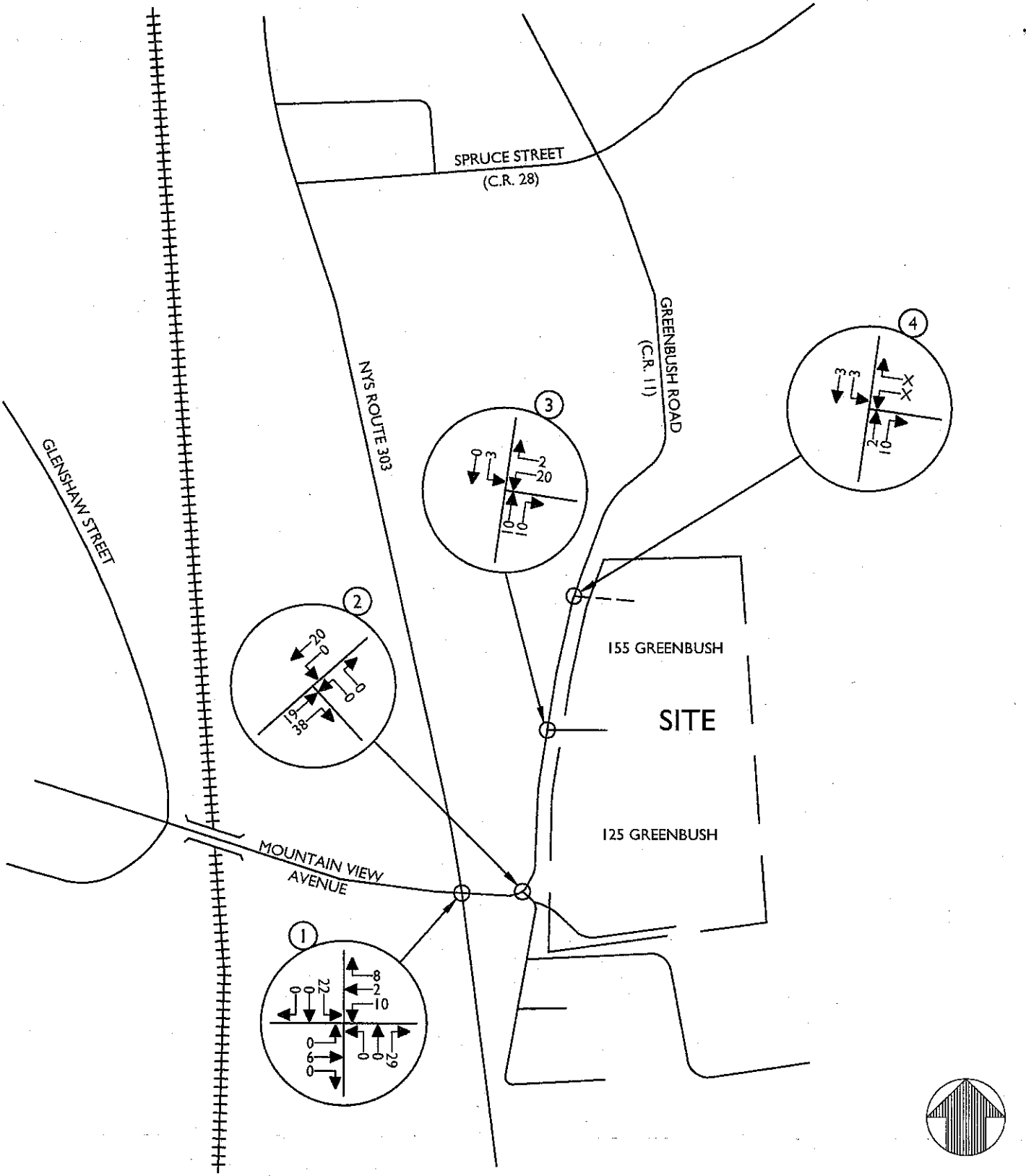
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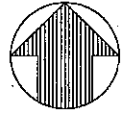
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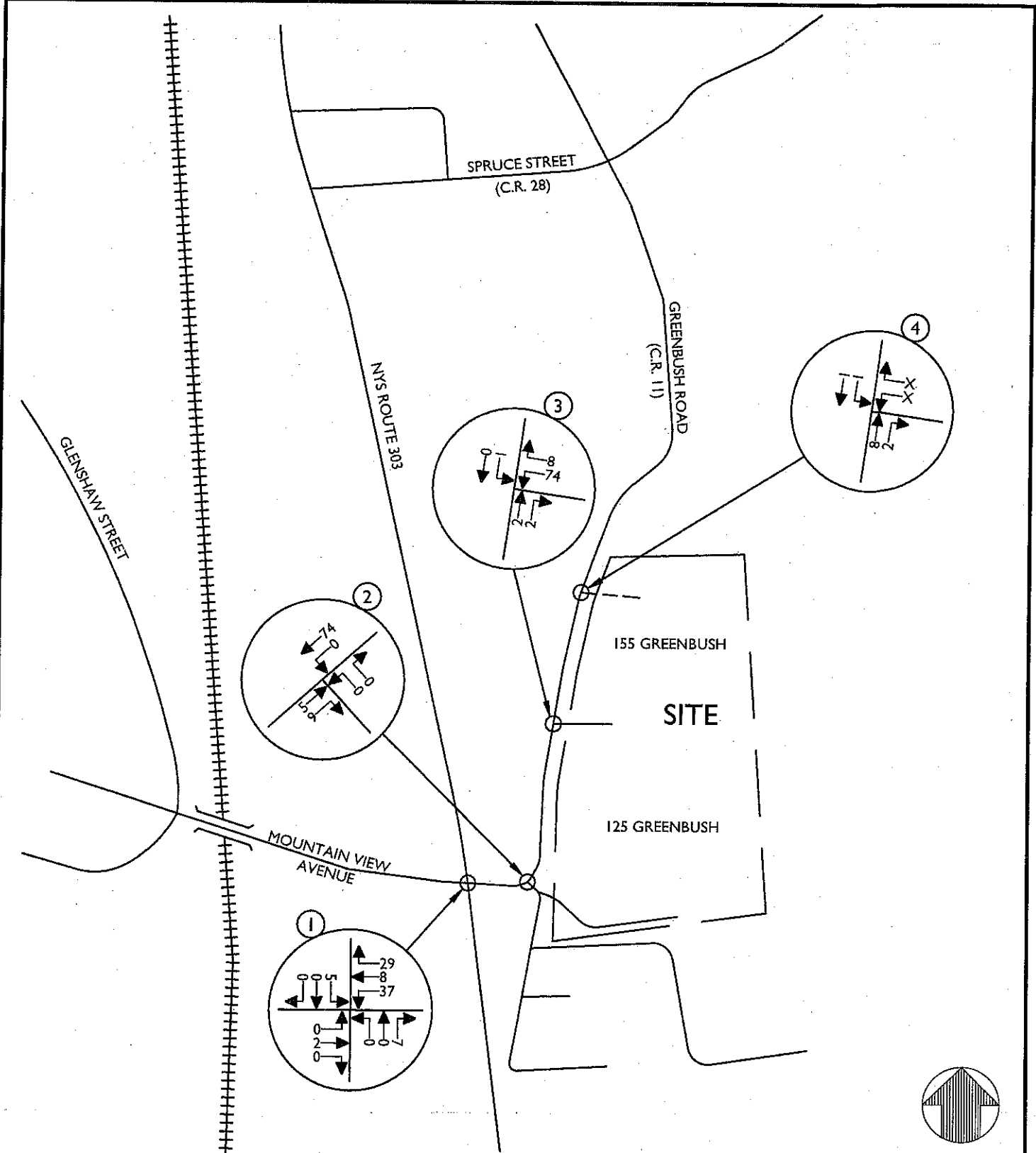
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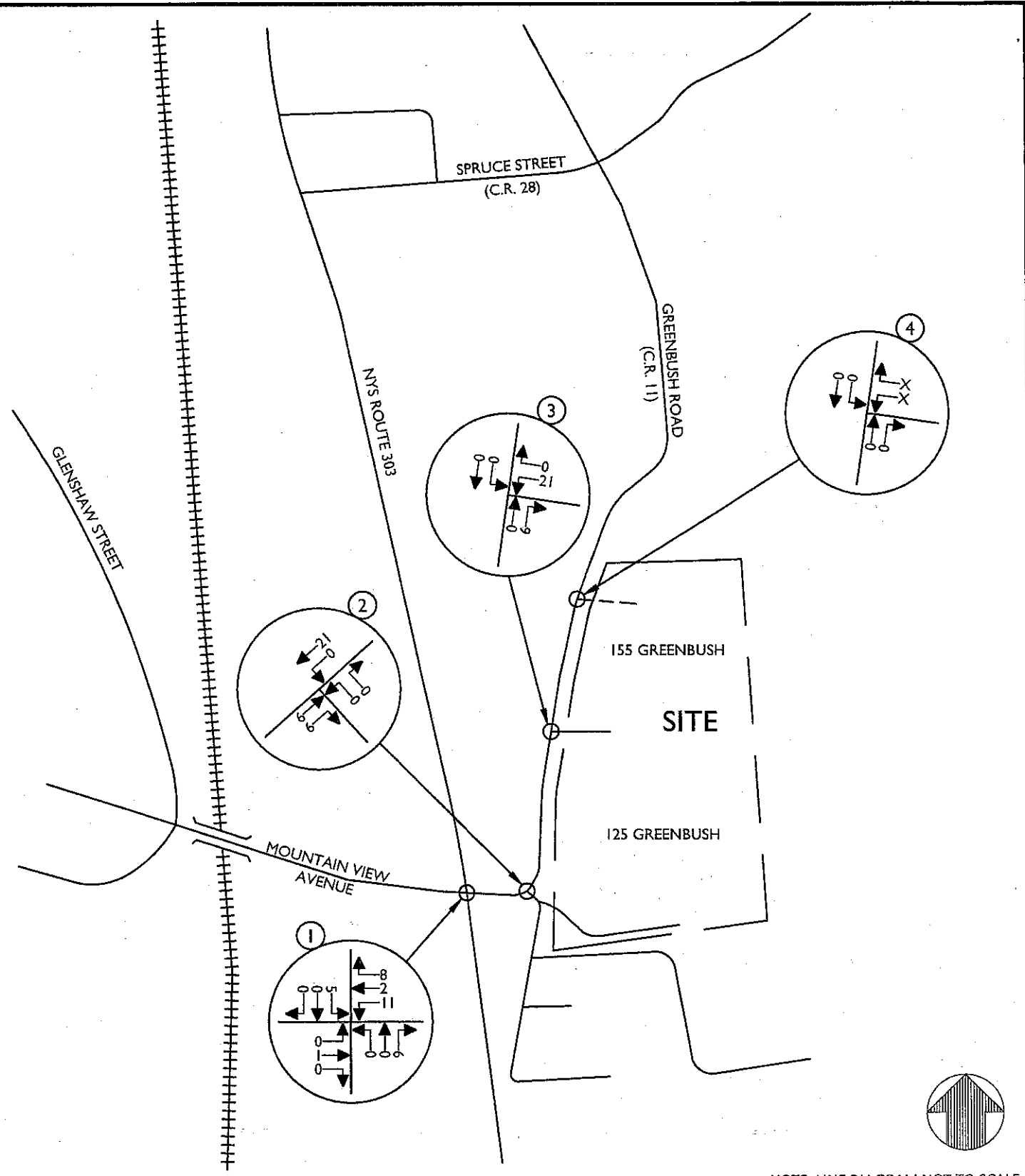
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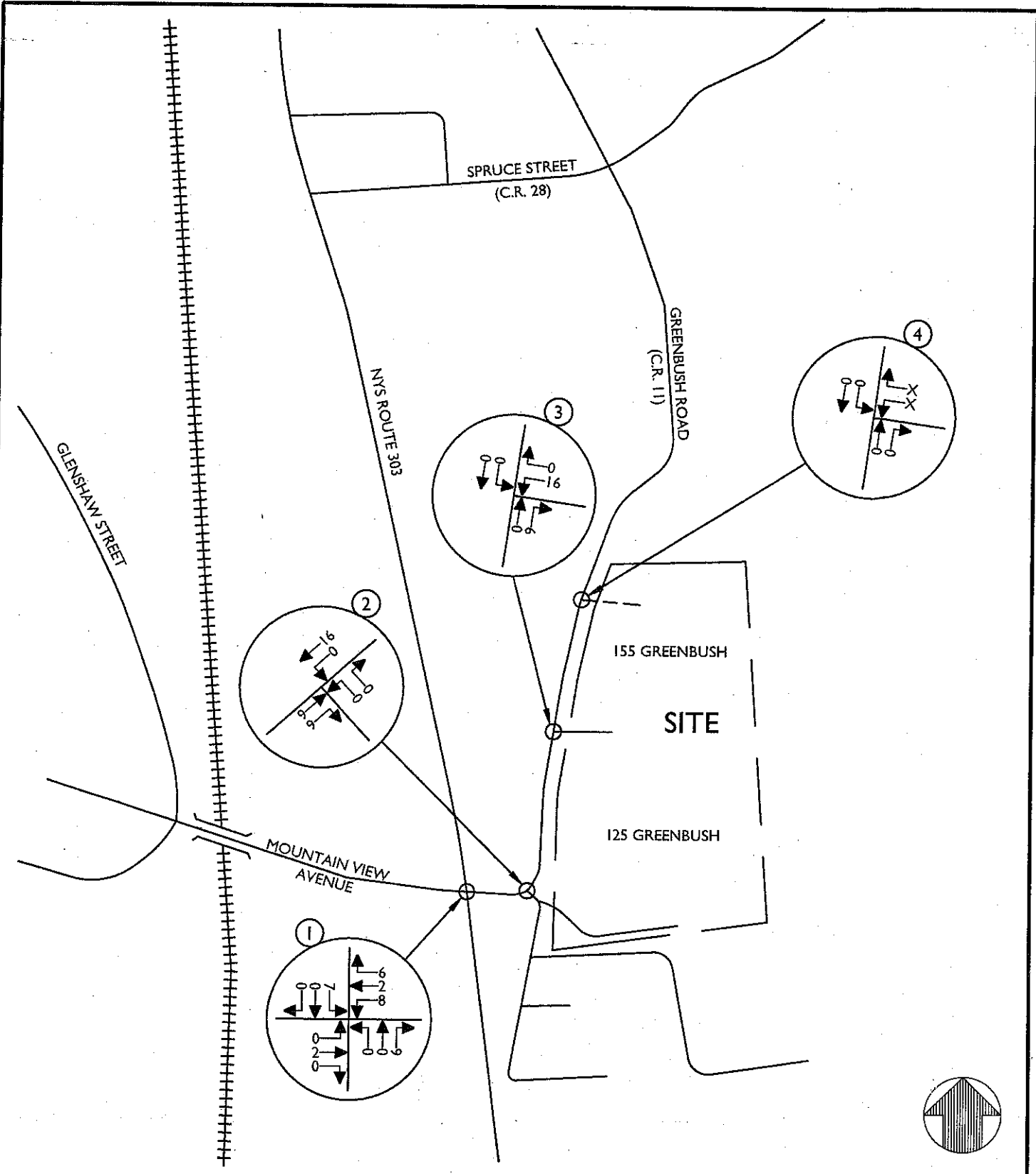
