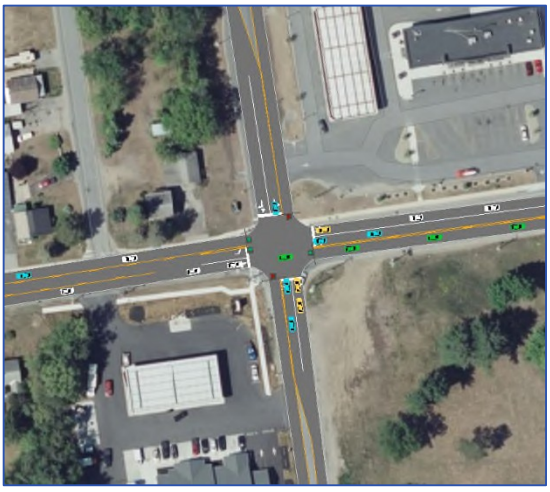
CAREY ROAD INDUSTRIAL PARK
EXISTING TRAFFIC ANALYSIS AND BUILD-OUT ASSESSMENT

JULY 2022



Town of Queensbury

Adirondack/ Glens Falls Transportation Council

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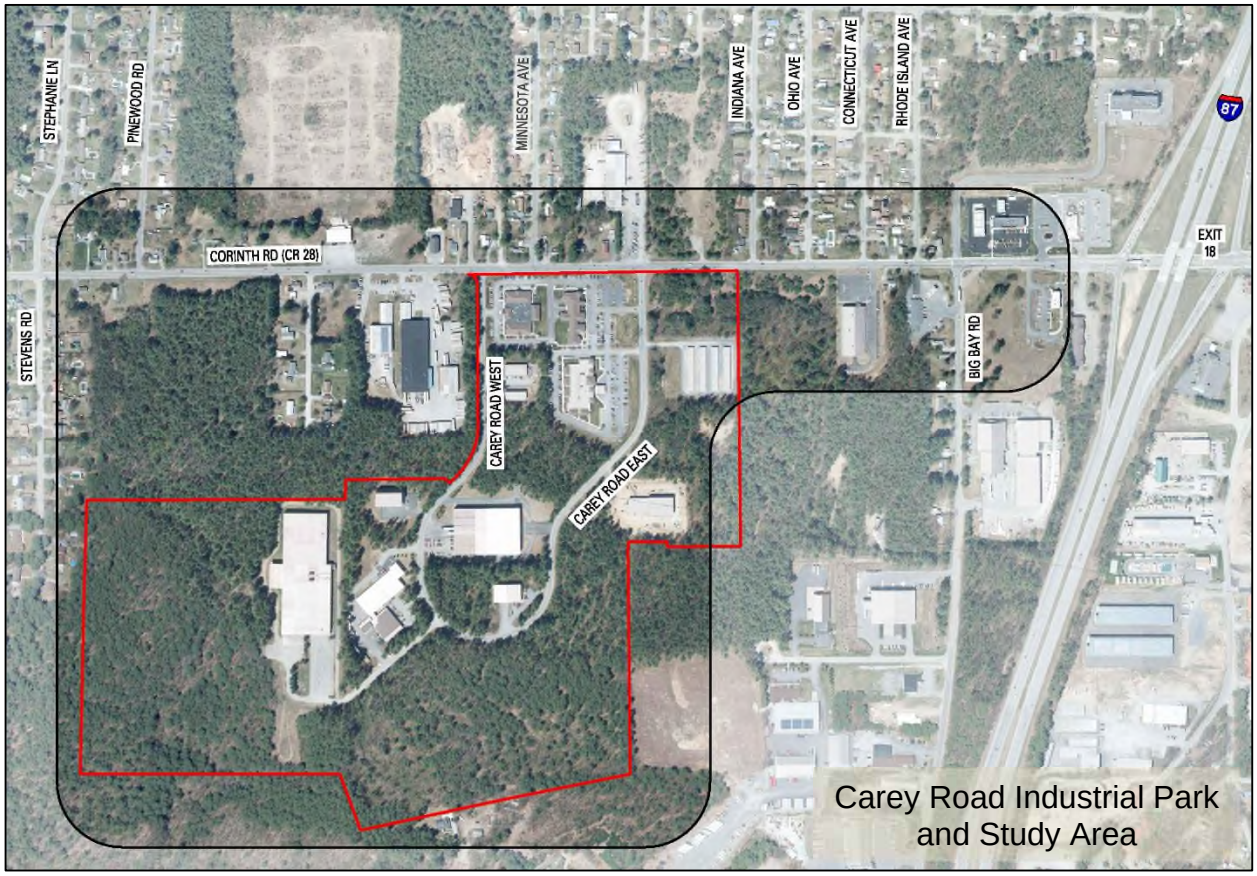
CHAPTER 1. INTRODUCTION

A. STUDY PURPOSE

The Warren County Department of Public Works (DPW) requested technical assistance from the Adirondack/Glens Falls Transportation Council (A/GFTC) to evaluate the operation of existing and projected future traffic conditions at the *Carey Road Industrial Park* and nearby Corinth Road. The purpose of this study is to evaluate existing and future transportation needs in the area, and identify operational improvements and costs to maintain safe and efficient access in the project area.

Corinth Road (CR 28) is an important arterial with relatively high volumes of commuter traffic and truck traffic traveling between I-87 and the *Carey Road Industrial Park*. The recognition of the need for planning for anticipated growth, while attempting to preserve the transportation functionality of this vital corridor, is the primary motive of this study. The Warren County DPW, with funding through the A/GFTC, is evaluating the land use and transportation characteristics within the *Carey Road Industrial Park* and along the Corinth Road corridor, between Exit 18 and the industrial park, to understand the trade-offs of land development decisions and resulting transportation needs and function. Although recent transportation improvement projects have occurred in and around the Corinth Road corridor, no additional publicly funded roadway modification projects are planned in the short term.

This study analyzes existing conditions and roadway capacities, develops land use and traffic growth projections in and around the *Carey Road Industrial Park*, and identifies short- and long-term recommendations and strategies to help the Town and the region plan for growth while preserving the function of the existing surface transportation system.



To advance this Study, an Advisory Committee was established with representatives from the Town of Queensbury, A/GFTC, and the Warren County DPW. Several meetings were held with the Advisory Committee at key milestones to review preliminary analyses and findings as contained throughout the report and in the technical appendices. Discussions at these meetings ultimately shaped the recommendations of this study.

The recommendations presented in this study are intended to support Warren County's and the Town of Queensbury's efforts to develop a consensus vision about the functionality and appearance of the Corinth Road corridor. The recommendations are conceptual and characterize the types of improvements that are desirable, and that may be implemented as part of future land use and transportation improvement projects. All transportation concepts will require further engineering evaluation and review.

B. STUDY AREA

The study area is defined as the one-mile-long section of Corinth Road (CR 28) in the Town of Queensbury, from the Big Bay Road intersection in the east to the Stephanie Lane/Stevens Road intersection in the west.

Within that study area, detailed traffic engineering analyses have been included for the signalized intersection of Big Bay Road and the unsignalized intersections of Carey Road East and Carey Road West that provide access into the industrial park.

Photo #1 = Corinth Road

CHAPTER 2. EXISTING CONDITIONS

A. LAND USE

The study area is generally commercial near Exit 18 and transitions to light industrial west of Big Bay Road. In addition, an established residential neighborhood is located on the north side of Corinth Road between Indiana Avenue and Rhode Island Avenue. The commercially developed area is characterized by fast food restaurants, convenience stations, retail uses, and hotels while uses in the light industrial area include self-storage facilities, warehouses, manufacturing, materials development, and medical offices/services. The residentially developed area is characterized by small parcel sizes as part of an established older neighborhood.

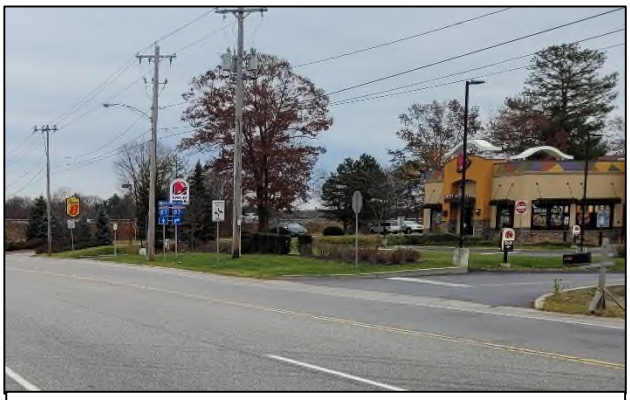
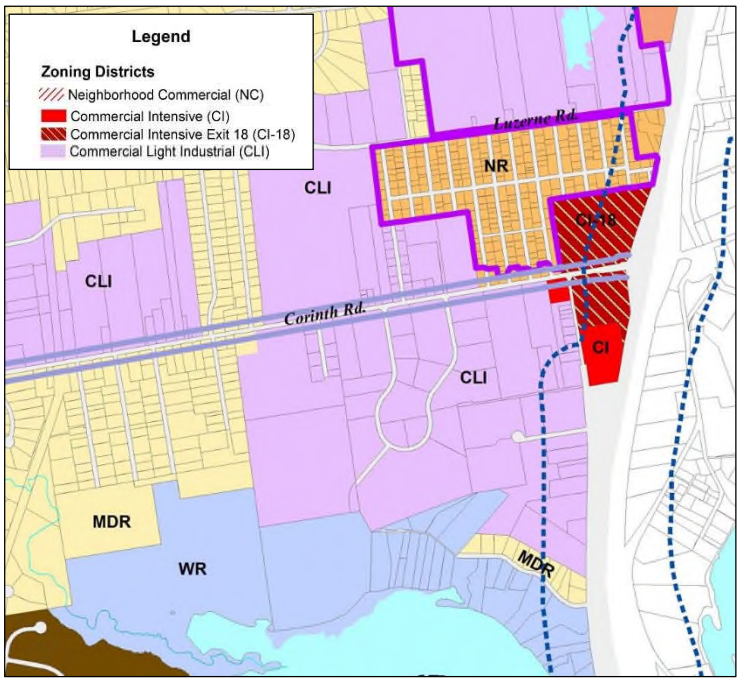


Photo #2 = Commercial Land Uses along Corinth Road

B. ZONING

The purpose of the Zoning Code is to regulate building size, lot coverage, density, and land use by trade, industry, agriculture, residence, and other purposes. The study area is comprised mostly of Commercial Light Industrial (CLI) located on the south side of Corinth Road west of Big Bay Road and on the north side of Corinth Road generally west of Indiana Avenue. The land located immediately east of Big Bay Road is generally zoned Commercial Intensive-Exit 18 (CI-18) and consists of many of the retail and service land uses near the interchange. There are also Neighborhood Residential (NR) parcels associated with homes located on many of the residential streets on the north side of Corinth Road. There are also a couple of properties (*Stewart's Shop* and *Curtis Lumber)* zoned as Commercial Intensive (CI) near Big Bay Road as well. The image (right) highlights the study corridor on the Town of Queensbury Zoning Map.



C. TRANSPORTATION INFRASTRUCTURE

Segments

Corinth Road (CR 28) is classified as an urban minor arterial in the study area and provides east-west access from Call Street (CR 32) to the I-87 Exit 18 interchange. In the study area, Corinth Road features two, three, and four lane roadway sections ranging from 31 to 65 feet in overall width with varying shoulder and travel lane widths as identified in Table 2.2. Most of Corinth Road within the study area lacks curb; however, curbing is provided on the north side of the road from the I-87 Exit 18 interchange to Indiana

Photo #3 = Corinth Road near Carey Road East

Avenue adjacent to the sidewalk provided on this segment of the road. Vehicle passing is not permitted within the study area. The posted speed limit on Corinth Road in the study corridor is predominately 45-mph but transitions to 35-mph east of the *McDonald's* driveway as the road travels toward the I-87 Exit 18 interchange and the City of Glens Falls.

Carey Road is classified as an urban local road that loops through the industrial park and provides access to the commercial and light industrial uses. Carey Road features a 20-foot wide travel way for a single lane in each direction with two-foot wide wedge curbs with an overall width of 24-feet as identified in Table 2.1. No sidewalks are provided on Carey Road. The posted speed limit is 30-mph.

Photo #4 = Carey Road South of Corinth Road

TABLE 2.1 – ROADWAY CROSS-SECTION

Roadway Segment	Width in feet					
	Left-Turn Lane	Two-way Left-turn	Through	Right-Turn Lane	Shoulders	Total
Corinth Road (CR 28)						
Exit 18 to McDonald's Driveway	NA	12-feet	EB = Two 11-feet WB = One 12-feet	12-feet	3.5 to 4-feet	65.5-feet
McDonald's Driveway to Big Bay Road	12-feet	NA	EB = One 11.5-feet WB = One 12-feet	NA	3.5 to 4-feet	43-feet
Big Bay Road to Stephanie Lane/Stevens Road	NA	NA	EB = One 12-feet WB = One 12-feet	NA	3.5-feet	31-feet
Carey Road						
Corinth Road to Corinth Road	NA	NA	NB = One 10-feet SB = One 10-feet	NA	2-feet	24-feet

NA = Not Applicable

Intersections

- Corinth Road/Big Bay Road – This is a four-leg intersection operating under actuated traffic signal control. The northbound Big Bay Road approach provides a single lane for shared travel movements while the southbound approach provides a shared left-turn/though lane and a separate right-turn lane. The eastbound Corinth Road approach provides a single lane for shared travel movements while the westbound Corinth Road approach provides an exclusive left-turn lane and a shared through/right-turn lane. A sidewalk is provided on the north side of Corinth Road and on the southwest quadrant of the intersection along the *Stewart's Shop* property. A marked crosswalk is provided on the west leg of the intersection with pedestrian push buttons and countdown timers. A marked crosswalk is provided on the north leg of the intersection.

Photo #5 = Corinth Road/Big Bay Road Intersection

- Corinth Road/Carey Road East/Tracey Equipment Driveway – This is a four-leg intersection with the northbound Carey Road East approach operating under stop-sign control and the southbound Tracey Equipment Driveway approach yielding to traffic on Corinth Road. All four intersection approaches provide a single lane for shared travel movements.

- Corinth Road/Carey Road West – This is a three-leg intersection with the northbound Carey Road West approach operating under stop-sign control. All intersection approaches provide a single lane for shared travel movements.

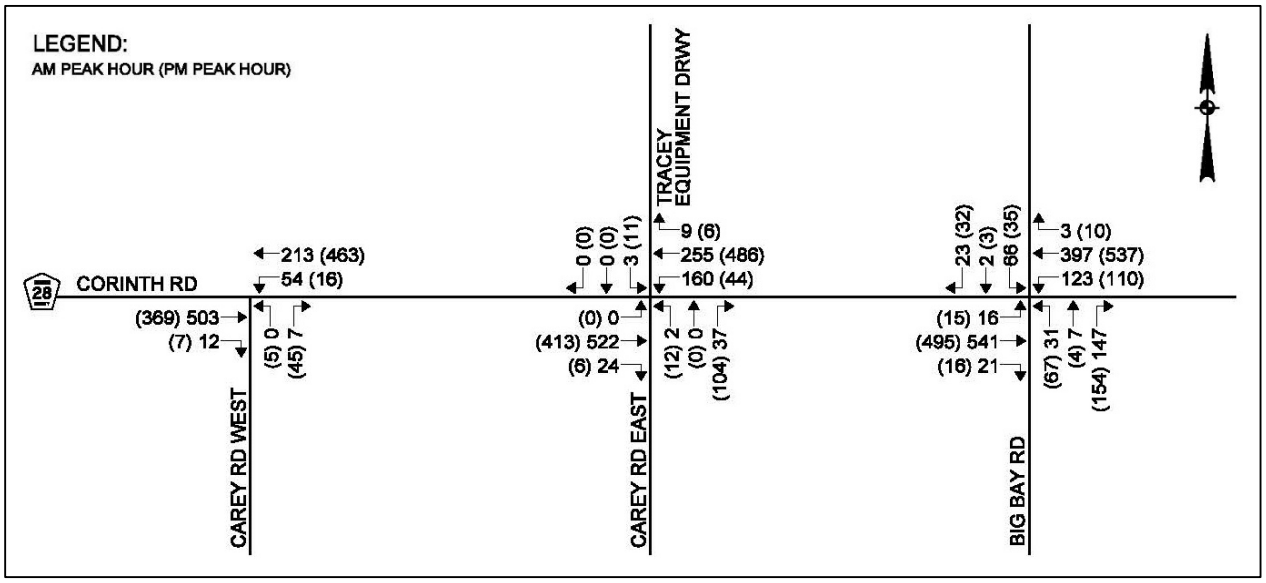
D. TRAFFIC VOLUMES AND TRAFFIC OPERATIONS

Turning movement counts were conducted at the study area intersections on Thursday, November 18, 2021 during the morning peak (7:00 to 9:00 a.m.) and afternoon peak (3:00 to 6:00 p.m.) at the Corinth Road/Big Bay Road intersection. In addition, turning movements counts were also conducted at the Carey Road East and Carey Road West intersections on Corinth Road from 7:00 a.m. to 7:00 p.m. on a weekday. The observed peak hours at the three study area intersections were generally from 7:15 to 8:15 a.m. during the morning peak and from 3:30 to 4:30 p.m. during the afternoon peak. The raw turning movement count data is included under Appendix A.

An automatic traffic recorder (ATR) was installed on Corinth Road between the unsignalized Carey Road intersections and on Corinth Road west of the industrial park near a historical traffic count from Wednesday, November 17, 2021 to Friday, November 19, 2021 to collect volume and speed data. Data collected from the ATRs shows that Corinth Road currently serves approximately 9,440 vehicles per day (vpd).

In order to account for altered traffic conditions associated with impacts related to travel and employment patterns resulting from the COVID-19 pandemic, traffic counts conducted in November 2021 were compared to traffic count data in the *Traffic Data Viewer* collected in October 2018 on Corinth Road by NYSDOT. The traffic count comparison indicates that the recent traffic volume data collected in November 2021 is approximately 15% lower during the AM peak hour and 7% lower during the PM peak hour. Due to the decreased peak hour volumes, the 2021 AM peak and PM hour traffic volumes were factored up due to COVID-19 pandemic-related alterations in traffic patterns. It is noted that the 2021 traffic volumes at the study area intersections during the weekday morning and afternoon peak hours were seasonally adjusted to typical conditions based on NYSDOT seasonal factors and are shown on Figure 2-1.

FIGURE 2.1 – EXISTING TRAFFIC VOLUMES



In addition, ATR's were installed on Carey Road East and Carey Road West during the same time period. These traffic counts can be used to develop a trip generation estimate for the existing industrial uses located in the park. The ATR data is also included under Appendix A.

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Evaluations of the signalized and unsignalized intersections were made using Synchro software. Levels of service range from A to F, with LOS A conditions considered excellent (very little delay) while LOS F represents conditions with very long delays. Table 2.2 summarizes the existing LOS results in the study corridor. The detailed level of service reports are included under Appendix B.

TABLE 2.2 – LEVEL OF SERVICE SUMMARY

Intersection		Existing AM Peak Hour	Existing PM Peak Hour
Corinth Road/Carey Road West			
Corinth Road WB	L	A (8.7)	A (8.1)
Carey Road West NB	LR	B (12.1)	B (11.7)
Corinth Road/Carey Road East/ Tracey Equipment Driveway			
Corinth Road EB	L	A (0.0)	A (0.0)
Corinth Road WB	L	A (9.6)	A (8.4)
Carey Road East NB	LTR	B (14.3)	B (14.4)
Tracey Equipment Drwy SB	LTR	E (38.8)	D (31.8)
Corinth Road/Big Bay Road			
Corinth Road EB	LTR	B (14.7)	B (13.8)
Corinth Road WB	L	A (5.6)	A (6.1)
	TR	A (5.2)	A (6.5)
Big Bay Road NB	LTR	C (21.9)	B (17.9)
Big Bay Road SB	LT	B (19.3)	B (15.2)
	R	B (18.0)	B (15.0)
	Overall	B (12.0)	B (11.0)

L, T, R = Left-turn, Through, or Right-turn movement
X (Y.Y) = Level of Service (Average delay in seconds per vehicle)

The LOS table shows that the unsignalized Carey Road West intersection on Corinth Road currently operates at goods levels of service during both peak hours. In addition, the northbound Carey Road East approach to the unsignalized Corinth Road intersection currently operates at LOS B during both peak hours; however, the southbound Tracey Equipment Driveway approach operates at LOS E/D during the AM and PM peak hours. A review of queuing and the volume to capacity ratio (V/C) during the AM and PM peak hours indicates that adequate storage and capacity is currently provided on the southbound approach. The table also indicates that the signalized intersection operates at an overall LOS B during both peak hours with all movements operating at LOS C or better.

E. TRANSIT AND SCHOOL BUSES

Greater Glens Falls Transit (GGFT) currently operates transit service in the study area corridor via Bus Route 7 – West Glens Falls, which is a loop route that starts at the Ridge Street terminal and travels west on Luzerne Road and uses VanDusen Road to access Corinth Road in order to travel east back to the Ridge Street Terminal. The service operates on weekdays from 7:00 a.m. to 5:05 p.m. and on Saturdays from 9:00 a.m. to 5:35 p.m. with a bus once every two hours on average. A bus stop and shelter is provided on the south side of Corinth Road in front of the *Kinney Drugs* store between the Carey Road East and West intersections.

7 WEST GLENS FALLS

WEEKDAY SERVICE

WESTBOUND: CITY TO VAN DUSEN RD.				EASTBOUND: TO CITY			
Ridge St. Terminal	Broad St. & Staple St.	Hannaford (Pull-In)	VanDusen Rd. & Luzerne Rd.	Main St. McDonald's	Broad St. & Staple St.	Glens Falls Hosp.	Ridge St. Terminal
A	B	C	D	E	B	F	A
	-AM-				-AM-		
7:00	7:05	7:06	7:15	7:16	7:19	On-Request	7:25
9:00	9:05	9:06	9:15	9:16	9:19	On-Request	9:25
11:00	11:05	11:06	11:15	11:16	11:19	On-Request	11:25
	-PM-				-PM-		
1:00	1:05	1:06	1:15	1:16	1:19	On-Request	1:25
2:00	2:05	2:06	2:15	2:16	2:19	On-Request	2:25
3:30	3:35	3:36	3:45	3:46	3:49	On-Request	3:55
4:40	4:45	-	4:55	4:56	5:00	On-Request	5:05

SATURDAY SERVICE *(Approx. every 2 hrs 9am - 5:10pm)*

WESTBOUND: CITY TO VAN DUSEN RD.				EASTBOUND: TO CITY			
Ridge St. Terminal	Broad St. & Staple St.	Hannaford (pull-in)	VanDusen Rd. & Luzerne Rd.	Main St. McDonald's	Broad St. & Staple St.	Glens Falls Hosp.	Ridge St. Terminal
A	B	C	D	E	B	F	A
		-AM-			-AM-		
9:00	9:05	9:06	9:15	9:16	9:19	On-Request	9:25
11:00	11:05	11:06	11:15	11:16	11:19	On-Request	11:25
		-PM-			-PM-		
1:00	1:05	1:06	1:15	1:16	1:19	On-Request	1:25
3:00	3:05	3:06	3:15	3:16	3:19	On-Request	3:25
5:10	5:15	5:16	5:25	5:26	5:29	On-Request	5:35

In addition, school buses associated with the *Queensbury Union Free School District* were observed on Corinth Road. It is acknowledged that bus operations can impact through traffic on Corinth Road during peak commuter time periods (particularly west of the study area near the residential neighborhoods); however, this is consistent with typical school bus operations throughout Warren County. In addition, information provided by the Queensbury Transportation Director indicates that buses pull over along Corinth Road to allow vehicles to pass when excessive back-ups occur. It is noted that a pull-off location is currently provided on Corinth Road opposite the *Adirondack Radiology Associates* building located near Carey Road East.

Photo #6 = Transit Stop on Corinth Road

F. PEDESTRIANS AND BICYCLISTS

A sidewalk is provided on the north side of Corinth Road from the I-87 Exit 18 interchange to Indiana Avenue. In addition, a sidewalk is provided on the frontage of the *Stewart's Shop* located in the southwest quadrant of the Corinth Road/Big Bay Road intersection. Information provided by the Town of Queensbury Planner indicates that a sidewalk is planned on the south side of Corinth Road between the *Sky Zone Trampoline Park* and the *Stewart's Shop.* Pedestrian infrastructure at the Corinth Road/Big Bay Road intersection was discussed in Section C above. It is noted that marked crosswalks are provided at the unsignalized intersections on the north side of Corinth Road between Big Bay Road and Indiana Avenue. Bicycle traffic on Corinth Road is supported by the approximate 3.5 to 4-foot wide paved shoulders.

Photo #7 = Pedestrian Crossing Corinth Road

G. CRASH EVALUATION

Collision data was requested from A/GFTC and NYSDOT to determine crash trends on the segment of Corinth Road between the Big Bay Road and Carey Road West intersections. Collision summaries and details were provided by the NYSDOT Safety and Information Management System. A crash analysis was performed in accordance with NYS Highway Design Manual (HDM) Chapter 5 using the most recent three years of data that excludes travel periods impacted by the corona virus (January 1, 2017-December 31 2019) to quantify the number of crashes and identify any collision patterns or concentrations. The predominant collision types on Corinth Road are summarized in Table 2.3.

TABLE 2.3 – CORINTH ROAD CRASH SUMMARY (1/1/2017 – 12/31/2019)

Intersections and Segments	Collision Severity				Collision Type										
	Non-Reportable	Property Damage	Injury	Fatality	Rear-End	Right Angle	Head-On	Animal	Left-Turn	Right-Turn	Fixed Object	Sideswipe	Overtaking	Pedestrian	Total
Roadway Segments															
Big Bay Rd to Rhode Island Ave	2	2	0	0	3	0	0	0	0	0	0	1	0	0	**4**
Rhode Island Ave to Connecticut Ave	0	1	0	0	1	0	0	0	0	0	0	0	0	0	**1**
Connecticut Ave to Ohio Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Ohio Ave to Indiana Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Indiana Ave to Carey Rd East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Carey Rd East to Minnesota Ave	0	0	1	1	0	0	0	0	0	1	0	0	0	1	**2**
Minnesota Ave to Carey Rd West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total Segment	**2**	**3**	**1**	**1**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**7**
Intersections															
Corinth Rd/Big Bay Rd	4	16	0	0	13	2	1	0	1	0	0	3	0	0	**20**
Corinth Rd/Rhode Island Ave	3	10	9	0	4	16	0	0	2	0	0	0	0	0	**22**
Corinth Rd/Connecticut Ave	1	1	1	0	0	1	1	1	0	0	0	0	0	0	**3**
Corinth Rd/Ohio Ave	0	1	0	0	0	0	0	0	0	0	1	0	0	0	**1**
Corinth Rd/Indiana Ave	0	1	1	0	1	1	0	0	0	0	0	0	0	0	**2**
Corinth Rd/Carey Rd East	1	5	0	0	3	0	0	1	0	0	2	0	0	0	**6**
Corinth Rd/Minnesota Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Corinth Rd/Carey Rd West	1	0	0	0	0	0	0	0	0	0	0	0	1	0	**1**
Total Intersection	**10**	**34**	**11**	**0**	**21**	**20**	**2**	**2**	**3**	**0**	**3**	**3**	**1**	**0**	**55**
Total Intersection and Segment	**12**	**37**	**12**	**1**	**25**	**20**	**2**	**2**	**3**	**1**	**3**	**4**	**1**	**1**	**62**

[1] A non-reportable accident indicates no personal injuries occurred and property damages totaled less than $1,000.

Table 2.3 shows that there were 62 crashes on Corinth Road between the Big Bay Road intersection and the Carey Road West intersection. None of the collisions involved a bicyclist. Of the 62 crashes, 55 occurred at an intersection and seven occurred on the roadway segments. The five property damage crashes that occurred on Corinth Road between Connecticut Avenue and Big Bay Road were generally rear end collisions related to nearby intersection operations. In addition, a pedestrian was struck and killed on Corinth Road west of the Carey Road East intersection. The MV-104 report indicates that a vehicle traveling westbound hit the pedestrian who was apparently crossing Corinth Road near the existing transit stop. The motorist could not see the person crossing since it was dark at that time of the collision.

It is noted that the majority of the intersection collisions occurred at the signalized Big Bay Road intersection and the unsignalized Rhode Island/Stewart's Driveway intersection. The crashes that occurred at the Big Bay Road intersection generally included rear end collisions which is typical at signalized locations and were mainly the result of following too closely. The majority of the crashes at the Rhode Island/Stewarts Driveway intersection were right-angle collisions that were the result of failing to yield the right-of-way. Based on the collision descriptions, operations and queuing associated with the adjacent traffic signal contributes to limited sight lines and congestion in the area. A review of the unsignalized Carey Road East intersection indicates that the three rear-end collisions occurred while a motorist waited to make a left-turn onto Carey Road East. The remaining three collisions (animal strike and two fixed object crashes) were not related to the geometry of the intersection. The overtaking collision that occurred at the unsignalized Carey Road West intersection involved improper turning by two vehicles turning right onto the side street.

The crash rate for the approximate 0.40 mile long segment of Corinth Road and the intersections on this segment were calculated and compared to the statewide crash rate as shown on Table 2.4. It is noted that

the character of County roads may be different than state highways; therefore, the comparison to the statewide average crash rate may not be as applicable to these types of roadways.

TABLE 2.4 – CORINTH ROAD CRASH RATES (1/1/2017 – 12/31/2019)

Crash Location	Crash Rate	
	Calculated	NYSDOT Average
Roadway Segment (ACC/MVM)		
Corinth Road – Big Bay Road to Carey Road West	1.69	2.23
Study Area Intersections (ACC/MEV)		
Corinth Rd/Big Bay Rd	1.12	0.52
Corinth Rd/Carey Rd East	0.46	0.29
Corinth Rd/Carey Rd West	0.09	0.18

ACC/MVM = Accidents per Million Vehicle Miles
ACC/MEV = Accidents per Million Entering Vehicles

The roadway segment crash rate (excluding intersection crashes) is lower than the statewide average for similar facilities. In addition, the unsignalized Carey Road West intersection is also lower than the statewide average; however, the unsignalized Carey Road East and the signalized Big Bay Road intersections on Corinth Road are higher than the statewide average. Appendix C contains TE-213 summary tables. The recommendations of the study will consider crash reduction benefits when determining appropriate intersection geometry.

H. LIGHTING

Lighting along Corinth Road is limited through the corridor. Overhead cobra style lighting is provided on the north side of Corinth Road at the unsignalized Ohio Avenue and Indiana Avenue intersections and on the south side of the road at the unsignalized Pinewood Avenue intersection. East of Ohio Street, no overhead roadway lighting is provided. The Town has expressed concerns about the limited lighting in the corridor, primarily in the eastern end of the corridor near the existing gas stations and retail/service centers where pedestrian and bicyclists can be difficult to see at night.

CHAPTER 3. FORECASTS

The Town of Queensbury is seeking to develop the *Carey Road Industrial Park* and the surrounding available land near Exit 18. The changing land uses and development pressure could negatively impact mobility throughout the study corridor, unless growth is managed and transportation improvements occur in concert with development. This chapter summarizes the land development potential in the corridor associated with full build-out of *the Carey Road Industrial* Park and the construction of approved/speculative projects in the vicinity of the park. These development milestones include the following:

- Carey Road Industrial Park – Full Build-Out
  This development scenario represents 100 percent build-out potential within the *Carey Road Industrial Park* based on existing zoning, available developable square footage, and pending plans.
- Full Project Area Build-Out
  In addition to full build-out of the *Carey Road Industrial Park,* there is development potential that includes construction of other known and speculative projects located in the project area identified by the Town of Queensbury and the Advisory Committee.

Photo #8 = Carey Road Industrial Park Sale Sign

A. LAND USE AND TRIP GENERATION

Land use forecasts for future conditions are based projects that are currently approved or pending but are not yet built or projects that are speculative based on an assessment of vacant land that is prime for development. A meeting with representatives from A/GFTC and the Town of Queensbury Planner identified these types of projects within the *Carey Road Industrial Park* and in the surrounding area. The following summarizes the development milestones identified above.

Carey Road Industrial Park – Existing Conditions

A review of turning movement count data indicates that the existing *Carey Road Industrial Park* currently generates approximately 245 trips during the AM peak hour and 253 trips during the PM peak hour. Table 3.1 summarizes the existing uses located within the park.

TABLE 3.1 – EXISTING CAREY ROAD INDUSTRIAL PARK LAND USES

#	Name	Land Use	Address	Size (SF)	Acres
1	Hudson Headwaters Health	Professional Office	9 Carey Road	24,818	2.16
2	Hudson Headwaters Health	Professional Office	151/161 Carey Road	11,068/28636	6.90
3	Adirondack Radiology Associates	Professional Office	170 Carey Road	14,540	2.87
4	Northway Self-Storage	Self-Storage	162 Carey Road	24,000	2.77
5	Rocksport Indoor Climbing Gym	Commercial	54 Carey Road	10,588	2.44
6	Northeast Power Systems	Industrial	66 Carey Road	37,280	4.58
7	Mohawk Industrial Werks	Industrial	140 Carey Road	14,965	6.45
8	HHW Training Buildings	Warehouse	27 Carey Road	8,846	1.71
9	Morris Products	Industrial	53 Carey Road	63,146	4.70
10	Molemab	Warehouse	91 Carey Road	10,000	1.68
11	Legendary Auto Salon/Fireteck/Motimac	Warehouse	75 Carey Road	12,000	1.68
12	Native Development Associates	Warehouse	24 Native Drive	116,490	7.80
			Total	**376,377**	**45.74**

Carey Road Industrial Park – Full Build-Out

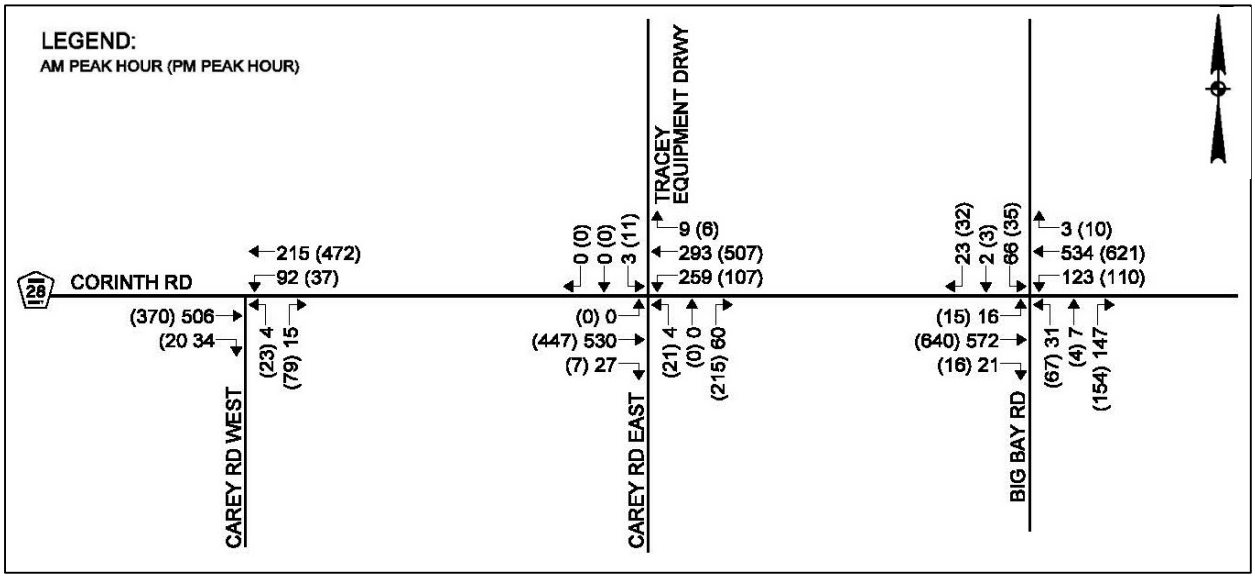
Build-out of approved projects within the *Carey Road Industrial Park* and anticipated development of vacant parcels within the park is summarized in Table 3.2 and on Figure 3.1 at the end of this chapter.

TABLE 3.2 – APPROVED/PENDING PROJECTS WITHIN THE CAREY ROAD INDUSTRIAL PARK OR VACANT PARCELS (BIG BAY/SILVER CIRCLE OR OTHER CLI/COMMERCIAL PROPERTIES

#	Name	Land Use	Address	Size (SF)	Acres	AM Trips	PM Trips
13	Adirondack Radiology Associates Expansion	Professional Office	170 Carey Road	3,040	2.87	7	5
14	Northway Self-Storage Expansion	Mini-Self Storage	162 Carey Road	10,000	2.77	1	2
15	Native Development Associates Expansion	Warehouse	24 Native Drive	19,320	0.84	6	8
16	Native Development 5-Lot Subdivision	Warehouse	24 Native Drive	300,000	24.73	87	129
17	Roofing Office Building (Built but Vacant)	Office	44 Carey Road	7,100	2.62	15	12
18	Vacant	Industrial	0 Carey Road	13,560	1.54	4	6
19	Vacant	Industrial	0 Carey Road	19,636	2.23	6	8
20	Vacant	Industrial	0 Carey Road	185,086	21.02	54	80
21	Vacant	Industrial	27 Silver Circle	31,875	3.62	10	14
22	Vacant	Industrial	140 Carey Road	27,648	3.14	8	12
			Total	**617,266**	**65.38**	**198**	**276**

Table 3.2 shows that there are five approved or pending commercial and light industrial projects as identified by the Town and that there are an additional five vacant parcels still available within the *Carey Road Industrial Park*. These projects could include more than 615,000 square-feet (SF) of development on 65 acres. It is anticipated that these proposed projects and vacant parcels will generate approximately 198 AM peak hour trips and 276 PM peak hour trips. Traffic volumes that include trips generated by the approved and pending projects within the *Carey Road Industrial Park* are shown on Figure 3.2

FIGURE 3.2 –CAREY ROAD INDUSTRIAL PARK – FULL BUILD-OUT TRAFFIC VOLUMES



Full Project Area Build-Out

A number of parcels located outside the *Carey Road Industrial Park* are more likely to develop based on known projects and a review of vacant property and development pressure. During coordination with representatives from the Town of Queensbury, the corridor was evaluated on a parcel by parcel basis to

identify the most likely locations for development. Table 3.3 summarizes the known and "speculative" (or potential) corridor growth which is also illustrated on Figure 3.1 and is consistent with zoning and/or permitted by special permit. The development type, size, and number of AM and PM peak hour trips are intended for planning purposes only. The actual development in the corridor may vary significantly from those summarized in Table 3.3. The development potential was estimated utilizing the most recent GIS mapping data and information available from the Town.

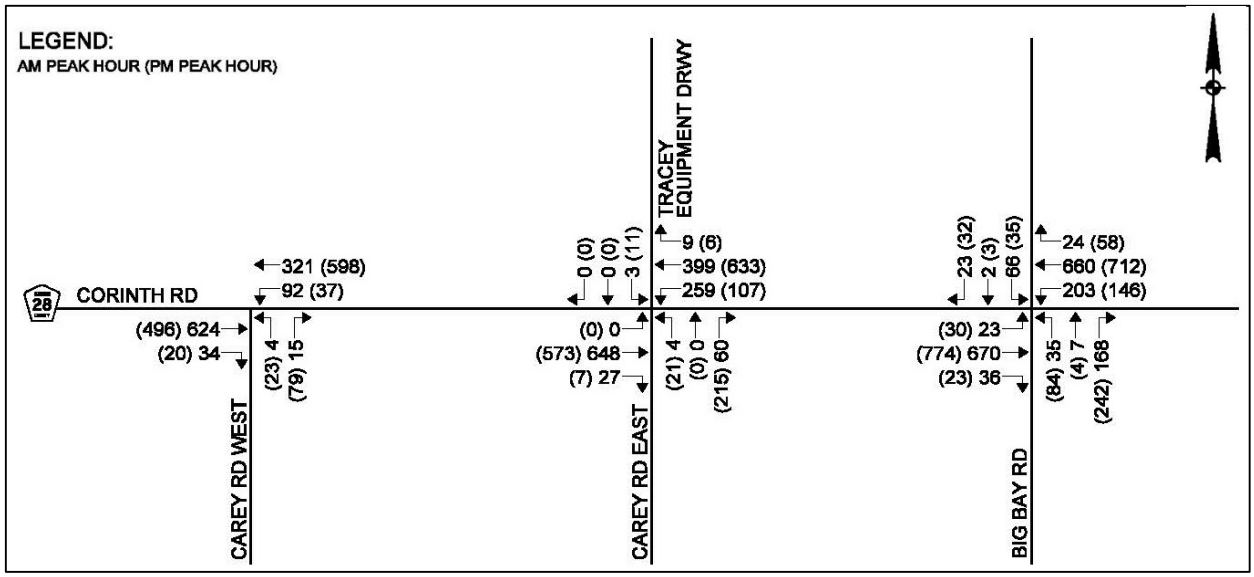
TABLE 3.3 – KNOWN AND SPECULATIVE DEVELOPMENT OUTSIDE THE CAREY ROAD INDUSTRIAL PARK

#	Name	Land Use	Address	Size (SF)	Acres	AM Trips	PM Trips
			West Of Industrial Park				
23	Hacker Boat Storage	Storage	315 Corinth Road	0	6.39	0	0
24	Halcyon Properties, Inc.	Industrial (LUC 130)	377 Corinth Road	195,477	22.20	66	66
25	Honey Do Storage	Storage	442 Corinth Road	960	0.69	0	0
26	Luxury Box Recreational Facility	Recreational (LUC 435)	428 Corinth Road	4,685	12.00	0	17
27	Seaton Property Firewood	Manufacturing (LUC 140)	308, 310, 334 Corinth Road	15,000	66.60	19	11
28	West Mountain PDD *	Recreational Area (LUC - Various)	West Mountain	428 units, 75 Rooms		213	255
			North of Industrial Park				
29	Tracey Equipment	Equipment Storage	280 Corinth Road	0	3.93	0	0
30	Luzerne Mixed Use Development	Manufacture/Office/Warehouse (LUC 150 & 710)	120 Luzerne Road	49,600	13.59	54	53
			East of Industrial Park				
31	NDC Realty LLC	Industrial (LUC 130)	249 Corinth Road	121,336	13.78	41	41
32	Skyzone Storage	Storage	235 Corinth Road	1,800	6.20	0	0
33	Parker Hamnond Development	Industrial (LUC 130)	0 Silver Circle	69,209	7.86	24	24
34	North County Ice/Snow Removal	Service (LUC 180)	415 Big Bay Road	5,400	1.72	9	10
35	Gross Property	Office (LUC 710)	407 Big Bay Road	16,000	1.62	35	36
36	Silver Circle LLC	Warehouse (LUC 150)	33 Silver Circle	32,000	7.78	27	30
37	Adirondack Winery	Wine Tasting (LUC 140, 172, 970)	395 Big Bay Road	16,320	2.07	18	34
38	Holiday Inn Express Hotel, Retail	Hotel (LUC 310) Retail (LUC 822)	507 Big Bay Road/ 199 Corinth Road	89 Rooms, 10,000	6.70	46	92
39	Switchco LLC Commercial	Commercial – Est. (LUC 822)	22 Rhode Island Ave	20,000	8.54	45	127
			Total			**597**	**796**

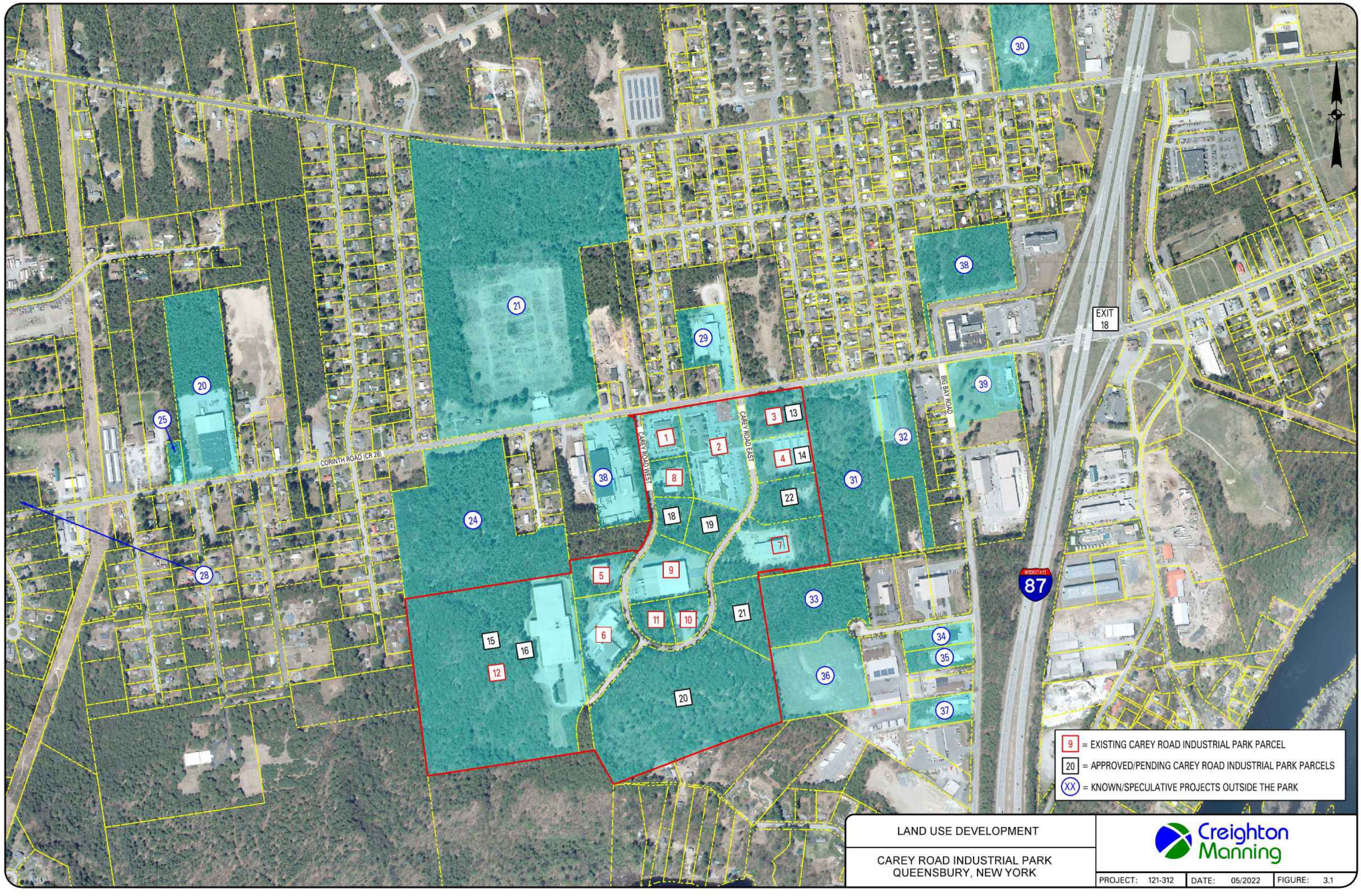
* The West Mountain PDD is not in the Corinth Road study corridor, but is a major development within the Town and is therefore included with the speculative developments.

Table 3.3 shows that the Town identified 17 other known or speculative projects that are approved, pending, or anticipated in the vicinity of the *Carey Road Industrial Park.* It is anticipated that these proposed projects and vacant parcels will generate approximately 597 AM peak hour trips and 796 PM peak hour trips (above and beyond the trips generated by full build-out of the *Carey Road Industrial Park)*. Full Project Area Build-Out traffic volumes which include the known and speculative projects outside the *Carey Road Industrial Park* are shown on Figure 3.3. It is noted that traffic generated by full build-out of the *Carey Road Industrial Park* is also included in this traffic volume scenario.

FIGURE 3.3 – FULL PROJECT AREA BUILD OUT TRAFFIC VOLUMES



It is recognized that development proposals are constantly changing as existing proposals become more refined, are withdrawn, and/or new projects are introduced, so these forecasts are intended for planning purposes only.



LAND USE DEVELOPMENT

CAREY ROAD INDUSTRIAL PARK
QUEENSBURY, NEW YORK

Creighton Manning

PROJECT: 121-312 | DATE: 05/2022 | FIGURE: 3.1

FILE NAME : N:\Projects\2021\121-312 ADFTE - Carey Industrial Park\Working\CADD\dgn\121-312-cph-gno-03.dgn
DATE/TIME : 5/4/2022
USER : morrissey

CHAPTER 4. EVALUATIONS AND RECOMMENDATIONS

The purpose of this chapter is to summarize the intersection evaluations and recommendations in the corridor, and to establish the implementation strategies to maintain acceptable traffic operations. Several potential improvements were identified to address the study area needs, and meet the project's goals and objectives. The recommendations were developed in consideration of the technical analyses, agency coordination, and Advisory Committee input. A public meeting was also held to seek community input on these recommendations. The Corridor Plan summarizes the recommendations set forth in this chapter as illustrated on Figure 4.1 and Figure 4.2.

A. INTERSECTION EVALUATION

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. In order to identify potential improvements at the study area intersections, evaluations were made using Synchro version 11 software which automates the procedures contained in the *Highway Capacity Manual*. Table 4.1 summarizes the LOS results of the intersection evaluations after full build-out of the *Carey Road Industrial Park* and after development of other known or speculative projects in the study corridor. The detailed analyses are contained in Appendix D.