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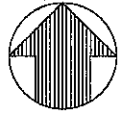
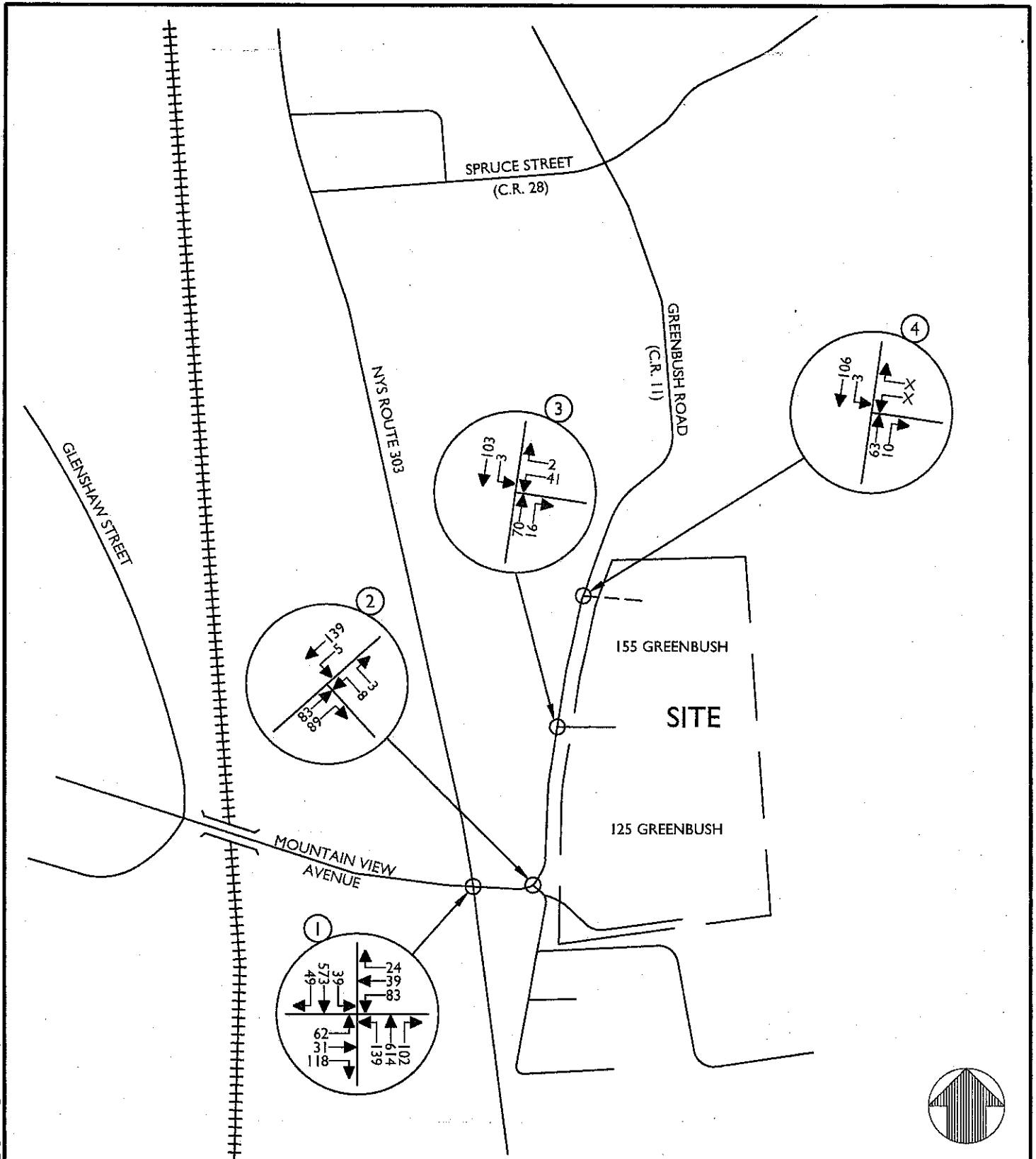
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PROJECT NUMBER: 19000154A	DRAWING NAME: 210412_NT_RPR_FIGURES		
SHEET TITLE: PROPOSED DEVELOPMENT SITE GENERATED TRAFFIC VOLUMES TRUCKS, WEEKDAY PEAK 17H HOUR			
SHEET NUMBER: FIGURE 15B			

0153A1ReportsTrafficFigures210412_NT_RPR_Figures.dwg16 By: BRIEMAN



NOTE: LINE DIAGRAM NOT TO SCALE

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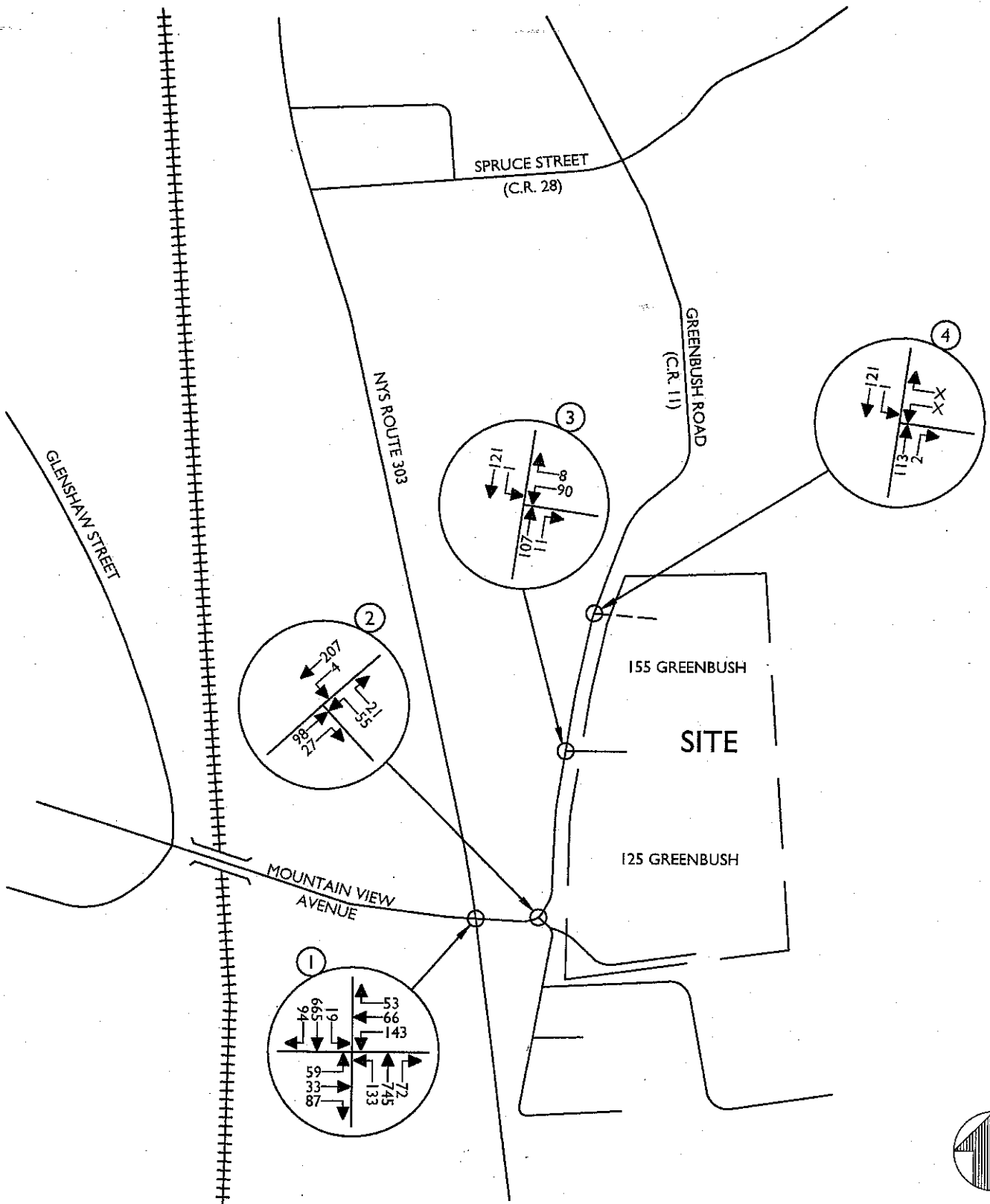
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PROJECT NUMBER:	DRAWING NAME:		
19000154A	210412_NT_RPR_FIGURES		
SHEET TITLE			
2023 BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR			
FIGURE NO. 16			



NOTE: LINE DIAGRAM NOT TO SCALE

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SCALE AS SHOWN	DATE 04/12/2021	DRAWN BY N.S.T.	CHECKED BY J.T.C.
PROJECT NUMBER 19000154A	DRAWING NAME 210412_NT_RPR_FIGURES		
SHEET TITLE 2023 BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR			
SHEET NUMBER FIGURE NO. 17			

TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

LOCATION	YEAR 2019 EXISTING						YEAR 2023 NO-BUILD						YEAR 2023 BUILD								
	WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM					
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C			
1	NYS ROUTE 303 & MOUNTAINVIEW AVENUE																				
	<u>SIGNALIZED</u>																				
	MOUNTAINVIEW AVENUE	EB	L-T-R	D	36.4	0.72	D	36.2	0.55	D	37.8	0.74	D	36.4	0.52	D	38.6	0.74	D	35.5	0.47
		EB	OVERALL	D	36.4	--	D	36.2	--	D	37.8	--	D	36.4	--	D	38.6	--	D	35.5	--
	MOUNTAINVIEW AVENUE	WB	L-T-R	C	34.0	0.48	D	39.0	0.70	D	35.3	0.52	D	43.1	0.74	D	37.1	0.62	D	51.9	0.81
		WB	OVERALL	C	34.0	--	D	39.0	--	D	35.3	--	D	43.1	--	D	37.1	--	D	51.9	--
	NYS ROUTE 303	NB	L-T	C	28.7	0.70	D	39.1	0.83	C	34.2	0.78	D	51.7	0.91	D	36.5	0.81	E	68.8	0.98
		NB	T-R	C	26.7	0.64	C	34.5	0.75	C	30.9	0.71	D	42.7	0.83	C	32.7	0.73	D	53.3	0.89
		NB	OVERALL	C	27.8	--	D	36.9	--	C	32.7	--	D	47.4	--	C	34.7	--	E	61.5	--
	NYS ROUTE 303	SB	L-T	D	35.4	0.81	D	40.2	0.85	D	37.8	0.83	D	44.7	0.87	D	38.8	0.84	D	50.8	0.89
		SB	T-R	C	33.0	0.74	D	35.7	0.77	C	34.1	0.76	D	38.7	0.80	C	34.7	0.76	D	43.2	0.81
		SB	OVERALL	C	34.3	--	D	38.1	--	D	36.0	--	D	41.9	--	D	36.9	--	D	47.3	--
	OVERALL INTERSECTION			C	31.5	--	D	37.5	--	C	34.6	--	D	44.0	--	D	36.1	--	D	53.1	--
2	MOUNTAINVIEW AVENUE & GREENBUSH ROAD																				
	<u>UNSIGNALIZED</u>																				
	GREENBUSH ROAD	SWB	L-T	A	7.8	0.006	A	7.7	0.004	A	7.9	0.007	A	7.7	0.004	A	8.0	0.005	A	7.7	0.004
	MOUNTAINVIEW AVENUE	WB	L-R	B	10.0	0.027	B	10.6	0.123	B	10.2	0.031	B	10.9	0.144	B	10.5	0.019	B	11.3	0.139
3	GREENBUSH ROAD & EXISTING SITE DRIVEWAY																				
	<u>UNSIGNALIZED</u>																				
	GREENBUSH ROAD	SB	L-T	A	0.0	0.000	A	0.0	0.000	A	7.4	0.001	A	0.0	0.001	A	7.4	0.002	A	7.5	0.001
	EXISTING SITE DRIVEWAY	WB	L-R	B	11.0	0.019	B	10.5	0.036	B	11.1	0.025	B	10.7	0.057	B	10.7	0.074	B	11.2	0.164
4	GREENBUSH ROAD & PROPOSED SITE DRIVEWAY																				
	<u>UNSIGNALIZED</u>																				
	GREENBUSH ROAD	SB	L-T	--	--	--	--	--	--	--	--	--	--	--	--	A	7.4	0.002	A	7.5	0.001

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2] FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B[10.9], FOR THE UNSIGNALIZED INTERSECTIONS.

Level of Service Standards

Level of Service for Signalized Intersections

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

- **LOS A** describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- **LOS B** describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- **LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- **LOS E** describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- **LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

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



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The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
≤ 10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

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



Level of Service Criteria For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

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

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

Exhibit 20-2 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

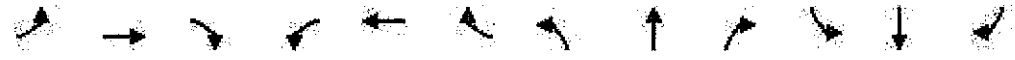
The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

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

Year 2019 Existing Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Year 2019 Existing Traffic Volumes
04/12/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Volume (vph)	60	27	115	69	39	9	135	574	76	12	535	48
Future Volume (vph)	60	27	115	69	39	9	135	574	76	12	535	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		2%			-1%			0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.923			0.990			0.986			0.988	
Flt Protected		0.985			0.971			0.991			0.999	
Satd. Flow (prot)	0	1729	0	0	1669	0	0	3021	0	0	2996	0
Flt Permitted		0.856			0.543			0.991			0.999	
Satd. Flow (perm)	0	1502	0	0	933	0	0	3021	0	0	2996	0
Right Turn on Red		Yes			Yes			No			Yes	
Satd. Flow (RTOR)		56			3							9
Link Speed (mph)		30			30			40				40
Link Distance (ft)		595			255			710				1410
Travel Time (s)		13.5			5.8			12.1				24.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	18%	4%	8%	3%	56%	10%	9%	7%	42%	11%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	68	31	131	78	44	10	153	652	86	14	608	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	0	0	132	0	0	391	0	0	677	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width (ft)		0			0			0			0	
Link Offset (ft)		0			0			0			0	
Crosswalk Width (ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Year 2019 Existing Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Year 2019 Existing Traffic Volumes
04/12/2021

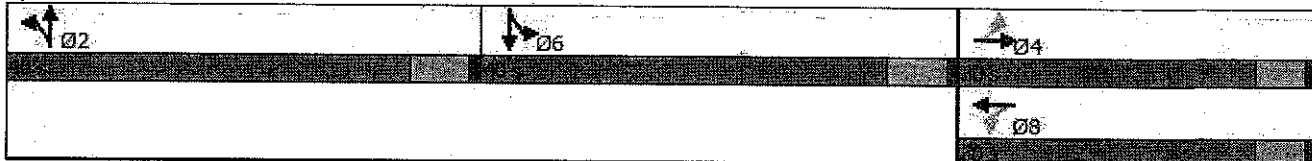


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		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)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		None	None	
Walk Time (s)				7.0	7.0					7.0	7.0	
Flash Dont Walk (s)				18.0	18.0					15.0	15.0	
Pedestrian Calls (#/hr)				5	5					5	5	
v/c Ratio		0.76			0.82			0.80			0.80	
Control Delay		45.4			74.2			36.0			39.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		45.4			74.2			36.0			39.6	
Queue Length 50th (ft)		100			75			250			193	
Queue Length 95th (ft)		188			147			#437			281	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		446			253			1108			1105	
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		0.52			0.52			0.80			0.61	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 94.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