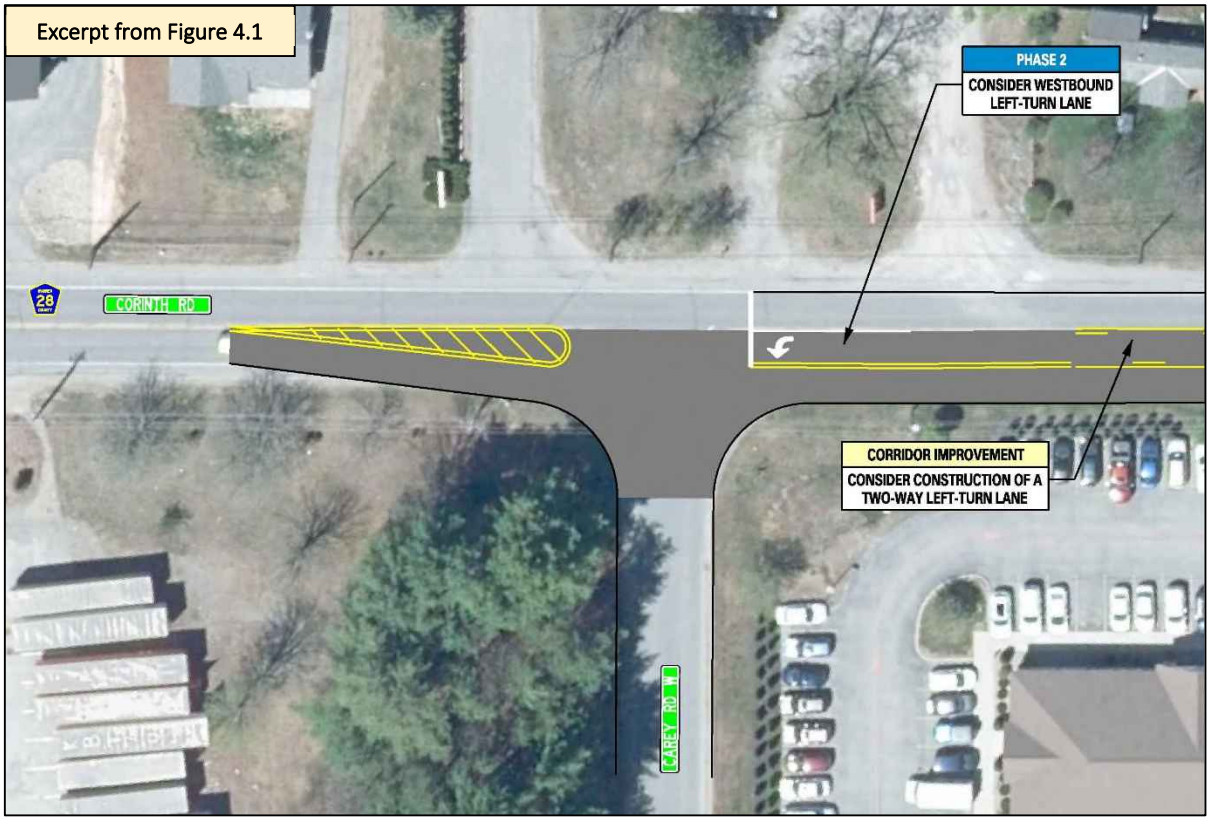
TABLE 4.1 – LEVEL OF SERVICE SUMMARY

Intersection		Control	Full Build-Out of Carey Road Industrial Park				Total Build-Out of Project Area			
			Existing Geometry		Improvements		Existing Geometry		Improvements	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Corinth Road/Carey Road West										
Corinth Road WB	L	U	A (9.0)	A (8.2)	--	--	A (9.5)	A (8.6)	--	--
Carey Road West NB	LR		B (14.2)	B (14.3)	--	--	C (16.8)	C (18.1)	--	--
Corinth Road/Carey Road East/ Tracey Equipment Driveway										
Corinth Road EB	L	U	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Corinth Road WB	L		B (10.4)	A (8.7)	B (10.4)	A (8.7)	B (11.3)	A (9.2)	B (11.3)	A (9.2)
Carey Road East NB	LTR		C (17.7)	C (22.5)	B (14.8)	C (17.8)	C (23.5)	E (39.4)	C (17.2)	C (23.6)
Tracey Drwy SB	LTR		F (73.4)	F (68.6)	F (67.4)	F (65.5)	F (126)	F (137)	F (109)	F (129)
Corinth Road EB	LTR	S	--	--	A (3.7)	A (5.9)	--	--	A (4.0)	A (7.6)
Corinth Road WB	L		--	--	A (8.6)	A (8.1)	--	--	B (11.3)	B (11.8)
	TR		--	--	A (2.8)	A (6.4)	--	--	A (3.0)	A (8.5)
Carey Road East NB	LTR		--	--	B (14.3)	B (10.0)	--	--	B (18.8)	B (12.5)
Tracey Drwy SB	LTR		--	--	B (13.6)	A (8.7)	--	--	B (17.1)	A (9.8)
	Overall		--	--	A (4.9)	A (6.8)	--	--	A (5.7)	A (9.0)
Corinth Road/Big Bay Road										
Corinth Road EB	LTR	S	B (16.1)	B (15.5)	--	--	D (51.9)	D (48.7)	--	--
	[L]		--	--	--	--	--	--	B (17.6)	B (18.4)
	[TR]		--	--	--	--	--	--	D (48.5)	C (30.5)
Corinth Road WB	L		A (5.7)	A (5.8)	--	--	B (13.0)	A (9.4)	D (37.2)	B (18.8)
	TR		A (6.2)	A (6.8)	--	--	B (12.3)	B (14.1)	B (11.1)	B (11.8)
Big Bay Road NB	LTR		C (23.7)	C (22.5)	--	--	D (35.3)	F (112)	--	--
	[L]		--	--	--	--	--	--	C (24.4)	C (25.5)
	[TR]		--	--	--	--	--	--	C (28.5)	C (29.5)
Big Bay Road SB	LT		C (20.5)	B (18.7)	--	--	C (26.7)	C (25.8)	--	--
	R		B (19.0)	B (18.3)	--	--	C (22.4)	C (21.2)	--	--
	[L]		--	--	--	--	--	--	C (34.8)	C (34.4)
	[TR]		--	--	--	--	--	--	C (23.1)	C (22.9)
	Overall		B (12.7)	B (12.5)	--	--	C (30.4)	D (40.4)	C (30.6)	C (22.6)

U = Unsignalized, S = Signalized
L, T, R = Left-turn, Through, or Right-turn movement
X (Y.Y) = Level of Service (Average delay in seconds per vehicle)

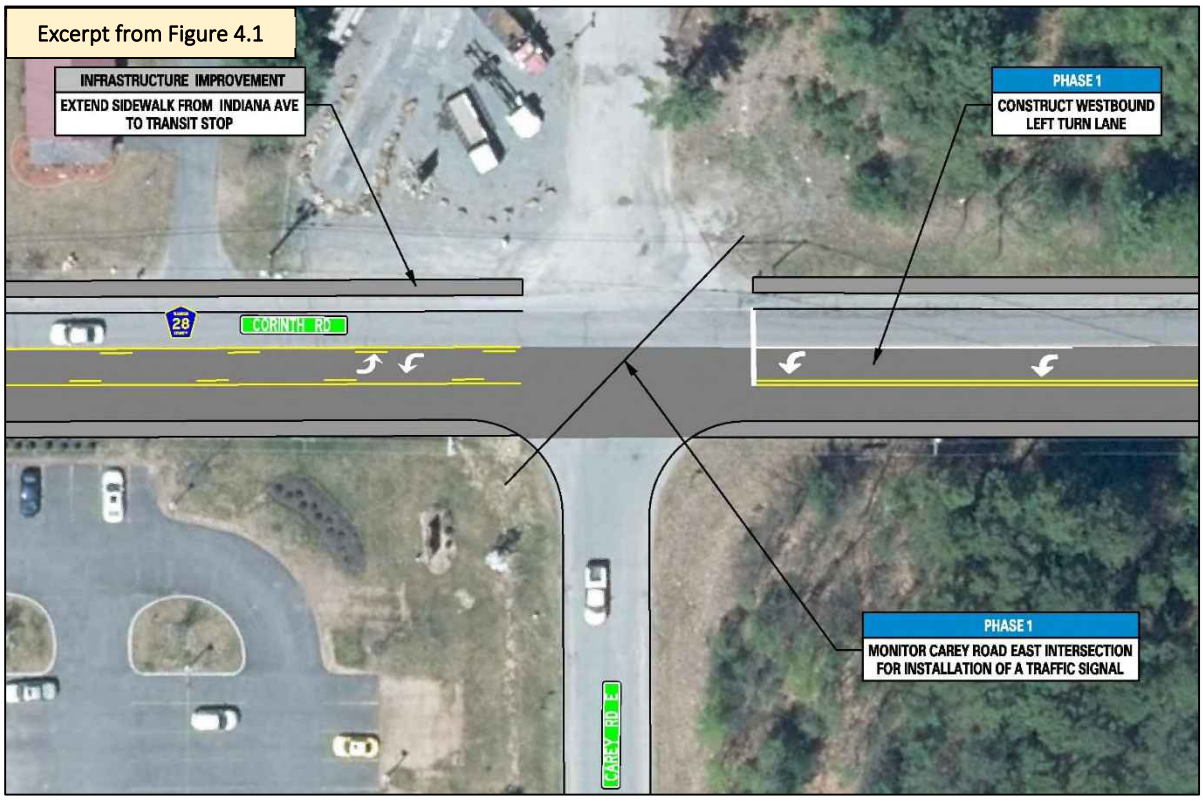
The following summarizes the results of the level of service analysis:

- Corinth Road/Carey Road West – The analysis indicates that the northbound Carey Road approach will continue to operate at LOS B during both peak hours after full build-out of the *Carey Road Industrial Park.* After build-out of all approved and speculative development in the surrounding project corridor, the level of service on the northbound approach will change to LOS C during both peak hours. A review of the westbound approach indicates that the left-turn movement will operate at LOS A after full build-out of the industrial park and build-out of the surrounding corridor. The left-turn volumes at this intersection were compared to AASHTO guidelines for the installation of a separate westbound left-turn lane on Corinth Road. The assessment indicates that the AASHTO left-turn guidelines would be met; however, a review of other criteria for the installation of a left-turn suggest that there is a low probability that a vehicle traveling westbound on Corinth Road would be impacted by a vehicle waiting to turn left onto Carey Road West. It is recommended that this intersection be monitored for the installation of a westbound left-turn lane (as shown below and on Figure 4.1 at the end of this chapter) that could potentially be constructed as part of a larger corridor improvement project described below.



- Corinth Road/Carey Road East – The level of service analysis indicates that the westbound left-turn lane on Corinth Road will operate at LOS B/A during the AM and PM peak hours after full build-out of the *Carey Road Industrial Park* and build-out of all known approved and speculative developments in the surrounding project corridor. The left-turn volumes at this intersection were also compared to AASHTO guidelines for the installation of a separate westbound left-turn lane on Corinth Road. The assessment indicates that the AASHTO left-turn guidelines are currently met for existing conditions and that a review of other criteria for the installation of a left-turn suggest that there is a reasonable probability

that a vehicle traveling westbound on Corinth Road will be impacted by a vehicle waiting to turn left onto Carey Road East. It is recommended that a westbound left-turn lane be installed at this intersection and that a short two-way left-turn lane (TWLTL) be extended past the intersection to the west for approximately 100-feet which will allow northbound vehicles exiting the site to use the TWLTL to execute a two-stage left-turn when entering the westbound traffic flow on Corinth Road. The level of service summary indicates that the northbound Carey Road East approach will improve to LOS C or better during the peak hours with this improvement. This modification (shown on Figure 4.1) will better facilitate vehicle maneuvers in and out of the *Carey Road Industrial Park* and will mitigate impacts to westbound through traffic on Corinth Road. The design will require approval and permitting from Warren County. Based on a review of available parcel mapping and survey, it is anticipated that adequate right-of-way (ROW) along Corinth Road is available to provide the recommended geometry. If it is determined that a westbound left-turn lane should be constructed at the Carey Road West intersection (as noted above), extension of the TWLTL should be considered across the entire frontage of the *Carey Road Industrial Park* which would connect with the new turn lane. The TWLTL will provide a good transition between each westbound left-turn lane on Corinth Road and will also improve access to various residential driveways and the unsignalized Minnesota Avenue intersection located between these Carey Road intersections. The proposed improvement is shown below and on Figure 4.1 at the end of this chapter.



The level of service analysis indicates that the northbound Carey Road East approach will operate at LOS C during the peak hours after full build-out of the *Carey Road Industrial Park* and will operate at LOS C/E during the AM and PM peak hours after build-out of the known and speculative developments surrounding the project corridor. In addition, the southbound Tracey Equipment Driveway approach will operate at LOS F during both peak hours through full build-out of the area. A review of queuing and

the V/C ratio during the AM and PM peak hours indicates that adequate storage and capacity will be provided on the northbound and southbound approaches; however, a signal warrant assessment was conducted to determine if the installation of a traffic signal should be considered at this intersection. The two-way traffic volumes on Corinth Road, the northbound Carey Road East approach, and the southbound Tracey Equipment Driveway approach were compared to the signal warrant criteria contained in the *2009 Manual of Uniform Traffic Control Devices* (National MUTCD), published by the Federal Highway Administration (FHWA). This publication specifies the minimum criteria which must be met in order for a new traffic signal to be justified. The satisfaction of a signal warrant in-itself is not necessarily justification for a traffic signal. Other engineering and operational factors need to be considered. It is noted that the majority of traffic on the northbound Carey Road East intersection approach will turn right toward I-87 or the City of Glens Falls; therefore, the right-turn traffic volumes were reduced by 75% based on information provided in the National MUTCD and a review of the traffic simulation model. The National MUTCD notes that a portion of right-turn vehicles from the minor approach can be removed from the traffic signal warrant evaluation if it is determined that their effect on the warrant may be minimized through right-turn on-red movements. The traffic signal evaluation reviewed the following three traffic volume related warrants at this intersection:

- Warrant 1, Minimum Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour

Corinth Road, Carey Road East, and Tracey Equipment Driveway volumes were obtained from the 12 hour count conducted at the study area intersection. The 2021 count data on Corinth Road and Carey Road East were increased by traffic associated with full build-out of the *Carey Road Industrial Park* to represent future conditions. The site generated traffic volumes were distributed throughout the day using hourly distribution percentages collected from the existing *Carey Road Industrial Park*. Table 4.2 summarizes the results of the signal warrant analysis which is included under Appendix E.

TABLE 4.2 – SIGNAL WARRANT SUMMARY

Time Begin (1-hour period)	Carey Road Industrial Park Build-Out Volumes			Signal Warrants Met?			
	Corinth Road[1] EB/WB	Carey Road East[2] NB	Tracey Drivewayay[2] SB	Warrant #1 Condition A	Warrant #1 Condition B	Warrant #2	Warrant #3
7:00 AM	951	14	3				
8:00 AM	910	24	3				
9:00 AM	787	64	7		✓	✓	
10:00 AM	741	65	7		✓	✓	
11:00 AM	672	90	9		✓	✓	
12:00 PM	921	74	9		✓	✓	
1:00 PM	857	55	8		✓		
2:00 PM	801	68	4		✓	✓	
3:00 PM	936	73	11		✓	✓	
4:00 PM	941	88	5		✓	✓	✓
5:00 PM	844	57	6		✓		
6:00 PM	576	19	0				
Required Volumes	One Lane Major Street Two Lane Minor Street			350 105	525 53	See Figure 4C-2	See Figure 4C-4
Overall Warrant Met?				No	Yes	Yes	Yes

[1] Volumes on Corinth Road, Carey Road Easy, and Tracey Equipment Driveway as per data collected in 2021.

[2] The hourly traffic volume distribution for vehicles exiting the site is based on a review of the *Carey Road Industrial Park* traffic volumes.

The signal warrant analysis indicates that traffic volumes over the course of a typical day at the Corinth Road/Carey Road East/Tracey Equipment Driveway intersection will meet the minimum traffic signal criteria for all three signal warrants investigated after full build-out of the *Carey Road Industrial Park*. Since the volumes noted above are based on future traffic projections of the industrial park, it is recommended that a study be completed at this intersection periodically to determine when a traffic signal is actually warranted. This could coincide with development milestones, or once every three to five years, or at full development as necessary. The level of service analysis indicates that this intersection will operate at an overall LOS A during both peak hours with all movements operating at LOS B or better under traffic signal control.

It is noted that a preliminary signal warrant analysis conducted at the Corinth Road/Carey Road West intersection indicates that a traffic signal is not currently warranted at this location; however, two of the three volume warrants noted above would be met after full build-out of the *Carey Road Industrial Park.* It is anticipated that a traffic signal would be warranted at the Carey Road East intersection prior to one being warranted at the Carey Road West intersection. It is not recommended that a traffic signal be installed at the Carey Road West intersection since this driveway provides access the same land and is located approximately 700-feet west of the Carey Road East intersection and more than one traffic signal is not considered necessary for access in and out of the industrial park.

- Corinth Road/Big Bay Road – The level of service analysis indicates that this signalized intersection will operate at an overall LOS B with all movements operating at LOS C or better during both peak hours after full build-out of the *Carey Road Industrial Park.* In addition, the assessment indicates that the intersection will degrade to an overall LOS C/D with the northbound Big Bay Road approach operating at LOS D/F during the AM and PM peak hours after build-out of the known and speculative developments surrounding the project corridor. A review of the SimTraffic simulation indicates that while the level of service on the eastbound Corinth Road approach will operate at LOS D during this build-out condition, continued growth will significantly increase queuing on this approach from Big Bay Road. A queuing summary is provided in Table 4.3.

TABLE 4.3 – QUEUING SUMMARY

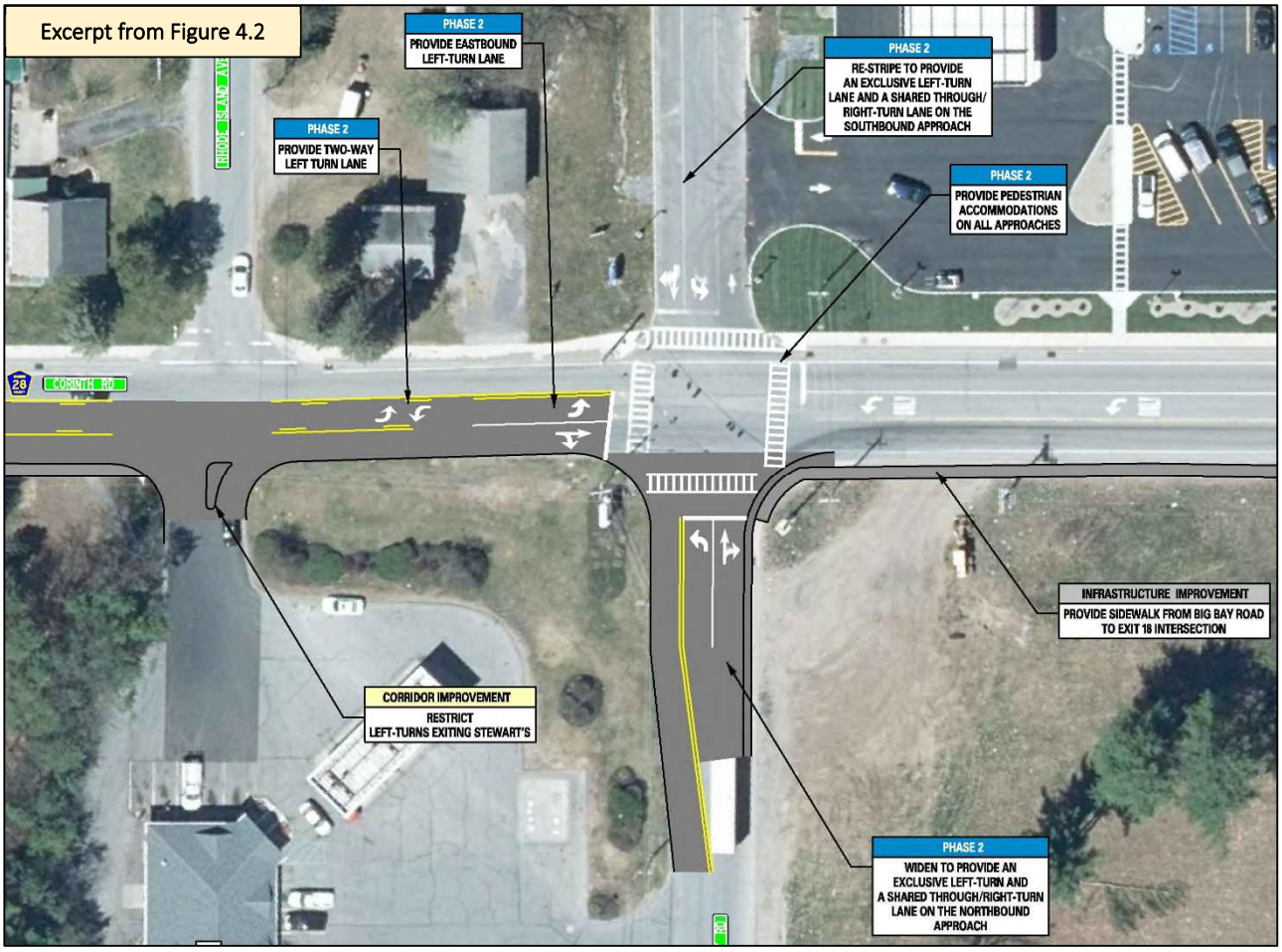
Intersection		Existing				Full Build-Out of Carey Road Industrial Park				Total Build-Out of Project Area			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
Corinth Road/Big Bay Road													
Corinth Road EB	LTR	147	261	134	257	162	302	192	390	453	908	1270	1724
Corinth Road WB	L	50	86	42	75	47	83	47	82	80	134	65	130
	TR	66	125	86	155	84	153	100	185	124	217	170	295
Big Bay Road NB	LTR	72	130	73	130	70	123	87	153	95	169	147	251
Big Bay Road SB	LT	45	96	22	57	44	91	24	60	64	122	54	101
	R	15	45	19	48	14	44	19	48	19	55	24	56

L, T, R = Left-turn, Through, or Right-turn movement
X (Y.Y) = Level of Service (Average delay in seconds per vehicle)
50th = 50th percentile or average queue conditions
95th = 95th percentile queue is the queue length that has a 5-percent probability of being exceeded during the analysis time period.

The summary indicates that the 95th percentile eastbound queue will extend up to the Connecticut Avenue intersection located approximately 400-feet west of Big Bay Road after build-out of the *Carey Road Industrial Park;* however, the 95th percentile eastbound queue will extend past the Carey Road East

intersection located over 1,350-feet west of the Big Bay Road intersection. It is noted that the 95th percentile queue is often used in designing storage areas. The traffic simulation indicates that eastbound left-turn movements at the Big Bay Road intersection significantly impact through traffic and would benefit from an exclusive left-turn lane located opposite the existing westbound left-turn lane. It is recommended that the existing hatched area be widened to accommodate a 50-foot long eastbound left-turn lane and that a short TWLTL be extended back from the left-turn lane past the *Stewart's* driveway in order to minimize impacts to the westbound through movement on Corinth Road as shown on Figure 4.2.

In addition, a review of the level of service analysis indicates that the northbound Big Bay Road approach will operate at LOS F during the PM peak hour. In order to mitigate this condition, it is recommended that the existing southbound approach be re-striped to provide an exclusive left-turn lane and a shared through/right-turn lane. This will allow the northbound approach to be widened to the west in order to accommodate an exclusive left-turn lane and a shared through/right-turn lane. This geometric improvement will impact utility poles, a fire hydrant, and a catch basin on the southwest quadrant of the intersection as shown below and on Figure 4.2 at the end of this chapter. It is noted that a span wire analysis will need to be conducted to determine if the existing traffic poles can accommodate additional signage associated with the geometric improvements. The level of service analysis indicates that this signalized intersection will operate at an overall LOS C with all movements operating at LOS D or better during both peak hours after full build-out of all known and speculative developments in the corridor.



Threshold Assessment

An assessment of the proposed intersection improvements at the Corinth Road/Big Bay Road intersection indicates the following improvements may be warranted generally coinciding with the build-out of the *Carey Road Industrial Park* and other known/speculative developments:

- Eastbound Left-Turn Lane – The queuing analysis indicates that the 95th percentile queue will extend back and impact the Carey Road East intersection after full build-out of the *Carey Road Industrial Park* and approximately 60% percent of the trips associated with the known and speculative development is added to the roadway network.
- Big Bay Road Widening and Restriping – The level of service assessment indicates that the northbound Big Bay Road approach will fail after full build-out of the *Carey Road Industrial Park* and approximately 90 percent of the trips associated with the known and speculative development is added to the roadway network.

It is noted that the improvements identified are based on planning level evaluations and could occur earlier than anticipated based on build-out of the area. It is recommended that the Corinth Road/Big Bay Road intersection continue to be monitored as development occurs in the Town of Queensbury.