Year 2019 Existing Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Year 2019 Existing Traffic Volumes
04/12/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Volume (veh/h)	60	27	115	69	39	9	135	574	76	12	535	48
Future Volume (veh/h)	60	27	115	69	39	9	135	574	76	12	535	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1777	1777	1777	1894	1894	1894	1767	1767	1767	1774	1774	1774
Adj Flow Rate, veh/h	68	31	131	78	44	10	153	652	86	14	608	55
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	18	18	3	3	3	9	9	9	11	11	11
Cap, veh/h	117	60	152	172	87	16	218	977	135	17	778	74
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.39	0.39	0.39	0.25	0.25	0.25
Sat Flow, veh/h	376	292	884	621	509	93	565	2529	349	69	3125	297
Grp Volume(v), veh/h	230	0	0	132	0	0	471	0	420	359	0	318
Grp Sat Flow(s) veh/h/ln	1552	0	0	1222	0	0	1738	0	1704	1774	0	1721
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	20.1	0.0	17.7	16.8	0.0	15.0
Cycle Q Clear(g_c), s	12.5	0.0	0.0	8.9	0.0	0.0	20.1	0.0	17.7	16.8	0.0	15.0
Prop In Lane	0.30		0.57	0.59		0.08	0.32		0.20	0.04		0.17
Lane Grp Cap(c), veh/h	319	0	0	275	0	0	672	0	658	441	0	428
V/C Ratio(X)	0.72	0.00	0.00	0.48	0.00	0.00	0.70	0.00	0.64	0.81	0.00	0.74
Avail Cap(c_a), veh/h	484	0	0	436	0	0	672	0	658	684	0	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	0.0	33.5	0.0	0.0	22.7	0.0	22.0	31.1	0.0	30.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.5	0.0	0.0	6.0	0.0	4.7	4.3	0.0	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.8	0.0	0.0	2.6	0.0	0.0	8.7	0.0	7.4	7.3	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.4	0.0	0.0	34.0	0.0	0.0	28.7	0.0	26.7	35.4	0.0	33.0
LnGrp LOS	D	A	A	C	A	A	C	A	C	D	A	C
Approach Vol, veh/h	230			132			891			677		
Approach Delay, s/veh	36.4			34.0			27.8			34.3		
Approach LOS	D			C			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	40.0			20.1			27.9			20.1		
Change Period (Y+Rc), s	6.0			5.0			6.0			5.0		
Max Green Setting (Gmax), s	34.0			25.0			34.0			25.0		
Max Q Clear Time (g_c+I1), s	22.1			14.5			18.8			10.9		
Green Ext Time (p_c), s	2.5			0.6			3.1			0.3		
Intersection Summary												
HCM 6th Ctrl Delay			31.5									
HCM 6th LOS			C									

Year 2019 Existing Traffic Volumes
 2: Mountainview Avenue & Greenbush Road

Year 2019 Existing Traffic Volumes
 04/12/2021



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	Y		T			T
Traffic Volume (vph)	12	5	65	50	6	105
Future Volume (vph)	12	5	65	50	6	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Ft	0.959		0.941			
Ft Protected	0.966					0.997
Satd. Flow (prot)	1534	0	1721	0	0	1835
Ft Permitted	0.966					0.997
Satd. Flow (perm)	1534	0	1721	0	0	1835
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	100%	14%	12%	33%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	14	6	76	59	7	124
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	135	0	0	131
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Year 2019 Existing Traffic Volumes
 2: Mountainview Avenue & Greenbush Road

Intersection						
Int Delay, s/veh	0.9					

Movement	WBL	WBR	NET	NER	SWL	SWR
Lane Configurations	Y		T			T
Traffic Vol, veh/h	12	5	65	50	6	105
Future Vol, veh/h	12	5	65	50	6	105
Conflicting Peds. #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh In Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	100	14	12	33	10
Mvmt Flow	14	6	76	59	7	124

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	246	108	0	0	136	0
Stage 1	107					
Stage 2	139					
Critical Hdwy	6.4	7.2			4.43	
Critical Hdwy Stg 1	5.4					
Critical Hdwy Stg 2	5.4					
Follow-up Hdwy	3.5	4.2			2.497	
Pot Cap-1 Maneuver	747	735			1278	
Stage 1	922					
Stage 2	893					
Platoon blocked, %						
Mov Cap-1 Maneuver	741	733			1276	
Mov Cap-2 Maneuver	741					
Stage 1	921					
Stage 2	887					

Approach	WB	NE	SW
HCM Control Delay, s	10	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NE/RWBL	SWL	SWR
Capacity (veh/h)			739	1276
HCM Lane V/C Ratio			0.027	0.006
HCM Control Delay (s)			10	7.8
HCM Lane LOS			B	A
HCM 95th %tile Q(veh)			0.1	0

Year 2019 Existing Traffic Volumes
3: Greenbush Road & Site Driveway

Year 2019 Existing Traffic Volumes
04/12/2021



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↔
Traffic Volume (vph)	10	0	61	9	0	101
Future Volume (vph)	10	0	61	9	0	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.982			
Flt Protected	0.950					
Satd. Flow (prot)	902	0	1612	0	0	1801
Flt Permitted	0.950					
Satd. Flow (perm)	902	0	1612	0	0	1801
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	0%	9%	89%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	12	0	72	11	0	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	63	0	0	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Year 2019 Existing Traffic Volumes
3: Greenbush Road & Site Driveway

Year 2019 Existing Traffic Volumes
04/12/2021

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	10	0	61	9	0	101
Future Vol, veh/h	10	0	61	9	0	101
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	100	0	9	89	0	2
Mvmt Flow	12	0	72	11	0	119

Major/Minor	Minor1	Major1	Major2	Minor2	Minor3
Conflicting Flow All	197	78	0	0	83
Stage 1	78	-	-	-	-
Stage 2	119	-	-	-	-
Critical Hdwy	7.4	6.2	-	-	4.1
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	3.3	-	-	2.2
Pot Cap-1 Maneuver	614	988	-	-	1527
Stage 1	747	-	-	-	-
Stage 2	711	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	614	988	-	-	1527
Mov Cap-2 Maneuver	614	-	-	-	-
Stage 1	747	-	-	-	-
Stage 2	711	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBL	SBL	SBT
Capacity (veh/h)	-	-	614	1527	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s)	-	-	11	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %ile Q(veh)	-	-	0.1	0	-

Year 2019 Existing Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak PM Hour
04/12/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	⇄			⇄			⇄			⇄		
Traffic Volume (vph)	57	33	84	107	61	19	129	707	64	8	633	91
Future Volume (vph)	57	33	84	107	61	19	129	707	64	8	633	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)	-2%			-1%			0%			-1%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt	0.935			0.986			0.989			0.981		
Frt Protected	0.984			0.972			0.993			0.999		
Satd. Flow (prot)	0	1865	0	0	1746	0	0	3199	0	0	3156	0
Frt Permitted	0.819			0.631			0.993			0.999		
Satd. Flow (perm)	0	1553	0	0	1134	0	0	3199	0	0	3156	0
Right Turn on Red	Yes			Yes			No			Yes		
Satd. Flow (RTOR)	39			5						15		
Link Speed (mph)	30			30			40			40		
Link Distance (ft)	595			255			710			1410		
Travel Time (s)	13.5			5.8			12.1			24.0		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	2%	3%	26%	1%	4%	2%	75%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	65	38	95	122	69	22	147	803	73	9	719	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	213	0	0	1023	0	0	831	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	5		0	5		0	5		0	5	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases	4				8		2		2		6	
Permitted Phases	4				8						6	
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Year 2019 Existing Traffic Volumes
 1: NYS Route 303 & Mountainview Avenue

Weekday Peak PM Hour
 04/12/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SEB
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		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)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		None	None	
Walk Time (s)				7.0	7.0					7.0	7.0	
Flash Dont Walk (s)				18.0	18.0					15.0	15.0	
Pedestrian Calls (#/hr)				5	5					5	5	
v/c Ratio		0.56			0.89			0.97			0.88	
Control Delay		36.2			75.5			57.9			46.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		36.2			75.5			57.9			46.0	
Queue Length 50th (ft)		98			140			~410			283	
Queue Length 95th (ft)		167			#269			#520			352	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		405			278			1053			1049	
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		0.49			0.77			0.97			0.79	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 104
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 - Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



Year 2019 Existing Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak PM Hour
04/12/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Volume (veh/h)	57	33	84	107	61	19	129	707	64	8	633	91
Future Volume (veh/h)	57	33	84	107	61	19	129	707	64	8	633	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2058	2058	2058	1894	1894	1894	1841	1841	1841	1864	1864	1864
Adj Flow Rate, veh/h	65	38	95	122	69	22	147	803	73	9	719	103
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	3	3	3	4	4	4	5	5	5
Cap, veh/h	133	80	150	191	89	25	178	1021	97	11	881	133
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.36	0.36	0.36	0.28	0.28	0.28
Sat Flow, veh/h	456	446	833	729	495	141	495	2842	270	38	3130	474
Grp Volume(v), veh/h	198	0	0	213	0	0	539	0	484	444	0	387
Grp Sat Flow(s), veh/h/ln	1735	0	0	1364	0	0	1916	0	1792	1862	0	1779
Q Serve(g_s), s	0.0	0.0	0.0	4.8	0.0	0.0	25.6	0.0	22.4	21.3	0.0	18.9
Cycle Q Clear(g_c), s	9.8	0.0	0.0	14.6	0.0	0.0	25.6	0.0	22.4	21.3	0.0	18.9
Prop In Lane	0.33		0.48	0.57		0.10	0.27		0.15	0.02		0.27
Lane Grp Cap(c), veh/h	362	0	0	305	0	0	652	0	644	524	0	501
V/C Ratio(X)	0.55	0.00	0.00	0.70	0.00	0.00	0.83	0.00	0.75	0.85	0.00	0.77
Avail Cap(c_a), veh/h	504	0	0	428	0	0	652	0	644	669	0	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	0.0	37.9	0.0	0.0	27.6	0.0	26.6	32.1	0.0	31.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.1	0.0	0.0	11.4	0.0	7.9	8.1	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	4.8	0.0	0.0	12.4	0.0	10.4	10.3	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	0.0	0.0	39.0	0.0	0.0	39.1	0.0	34.5	40.2	0.0	35.7
LnGrp LOS	D	A	A	D	A	A	D	A	C	D	A	D
Approach Vol, veh/h	198			213			1023			831		
Approach Delay, s/veh	36.2			39.0			36.9			38.1		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	40.0			22.0			32.6			22.0		
Change Period (Y+Rc), s	6.0			5.0			6.0			5.0		
Max Green Setting (Gmax), s	34.0			25.0			34.0			25.0		
Max Q Clear Time (g_c+1), s	27.6			11.8			23.3			16.6		
Green Ext Time (p_c), s	2.1			0.5			3.3			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	37.5											
HCM 6th LOS	D											

Year 2019 Existing Traffic Volumes
 2: Mountainview Avenue & Greenbush Road

Weekday Peak PM Hour
 04/12/2021



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	↔		↕		↕	
Traffic Volume (vph)	54	21	94	11	5	133
Future Volume (vph)	54	21	94	11	5	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Flt	0.962		0.986			
Flt Protected	0.965					0.998
Satd. Flow (prot)	1891	0	1919	0	0	1936
Flt Permitted	0.965					0.998
Satd. Flow (perm)	1891	0	1919	0	0	1936
Link Speed (mph)	30		30			30
Link Distance (ft)	289		265			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1			1		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	5%	6%	9%	20%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	65	25	113	13	6	160
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	0	126	0	0	166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two Way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Year 2019 Existing Traffic Volumes
 2: Mountainview Avenue & Greenbush Road

Weekday Peak PM Hour
 04/12/2021

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NEE	NER	SWL	SWR
Lane Configurations	TT		T			T
Traffic Vol, veh/h	54	21	94	11	5	133
Future Vol, veh/h	54	21	94	11	5	133
Conflicting Peds. #/hr	1	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	6	5	6	9	20	5
Mvmt Flow	65	25	113	13	6	160

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	294	121	0
Stage 1	121	-	-
Stage 2	173	-	-
Critical Hdwy	6.46	6.25	4.3
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.345	2.38
Pot Cap-1 Maneuver	689	922	1355
Stage 1	894	-	-
Stage 2	846	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	684	921	1353
Mov Cap-2 Maneuver	684	-	-
Stage 1	893	-	-
Stage 2	843	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.6	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	SWL	SWR
Capacity (veh/h)	-	737	1353	-
HCM Lane V/C Ratio	-	0.123	0.004	-
HCM Control Delay (s)	-	10.6	7.7	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.4	0	-

Year 2019 Existing Traffic Volumes
 3: Greenbush Road & Site Driveway

Weekday Peak PM Hour
 04/12/2021



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	1	103	12	0	118
Future Volume (vph)	20	1	103	12	0	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Flt	0.994		0.986			
Flt Protected	0.954					
Satd. Flow (prot)	1399	0	1825	0	0	1837
Flt Permitted	0.954					
Satd. Flow (perm)	1399	0	1825	0	0	1837
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	30%	0%	0%	58%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	23	1	120	14	0	137
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	134	0	0	137
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

Year 2019 Existing Traffic Volumes
3: Greenbush Road & Site Driveway

Weekday Peak PM Hour
04/12/2021

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	
Traffic Vol, veh/h	20	1	103	12	0	118
Future Vol, veh/h	20	1	103	12	0	118
Conflicting Peds. #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	30	0	0	58	0	0
Mvmt Flow	23	1	120	14	0	137

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	266	129	0	0	135
Stage 1	128	-	-	-	-
Stage 2	138	-	-	-	-
Critical Hdwy	6.7	6.2	-	-	4.1
Critical Hdwy Stg 1	5.7	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-
Follow-up Hdwy	3.77	3.3	-	-	2.2
Pot Cap-1 Maneuver	667	926	-	-	1462
Stage 1	833	-	-	-	-
Stage 2	824	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	666	924	-	-	1461
Mov Cap-2 Maneuver	666	-	-	-	-
Stage 1	832	-	-	-	-
Stage 2	823	-	-	-	-

Approach	WB	WB	NB	SB
HCM Control Delay, s	10.5		0	0
HCM LOS	B			

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	675	1461	-
HCM Lane V/C Ratio	-	-	0.036	-	-
HCM Control Delay (s)	-	-	10.5	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Year 2023 No-Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak AM Hour
04/12/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Volume (vph)	62	30	118	73	41	11	139	614	88	19	573	49
Future Volume (vph)	62	30	118	73	41	11	139	614	88	19	573	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)	-2%			-1%			0%			-1%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt	0.924			0.988			0.984			0.988		
Flt Protected	0.986			0.972			0.992			0.998		
Satd. Flow (prot)	0	1731	0	0	1656	0	0	3019	0	0	2985	0
Flt Permitted	0.849			0.544			0.992			0.998		
Satd. Flow (perm)	0	1490	0	0	927	0	0	3019	0	0	2985	0
Right Turn on Red	Yes			Yes			No			Yes		
Satd. Flow (RTOR)	55			4						8		
Link Speed (mph)	30			30			40			40		
Link Distance (ft)	595			255			710			1410		
Travel Time (s)	13.5			5.8			12.1			24.0		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	18%	4%	8%	3%	56%	10%	9%	7%	42%	11%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	70	34	134	83	47	13	158	698	100	22	651	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	0	143	0	0	956	0	0	729	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left		Left		Left		Left		Left		Left	
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	5		0	5		0	5		0	5	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases	4		8		8		2		2		6	
Permitted Phases	4		8		8		2		2		6	
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Year 2023 No-Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak AM Hour
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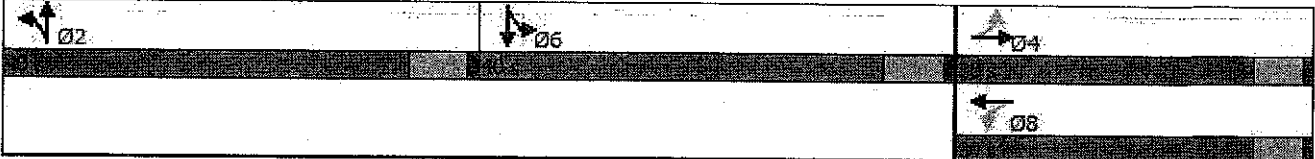


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		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)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		None	None	
Walk Time (s)				7.0	7.0					7.0	7.0	
Flash Dont Walk (s)				18.0	18.0					15.0	15.0	
Pedestrian Calls (#/hr)				5	5					5	5	
v/c Ratio		0.77			0.85			0.89			0.84	
Control Delay		46.3			78.4			43.5			42.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		46.3			78.4			43.5			42.3	
Queue Length 50th (ft)		110			85			301			220	
Queue Length 95th (ft)		197			#172			#488			308	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		430			245			1073			1067	
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		0.55			0.58			0.89			0.68	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 97.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



Year 2023 No-Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak AM Hour

04/12/2021



Movement	EBL	EBT	NEBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↕			↕		
Traffic Volume (veh/h)	62	30	118	73	41	11	139	614	88	19	573	49
Future Volume (veh/h)	62	30	118	73	41	11	139	614	88	19	573	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1777	1777	1777	1894	1894	1894	1767	1767	1767	1774	1774	1774
Adj Flow Rate, veh/h	70	34	134	83	47	12	158	698	100	22	651	56
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	18	18	3	3	3	9	9	9	11	11	11
Cap, veh/h	117	53	153	169	87	18	203	940	141	26	818	74
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.37	0.37	0.37	0.26	0.26	0.26
Sat Flow, veh/h	373	299	866	599	489	100	543	2518	378	101	3110	282
Grp Volume(v), veh/h	238	0	0	142	0	0	506	0	450	386	0	343
Grp Sat Flow(s), veh/h/ln	1538	0	0	1188	0	0	1739	0	1699	1769	0	1724
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	0.0	23.4	0.0	20.6	18.7	0.0	16.7
Cycle Q Clear(g_c), s	13.6	0.0	0.0	10.4	0.0	0.0	23.4	0.0	20.6	18.7	0.0	16.7
Prop In Lane	0.29		0.56	0.58		0.08	0.31		0.22	0.06		0.16
Lane Grp Cap(c), veh/h	324	0	0	273	0	0	649	0	634	465	0	453
V/C Ratio(X)	0.74	0.00	0.00	0.52	0.00	0.00	0.78	0.00	0.71	0.83	0.00	0.76
Avail Cap(c_a), veh/h	466	0	0	412	0	0	649	0	634	661	0	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	34.7	0.0	0.0	25.2	0.0	24.3	31.6	0.0	30.9
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.6	0.0	0.0	9.0	0.0	6.6	6.1	0.0	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	5.2	0.0	0.0	2.9	0.0	0.0	10.6	0.0	8.8	8.4	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	0.0	0.0	35.3	0.0	0.0	34.2	0.0	30.9	37.8	0.0	34.1
LnGrp LOS	D	A	A	D	A	A	C	A	C	D	A	C
Approach Vol, veh/h	238			142			956			729		
Approach Delay, s/veh	37.8			35.3			32.7			36.0		
Approach LOS	D			D			C			D		
Timer - Assigned Phs	2			1			5			8		
Phs Duration (G+Y+Rc), s	40.0			21.1			29.9			21.1		
Change Period (Y+Rc), s	6.0			5.0			6.0			5.0		
Max Green Setting (Gmax), s	34.0			26.0			34.0			25.0		
Max Q Clear Time (g_c+I1), s	25.4			15.6			20.7			12.4		
Green Ext Time (p_c), s	2.3			0.6			3.2			0.3		

Intersection Summary		
HCM 6th Ctrl Delay	34.6	
HCM 6th LOS	C	

Year 2023 No-Build Traffic Volumes
 2: Mountainview Avenue & Greenbush Road

Weekday Peak AM Hour
 04/12/2021



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	↔		↑			↕
Traffic Volume (vph)	14	5	78	59	7	110
Future Volume (vph)	14	5	78	59	7	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.963		0.942			
Frt Protected	0.965					0.997
Satd. Flow (prot)	1572	0	1723	0	0	1833
Frt Permitted	0.965					0.997
Satd. Flow (perm)	1572	0	1723	0	0	1833
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	100%	14%	12%	33%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	16	6	92	69	8	129
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	161	0	0	137
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two Way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

Year 2023 No-Build Traffic Volumes
 2: Mountainview Avenue & Greenbush Road

Weekday Peak AM Hour
 04/12/2021

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	T		T		T	T
Traffic Vol, veh/h	14	6	78	59	7	110
Future Vol, veh/h	14	5	78	59	7	110
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	100	14	12	33	10
Mvmt Flow	16	6	92	69	8	129

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	274	129	0	0	162
Stage 1	128	-	-	-	-
Stage 2	146	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.43
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.497
Pot Cap-1 Maneuver	720	713	-	-	1249
Stage 1	903	-	-	-	-
Stage 2	886	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	714	711	-	-	1247
Mov Cap-2 Maneuver	714	-	-	-	-
Stage 1	902	-	-	-	-
Stage 2	879	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.2	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	713	1247	-
HCM Lane V/C Ratio	-	-	0.031	0.007	-
HCM Control Delay (s)	-	-	10.2	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Year 2023 No-Build Traffic Volumes
3: Greenbush Road & Site Driveway

Weekday Peak AM Hour
04/12/2021



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑			↓
Traffic Volume (vph)	13	0	63	21	1	104
Future Volume (vph)	13	0	63	21	1	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.966			
Flt Protected	0.950					
Satd. Flow (prot)	902	0	1468	0	0	1801
Flt Permitted	0.950					
Satd. Flow (perm)	902	0	1468	0	0	1801
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	0%	9%	89%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	15	0	74	25	1	122
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	99	0	0	123
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Year 2023 No-Build Traffic Volumes
 3: Greenbush Road & Site Driveway