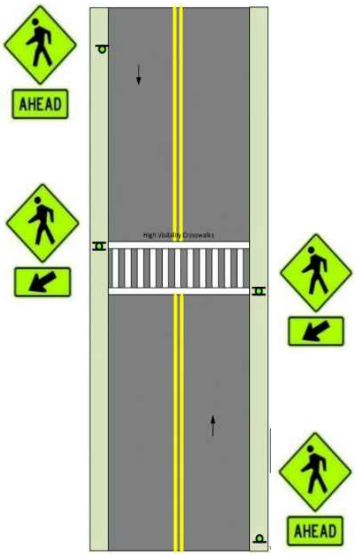
B. PEDESTRIAN, BICYCLE, AND TRANSIT ACCOMMODATIONS

The following pedestrian and cyclist improvement recommendations have been identified in the project corridor and are shown on Figures 4.1 and 4.2. These recommendations will improve safety and comfort by providing accommodations for pedestrians and bicyclists and will also encourage more bicycle and pedestrian activity in the corridor. These recommendations include:

Photo #9 = Corinth Road/Big Bay Road Pedestrian Accommodations

- Provide pedestrian push buttons and countdown timers on the north leg of the Corinth Road/Big Bay Road intersection.
- Stripe marked crosswalks on the east and south leg of the Corinth Road/Big Bay Road intersection and provide pedestrian push buttons, countdown timers, and ADA compliant ramps.
- Provide a 5-foot wide sidewalk on the south side of Corinth Road along the property frontage in the southeast quadrant of the Corinth Road/Big Bay Road intersection. This could potentially be part of a site plan improvement if/when development is proposed on that parcel. The sidewalk could be extended to the signalized I-87 Exit 18 intersection.
- Provide a sidewalk connection on the south side of Corinth Road from the existing *Skyzone* building to the *Stewart's Shop.* This will connect to the existing sidewalk recently constructed along the *Stewart's Shop* frontage (not shown on the aerial).
- Provide a pedestrian connection from the existing transit stop to the new *Adirondack Radiology Associates* building either along Corinth Road or through the *Carey Road Industrial Park.*
- In the long-term and as additional development occurs, construct a 5-foot wide sidewalk along the south side of Corinth Road from the bus stop located along the *Carey Road Industrial Park* frontage to the *Skyzone* property.
- Prior to installation of the long-term vision for sidewalks, maintain the existing shoulder width throughout the corridor to provide space for bicycle and pedestrian trips. Although narrower shoulders may be allowed according to the minimums in the NYSDOT Highway Design Manual, the Town wants to maintain wide shoulders in areas without sidewalks. (Design of any roadway improvements would follow NYSDOT practices).

- In the long-term and as additional development occurs, construct a 5-foot wide sidewalk along the north side of Corinth Road from the Indiana Avenue intersection to the bus stop located along the *Carey Road Industrial Park* frontage. Consider installing a mid-block pedestrian crossing at this location so that transit riders can access the commercial area located near Exit 18. Signing for the crosswalk should meet guidelines developed as part of the State's Pedestrian Safety Action Plan and provided in the NMUTCD. (as shown on the diagram to the right) and summarized below:
    - Install back to back "Pedestrian Warning" signs (W11-2) at the crosswalk along with diagonal downward pointing arrow plaques (W16-7P).
    - Install "Pedestrian Warning" signs (W11-2) along with "Ahead" plaques (W16-9P) approximately 360-feet east and west of the crosswalk.
    - Provide ADA compliant landings.
    - If a traffic signal is installed at the Carey Road East intersection, consider relocating the bus stop to this intersection in order to provide access to a signalized crosswalk.



Pedestrian and bicycle improvements may be implemented through developer mitigation and/or initiated through the Town and coordinated through state and federal funding opportunities.

C. IMPROVEMENTS AND CONCEPTUAL COSTS

The estimated conceptual costs for the following improvement options are summarized in Table 4.4. The estimated costs are summarized by construction costs and soft costs associated with design, inspection, and contingencies.

Spot Intersection Improvements

- Phase 1 –
    1) Construct westbound left-turn lane on Corinth Road at the Carey Road East intersection.
    2) Monitor for installation of a traffic signal at the Corinth Road/Carey Road East intersection.
- Phase 2 –
    1) Monitor for construction of a westbound left-turn lane on Corinth Road at the Carey Road West intersection.
    2) Construct an eastbound left-turn lane on Corinth Road at the Big Bay Road intersection.
    3) Widen the northbound Big Bay Road approach at the Corinth Road intersection to provide an exclusive left-turn lane and a shared through/right-turn lane. Restripe the southbound approach to provide an exclusive left-turn lane and a shared through/right-turn lane. Modify or replace the signal as needed to accommodate the new lane arrangement. Incorporate pedestrian upgrades at the signal.
    4) Provide pedestrian accommodations on all approaches to the Corinth Road/Big Bay Road intersection.

Infrastructure Improvements

- Sidewalks –
    - Construct a sidewalk on the south side of Corinth Road along the property frontage located in the southeast quadrant of the Corinth Road/Big Bay Road intersection. (potentially built by others)
    - Construct a sidewalk connection from the existing *Skyzone* building to the *Stewart's Shop* on

the south side of Corinth Road. (potentially built by others)
  - Extend the sidewalk along the north side of Corinth Road from the Indiana Avenue intersection to the bus stop located along the *Carey Road Industrial Park* frontage.
  - Construct a sidewalk on the south side of Corinth Road from transit stop to *Skyzone*.
  - Construct a pedestrian connection from the transit stop to *Adirondack Radiology Associates*.
- Install a mid-block pedestrian crossing at the existing transit stop.

Corridor Improvements

- Consider constructing a two-way left-turn lane between the Carey Road East and Carey Road West intersections across the frontage of the *Carey Road Industrial Park*.
- Consider constructing a two-way left-turn lane on Corinth Road between the Carey Road East and Big Bay Road intersections.
- Consider adding lighting on the north side of Corinth Road along the proposed sidewalk extension.
- Restrict through movements and left-turns exiting Stewart's.

TABLE 4.4 – COST SUMMARY

		Improvement	Cost
Intersection Improvements	Phase 1	WB Left-Turn Lane on Corinth Road at the Carey Road East intersection	$840,000
		Traffic Signal at the Corinth Road/Carey Road East intersection	$245,000
	Phase 2	WB left-turn lane on Corinth Road at the Carey Road West intersection	$860,000
		EB left-turn lane on Corinth Road at the Big Bay Road intersection	$515,000
		Provide NB exclusive left-turn lane and a shared through/right-turn lane at the Corinth Road/Big Bay Road intersection. Restripe SB approach to match. Modify traffic signal.	$135,000
		Provide pedestrian accommodations on all approaches to the Corinth Road/Big Bay Road intersection	$85,000
Infrastructure Improvements		Sidewalk on the south side of Corinth Road along the property frontage located in the southeast quadrant of the Corinth Road/Big Bay Road intersection that extends to the I-87 Exit 18 intersection	NA if built by developer
		Sidewalk connection from the *Skyzone* building to *Stewart's Shop*	NA if built by developer
		Extend the sidewalk along the north side of Corinth Road from Indiana Avenue to the existing transit stop	$75,000
		Construct a sidewalk on the south side of Corinth Road from transit stop to *Skyzone*	$150,000
		Construct a pedestrian connection from the transit stop to *Adirondack Radiology Associates*	$30,000
		Install mid-block pedestrian crossing at the existing transit stop if needed or relocate to potential signalized intersection at Carey Road East.	$15,000
Corridor Improvements		Construct two-way left-turn lane between the Carey Road East and Carey Road West intersections	$1,150,000
		Construct two-way left-turn lane between the Carey Road East and Big Bay Road intersections	$1,550,000
		Add lighting on the north side of Corinth Road along the proposed sidewalk extension	$120,000
		Restrict through movements and left-turns exiting Stewart's	$15,000
Construction Costs Sub-Total			**$5,785,000**
Soft Costs – Design, Construction/ Inspection, Contingencies, etc. (approximately 30% of Construction Costs)			**$1,735,000**
Improvement Cost Total			**$7,520,000**

It should be noted that the total improvement cost reflects anticipated costs if these recommendations were constructed individually. The overall improvement cost would be dramatically reduced to approximately $3,455,000 (approximately 55% less) if the improvements were completed as part of a larger project that included construction of multiple improvements at the same time. For example, the estimates for the two-way left-turn lanes include areas that would need to be improved in order to implement the proposed eastbound and westbound left-turn lanes on Corinth Road; therefore, these types of improvements should be implemented in a phased approach in order to minimize construction costs.

D. FUNDING OPPORTUNITIES

Transportation funding resources are constrained, and as of the date of this document, there is no public funding commitment for any of the changes identified in this study, so pursuing funding is a major step in the implementation plan.

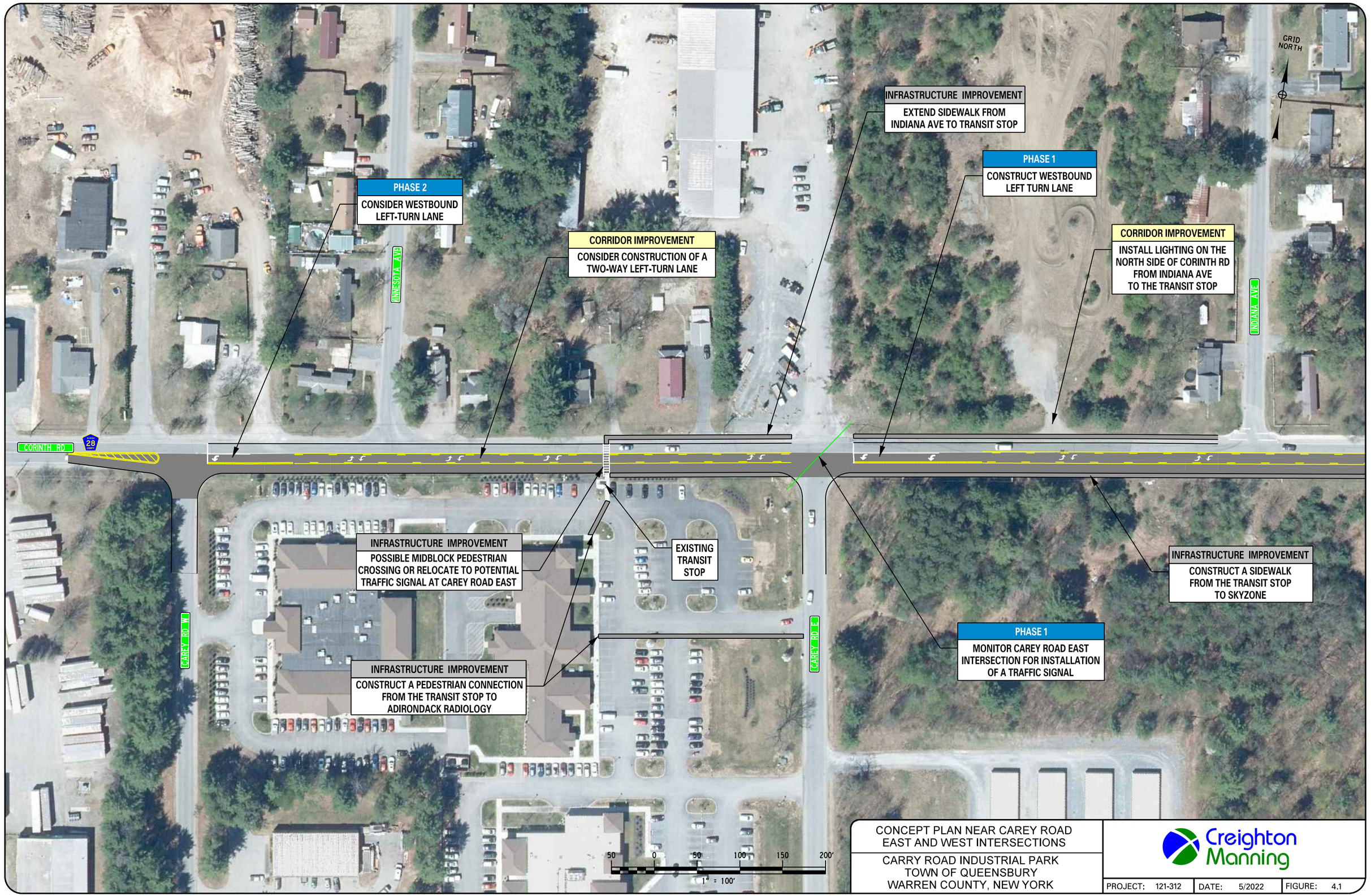
It is recommended that the Town of Queensbury and Warren County work proactively to identify funding to fund the design and construction of the preferred intersection improvements, which may include some developer mitigation and working with A/GFTC to get a project or projects on the Transportation Improvement Program (TIP). The TIP is a five-year capital improvement program that allocates federal highway funds to surface transportation projects that have been selected through A/GFTC's planning process. A/GFTC updates the TIP every two years to maintain a current list of projects. The Sponsor should also identify local funding sources to establish the local match assuming Federal funds cover 80% of the costs. The funding and implementation will require further coordination and commitment from the Town, the County, and the A/GFTC. Below is a description of potential Federal and State funding sources.

Federal

- HSIP – Highway Safety Improvement Program funding is for projects designed to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Selected recommendations may be eligible for HSIP funding since the crash rate at the Big Bay Road and Carey Road East intersections on Corinth Road exceed the statewide average. These improvements would include (but are not limited to) the provision of pedestrian accommodations along Corinth Road, installation of a mid-block pedestrian crossing near the transit stop or a traffic signal at the Carey Road East intersection with pedestrian accommodations, and the construction of two-way left-turn lanes which would reduce rear-end and right-angle collisions.
- NHPP/STBG – National Highway Performance Program (NHPP) and Surface Transportation Block Grants (STBG) are sources of funding for projects that support progress toward achievement of national performance goals for improving infrastructure condition, safety, travel time reliability, and mobility. These funding sources, when programmed towards non State-owned facilities, are typically administered by the Metropolitan Planning Organization process coordinated by A/GFTC.
- TA – Transportation Alternatives funding is a set-aside of funds under the Surface Transportation Block Grant (STBG) Program for on and off road pedestrian and bicycle facilities, non-driver access to public transportation, and safe routes to schools. States have flexibility in how the TA program is administered and the New York State program is run through the state level TAP office. This funding source could be pursued if the pedestrian and bicycle improvements exceed the minimum $Federal Award of $500,000.
- The Make the Connection Program is an A/GFTC - administered funding set-aside intended for bicycling- and pedestrian-specific improvements at targeted locations.

State

- CHIPS – The Consolidated Local Street and Highway Improvement Program provides State funds to municipalities to support the construction and repair of highways. In order to be eligible for CHIPS funding, the project must be undertaken by a municipality (i.e. Town of Queensbury), be for a highway-related purpose, and have a service life of 10 years or more.



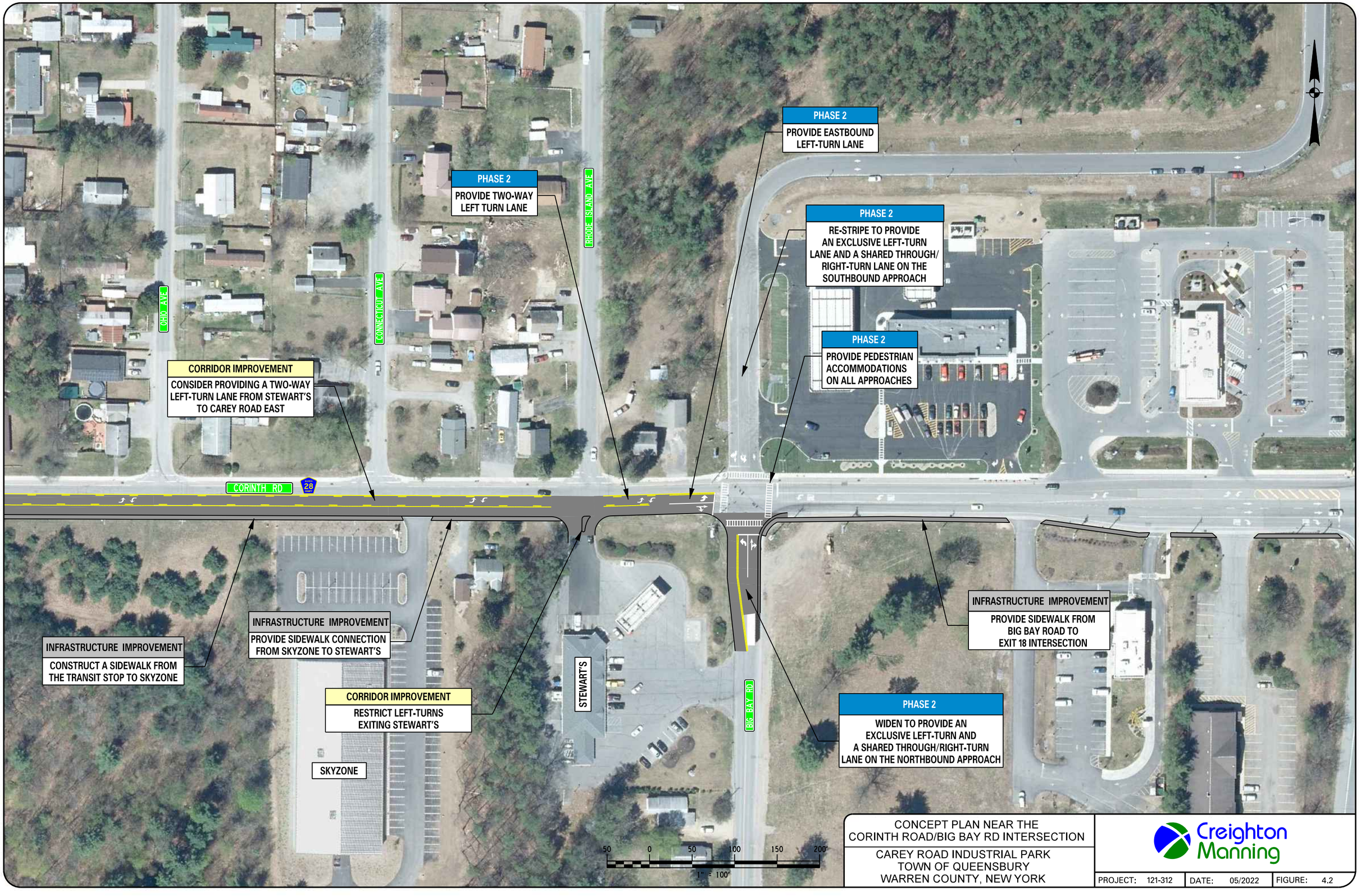
CONCEPT PLAN NEAR CAREY ROAD EAST AND WEST INTERSECTIONS

CARRY ROAD INDUSTRIAL PARK
TOWN OF QUEENSBURY
WARREN COUNTY, NEW YORK

Creighton Manning

PROJECT: 121-312	DATE: 5/2022	FIGURE: 4.1

FILE NAME = N:\Projects\2021\121-312 AGFTC - Carey Industrial Park\Working\CADD\dgn\121-312_cph_grp-01.dgn
DATE/TIME = 5/4/2022
USER = mmorrissey



CONCEPT PLAN NEAR THE CORINTH ROAD/BIG BAY RD INTERSECTION

CAREY ROAD INDUSTRIAL PARK
TOWN OF QUEENSBURY
WARREN COUNTY, NEW YORK

Creighton Manning

PROJECT:	121-312	DATE:	05/2022	FIGURE:	4.2

FILE NAME : N:\Projects\2021\121-312 AGFTC - Carey Industrial Park\Working\CADD\dgn\121-312_cph_gnc-02.dgn
DATE/TIME : 5/4/2022
USER : mmorrissey

APPENDIX A

TRAFFIC VOLUMES

CAREY ROAD INDUSTRIAL PARK
EXISTING TRAFFIC ANALYSIS AND BUILD-OUT ASSESSMENT
TOWN OF QUEENSBURY, WARREN COUNTY, NEW YORK

121-312 Big Bay Rd AM - TMC

Thu Nov 18, 2021
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901467, Location: 43.297129, -73.682825

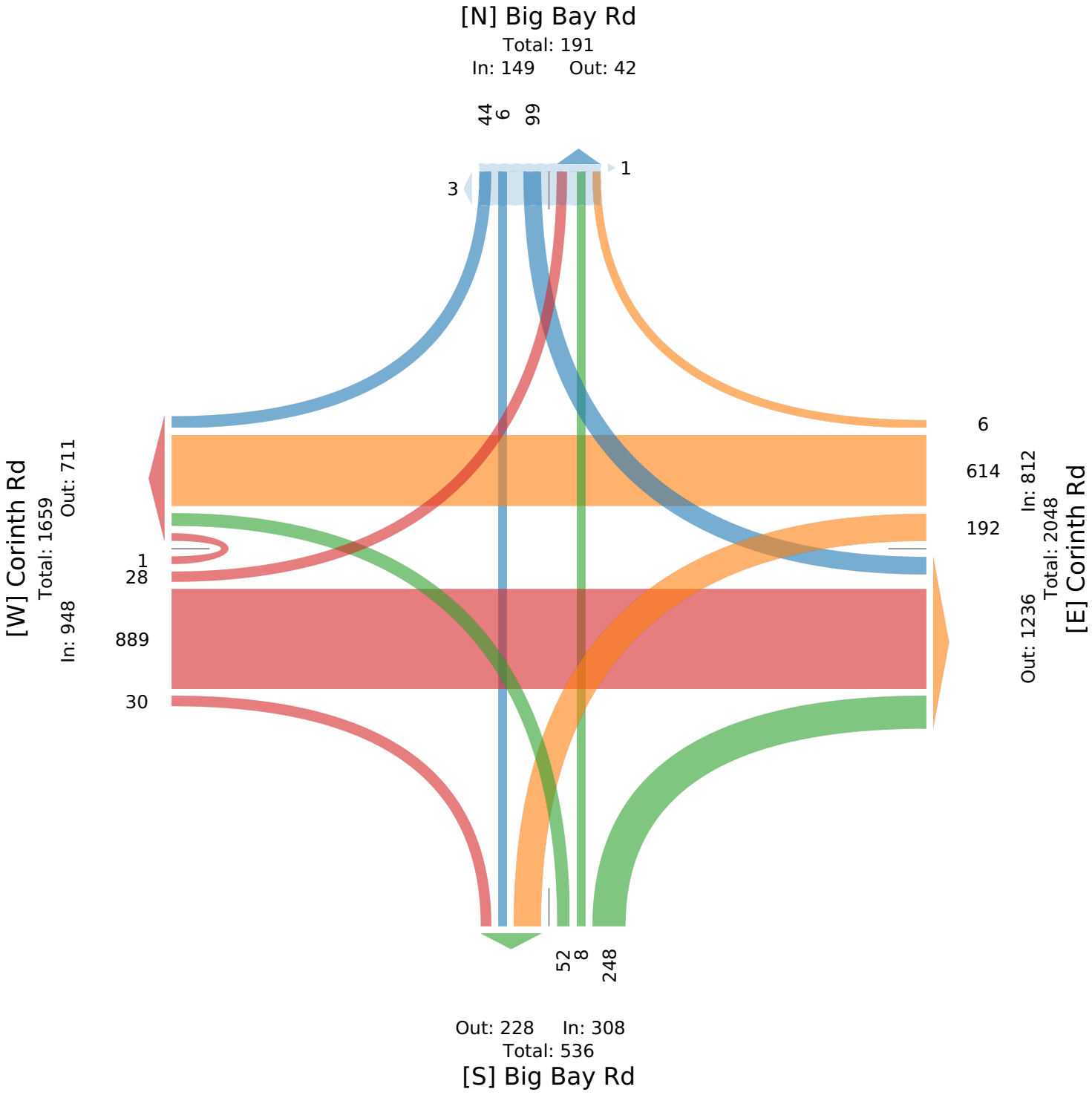
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg	Big Bay Rd						Corinth Rd						Big Bay Rd						Corinth Rd						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-11-18 7:00AM	6	0	7	0	**13**	0	0	56	27	0	**83**	0	25	0	4	0	**29**	0	2	91	4	0	**97**	0	**222**
7:15AM	4	0	11	0	**15**	2	0	68	26	0	**94**	0	37	1	5	0	**43**	0	4	113	4	0	**121**	0	**273**
7:30AM	3	1	17	0	**21**	1	0	69	27	0	**96**	0	32	2	7	0	**41**	0	3	124	2	0	**129**	0	**287**
7:45AM	6	1	17	0	**24**	0	0	117	23	0	**140**	0	39	0	5	0	**44**	0	9	134	3	1	**147**	0	**355**
Hourly Total	19	2	52	0	**73**	3	0	310	103	0	**413**	0	133	3	21	0	**157**	0	18	462	13	1	**494**	0	**1137**
8:00AM	7	0	12	0	**19**	0	3	91	31	0	**125**	0	20	3	10	0	**33**	0	2	99	5	0	**106**	0	**283**
8:15AM	6	1	12	0	**19**	0	1	75	21	0	**97**	0	31	1	4	0	**36**	0	2	106	3	0	**111**	0	**263**
8:30AM	6	0	7	0	**13**	1	1	59	18	0	**78**	0	26	0	9	0	**35**	0	5	104	3	0	**112**	0	**238**
8:45AM	6	3	15	0	**24**	0	1	79	19	0	**99**	0	38	1	8	0	**47**	0	3	118	4	0	**125**	0	**295**
Hourly Total	25	4	46	0	**75**	1	6	304	89	0	**399**	0	115	5	31	0	**151**	0	12	427	15	0	**454**	0	**1079**
9:00AM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Total	44	6	99	0	**149**	4	6	614	192	0	**812**	0	248	8	52	0	**308**	0	30	889	28	1	**948**	0	**2217**
% Approach	29.5%	4.0%	66.4%	0%	**-**	-	0.7%	75.6%	23.6%	0%	**-**	-	80.5%	2.6%	16.9%	0%	**-**	-	3.2%	93.8%	3.0%	0.1%	**-**	-	-
% Total	2.0%	0.3%	4.5%	0%	**6.7%**	-	0.3%	27.7%	8.7%	0%	**36.6%**	-	11.2%	0.4%	2.3%	0%	**13.9%**	-	1.4%	40.1%	1.3%	0%	**42.8%**	-	-
Lights	38	5	83	0	**126**	-	6	587	182	0	**775**	-	230	5	49	0	**284**	-	29	852	25	1	**907**	-	2092
% Lights	86.4%	83.3%	83.8%	0%	**84.6%**	-	100%	95.6%	94.8%	0%	**95.4%**	-	92.7%	62.5%	94.2%	0%	**92.2%**	-	96.7%	95.8%	89.3%	100%	**95.7%**	-	94.4%
Articulated Trucks and Single-Unit Trucks	3	0	16	0	**19**	-	0	18	7	0	**25**	-	15	3	3	0	**21**	-	1	23	3	0	**27**	-	92
% Articulated Trucks and Single-Unit Trucks	6.8%	0%	16.2%	0%	**12.8%**	-	0%	2.9%	3.6%	0%	**3.1%**	-	6.0%	37.5%	5.8%	0%	**6.8%**	-	3.3%	2.6%	10.7%	0%	**2.8%**	-	4.1%
Buses	3	0	0	0	**3**	-	0	9	3	0	**12**	-	3	0	0	0	**3**	-	0	14	0	0	**14**	-	32
% Buses	6.8%	0%	0%	0%	**2.0%**	-	0%	1.5%	1.6%	0%	**1.5%**	-	1.2%	0%	0%	0%	**1.0%**	-	0%	1.6%	0%	0%	**1.5%**	-	1.4%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	16.7%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