Weekday Peak AM Hour
 04/12/2021

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	13	0	63	21	1	104
Future Vol, veh/h	13	0	63	21	1	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	100	0	9	89	0	2
Mvmt Flow	15	0	74	25	1	122

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	211	87	0	0	99	0
Stage 1	87	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	7.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	602	977	-	-	1507	-
Stage 1	739	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	601	977	-	-	1507	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	706	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	601	1507
HCM Lane V/C Ratio	-	-	0.025	0.001
HCM Control Delay (s)	-	-	11.1	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Year 2023 No-Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak PM Hour
04/12/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↕			↕			↕			↕			
Traffic Volume (vph)	59	34	87	120	65	26	133	745	67	9	665	94	
Future Volume (vph)	59	34	87	120	65	26	133	745	67	9	665	94	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10	
Grade (%)	-2%			-1%			0%			-1%			
Storage Length (ft)	0	0		0	0		0	0		0	0		
Storage Lanes	0	0		0	0		0	0		0	0		
Taper Length (ft)	25	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor													
Frt	0.935			0.983			0.989			0.982			
Frt Protected	0.984			0.972			0.993			0.999			
Satd. Flow (prot)	0	1865	0	0	1733	0	0	3199	0	0	3158	0	
Frt Permitted	0.812			0.632			0.993			0.999			
Satd. Flow (perm)	0	1539	0	0	1126	0	0	3199	0	0	3158	0	
Right Turn on Red	Yes			Yes			No			Yes			
Satd. Flow (RTOR)	40			6						14			
Link Speed (mph)	30			30			40			40			
Link Distance (ft)	595			255			710			1410			
Travel Time (s)	13.5			5.8			12.1			24.0			
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	0%	2%	2%	3%	26%	1%	4%	2%	75%	5%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)	0%			0%			0%			0%			
Adj. Flow (vph)	67	39	99	136	74	30	151	847	76	10	756	107	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	205	0	0	240	0	0	1074	0	0	873	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0			0			0			0			
Link Offset(ft)	0			0			0			0			
Crosswalk Width(ft)	16			16			16			16			
Two way Left Turn Lane													
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09	
Turning Speed (mph)	15	9		15	9		15	9		15	9		
Number of Detectors	1	2	1		2	1		2	1		2	1	
Detector Template	Left	Left		Left	Left		Left	Left		Left	Left		
Leading Detector (ft)	20	83	20		83	20		83	20		83	20	
Trailing Detector (ft)	0	-5	0		-5	0		-5	0		-5	0	
Turn Type	Perm	NA	Perm		NA	Split		NA	Split		NA	NA	
Protected Phases	4			8			2			6			
Permitted Phases	4			8			2			6			
Detector Phase	4	4	8		8	2		2	6		6	6	
Switch Phase													

Year 2023 No-Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak PM Hour
04/12/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SSL	SBT	SSR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		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)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		None	None	
Walk Time (s)				7.0	7.0					7.0	7.0	
Flash Dont Walk (s)				18.0	18.0					15.0	15.0	
Pedestrian Calls (#/hr)				5	5					5	5	
v/c Ratio		0.55			0.94			1.06			0.91	
Control Delay		36.1			85.3			82.1			49.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		36.1			85.3			82.1			49.7	
Queue Length 50th (ft)		103			163			~449			303	
Queue Length 95th (ft)		174			#308			#559			#399	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		389			267			1014			1010	
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		0.53			0.90			1.06			0.86	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 107.5

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

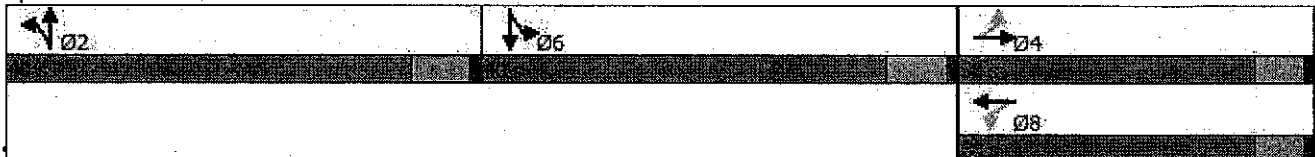
* Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



Year 2023 No-Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak PM Hour
04/12/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Volume (veh/h)	59	34	87	120	65	26	133	745	67	9	665	94
Future Volume (veh/h)	59	34	87	120	65	26	133	745	67	9	665	94
Initial Q (Q ₀) veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2058	2058	2058	1894	1894	1894	1841	1841	1841	1864	1864	1864
Adj Flow Rate, veh/h	67	39	99	136	74	30	151	847	76	10	756	107
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	3	3	3	4	4	4	5	5	5
Cap, veh/h	138	88	166	201	91	34	165	974	91	12	904	136
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.34	0.34	0.34	0.29	0.29	0.29
Sat Flow, veh/h	448	438	828	722	464	168	485	2856	268	40	3133	489
Grp Volume(v), veh/h	205	0	0	240	0	0	566	0	508	467	0	406
Grp Sat Flow(s), veh/h/ln	1715	0	0	1844	0	0	1816	0	1792	1862	0	1780
Q Serve(g_s), s	0.0	0.0	0.0	7.0	0.0	0.0	29.7	0.0	26.0	23.7	0.0	21.0
Cycle Q Clear(g_c), s	10.6	0.0	0.0	17.6	0.0	0.0	29.7	0.0	26.0	23.7	0.0	21.0
Prop In Lane	0.33		0.48	0.57		0.12	0.27		0.15	0.02		0.26
Lane Grp Cap(c), veh/h	391	0	0	826	0	0	619	0	611	537	0	513
VC Ratio(X)	0.52	0.00	0.00	0.74	0.00	0.00	0.91	0.00	0.83	0.87	0.00	0.79
Avail Cap(c_a), veh/h	475	0	0	399	0	0	619	0	611	635	0	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	39.1	0.0	0.0	31.4	0.0	30.2	33.7	0.0	32.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	4.0	0.0	0.0	20.2	0.0	12.5	11.0	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	6.0	0.0	0.0	15.7	0.0	12.7	11.8	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	0.0	43.1	0.0	0.0	51.7	0.0	42.7	44.7	0.0	38.7
LnGrp LOS	D	A	A	D	A	A	D	A	D	D	A	D
Approach Vol, veh/h	205			240			1074			873		
Approach Delay, s/veh	36.4			43.1			47.4			41.9		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	40.0			25.0			34.8			25.0		
Change Period (Y+Rc), s	6.0			5.0			6.0			5.0		
Max Green Setting (Gmax), s	34.0			25.0			34.0			25.0		
Max Q Clear Time (g_c+I1), s	31.7			12.6			25.7			19.6		
Green Ext Time (p_c), s	1.0			0.6			3.0			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	44.0											
HCM 6th LOS	D											

Year 2023 No-Build Traffic Volumes
 2: Mountainview Avenue & Greenbush Road

Weekday Peak PM Hour
 04/12/2021



Lane Group	WBL	WBR	NET	NBR	SWL	SWT
Lane Configurations	↔		↔			↔
Traffic Volume (vph)	63	22	99	12	6	148
Future Volume (vph)	63	22	99	12	5	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.965		0.986			
Flt Protected	0.964					0.998
Satd. Flow (prot)	1894	0	1919	0	0	1937
Flt Permitted	0.964					0.998
Satd. Flow (perm)	1894	0	1919	0	0	1937
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1			1		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	5%	6%	9%	20%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	76	27	119	14	6	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	133	0	0	184
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary:
 Area Type: Other
 Control Type: Unsignalized

Year 2023 No-Build Traffic Volumes
2: Mountainview Avenue & Greenbush Road

Weekday Peak PM Hour
04/12/2021

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NEB	NEP	SWL	SWP
Lane Configurations	Y		T			T
Traffic Vol, veh/h	63	22	99	12	5	148
Future Vol, veh/h	63	22	99	12	5	148
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh In Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	6	5	6	9	20	5
Mvmt Flow	76	27	119	14	6	178

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	318	127	0
Stage 1	127	-	-
Stage 2	191	-	-
Critical Hdwy	6.46	6.25	4.3
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.345	2.38
Pot Cap-1 Maneuver	667	915	1347
Stage 1	889	-	-
Stage 2	832	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	662	914	1345
Mov Cap-2 Maneuver	662	-	-
Stage 1	888	-	-
Stage 2	827	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.9	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NERWBL	SWL	SWP
Capacity (veh/h)	-	713	1345	-
HCM Lane V/C Ratio	-	0.144	0.004	-
HCM Control Delay (s)	-	10.9	7.7	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.5	0	-

Year 2023 No-Build Traffic Volumes
3: Greenbush Road & Site Driveway

Weekday Peak PM Hour
04/12/2021



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↕	
Traffic Volume (vph)	31	2	106	14	0	122
Future Volume (vph)	31	2	106	14	0	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.993		0.984			
Flt Protected	0.955					
Satd. Flow (prot)	1403	0	1811	0	0	1837
Flt Permitted	0.955					
Satd. Flow (perm)	1403	0	1811	0	0	1837
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	30%	0%	0%	58%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	36	2	123	16	0	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	139	0	0	142
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Year 2023 No-Build Traffic Volumes
3: Greenbush Road & Site Driveway

Weekday Peak PM Hour
04/12/2021

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T	T	T	T	T	T
Traffic Vol, veh/h	31	2	106	14	0	122
Future Vol, veh/h	31	2	106	14	0	122
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	30	0	0	58	0	0
Mvmt Flow	36	2	123	16	0	142

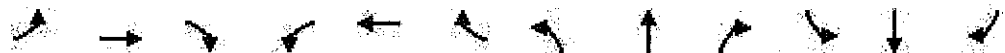
Major/Minor	Minor1	Major1	Major2	Minor2	Major3	Minor3
Conflicting Flow All	275	133	0	0	140	0
Stage 1	132	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	659	922	-	-	1456	-
Stage 1	830	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	658	920	-	-	1455	-
Mov Cap-2 Maneuver	658	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBL	SBL	SBT
Capacity (veh/h)	-	-	670	1455	-
HCM Lane V/C Ratio	-	-	0.057	-	-
HCM Control Delay (s)	-	-	10.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Year 2023 Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak AM Hour
04/12/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NET	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Volume (vph)	62	31	118	83	89	24	139	614	102	39	573	49
Future Volume (vph)	62	31	118	83	39	24	139	614	102	39	573	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		-2%			-1%			0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Flt		0.924			0.978			0.982			0.989	
Flt Protected		0.986			0.972			0.992			0.997	
Satd. Flow (prot)	0	1732	0	0	1355	0	0	3000	0	0	2986	0
Flt Permitted		0.848			0.581			0.992			0.997	
Satd. Flow (perm)	0	1490	0	0	810	0	0	3000	0	0	2986	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		54			8						8	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		595			255			710			1410	
Travel Time (s)		13.5			5.8			12.1			24.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	17%	4%	18%	8%	50%	10%	9%	11%	26%	11%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)					0							
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	70	35	134	94	44	27	158	698	116	44	651	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	239	0	0	165	0	0	972	0	0	751	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.91	0.91	0.91	0.99	1.14	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	5		0	5		0	5		0	5	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases		4			8							
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Year 2023 Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak AM Hour
04/12/2021



Control Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		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)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		None	None	
Walk Time (s)				7.0	7.0					7.0	7.0	
Flash Dont Walk (s)				18.0	18.0					15.0	15.0	
Pedestrian Calls (#/hr)				5	5					5	5	
v/c Ratio		0.66			0.91			0.98			0.87	
Control Delay		38.4			87.2			61.2			46.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		38.4			87.2			61.2			46.3	
Queue Length 50th (ft)		117			106			~386			253	
Queue Length 95th (ft)		199			#228			#503			320	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		402			202			989			990	
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		0.59			0.82			0.98			0.76	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 103.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

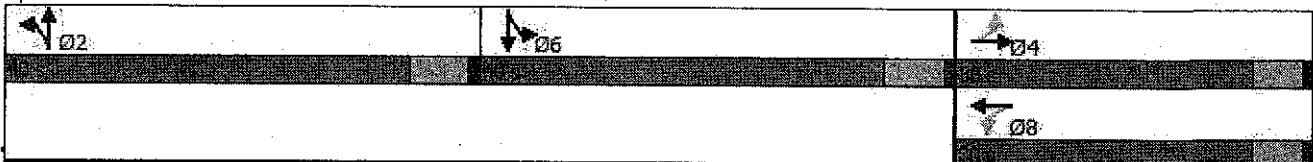
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



19000154A - N.T.

Year 2023 Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak AM Hour
04/12/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Volume (veh/h)	62	31	118	83	39	24	139	614	102	39	573	49
Future Volume (veh/h)	62	31	118	83	39	24	139	614	102	39	573	49
Initial Q (Q ₀), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A _{pbT})	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1792	1792	1792	1819	1819	1819	1767	1767	1767	1774	1774	1774
Adj Flow Rate, veh/h	70	35	134	94	44	27	158	698	116	44	651	56
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	17	17	17	8	8	8	9	9	9	11	11	11
Cap, veh/h	116	54	153	161	71	33	196	909	158	53	812	73
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.37	0.37	0.37	0.27	0.27	0.27
Sat Flow, veh/h	368	304	857	557	396	187	538	2467	430	195	3021	273
Grp Volume(v), veh/h	239	0	0	165	0	0	516	0	456	397	0	354
Grp Sat Flow(s), veh/h/ln	1529	0	0	1140	0	0	1740	0	1689	1764	0	1725
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	24.6	0.0	21.6	19.6	0.0	17.4
Cycle Q Clear(g_c), s	13.9	0.0	0.0	13.3	0.0	0.0	24.6	0.0	21.6	19.6	0.0	17.4
Prop In Lane	0.29		0.56	0.57		0.16	0.31		0.25	0.11		0.16
Lane Grp Cap(c), veh/h	324	0	0	265	0	0	641	0	622	474	0	464
V/C Ratio(X)	0.74	0.00	0.00	0.62	0.00	0.00	0.81	0.00	0.73	0.84	0.00	0.76
Avail Cap(c_a), veh/h	459	0	0	391	0	0	641	0	622	650	0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	0.0	36.2	0.0	0.0	26.2	0.0	25.2	31.8	0.0	31.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.9	0.0	0.0	10.4	0.0	7.5	7.0	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.0	3.6	0.0	0.0	11.3	0.0	9.3	8.8	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	0.0	0.0	37.1	0.0	0.0	36.5	0.0	32.7	38.8	0.0	34.7
LnGrp LOS	D	A	A	D	A	A	D	A	C	D	A	C
Approach Vol, veh/h	239		165		516		972		397		354	
Approach Delay, s/veh	38.6		37.1		34.7		36.9		38.8		34.7	
Approach LOS	D		D		C		D		D		C	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	40.0		21.5		30.8		21.5					
Change Period (Y+Rc), s	6.0		5.0		6.0		5.0					
Max Green Setting (Gmax), s	34.0		25.0		34.0		25.0					
Max Q Clear Time (g_c+I1), s	26.6		15.9		21.6		15.3					
Green Ext Time (p_c), s	2.2		0.6		3.2		0.4					
Intersection Summary												
HCM 6th Ctrl Delay			38.1									
HCM 6th LOS			D									

Year 2023 Build Traffic Volumes
 2: Mountainview Avenue & Greenbush Road

Weekday Peak AM Hour
 04/12/2021



Lane Group	WBL	WBR	NET	NEB	SWL	SWR
Lane Configurations	↔		↔			↔
Traffic Volume (vph)	8	3	83	89	5	139
Future Volume (vph)	8	3	83	89	5	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.958		0.930			
Flt Protected	0.967					0.998
Satd. Flow (prot)	1525	0	1674	0	0	1669
Flt Permitted	0.967					0.998
Satd. Flow (perm)	1525	0	1674	0	0	1669
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	100%	17%	13%	33%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	9	4	98	105	5	164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	203	0	0	170
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Year 2023 Build Traffic Volumes
 2: Mountainview Avenue & Greenbush Road

Weekday Peak AM Hour

04/12/2021

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NET	NER	SWL	SWR
Lane Configurations	T	T	T	T	T	T
Traffic Vol, veh/h	8	3	83	89	5	139
Future Vol, veh/h	8	3	83	89	5	139
Conflicting Peds. #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	100	17	13	33	22
Mvmt Flow	9	4	98	105	6	164

Major/Minor	Minor	Major 1	Major 2	Major 3	Major 4
Conflicting Flow All	329	153	0	0	204
Stage 1	152	-	-	-	-
Stage 2	177	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.43
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.497
Pot Cap-1 Maneuver	670	689	-	-	1203
Stage 1	881	-	-	-	-
Stage 2	859	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	665	687	-	-	1201
Mov Cap-2 Maneuver	665	-	-	-	-
Stage 1	880	-	-	-	-
Stage 2	854	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	WBL	SWL	SWR
Capacity (veh/h)	-	-	671	1201	-
HCM Lane V/C Ratio	-	-	0.019	0.005	-
HCM Control Delay (s)	-	-	10.5	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Year 2023 Build Traffic Volumes
3: Greenbush Road & Site Driveway

Weekday Peak AM Hour

04/12/2021



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Volume (vph)	41	2	70	16	3	103
Future Volume (vph)	41	2	70	16	3	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995		0.975			
Flt Protected	0.954					0.998
Satd. Flow (prot)	1219	0	1672	0	0	1798
Flt Permitted	0.954					0.998
Satd. Flow (perm)	1219	0	1672	0	0	1798
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	50%	0%	9%	38%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	48	2	82	19	4	121
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	101	0	0	125
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Year 2023 Build Traffic Volumes
 3: Greenbush Road & Site Driveway

Weekday Peak AM Hour

04/12/2021

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	41	2	70	16	3	103
Future Vol, veh/h	41	2	70	16	3	103
Conflicting Pads, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0		0			0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	50	0	9	38	0	2
Mvmt Flow	48	2	82	19	4	121

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	221	92	0	0	101
Stage 1	92	-	-	-	-
Stage 2	129	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.1
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.2
Pot Cap-1 Maneuver	672	971	-	-	1504
Stage 1	824	-	-	-	-
Stage 2	791	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	670	971	-	-	1504
Mov Cap-2 Maneuver	670	-	-	-	-
Stage 1	824	-	-	-	-
Stage 2	789	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBL	SBL	SBT
Capacity (veh/h)			680	1504	
HCM Lane V/C Ratio	-	-	0.074	0.002	-
HCM Control Delay (s)	-	-	10.7	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Year 2023 Build Traffic Volumes
 4: Greenbush Road & Proposed Site Driveway

Weekday Peak AM Hour
 04/12/2021



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Volume (vph)	0	0	63	10	3	106
Future Volume (vph)	0	0	63	10	3	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.981			
Flt Protected						0.998
Satd. Flow (prot)	1900	0	1744	0	0	1860
Flt Permitted						0.998
Satd. Flow (perm)	1900	0	1744	0	0	1860
Link Speed (mph)	30		30			30
Link Distance (ft)	239		523			380
Travel Time (s)	5.4		11.9			8.6
Confl. Peds (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	8%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	74	12	4	125
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	86	0	0	129
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Year 2023 Build Traffic Volumes
4: Greenbush Road & Proposed Site Driveway

Weekday Peak AM Hour
04/12/2021

Intersection						
Int Delay, s/veh	0.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	
Traffic Vol, veh/h	0	0	63	10	3	106
Future Vol, veh/h	0	0	63	10	3	106
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	8	0	0	2
Mvmt Flow	0	0	74	12	4	125

Major/Minor	Minor1	Major1	Major2	Minor2	Minor3
Conflicting Flow All	213	80	0	0	86
Stage 1	80	-	-	-	-
Stage 2	133	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	780	986	-	-	1523
Stage 1	948	-	-	-	-
Stage 2	898	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	778	986	-	-	1523
Mov Cap-2 Maneuver	778	-	-	-	-
Stage 1	948	-	-	-	-
Stage 2	895	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLA1	SBL	SBT
Capacity (veh/h)	-	-	-	1523	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Control Delay (s)	-	-	0	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Year 2023 Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

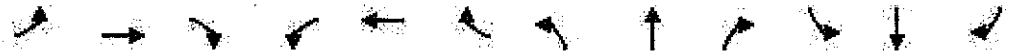
Weekday Peak PM Hour
04/12/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	⇄			⇄			⇄			⇄			
Traffic Volume (vph)	59	33	87	143	66	53	133	745	72	19	665	94	
Future Volume (vph)	59	33	87	143	66	53	133	745	72	19	665	94	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10	
Grade (%)		-2%			-1%			0%				-1%	
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor		0.934			0.973			0.989			0.982		
Flt Protected		0.984			0.973			0.993			0.999		
Satd. Flow (prot)	0	1860	0	0	1707	0	0	3174	0	0	3139	0	
Flt Permitted		0.796			0.644			0.993			0.999		
Satd. Flow (perm)	0	1504	0	0	1130	0	0	3174	0	0	3139	0	
Right Turn on Red		Yes			Yes			No			Yes		
Satd. Flow (RTOR)		40			11						14		
Link Speed (mph)		30			30			40			40		
Link Distance (ft)		595			255			710			1410		
Travel Time (s)		13.5			5.8			12.1			24.0		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	1%	2%	2%	3%	20%	1%	4%	13%	63%	5%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	67	38	99	163	75	60	151	847	82	22	756	107	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	204	0	0	298	0	0	1080	0	0	885	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width (ft)		0			0			0			0		
Link Offset (ft)		0			0			0			0		
Crosswalk Width (ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	1	2		1	2		1	2		1	2		
Detector Template	Left			Left			Left			Left			
Leading Detector (ft)	20	83		20	83		20	83		20	83		
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5		
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA		
Protected Phases		4			8			2			2		
Permitted Phases	4			8						6		6	
Detector Phase	4	4		8	8		2	2		6	6		
Switch Phase													