121-312 Big Bay Rd AM - TMC
Thu Nov 18, 2021
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901467, Location: 43.297129, -73.682825

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



121-312 Big Bay Rd AM - TMC

Thu Nov 18, 2021
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901467, Location: 43.297129, -73.682825

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

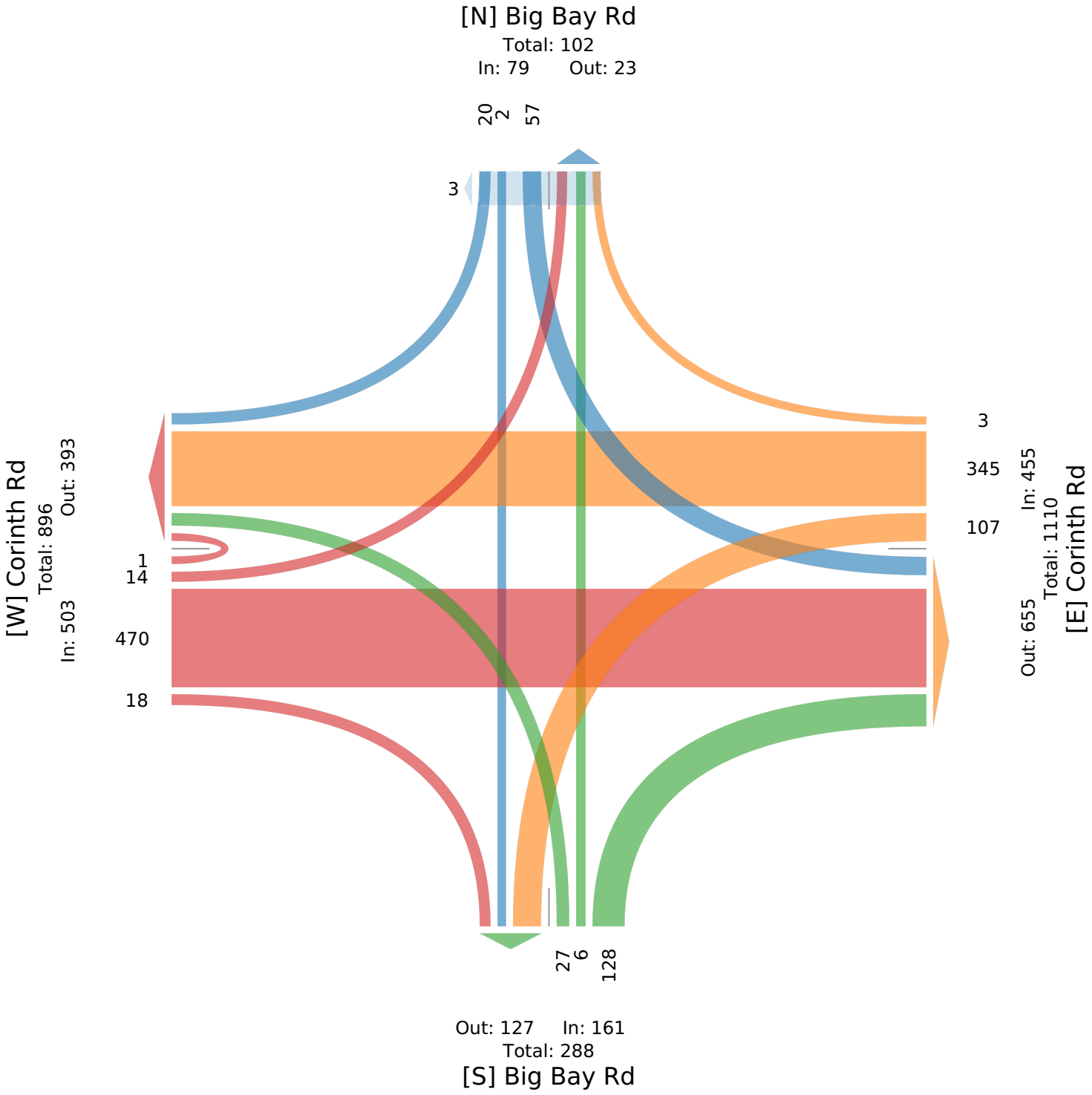
Leg	Big Bay Rd						Corinth Rd						Big Bay Rd						Corinth Rd						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2021-11-18 7:15AM	4	0	11	0	**15**	2	0	68	26	0	**94**	0	37	1	5	0	**43**	0	4	113	4	0	**121**	0	**273**
7:30AM	3	1	17	0	**21**	1	0	69	27	0	**96**	0	32	2	7	0	**41**	0	3	124	2	0	**129**	0	**287**
7:45AM	6	1	17	0	**24**	0	0	117	23	0	**140**	0	39	0	5	0	**44**	0	9	134	3	1	**147**	0	**355**
8:00AM	7	0	12	0	**19**	0	3	91	31	0	**125**	0	20	3	10	0	**33**	0	2	99	5	0	**106**	0	**283**
Total	20	2	57	0	**79**	3	3	345	107	0	**455**	0	128	6	27	0	**161**	0	18	470	14	1	**503**	0	**1198**
% Approach	25.3%	2.5%	72.2%	0%	**-**	-	0.7%	75.8%	23.5%	0%	**-**	-	79.5%	3.7%	16.8%	0%	**-**	-	3.6%	93.4%	2.8%	0.2%	**-**	-	-
% Total	1.7%	0.2%	4.8%	0%	**6.6%**	-	0.3%	28.8%	8.9%	0%	**38.0%**	-	10.7%	0.5%	2.3%	0%	**13.4%**	-	1.5%	39.2%	1.2%	0.1%	**42.0%**	-	-
PHF	0.714	0.500	0.838	-	**0.823**	-	0.250	0.737	0.863	-	**0.813**	-	0.821	0.500	0.675	-	**0.915**	-	0.500	0.877	0.700	0.250	**0.855**	-	0.844
Lights	18	2	46	0	**66**	-	3	331	103	0	**437**	-	118	4	25	0	**147**	-	18	453	11	1	**483**	-	1133
% Lights	90.0%	100%	80.7%	0%	**83.5%**	-	100%	95.9%	96.3%	0%	**96.0%**	-	92.2%	66.7%	92.6%	0%	**91.3%**	-	100%	96.4%	78.6%	100%	**96.0%**	-	94.6%
Articulated Trucks and Single-Unit Trucks	1	0	11	0	**12**	-	0	10	3	0	**13**	-	9	2	2	0	**13**	-	0	9	3	0	**12**	-	50
% Articulated Trucks and Single-Unit Trucks	5.0%	0%	19.3%	0%	**15.2%**	-	0%	2.9%	2.8%	0%	**2.9%**	-	7.0%	33.3%	7.4%	0%	**8.1%**	-	0%	1.9%	21.4%	0%	**2.4%**	-	4.2%
Buses	1	0	0	0	**1**	-	0	4	1	0	**5**	-	1	0	0	0	**1**	-	0	8	0	0	**8**	-	15
% Buses	5.0%	0%	0%	0%	**1.3%**	-	0%	1.2%	0.9%	0%	**1.1%**	-	0.8%	0%	0%	0%	**0.6%**	-	0%	1.7%	0%	0%	**1.6%**	-	1.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

121-312 Big Bay Rd AM - TMC

Thu Nov 18, 2021
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901467, Location: 43.297129, -73.682825

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



121-312 Big Bay Rd PM - TMC

Thu Nov 18, 2021
Full Length (3 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901470, Location: 43.297129, -73.682825

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

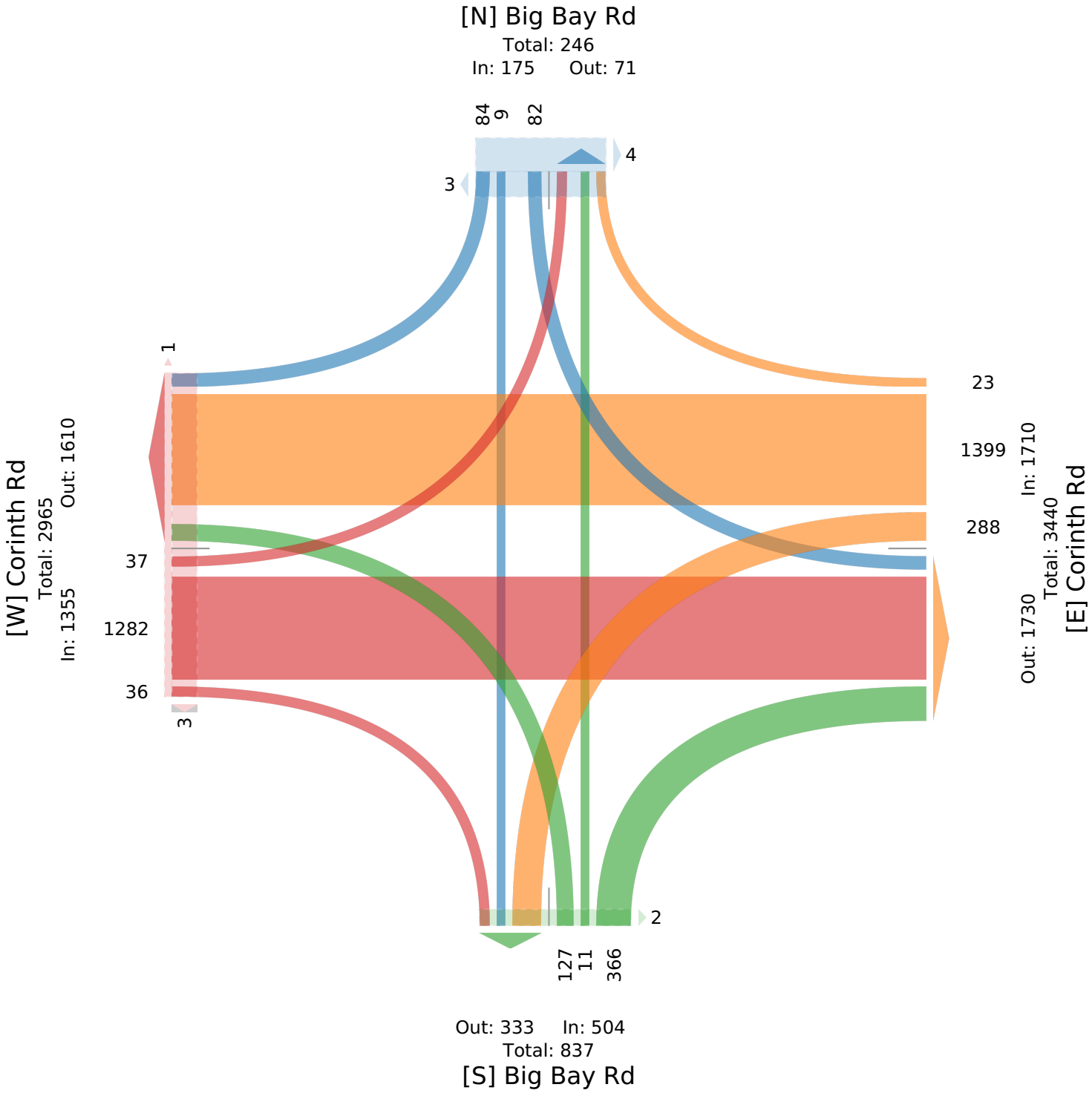
Leg	Big Bay Rd						Corinth Rd						Big Bay Rd						Corinth Rd						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2021-11-18 3:00PM	5	0	7	0	**12**	1	2	101	22	0	**125**	0	27	1	9	0	**37**	0	5	80	3	0	**88**	1	**262**
3:15PM	3	0	6	0	**9**	1	1	96	24	0	**121**	0	35	0	7	0	**42**	1	1	106	3	0	**110**	2	**282**
3:30PM	14	1	9	0	**24**	0	5	123	26	0	**154**	0	31	3	18	0	**52**	0	3	123	3	0	**129**	0	**359**
3:45PM	7	1	8	0	**16**	0	1	128	28	0	**157**	0	30	0	10	0	**40**	0	4	113	6	0	**123**	0	**336**
Hourly Total	29	2	30	0	**61**	2	9	448	100	0	**557**	0	123	4	44	0	**171**	1	13	422	15	0	**450**	3	**1239**
4:00PM	2	0	9	0	**11**	0	2	145	23	0	**170**	0	49	0	17	0	**66**	0	5	107	4	0	**116**	0	**363**
4:15PM	7	1	7	0	**15**	0	1	106	26	0	**133**	0	34	1	18	0	**53**	1	3	120	1	0	**124**	1	**325**
4:30PM	9	1	5	0	**15**	0	0	103	21	0	**124**	0	38	0	7	0	**45**	0	4	129	1	0	**134**	0	**318**
4:45PM	5	1	6	0	**12**	1	1	141	25	0	**167**	0	31	0	8	0	**39**	0	1	94	1	0	**96**	0	**314**
Hourly Total	23	3	27	0	**53**	1	4	495	95	0	**594**	0	152	1	50	0	**203**	1	13	450	7	0	**470**	1	**1320**
5:00PM	7	2	3	0	**12**	1	3	126	30	0	**159**	0	37	0	8	0	**45**	0	3	143	3	0	**149**	0	**365**
5:15PM	9	1	7	0	**17**	1	1	119	24	0	**144**	0	25	1	9	0	**35**	0	2	94	4	0	**100**	0	**296**
5:30PM	9	0	12	0	**21**	2	4	106	24	0	**134**	0	13	3	10	0	**26**	0	4	86	4	0	**94**	0	**275**
5:45PM	7	1	3	0	**11**	0	2	105	15	0	**122**	0	16	2	6	0	**24**	0	1	87	4	0	**92**	0	**249**
Hourly Total	32	4	25	0	**61**	4	10	456	93	0	**559**	0	91	6	33	0	**130**	0	10	410	15	0	**435**	0	**1185**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	84	9	82	0	**175**	7	23	1399	288	0	**1710**	0	366	11	127	0	**504**	2	36	1282	37	0	**1355**	4	**3744**
% Approach	48.0%	5.1%	46.9%	0%	**-**	-	1.3%	81.8%	16.8%	0%	**-**	-	72.6%	2.2%	25.2%	0%	**-**	-	2.7%	94.6%	2.7%	0%	**-**	-	-
% Total	2.2%	0.2%	2.2%	0%	**4.7%**	-	0.6%	37.4%	7.7%	0%	**45.7%**	-	9.8%	0.3%	3.4%	0%	**13.5%**	-	1.0%	34.2%	1.0%	0%	**36.2%**	-	-
Lights	83	8	71	0	**162**	-	22	1353	279	0	**1654**	-	354	10	125	0	**489**	-	33	1246	36	0	**1315**	-	3620
% Lights	98.8%	88.9%	86.6%	0%	**92.6%**	-	95.7%	96.7%	96.9%	0%	**96.7%**	-	96.7%	90.9%	98.4%	0%	**97.0%**	-	91.7%	97.2%	97.3%	0%	**97.0%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	1	1	11	0	**13**	-	1	35	7	0	**43**	-	10	1	2	0	**13**	-	1	20	0	0	**21**	-	90
% Articulated Trucks and Single-Unit Trucks	1.2%	11.1%	13.4%	0%	**7.4%**	-	4.3%	2.5%	2.4%	0%	**2.5%**	-	2.7%	9.1%	1.6%	0%	**2.6%**	-	2.8%	1.6%	0%	0%	**1.5%**	-	2.4%
Buses	0	0	0	0	**0**	-	0	11	2	0	**13**	-	2	0	0	0	**2**	-	2	16	0	0	**18**	-	33
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.8%	0.7%	0%	**0.8%**	-	0.5%	0%	0%	0%	**0.4%**	-	5.6%	1.2%	0%	0%	**1.3%**	-	0.9%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	2.7%	0%	**0.1%**	-	0%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-

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

121-312 Big Bay Rd PM - TMC

Thu Nov 18, 2021
Full Length (3 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901470, Location: 43.297129, -73.682825

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



121-312 Big Bay Rd PM - TMC

Thu Nov 18, 2021
PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901470, Location: 43.297129, -73.682825

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

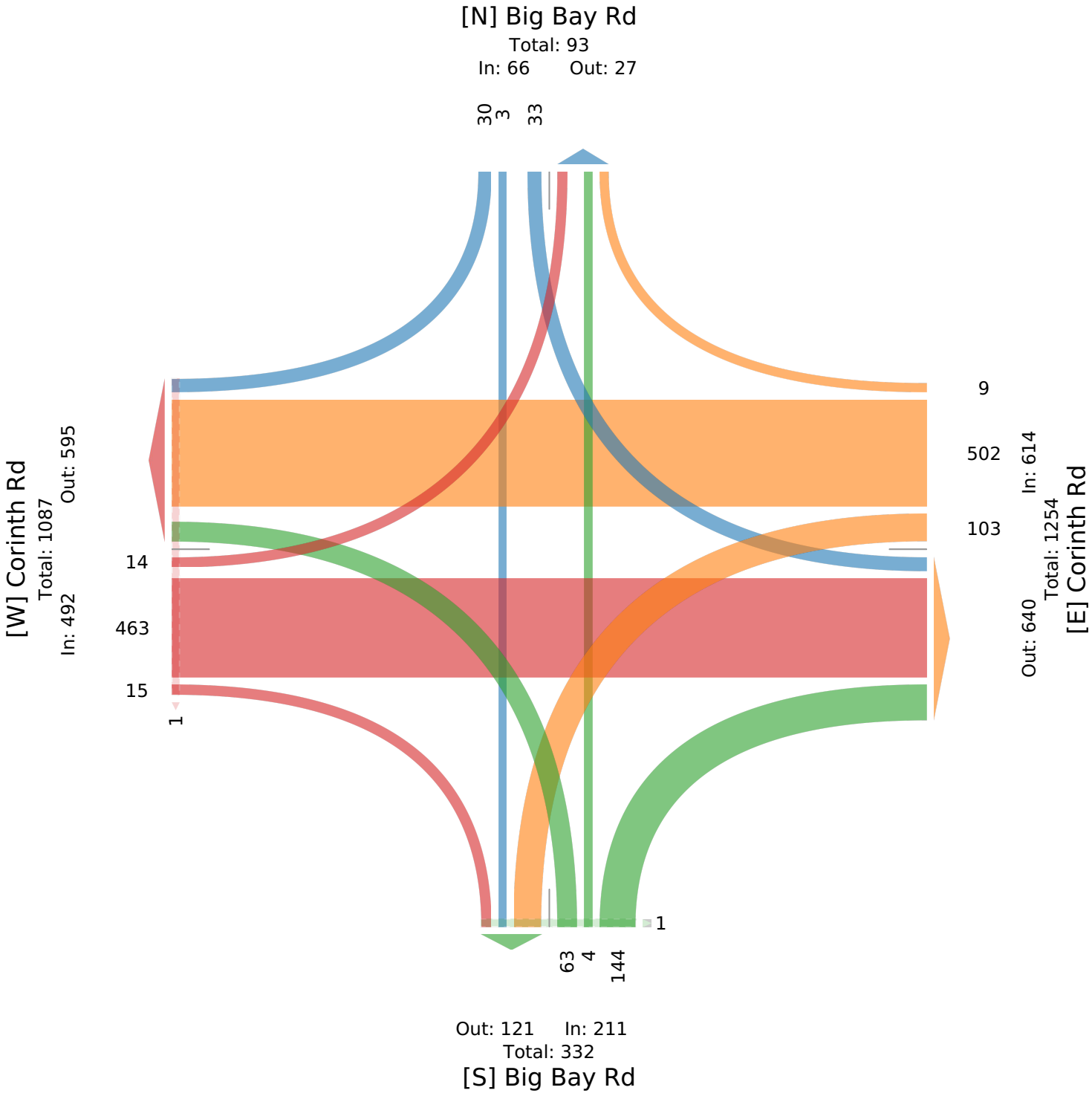
Leg	Big Bay Rd						Corinth Rd						Big Bay Rd						Corinth Rd						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-11-18 3:30PM	14	1	9	0	**24**	0	5	123	26	0	**154**	0	31	3	18	0	**52**	0	3	123	3	0	**129**	0	**359**
3:45PM	7	1	8	0	**16**	0	1	128	28	0	**157**	0	30	0	10	0	**40**	0	4	113	6	0	**123**	0	**336**
4:00PM	2	0	9	0	**11**	0	2	145	23	0	**170**	0	49	0	17	0	**66**	0	5	107	4	0	**116**	0	**363**
4:15PM	7	1	7	0	**15**	0	1	106	26	0	**133**	0	34	1	18	0	**53**	1	3	120	1	0	**124**	1	**325**
Total	30	3	33	0	**66**	0	9	502	103	0	**614**	0	144	4	63	0	**211**	1	15	463	14	0	**492**	1	**1383**
% Approach	45.5%	4.5%	50.0%	0%	**-**	-	1.5%	81.8%	16.8%	0%	**-**	-	68.2%	1.9%	29.9%	0%	**-**	-	3.0%	94.1%	2.8%	0%	**-**	-	-
% Total	2.2%	0.2%	2.4%	0%	**4.8%**	-	0.7%	36.3%	7.4%	0%	**44.4%**	-	10.4%	0.3%	4.6%	0%	**15.3%**	-	1.1%	33.5%	1.0%	0%	**35.6%**	-	-
PHF	0.536	0.750	0.917	-	**0.688**	-	0.450	0.866	0.920	-	**0.903**	-	0.735	0.333	0.875	-	**0.799**	-	0.750	0.941	0.583	-	**0.953**	-	0.952
Lights	29	2	32	0	**63**	-	9	483	100	0	**592**	-	137	3	63	0	**203**	-	13	450	14	0	**477**	-	1335
% Lights	96.7%	66.7%	97.0%	0%	**95.5%**	-	100%	96.2%	97.1%	0%	**96.4%**	-	95.1%	75.0%	100%	0%	**96.2%**	-	86.7%	97.2%	100%	0%	**97.0%**	-	96.5%
Articulated Trucks and Single-Unit Trucks	1	1	1	0	**3**	-	0	15	2	0	**17**	-	6	1	0	0	**7**	-	0	7	0	0	**7**	-	34
% Articulated Trucks and Single-Unit Trucks	3.3%	33.3%	3.0%	0%	**4.5%**	-	0%	3.0%	1.9%	0%	**2.8%**	-	4.2%	25.0%	0%	0%	**3.3%**	-	0%	1.5%	0%	0%	**1.4%**	-	2.5%
Buses	0	0	0	0	**0**	-	0	4	1	0	**5**	-	1	0	0	0	**1**	-	2	6	0	0	**8**	-	14
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.8%	1.0%	0%	**0.8%**	-	0.7%	0%	0%	0%	**0.5%**	-	13.3%	1.3%	0%	0%	**1.6%**	-	1.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

121-312 Big Bay Rd PM - TMC

Thu Nov 18, 2021
PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901470, Location: 43.297129, -73.682825

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



121-312 Carey Rd East - TMC

Thu Nov 18, 2021
Full Length (7 AM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901478, Location: 43.296534, -73.688215

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

Leg	Driveway						Corinth Rd						Carey Rd						Corinth Rd						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2021-11-18 7:00AM	0	0	0	0	**0**	0	0	44	15	0	**59**	0	2	0	0	0	**2**	0	3	93	0	0	**96**	0	**157**
7:15AM	0	0	1	0	**1**	0	4	44	22	0	**70**	0	4	0	0	0	**4**	0	3	127	0	0	**130**	0	**205**
7:30AM	0	0	1	0	**1**	0	1	49	30	0	**80**	0	6	0	0	0	**6**	0	2	132	0	0	**134**	0	**221**
7:45AM	0	0	1	0	**1**	0	3	61	49	0	**113**	0	12	0	1	0	**13**	0	13	108	0	0	**121**	0	**248**
Hourly Total	0	0	3	0	**3**	0	8	198	116	0	**322**	0	24	0	1	0	**25**	0	21	460	0	0	**481**	0	**831**
8:00AM	0	0	0	0	**0**	0	0	68	38	1	**107**	0	10	0	1	0	**11**	0	3	87	0	0	**90**	0	**208**
8:15AM	0	0	2	0	**2**	1	4	51	21	0	**76**	0	9	0	1	0	**10**	0	3	109	0	0	**112**	0	**200**
8:30AM	0	0	1	0	**1**	0	0	49	22	0	**71**	0	6	0	1	0	**7**	0	7	114	0	0	**121**	0	**200**
8:45AM	0	0	0	0	**0**	0	0	61	28	0	**89**	0	22	0	2	0	**24**	0	5	90	0	0	**95**	0	**208**
Hourly Total	0	0	3	0	**3**	1	4	229	109	1	**343**	0	47	0	5	0	**52**	0	18	400	0	0	**418**	0	**816**
9:00AM	1	0	1	0	**2**	0	0	49	22	0	**71**	0	22	1	2	0	**25**	0	3	67	1	0	**71**	0	**169**
9:15AM	0	0	1	0	**1**	0	2	73	21	0	**96**	0	20	0	2	0	**22**	0	6	72	1	0	**79**	0	**198**
9:30AM	0	0	2	0	**2**	0	1	60	21	0	**82**	0	21	0	3	0	**24**	0	3	77	0	0	**80**	0	**188**
9:45AM	2	0	0	0	**2**	0	2	76	27	0	**105**	0	17	0	1	0	**18**	0	3	86	0	0	**89**	0	**214**
Hourly Total	3	0	4	0	**7**	0	5	258	91	0	**354**	0	80	1	8	0	**89**	0	15	302	2	0	**319**	0	**769**
10:00AM	0	0	2	0	**2**	0	2	43	21	0	**66**	0	28	0	1	0	**29**	0	3	77	0	0	**80**	0	**177**
10:15AM	0	0	1	0	**1**	0	1	61	23	0	**85**	0	16	0	1	0	**17**	0	4	72	0	0	**76**	0	**179**
10:30AM	0	0	1	0	**1**	0	4	76	15	0	**95**	0	27	0	2	0	**29**	0	7	64	0	0	**71**	0	**196**
10:45AM	1	0	2	0	**3**	1	3	65	22	0	**90**	0	23	0	2	0	**25**	0	3	71	0	0	**74**	0	**192**
Hourly Total	1	0	6	0	**7**	1	10	245	81	0	**336**	0	94	0	6	0	**100**	0	17	284	0	0	**301**	0	**744**
11:00AM	3	0	3	0	**6**	0	1	51	18	0	**70**	0	28	1	0	0	**29**	0	1	64	0	0	**65**	0	**170**
11:15AM	0	0	2	0	**2**	0	0	66	21	1	**88**	0	22	0	5	0	**27**	0	3	72	0	0	**75**	0	**192**
11:30AM	0	0	0	0	**0**	0	0	67	11	0	**78**	0	25	0	6	0	**31**	0	4	62	0	0	**66**	0	**175**
11:45AM	1	0	0	0	**1**	0	2	68	11	0	**81**	0	36	0	1	0	**37**	0	3	58	0	0	**61**	0	**180**
Hourly Total	4	0	5	0	**9**	0	3	252	61	1	**317**	0	111	1	12	0	**124**	0	11	256	0	0	**267**	0	**717**
12:00PM	1	1	3	0	**5**	0	1	80	25	0	**106**	0	46	0	1	0	**47**	0	2	96	1	0	**99**	0	**257**
12:15PM	1	0	2	0	**3**	0	1	70	16	0	**87**	1	33	0	3	0	**36**	0	2	70	0	0	**72**	1	**198**
12:30PM	0	0	0	0	**0**	0	0	96	26	0	**122**	0	18	0	1	0	**19**	0	7	76	0	0	**83**	0	**224**
12:45PM	0	0	1	0	**1**	0	3	67	36	0	**106**	0	10	0	2	0	**12**	0	4	71	0	0	**75**	0	**194**
Hourly Total	2	1	6	0	**9**	0	5	313	103	0	**421**	1	107	0	7	0	**114**	0	15	313	1	0	**329**	1	**873**
1:00PM	1	0	5	0	**6**	0	4	69	28	0	**101**	0	19	0	1	0	**20**	0	3	70	0	0	**73**	1	**200**
1:15PM	0	0	0	0	**0**	0	2	100	27	1	**130**	0	20	0	1	0	**21**	0	4	69	1	0	**74**	0	**225**
1:30PM	0	0	2	0	**2**	0	0	68	19	0	**87**	0	22	0	1	0	**23**	0	4	69	0	0	**73**	0	**185**
1:45PM	0	0	0	0	**0**	0	2	65	26	0	**93**	0	18	0	2	0	**20**	0	1	84	0	0	**85**	0	**198**
Hourly Total	1	0	7	0	**8**	0	8	302	100	1	**411**	0	79	0	5	0	**84**	0	12	292	1	0	**305**	1	**808**
2:00PM	1	0	0	0	**1**	0	0	75	19	0	**94**	0	27	0	3	0	**30**	0	2	72	0	0	**74**	0	**199**
2:15PM	0	0	0	0	**0**	0	1	76	15	0	**92**	0	21	0	3	0	**24**	0	1	87	0	0	**88**	0	**204**
2:30PM	0	0	0	0	**0**	0	1	70	21	0	**92**	0	22	0	0	0	**22**	0	4	79	0	0	**83**	0	**197**
2:45PM	0	1	2	0	**3**	0	1	81	18	0	**100**	0	21	0	2	0	**23**	0	0	88	0	0	**88**	0	**214**
Hourly Total	1	1	2	0	**4**	0	3	302	73	0	**378**	0	91	0	8	0	**99**	0	7	326	0	0	**333**	0	**814**
3:00PM	1	1	1	0	**3**	0	2	85	14	0	**101**	0	18	0	4	0	**22**	0	3	68	1	0	**72**	0	**198**
3:15PM	0	0	1	0	**1**	0	1	79	12	0	**92**	0	20	0	2	0	**22**	0	1	84	0	0	**85**	0	**200**
3:30PM	0	0	5	0	**5**	0	2	112	19	0	**133**	0	27	0	2	0	**29**	1	3	99	0	0	**102**	0	**269**
3:45PM	0	0	2	0	**2**	0	2	125	11	0	**138**	0	23	0	3	0	**26**	0	2	92	0	0	**94**	0	**260**
Hourly Total	1	1	9	0	**11**	0	7	401	56	0	**464**	0	88	0	11	0	**99**	1	9	343	1	0	**353**	0	**927**
4:00PM	0	0	3	0	**3**	1	1	116	8	0	**125**	0	23	0	2	0	**25**	0	0	96	0	0	**96**	0	**249**
4:15PM	0	0	0	0	**0**	0	1	101	3	0	**105**	0	24	0	4	0	**28**	0	1	99	0	0	**100**	0	**233**
4:30PM	0	0	1	0	**1**	1	1	87	10	0	**98**	0	39	0	4	0	**43**	0	3	85	0	0	**88**	0	**230**
4:45PM	0	0	1	0	**1**	0	0	120	7	0	**127**	0	20	0	3	0	**23**	0	1	86	0	0	**87**	0	**238**
Hourly Total	0	0	5	0	**5**	2	3	424	28	0	**455**	0	106	0	13	0	**119**	0	5	366	0	0	**371**	0	**950**
5:00PM	0	0	2	0	**2**	1	0	116	4	0	**120**	0	27	0	2	0	**29**	0	2	109	0	0	**111**	0	**262**
5:15PM	0	0	1	0	**1**	0	1	106	6	0	**113**	0	18	0	2	0	**20**	0	0	76	0	0	**76**	0	**210**
5:30PM	0	0	3	0	**3**	0	0	105	4	0	**109**	0	17	0	3	0	**20**	0	0	56	0	0	**56**	0	**188**
5:45PM	0	0	0	0	**0**	0	0	104	3	0	**107**	0	14	0	0	0	**14**	0	1	63	0	0	**64**	0	**185**
Hourly Total	0	0	6	0	**6**	1	1	431	17	0	**449**	0	76	0	7	0	**83**	0	3	304	0	0	**307**	0	**845**
6:00PM	0	0	0	0	**0**	0	0	84	3	0	**87**	0	19	0	0	0	**19**	0	0	76	0	0	**76**	0	**182**
6:15PM	0	0	0	0	**0**	0	0	83	2	0	**85**	0	8	0	0	0	**8**	2	0	45	0	0	**45**	0	**138**
6:30PM	0	0	0	0	**0**	0	0	64	1	0	**65**	0	3	0	0	0	**3**	0	0	44	0	0	**44**	0	**112**
6:45PM	0	0	0	0	**0**	0	0	77	2	0	**79**	0	4	0	0	0	**4**	0	1	39	0	0	**40**	0	**123**

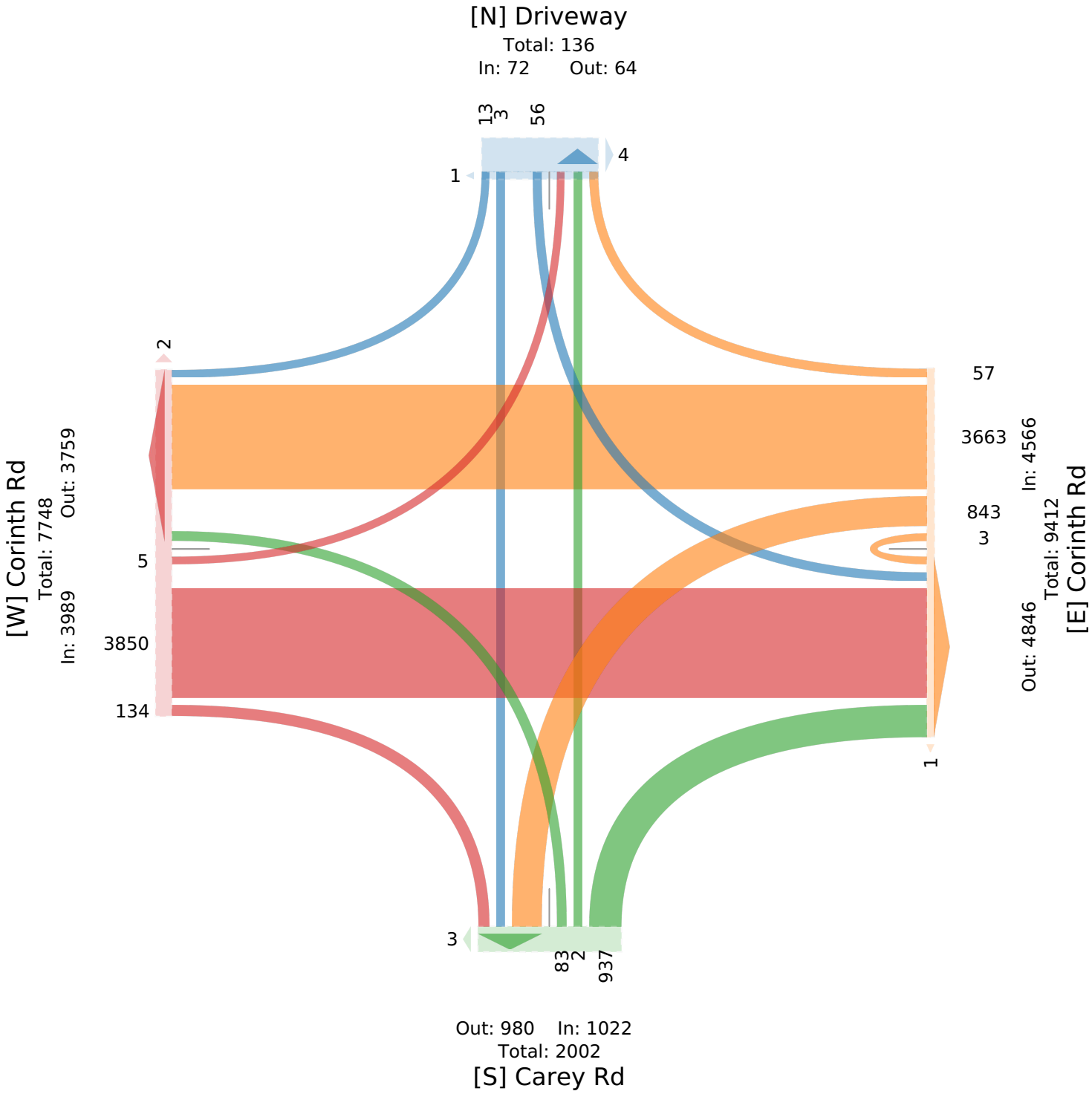
Leg Direction	Driveway Southbound						Corinth Rd Westbound						Carey Rd Northbound						Corinth Rd Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Hourly Total	0	0	0	0	**0**	0	0	308	8	0	**316**	0	34	0	0	0	**34**	2	1	204	0	0	**205**	0	**555**
Total	13	3	56	0	**72**	5	57	3663	843	3	**4566**	1	937	2	83	0	**1022**	3	134	3850	5	0	**3989**	2	**9649**
% Approach	18.1%	4.2%	77.8%	0%	**-**	-	1.2%	80.2%	18.5%	0.1%	**-**	-	91.7%	0.2%	8.1%	0%	**-**	-	3.4%	96.5%	0.1%	0%	**-**	-	**-**
% Total	0.1%	0%	0.6%	0%	**0.7%**	-	0.6%	38.0%	8.7%	0%	**47.3%**	-	9.7%	0%	0.9%	0%	**10.6%**	-	1.4%	39.9%	0.1%	0%	**41.3%**	-	**-**
Lights	9	1	48	0	**58**	-	45	3501	803	3	**4352**	-	892	2	81	0	**975**	-	128	3674	4	0	**3806**	-	9191
% Lights	69.2%	33.3%	85.7%	0%	**80.6%**	-	78.9%	95.6%	95.3%	100%	**95.3%**	-	95.2%	100%	97.6%	0%	**95.4%**	-	95.5%	95.4%	80.0%	0%	**95.4%**	-	95.3%
Articulated Trucks and Single-Unit Trucks	4	2	8	0	**14**	-	12	135	38	0	**185**	-	44	0	2	0	**46**	-	6	134	1	0	**141**	-	386
% Articulated Trucks and Single-Unit Trucks	30.8%	66.7%	14.3%	0%	**19.4%**	-	21.1%	3.7%	4.5%	0%	**4.1%**	-	4.7%	0%	2.4%	0%	**4.5%**	-	4.5%	3.5%	20.0%	0%	**3.5%**	-	4.0%
Buses	0	0	0	0	**0**	-	0	20	2	0	**22**	-	1	0	0	0	**1**	-	0	33	0	0	**33**	-	56
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.5%	0.2%	0%	**0.5%**	-	0.1%	0%	0%	0%	**0.1%**	-	0%	0.9%	0%	0%	**0.8%**	-	0.6%
Bicycles on Road	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	9	0	0	**9**	-	16
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	60.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	40.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

121-312 Carey Rd East - TMC

Thu Nov 18, 2021
Full Length (7 AM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901478, Location: 43.296534, -73.688215

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



121-312 Carey Rd East - TMC

Thu Nov 18, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901478, Location: 43.296534, -73.688215

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

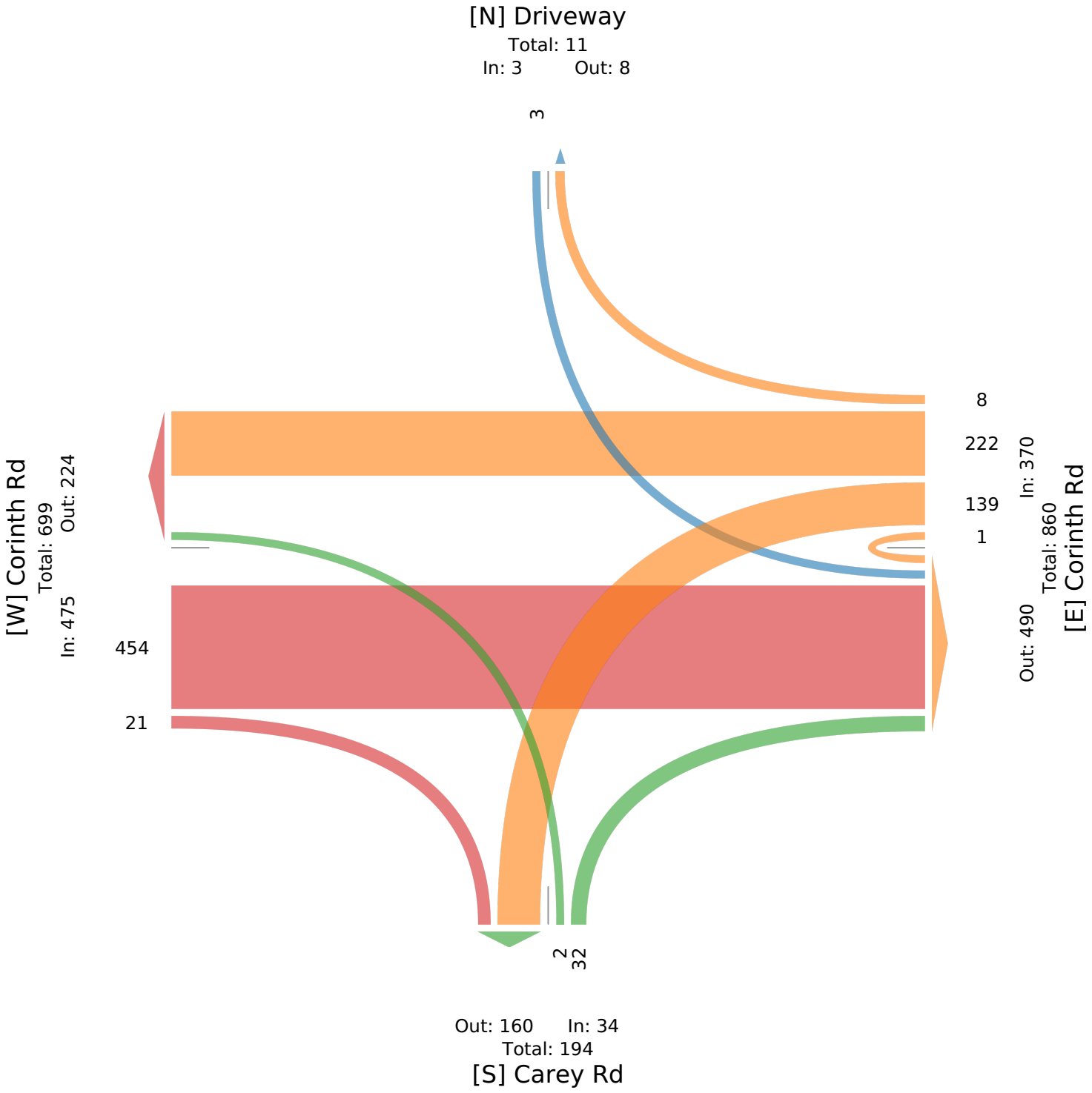
Leg / Direction	Driveway Southbound						Corinth Rd Westbound						Carey Rd Northbound						Corinth Rd Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-11-18 7:15AM	0	0	1	0	**1**	0	4	44	22	0	**70**	0	4	0	0	0	**4**	0	3	127	0	0	**130**	0	**205**
7:30AM	0	0	1	0	**1**	0	1	49	30	0	**80**	0	6	0	0	0	**6**	0	2	132	0	0	**134**	0	**221**
7:45AM	0	0	1	0	**1**	0	3	61	49	0	**113**	0	12	0	1	0	**13**	0	13	108	0	0	**121**	0	**248**
8:00AM	0	0	0	0	**0**	0	0	68	38	1	**107**	0	10	0	1	0	**11**	0	3	87	0	0	**90**	0	**208**
Total	0	0	3	0	**3**	0	8	222	139	1	**370**	0	32	0	2	0	**34**	0	21	454	0	0	**475**	0	**882**
% Approach	0%	0%	100%	0%	**-**	-	2.2%	60.0%	37.6%	0.3%	**-**	-	94.1%	0%	5.9%	0%	**-**	-	4.4%	95.6%	0%	0%	**-**	-	-
% Total	0%	0%	0.3%	0%	**0.3%**	-	0.9%	25.2%	15.8%	0.1%	**42.0%**	-	3.6%	0%	0.2%	0%	**3.9%**	-	2.4%	51.5%	0%	0%	**53.9%**	-	-
PHF	-	-	0.750	-	**0.750**	-	0.500	0.816	0.709	0.250	**0.819**	-	0.667	-	0.500	-	**0.654**	-	0.404	0.858	-	-	**0.884**	-	0.888
Lights	0	0	3	0	**3**	-	8	209	138	1	**356**	-	31	0	2	0	**33**	-	21	434	0	0	**455**	-	847
% Lights	0%	0%	100%	0%	**100%**	-	100%	94.1%	99.3%	100%	**96.2%**	-	96.9%	0%	100%	0%	**97.1%**	-	100%	95.6%	0%	0%	**95.8%**	-	96.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	10	1	0	**11**	-	1	0	0	0	**1**	-	0	14	0	0	**14**	-	26
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	4.5%	0.7%	0%	**3.0%**	-	3.1%	0%	0%	0%	**2.9%**	-	0%	3.1%	0%	0%	**2.9%**	-	2.9%
Buses	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	8
% Buses	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	1.1%	0%	0%	**1.1%**	-	0.9%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

121-312 Carey Rd East - TMC

Thu Nov 18, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901478, Location: 43.296534, -73.688215

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



121-312 Carey Rd East - TMC

Thu Nov 18, 2021
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901478, Location: 43.296534, -73.688215

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

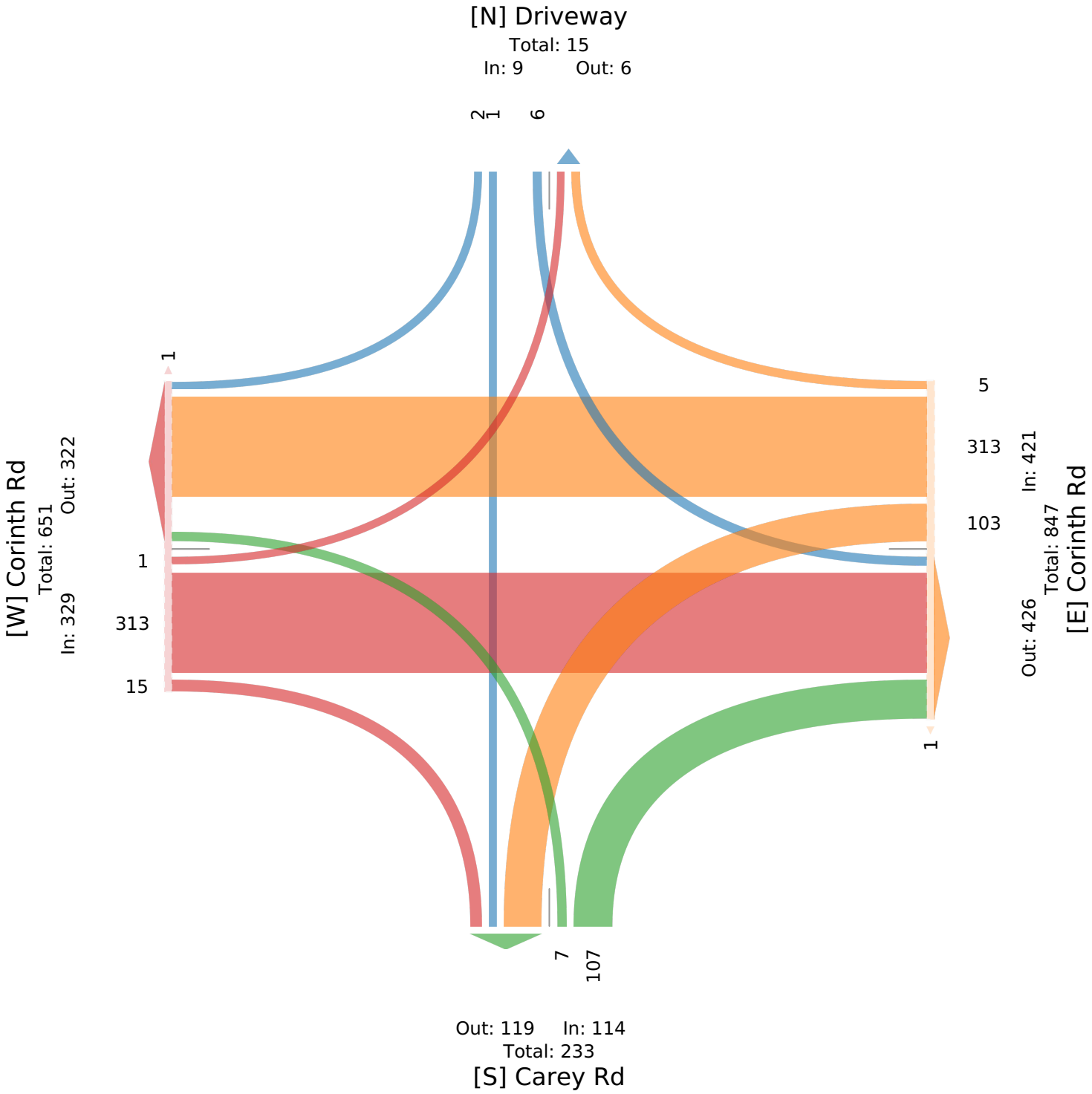
Leg	Driveway						Corinth Rd						Carey Rd						Corinth Rd						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2021-11-18 12:00PM	1	1	3	0	**5**	0	1	80	25	0	**106**	0	46	0	1	0	**47**	0	2	96	1	0	**99**	0	**257**
12:15PM	1	0	2	0	**3**	0	1	70	16	0	**87**	1	33	0	3	0	**36**	0	2	70	0	0	**72**	1	**198**
12:30PM	0	0	0	0	**0**	0	0	96	26	0	**122**	0	18	0	1	0	**19**	0	7	76	0	0	**83**	0	**224**
12:45PM	0	0	1	0	**1**	0	3	67	36	0	**106**	0	10	0	2	0	**12**	0	4	71	0	0	**75**	0	**194**
Total	2	1	6	0	**9**	0	5	313	103	0	**421**	1	107	0	7	0	**114**	0	15	313	1	0	**329**	1	**873**
% Approach	22.2%	11.1%	66.7%	0%	**-**	-	1.2%	74.3%	24.5%	0%	**-**	-	93.9%	0%	6.1%	0%	**-**	-	4.6%	95.1%	0.3%	0%	**-**	-	-
% Total	0.2%	0.1%	0.7%	0%	**1.0%**	-	0.6%	35.9%	11.8%	0%	**48.2%**	-	12.3%	0%	0.8%	0%	**13.1%**	-	1.7%	35.9%	0.1%	0%	**37.7%**	-	-
PHF	0.500	0.250	0.500	-	**0.450**	-	0.417	0.815	0.715	-	**0.863**	-	0.582	-	0.583	-	**0.606**	-	0.536	0.821	0.250	-	**0.837**	-	0.852
Lights	2	0	4	0	**6**	-	3	296	99	0	**398**	-	101	0	7	0	**108**	-	15	292	1	0	**308**	-	820
% Lights	100%	0%	66.7%	0%	**66.7%**	-	60.0%	94.6%	96.1%	0%	**94.5%**	-	94.4%	0%	100%	0%	**94.7%**	-	100%	93.3%	100%	0%	**93.6%**	-	93.9%
Articulated Trucks and Single-Unit Trucks	0	1	2	0	**3**	-	2	16	4	0	**22**	-	6	0	0	0	**6**	-	0	20	0	0	**20**	-	51
% Articulated Trucks and Single-Unit Trucks	0%	100%	33.3%	0%	**33.3%**	-	40.0%	5.1%	3.9%	0%	**5.2%**	-	5.6%	0%	0%	0%	**5.3%**	-	0%	6.4%	0%	0%	**6.1%**	-	5.8%
Buses	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