Year-2023 Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak PM Hour
04/12/2021



Phase Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEI	SEI	SEB
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	25.0	25.0		25.0	25.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		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)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead/Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		None	None	
Walk Time (s)				7.0	7.0					7.0	7.0	
Flash Dont Walk (s)				18.0	18.0					15.0	15.0	
Pedestrian Calls (#/hr)				5	5					5	5	
v/c Ratio		0.54			1.12			1.09			0.92	
Control Delay		36.0			128.1			93.1			52.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		36.0			128.1			93.1			52.1	
Queue Length 50th (ft)		102			~238			~456			310	
Queue Length 95th (ft)		173			#399			#566			#411	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		375			267			990			988	
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		0.54			1.12			1.09			0.90	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 109

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

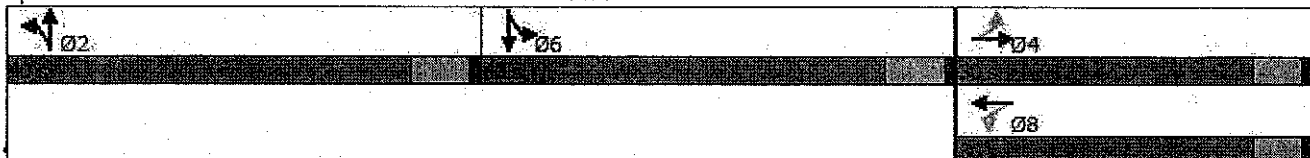
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

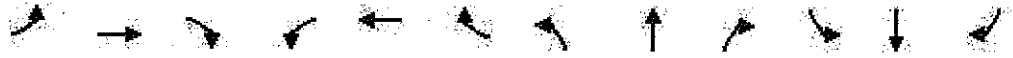
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



Year 2023 Build Traffic Volumes
1: NYS Route 303 & Mountainview Avenue

Weekday Peak PM Hour
04/12/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↕			↕		
Traffic Volume (veh/h)	69	33	87	143	66	53	133	745	72	19	665	94
Future Volume (veh/h)	59	33	87	143	66	53	133	745	72	19	665	94
Initial Q (Q ₀) veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A _{pbT})	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2042	2042	2042	1894	1894	1894	1841	1841	1841	1864	1864	1864
Adj Flow Rate, veh/h	67	38	99	162	75	60	151	847	82	22	756	107
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	1	3	3	3	4	4	4	5	5	5
Cap, veh/h	149	96	189	220	85	64	164	907	92	25	883	132
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.32	0.32	0.32	0.29	0.29	0.29
Sat Flow, veh/h	445	409	805	715	360	272	482	2837	287	87	3092	462
Grp Volume(v), veh/h	204	0	0	297	0	0	570	0	510	473	0	412
Grp Sat Flow(s), veh/h/ln	1659	0	0	1347	0	0	1817	0	1789	1860	0	1781
Q Serve(g _s), s	0.0	0.0	0.0	12.2	0.0	0.0	33.1	0.0	28.9	25.9	0.0	22.9
Cycle Q Clear(g _c), s	11.0	0.0	0.0	23.2	0.0	0.0	33.1	0.0	28.9	25.9	0.0	22.9
Prop In Lane	0.33		0.49	0.55		0.20	0.27		0.16	0.05		0.26
Lane Grp Cap(c), veh/h	435	0	0	369	0	0	581	0	572	531	0	509
V/C Ratio(X)	0.47	0.00	0.00	0.81	0.00	0.00	0.98	0.00	0.89	0.89	0.00	0.81
Avail Cap(c _a), veh/h	435	0	0	369	0	0	581	0	572	594	0	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	0.0	40.4	0.0	0.0	35.9	0.0	34.5	36.4	0.0	35.3
Incr Delay (d ₂), s/veh	0.3	0.0	0.0	11.4	0.0	0.0	33.0	0.0	18.9	14.4	0.0	7.8
Initial Q Delay(d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%Late BackOfQ(50%), veh/ln	4.6	0.0	0.0	8.7	0.0	0.0	19.2	0.0	15.0	13.4	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.5	0.0	0.0	51.9	0.0	0.0	68.8	0.0	53.3	50.8	0.0	43.2
LnGrp LOS	D	A	A	D	A	A	E	A	D	D	A	D
Approach Vol, veh/h	204			297			1080			885		
Approach Delay, s/veh	35.5			51.9			61.5			47.3		
Approach LOS	D			D			E			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	40.0			30.0			36.4			30.0		
Change Period (Y+Rc), s	6.0			5.0			6.0			5.0		
Max Green Setting (G _{max}), s	34.0			25.0			34.0			25.0		
Max Q Clear Time (g _c +I), s	35.1			13.0			27.9			25.2		
Green Ex Time (p _c), s	0.0			0.5			2.5			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	53.1											
HCM 6th LOS	D											

Year 2023 Build Traffic Volumes
 2: Mountainview Avenue & Greenbush Road

Weekday Peak PM Hour
 04/12/2021



Lane Group	WBL	WBR	NET	NER	SWL	SWR
Lane Configurations	T		T		T	
Traffic Volume (vph)	56	21	98	27	4	207
Future Volume (vph)	55	21	98	27	4	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Ft	0.963		0.970			
Ft Protected	0.965					0.999
Satd. Flow (prot)	1893	0	1686	0	0	1839
Ft Permitted	0.965					0.999
Satd. Flow (perm)	1893	0	1686	0	0	1839
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1			1		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	5%	14%	37%	20%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	66	25	118	33	5	249
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	0	151	0	0	254
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two-way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Year 2023 Build Traffic Volumes
 2: Mountainview Avenue & Greenbush Road

Weekday Peak PM Hour
 04/12/2021

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	55	21	98	27	4	207
Future Vol, veh/h	55	21	98	27	4	207
Conflicting Peds. #/hr	1	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	6	5	14	37	20	11
Mvmt Flow	66	25	118	33	5	249

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	396	136	0	0	152
Stage 1	136	-	-	-	-
Stage 2	260	-	-	-	-
Critical Hdwy	6.46	6.25	-	-	4.3
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.345	-	-	2.38
Pot Cap-1 Maneuver	601	905	-	-	1326
Stage 1	881	-	-	-	-
Stage 2	774	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	597	904	-	-	1324
Mov Cap-2 Maneuver	597	-	-	-	-
Stage 1	880	-	-	-	-
Stage 2	770	-	-	-	-

Approach	WB	EB	NE	SE	SW
HCM Control Delay, s	11.3	-	0	-	0.1
HCM LOS	B	-	-	-	-

Minor Lane/Major Mvmt	NET	NER	WBL	SWL	SWT
Capacity (veh/h)	-	-	659	1324	-
HCM Lane V/C Ratio	-	-	0.139	0.004	-
HCM Control Delay (s)	-	-	11.3	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Year 2023 Build Traffic Volumes
3: Greenbush Road & Site Driveway

Weekday Peak PM Hour
04/12/2021



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↕	
Traffic Volume (vph)	90	8	107	11	1	121
Future Volume (vph)	90	8	107	11	1	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.989		0.987			
Flt Protected	0.956					
Satd. Flow (prot)	1541	0	1801	0	0	1837
Flt Permitted	0.956					
Satd. Flow (perm)	1541	0	1801	0	0	1837
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	0%	0%	80%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	105	9	124	13	1	141
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	137	0	0	142
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Year 2023 Build Traffic Volumes
3: Greenbush Road & Site Driveway

Weekday Peak PM Hour
04/12/2021

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	90	8	107	11	1	121
Future Vol, veh/h	90	8	107	11	1	121
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	18	0	0	80	0	0
Mvmt Flow	105	9	124	13	1	141

Major/Minor	Minor1	Major1	Major2	Minor2	Major3	Minor3
Conflicting Flow All	276	133	0	0	138	0
Stage 1	132	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.58	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	681	922	-	-	1458	-
Stage 1	856	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	679	920	-	-	1457	-
Mov Cap-2 Maneuver	679	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	694	1457	-
HCM Lane V/C Ratio	-	-	0.164	0.001	-
HCM Control Delay (s)	-	-	11.2	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Year 2023 Build Traffic Volumes
4: Greenbush Road & Proposed Site Driveway

Weekday Peak PM Hour
 04/12/2021



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Traffic Volume (vph)	0	0	113	2	1	121
Future Volume (vph)	0	0	113	2	1	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.998					
Flt Protected						
Satd. Flow (prot)	1863	0	1896	0	0	1900
Flt Permitted						
Satd. Flow (perm)	1863	0	1896	0	0	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	239		523			380
Travel Time (s)	5.4		11.9			8.6
Confl. Reds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	131	2	1	141
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	133	0	0	142
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary:
 Area Type: Other
 Control Type: Unsignalized

Year 2023 Build Traffic Volumes
4: Greenbush Road & Proposed Site Driveway

Weekday Peak PM Hour
04/12/2021

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	0	0	113	2	1	121
Future Vol, veh/h	0	0	113	2	1	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None		None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	0	2	2	0
Mvmt Flow	0	0	131	2	1	141

Major/Minor	Minor1	Major1	Major2	Minor2
Conflicting Flow All	275	132	0	133
Stage 1	132	-	-	-
Stage 2	143	-	-	-
Critical Hdwy	6.42	6.22	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	-	2.218
Pot Cap-1 Maneuver	716	917	-	1452
Stage 1	894	-	-	-
Stage 2	884	-	-	-
Platoon blocked, %		-	-	-
Mov Cap-1 Maneuver	714	917	-	1452
Mov Cap-2 Maneuver	714	-	-	-
Stage 1	894	-	-	-
Stage 2	883	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR/WBLh1	SBL	SBT
Capacity (veh/h)	-	-	1452	-
HCM Lane V/C Ratio	-	-	0.001	-
HCM Control Delay (s)	-	-	0	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %ile Q(veh)	-	-	0	-