121-312 Carey Rd East - TMC

Thu Nov 18, 2021
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901478, Location: 43.296534, -73.688215

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



121-312 Carey Rd East - TMC

Thu Nov 18, 2021
PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901478, Location: 43.296534, -73.688215

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

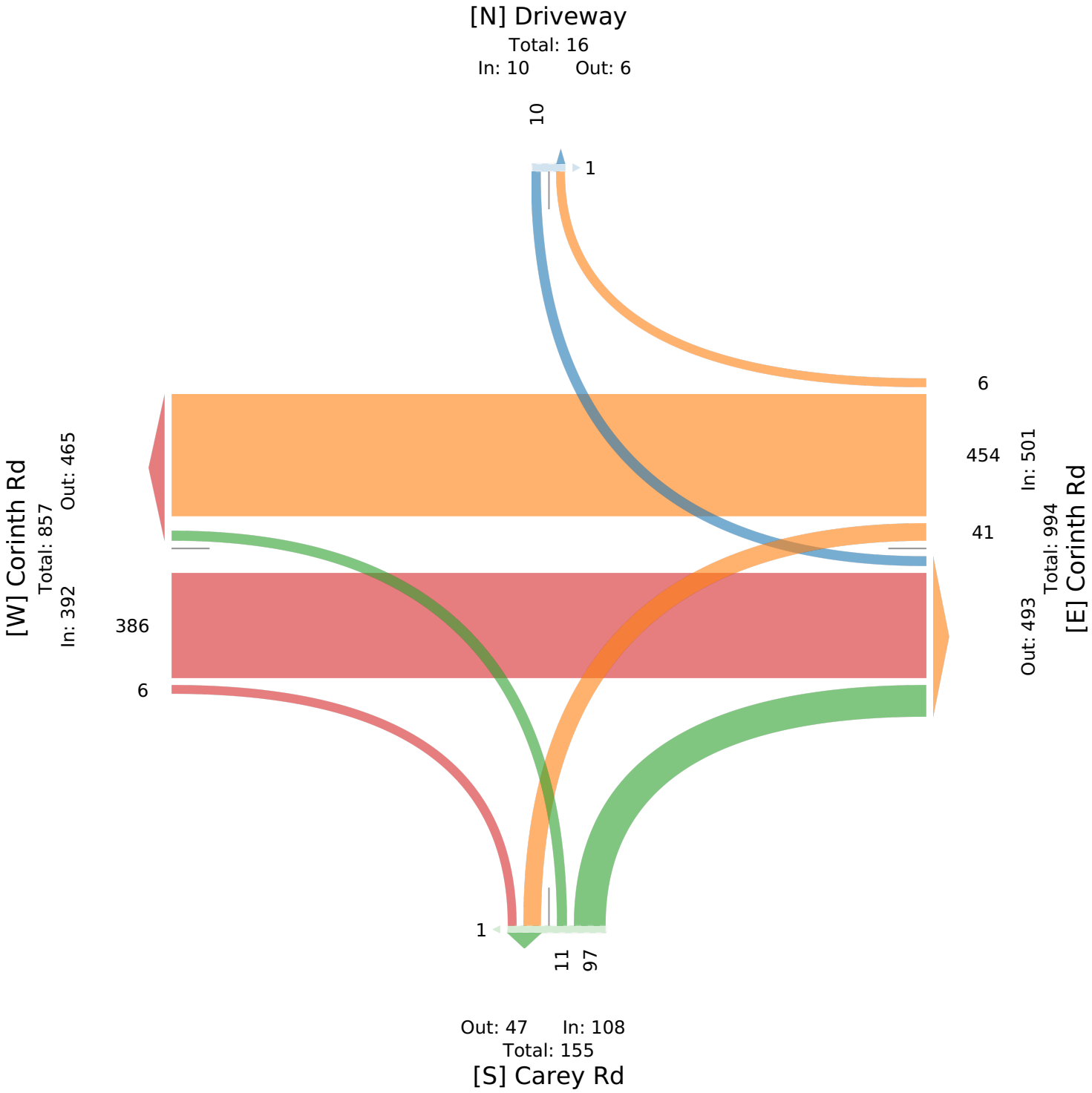
Leg / Direction	Driveway Southbound						Corinth Rd Westbound						Carey Rd Northbound						Corinth Rd Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-11-18 3:30PM	0	0	5	0	**5**	0	2	112	19	0	**133**	0	27	0	2	0	**29**	1	3	99	0	0	**102**	0	**269**
3:45PM	0	0	2	0	**2**	0	2	125	11	0	**138**	0	23	0	3	0	**26**	0	2	92	0	0	**94**	0	**260**
4:00PM	0	0	3	0	**3**	1	1	116	8	0	**125**	0	23	0	2	0	**25**	0	0	96	0	0	**96**	0	**249**
4:15PM	0	0	0	0	**0**	0	1	101	3	0	**105**	0	24	0	4	0	**28**	0	1	99	0	0	**100**	0	**233**
Total	0	0	10	0	**10**	1	6	454	41	0	**501**	0	97	0	11	0	**108**	1	6	386	0	0	**392**	0	**1011**
% Approach	0%	0%	100%	0%	**-**	-	1.2%	90.6%	8.2%	0%	**-**	-	89.8%	0%	10.2%	0%	**-**	-	1.5%	98.5%	0%	0%	**-**	-	**-**
% Total	0%	0%	1.0%	0%	**1.0%**	-	0.6%	44.9%	4.1%	0%	**49.6%**	-	9.6%	0%	1.1%	0%	**10.7%**	-	0.6%	38.2%	0%	0%	**38.8%**	-	**-**
PHF	-	-	0.500	-	**0.500**	-	0.750	0.906	0.539	-	**0.906**	-	0.898	-	0.688	-	**0.931**	-	0.500	0.970	-	-	**0.956**	-	0.940
Lights	0	0	10	0	**10**	-	6	436	40	0	**482**	-	97	0	11	0	**108**	-	6	368	0	0	**374**	-	974
% Lights	0%	0%	100%	0%	**100%**	-	100%	96.0%	97.6%	0%	**96.2%**	-	100%	0%	100%	0%	**100%**	-	100%	95.3%	0%	0%	**95.4%**	-	96.3%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	14	1	0	**15**	-	0	0	0	0	**0**	-	0	11	0	0	**11**	-	26
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	3.1%	2.4%	0%	**3.0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.8%	0%	0%	**2.8%**	-	2.6%
Buses	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	8
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	1.3%	0%	0%	**1.3%**	-	0.8%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

121-312 Carey Rd East - TMC

Thu Nov 18, 2021
PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901478, Location: 43.296534, -73.688215

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



121-312 Carey Rd West - TMC

Thu Nov 18, 2021
Full Length (7 AM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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

Leg	Corinth Rd					Corinth Rd					Carey Rd					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2021-11-18 7:00AM	85	2	0	**87**	0	8	37	0	**45**	0	0	4	0	**4**	0	**136**
7:15AM	118	2	0	**120**	0	6	40	0	**46**	0	0	1	0	**1**	0	**167**
7:30AM	120	1	0	**121**	0	8	40	0	**48**	0	0	0	0	**0**	0	**169**
7:45AM	111	4	0	**115**	0	15	48	0	**63**	0	0	4	0	**4**	0	**182**
Hourly Total	434	9	0	**443**	0	37	165	0	**202**	0	0	9	0	**9**	0	**654**
8:00AM	88	3	0	**91**	0	18	57	0	**75**	0	0	1	0	**1**	0	**167**
8:15AM	110	1	0	**111**	0	16	42	0	**58**	0	0	1	0	**1**	0	**170**
8:30AM	106	0	0	**106**	0	8	41	0	**49**	0	0	3	0	**3**	0	**158**
8:45AM	92	0	0	**92**	0	12	54	0	**66**	0	0	3	0	**3**	0	**161**
Hourly Total	396	4	0	**400**	0	54	194	0	**248**	0	0	8	0	**8**	0	**656**
9:00AM	71	1	0	**72**	0	4	53	0	**57**	0	0	2	0	**2**	0	**131**
9:15AM	71	0	0	**71**	0	3	66	0	**69**	0	1	2	0	**3**	0	**143**
9:30AM	69	1	0	**70**	0	2	56	0	**58**	0	2	5	0	**7**	0	**135**
9:45AM	81	3	0	**84**	0	11	72	0	**83**	0	1	3	0	**4**	0	**171**
Hourly Total	292	5	0	**297**	0	20	247	0	**267**	0	4	12	0	**16**	0	**580**
10:00AM	77	3	0	**80**	0	5	38	0	**43**	0	3	3	0	**6**	0	**129**
10:15AM	63	2	0	**65**	0	6	54	0	**60**	0	0	5	0	**5**	0	**130**
10:30AM	63	1	0	**64**	0	3	74	0	**77**	0	0	2	0	**2**	0	**143**
10:45AM	70	1	0	**71**	0	0	66	0	**66**	0	1	1	0	**2**	0	**139**
Hourly Total	273	7	0	**280**	0	14	232	0	**246**	0	4	11	0	**15**	0	**541**
11:00AM	59	1	0	**60**	0	3	45	0	**48**	0	1	4	0	**5**	0	**113**
11:15AM	70	0	0	**70**	0	4	69	0	**73**	0	3	5	0	**8**	0	**151**
11:30AM	61	0	0	**61**	0	3	62	0	**65**	0	2	1	0	**3**	0	**129**
11:45AM	53	0	0	**53**	0	6	64	0	**70**	0	1	6	0	**7**	0	**130**
Hourly Total	243	1	0	**244**	0	16	240	0	**256**	0	7	16	0	**23**	0	**523**
12:00PM	86	3	0	**89**	0	9	72	0	**81**	0	5	12	0	**17**	0	**187**
12:15PM	59	3	0	**62**	0	4	73	0	**77**	0	2	11	0	**13**	0	**152**
12:30PM	76	5	0	**81**	0	10	90	0	**100**	0	0	5	0	**5**	0	**186**
12:45PM	60	3	0	**63**	0	12	51	0	**63**	0	1	9	0	**10**	0	**136**
Hourly Total	281	14	0	**295**	0	35	286	0	**321**	0	8	37	0	**45**	0	**661**
1:00PM	68	3	0	**71**	0	15	59	0	**74**	0	2	11	0	**13**	0	**158**
1:15PM	62	1	0	**63**	0	6	90	0	**96**	0	0	6	0	**6**	0	**165**
1:30PM	70	2	0	**72**	0	6	62	0	**68**	0	3	2	0	**5**	0	**145**
1:45PM	83	3	0	**86**	0	7	58	0	**65**	0	1	0	0	**1**	0	**152**
Hourly Total	283	9	0	**292**	0	34	269	0	**303**	0	6	19	0	**25**	0	**620**
2:00PM	70	0	0	**70**	0	4	78	0	**82**	0	2	2	0	**4**	0	**156**
2:15PM	79	1	0	**80**	0	3	82	0	**85**	0	0	2	0	**2**	0	**167**
2:30PM	74	0	0	**74**	0	3	61	0	**64**	0	3	5	0	**8**	0	**146**
2:45PM	78	0	0	**78**	0	6	77	0	**83**	0	1	2	0	**3**	0	**164**
Hourly Total	301	1	0	**302**	0	16	298	0	**314**	0	6	11	0	**17**	0	**633**
3:00PM	61	1	0	**62**	0	3	90	0	**93**	0	1	7	0	**8**	0	**163**
3:15PM	77	0	0	**77**	0	3	75	0	**78**	0	1	2	0	**3**	0	**158**
3:30PM	90	1	0	**91**	0	2	107	0	**109**	0	0	15	0	**15**	1	**215**
3:45PM	83	2	0	**85**	0	6	119	0	**125**	0	2	9	0	**11**	0	**221**
Hourly Total	311	4	0	**315**	0	14	391	0	**405**	0	4	33	0	**37**	1	**757**
4:00PM	84	2	0	**86**	0	2	111	0	**113**	0	1	15	0	**16**	0	**215**
4:15PM	88	2	0	**90**	0	5	96	0	**101**	0	2	3	0	**5**	0	**196**
4:30PM	76	3	0	**79**	0	4	89	0	**93**	0	5	14	0	**19**	0	**191**
4:45PM	67	2	0	**69**	0	11	108	0	**119**	0	4	26	0	**30**	0	**218**
Hourly Total	315	9	0	**324**	0	22	404	0	**426**	0	12	58	0	**70**	0	**820**
5:00PM	91	1	0	**92**	0	12	113	0	**125**	0	5	20	0	**25**	0	**242**
5:15PM	63	2	0	**65**	0	3	106	0	**109**	0	1	15	0	**16**	0	**190**

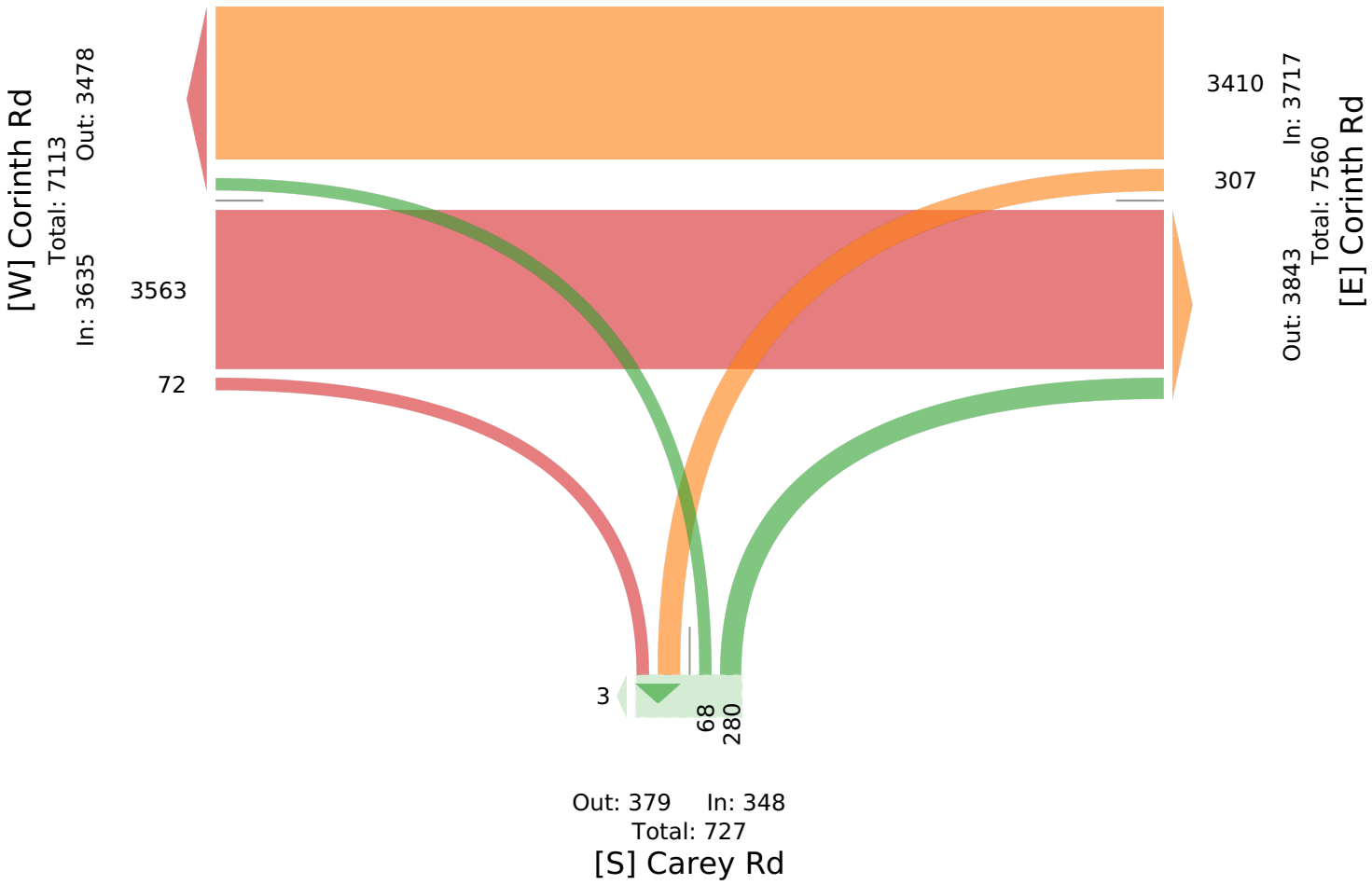
Leg Direction	Corinth Rd Eastbound					Corinth Rd Westbound					Carey Rd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
5:30PM	50	1	0	**51**	0	5	93	0	**98**	0	2	6	0	**8**	0	**157**
5:45PM	56	0	0	**56**	0	5	99	0	**104**	0	0	4	0	**4**	0	**164**
Hourly Total	260	4	0	**264**	0	25	411	0	**436**	0	8	45	0	**53**	0	**753**
6:00PM	62	0	0	**62**	0	5	76	0	**81**	0	5	8	0	**13**	0	**156**
6:15PM	40	1	0	**41**	0	1	78	0	**79**	0	2	3	0	**5**	2	**125**
6:30PM	36	2	0	**38**	0	1	54	0	**55**	0	2	6	0	**8**	0	**101**
6:45PM	36	2	0	**38**	0	13	65	0	**78**	0	0	4	0	**4**	0	**120**
Hourly Total	174	5	0	**179**	0	20	273	0	**293**	0	9	21	0	**30**	2	**502**
Total	3563	72	0	**3635**	0	307	3410	0	**3717**	0	68	280	0	**348**	3	**7700**
% Approach	98.0%	2.0%	0%	**-**	-	8.3%	91.7%	0%	**-**	-	19.5%	80.5%	0%	**-**	-	**-**
% Total	46.3%	0.9%	0%	**47.2%**	-	4.0%	44.3%	0%	**48.3%**	-	0.9%	3.6%	0%	**4.5%**	-	**-**
Lights	3412	65	0	**3477**	-	293	3261	0	**3554**	-	63	263	0	**326**	-	7357
% Lights	95.8%	90.3%	0%	**95.7%**	-	95.4%	95.6%	0%	**95.6%**	-	92.6%	93.9%	0%	**93.7%**	-	95.5%
Articulated Trucks and Single-Unit Trucks	111	7	0	**118**	-	14	125	0	**139**	-	5	16	0	**21**	-	278
% Articulated Trucks and Single-Unit Trucks	3.1%	9.7%	0%	**3.2%**	-	4.6%	3.7%	0%	**3.7%**	-	7.4%	5.7%	0%	**6.0%**	-	3.6%
Buses	34	0	0	**34**	-	0	20	0	**20**	-	0	0	0	**0**	-	54
% Buses	1.0%	0%	0%	**0.9%**	-	0%	0.6%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0.7%
Bicycles on Road	6	0	0	**6**	-	0	4	0	**4**	-	0	1	0	**1**	-	11
% Bicycles on Road	0.2%	0%	0%	**0.2%**	-	0%	0.1%	0%	**0.1%**	-	0%	0.4%	0%	**0.3%**	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

121-312 Carey Rd West - TMC

Thu Nov 18, 2021
Full Length (7 AM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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



121-312 Carey Rd West - TMC

Thu Nov 18, 2021
Forced Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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

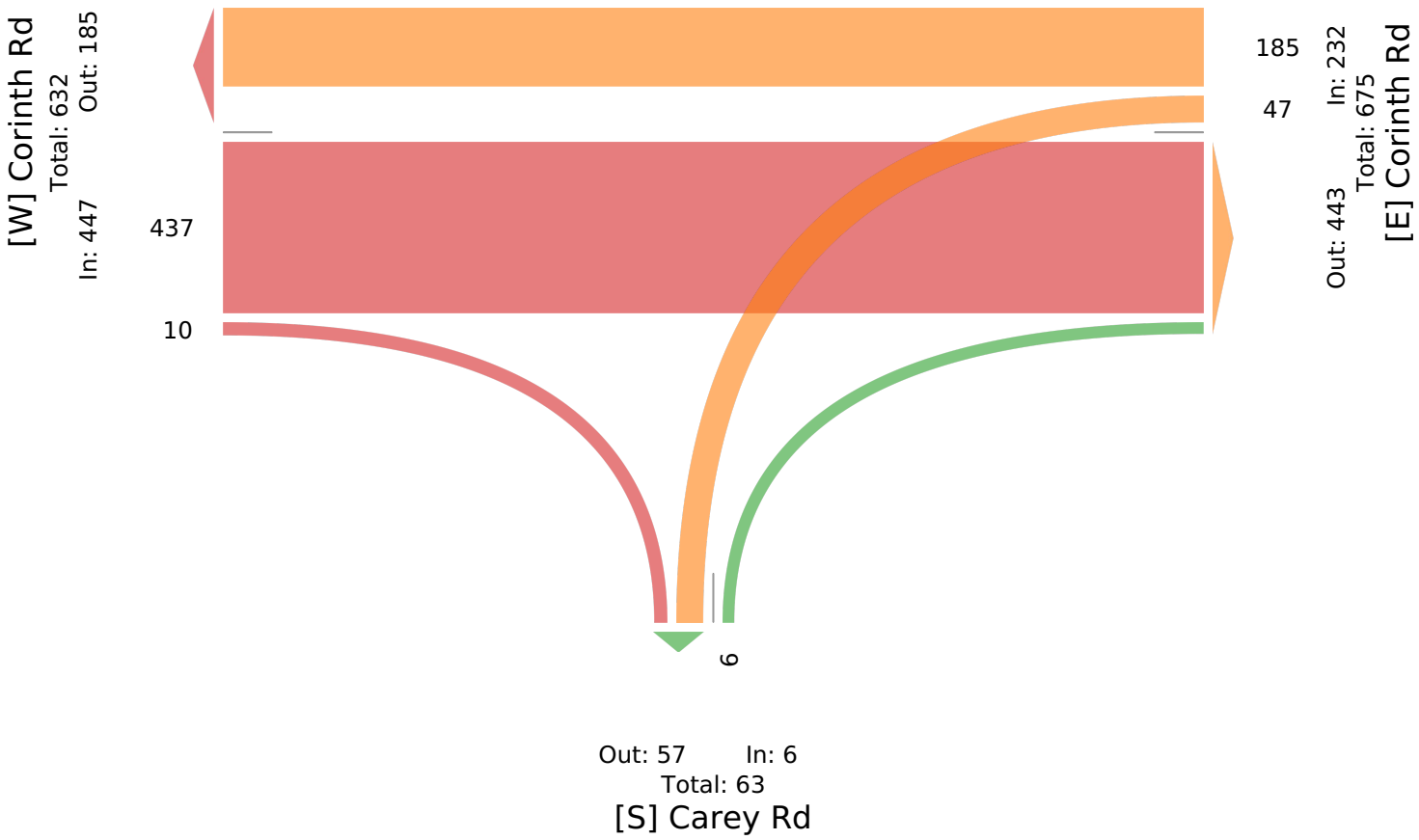
Leg Direction	Corinth Rd Eastbound					Corinth Rd Westbound					Carey Rd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2021-11-18 7:15AM	118	2	0	**120**	0	6	40	0	**46**	0	0	1	0	**1**	0	**167**
7:30AM	120	1	0	**121**	0	8	40	0	**48**	0	0	0	0	**0**	0	**169**
7:45AM	111	4	0	**115**	0	15	48	0	**63**	0	0	4	0	**4**	0	**182**
8:00AM	88	3	0	**91**	0	18	57	0	**75**	0	0	1	0	**1**	0	**167**
Total	437	10	0	**447**	0	47	185	0	**232**	0	0	6	0	**6**	0	**685**
% Approach	97.8%	2.2%	0%	**-**	-	20.3%	79.7%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	63.8%	1.5%	0%	**65.3%**	-	6.9%	27.0%	0%	**33.9%**	-	0%	0.9%	0%	**0.9%**	-	-
PHF	0.908	0.625	-	**0.921**	-	0.653	0.811	-	**0.773**	-	-	0.375	-	**0.375**	-	0.940
Lights	422	10	0	**432**	-	46	172	0	**218**	-	0	5	0	**5**	-	655
% Lights	96.6%	100%	0%	**96.6%**	-	97.9%	93.0%	0%	**94.0%**	-	0%	83.3%	0%	**83.3%**	-	95.6%
Articulated Trucks and Single-Unit Trucks	9	0	0	**9**	-	1	10	0	**11**	-	0	1	0	**1**	-	21
% Articulated Trucks and Single-Unit Trucks	2.1%	0%	0%	**2.0%**	-	2.1%	5.4%	0%	**4.7%**	-	0%	16.7%	0%	**16.7%**	-	3.1%
Buses	5	0	0	**5**	-	0	3	0	**3**	-	0	0	0	**0**	-	8
% Buses	1.1%	0%	0%	**1.1%**	-	0%	1.6%	0%	**1.3%**	-	0%	0%	0%	**0%**	-	1.2%
Bicycles on Road	1	0	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Bicycles on Road	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

121-312 Carey Rd West - TMC

Thu Nov 18, 2021
Forced Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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



121-312 Carey Rd West - TMC

Thu Nov 18, 2021
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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

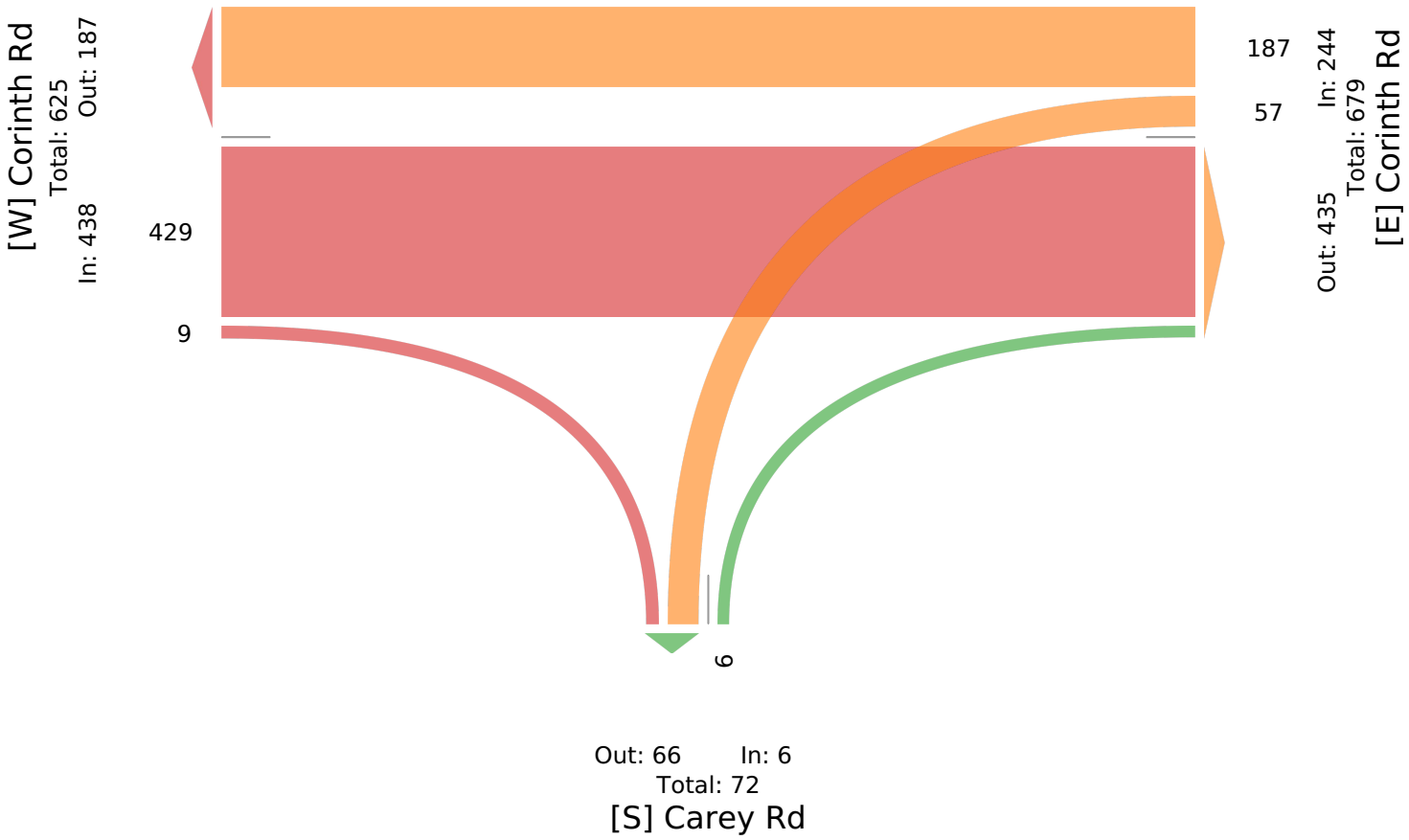
Leg Direction	Corinth Rd Eastbound					Corinth Rd Westbound					Carey Rd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2021-11-18 7:30AM	120	1	0	**121**	0	8	40	0	**48**	0	0	0	0	**0**	0	**169**
7:45AM	111	4	0	**115**	0	15	48	0	**63**	0	0	4	0	**4**	0	**182**
8:00AM	88	3	0	**91**	0	18	57	0	**75**	0	0	1	0	**1**	0	**167**
8:15AM	110	1	0	**111**	0	16	42	0	**58**	0	0	1	0	**1**	0	**170**
Total	429	9	0	**438**	0	57	187	0	**244**	0	0	6	0	**6**	0	**688**
% Approach	97.9%	2.1%	0%	**-**	-	23.4%	76.6%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	62.4%	1.3%	0%	**63.7%**	-	8.3%	27.2%	0%	**35.5%**	-	0%	0.9%	0%	**0.9%**	-	-
PHF	0.894	0.563	-	**0.905**	-	0.792	0.820	-	**0.813**	-	-	0.375	-	**0.375**	-	0.945
Lights	413	9	0	**422**	-	56	173	0	**229**	-	0	5	0	**5**	-	656
% Lights	96.3%	100%	0%	**96.3%**	-	98.2%	92.5%	0%	**93.9%**	-	0%	83.3%	0%	**83.3%**	-	95.3%
Articulated Trucks and Single-Unit Trucks	12	0	0	**12**	-	1	11	0	**12**	-	0	1	0	**1**	-	25
% Articulated Trucks and Single-Unit Trucks	2.8%	0%	0%	**2.7%**	-	1.8%	5.9%	0%	**4.9%**	-	0%	16.7%	0%	**16.7%**	-	3.6%
Buses	4	0	0	**4**	-	0	3	0	**3**	-	0	0	0	**0**	-	7
% Buses	0.9%	0%	0%	**0.9%**	-	0%	1.6%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	1.0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

121-312 Carey Rd West - TMC

Thu Nov 18, 2021
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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



121-312 Carey Rd West - TMC

Thu Nov 18, 2021
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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

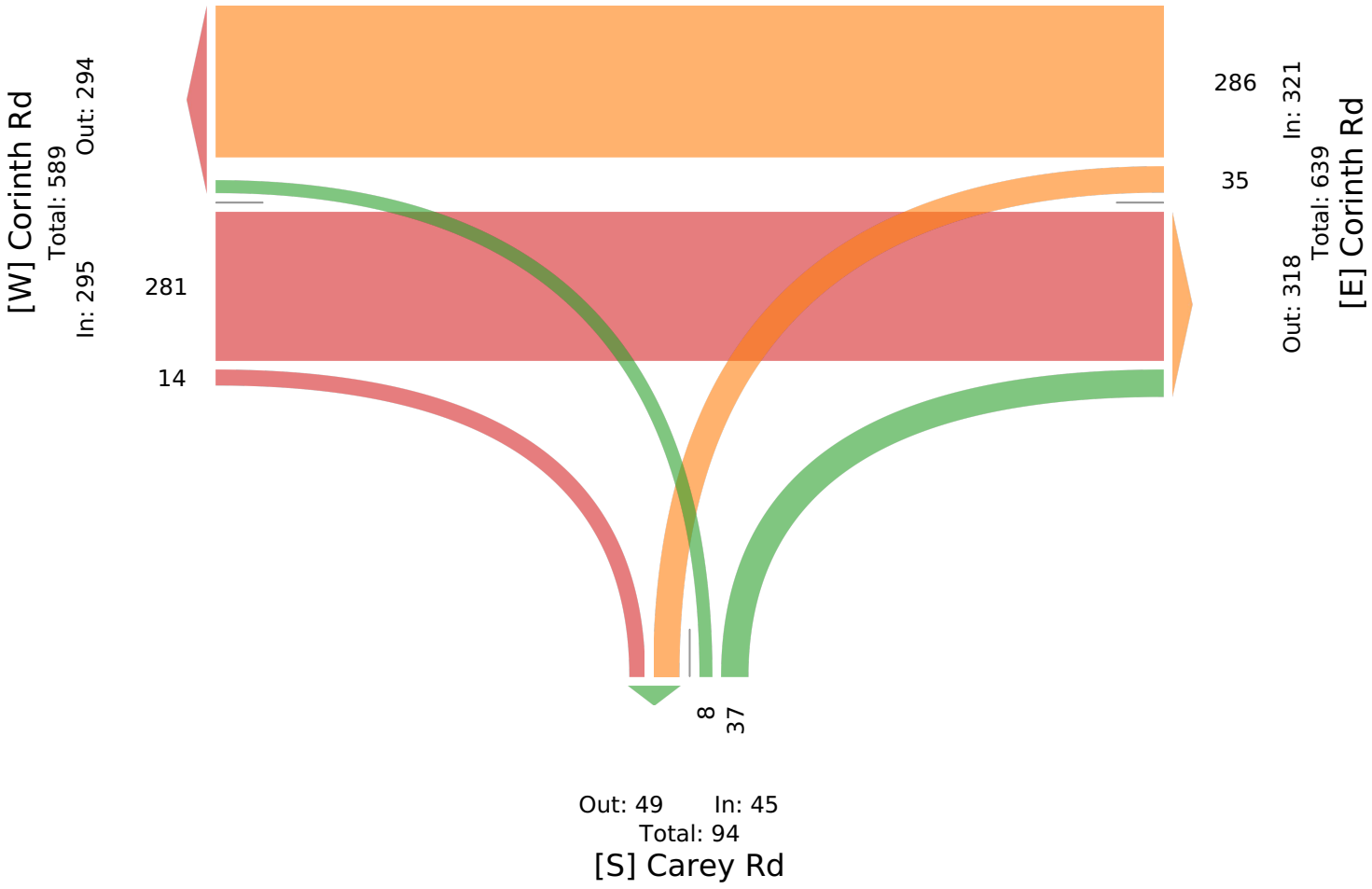
Leg Direction	Corinth Rd Eastbound					Corinth Rd Westbound					Carey Rd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2021-11-18 12:00PM	86	3	0	**89**	0	9	72	0	**81**	0	5	12	0	**17**	0	**187**
12:15PM	59	3	0	**62**	0	4	73	0	**77**	0	2	11	0	**13**	0	**152**
12:30PM	76	5	0	**81**	0	10	90	0	**100**	0	0	5	0	**5**	0	**186**
12:45PM	60	3	0	**63**	0	12	51	0	**63**	0	1	9	0	**10**	0	**136**
Total	281	14	0	**295**	0	35	286	0	**321**	0	8	37	0	**45**	0	**661**
% Approach	95.3%	4.7%	0%	**-**	-	10.9%	89.1%	0%	**-**	-	17.8%	82.2%	0%	**-**	-	**-**
% Total	42.5%	2.1%	0%	**44.6%**	-	5.3%	43.3%	0%	**48.6%**	-	1.2%	5.6%	0%	**6.8%**	-	**-**
PHF	0.817	0.700	-	**0.829**	-	0.729	0.794	-	**0.803**	-	0.400	0.771	-	**0.662**	-	0.884
Lights	264	14	0	**278**	-	33	272	0	**305**	-	8	35	0	**43**	-	626
% Lights	94.0%	100%	0%	**94.2%**	-	94.3%	95.1%	0%	**95.0%**	-	100%	94.6%	0%	**95.6%**	-	94.7%
Articulated Trucks and Single-Unit Trucks	17	0	0	**17**	-	2	13	0	**15**	-	0	2	0	**2**	-	34
% Articulated Trucks and Single-Unit Trucks	6.0%	0%	0%	**5.8%**	-	5.7%	4.5%	0%	**4.7%**	-	0%	5.4%	0%	**4.4%**	-	5.1%
Buses	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Buses	0%	0%	0%	**0%**	-	0%	0.3%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

121-312 Carey Rd West - TMC

Thu Nov 18, 2021
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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



121-312 Carey Rd West - TMC

Thu Nov 18, 2021
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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

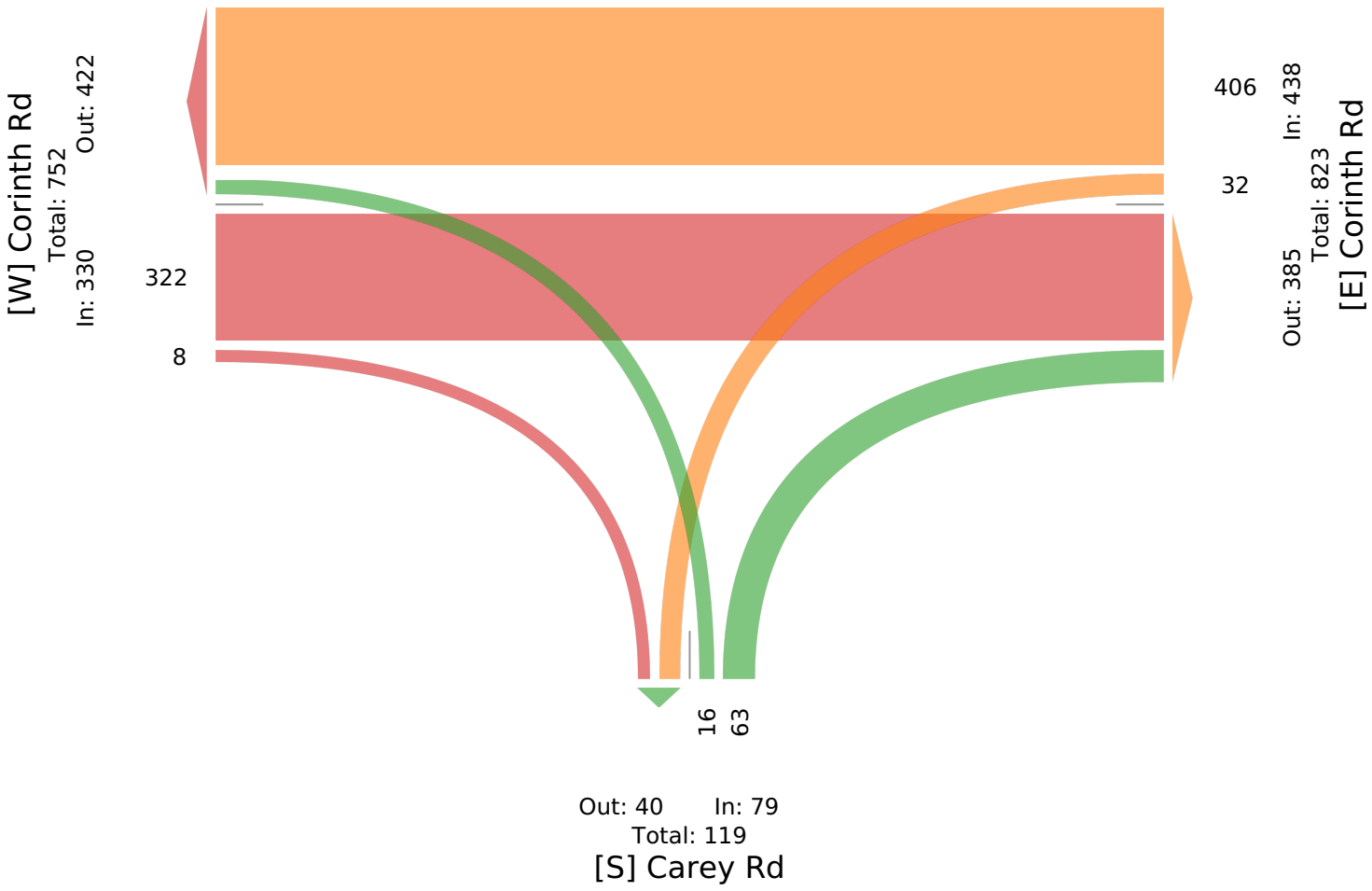
Leg Direction	Corinth Rd Eastbound					Corinth Rd Westbound					Carey Rd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2021-11-18 4:15PM	88	2	0	**90**	0	5	96	0	**101**	0	2	3	0	**5**	0	**196**
4:30PM	76	3	0	**79**	0	4	89	0	**93**	0	5	14	0	**19**	0	**191**
4:45PM	67	2	0	**69**	0	11	108	0	**119**	0	4	26	0	**30**	0	**218**
5:00PM	91	1	0	**92**	0	12	113	0	**125**	0	5	20	0	**25**	0	**242**
Total	322	8	0	**330**	0	32	406	0	**438**	0	16	63	0	**79**	0	**847**
% Approach	97.6%	2.4%	0%	**-**	-	7.3%	92.7%	0%	**-**	-	20.3%	79.7%	0%	**-**	-	**-**
% Total	38.0%	0.9%	0%	**39.0%**	-	3.8%	47.9%	0%	**51.7%**	-	1.9%	7.4%	0%	**9.3%**	-	**-**
PHF	0.885	0.667	-	**0.897**	-	0.667	0.898	-	**0.876**	-	0.800	0.606	-	**0.658**	-	0.875
Lights	311	8	0	**319**	-	30	399	0	**429**	-	16	61	0	**77**	-	825
% Lights	96.6%	100%	0%	**96.7%**	-	93.8%	98.3%	0%	**97.9%**	-	100%	96.8%	0%	**97.5%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	8	0	0	**8**	-	2	6	0	**8**	-	0	2	0	**2**	-	18
% Articulated Trucks and Single-Unit Trucks	2.5%	0%	0%	**2.4%**	-	6.3%	1.5%	0%	**1.8%**	-	0%	3.2%	0%	**2.5%**	-	2.1%
Buses	3	0	0	**3**	-	0	1	0	**1**	-	0	0	0	**0**	-	4
% Buses	0.9%	0%	0%	**0.9%**	-	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.5%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

121-312 Carey Rd West - TMC

Thu Nov 18, 2021
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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



121-312 Carey Rd West - TMC

Thu Nov 18, 2021
Forced Peak (3:30 PM - 4:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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

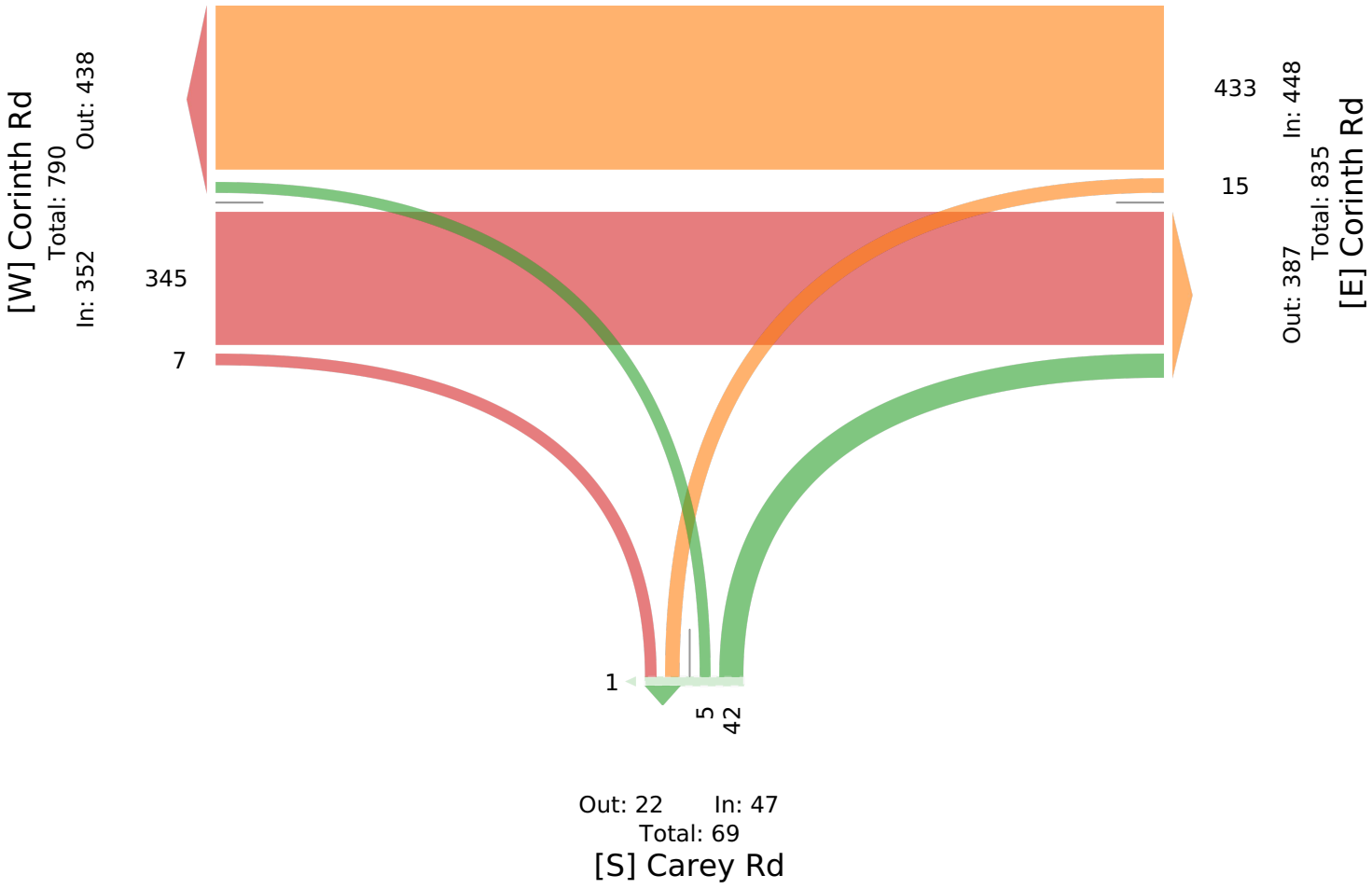
Leg / Direction	Corinth Rd Eastbound					Corinth Rd Westbound					Carey Rd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2021-11-18 3:30PM	90	1	0	**91**	0	2	107	0	**109**	0	0	15	0	**15**	1	**215**
3:45PM	83	2	0	**85**	0	6	119	0	**125**	0	2	9	0	**11**	0	**221**
4:00PM	84	2	0	**86**	0	2	111	0	**113**	0	1	15	0	**16**	0	**215**
4:15PM	88	2	0	**90**	0	5	96	0	**101**	0	2	3	0	**5**	0	**196**
Total	345	7	0	**352**	0	15	433	0	**448**	0	5	42	0	**47**	1	**847**
% Approach	98.0%	2.0%	0%	**-**	-	3.3%	96.7%	0%	**-**	-	10.6%	89.4%	0%	**-**	-	**-**
% Total	40.7%	0.8%	0%	**41.6%**	-	1.8%	51.1%	0%	**52.9%**	-	0.6%	5.0%	0%	**5.5%**	-	**-**
PHF	0.953	0.875	-	**0.962**	-	0.625	0.908	-	**0.894**	-	0.625	0.700	-	**0.734**	-	0.955
Lights	327	4	0	**331**	-	15	414	0	**429**	-	5	40	0	**45**	-	805
% Lights	94.8%	57.1%	0%	**94.0%**	-	100%	95.6%	0%	**95.8%**	-	100%	95.2%	0%	**95.7%**	-	95.0%
Articulated Trucks and Single-Unit Trucks	10	3	0	**13**	-	0	15	0	**15**	-	0	2	0	**2**	-	30
% Articulated Trucks and Single-Unit Trucks	2.9%	42.9%	0%	**3.7%**	-	0%	3.5%	0%	**3.3%**	-	0%	4.8%	0%	**4.3%**	-	3.5%
Buses	6	0	0	**6**	-	0	3	0	**3**	-	0	0	0	**0**	-	9
% Buses	1.7%	0%	0%	**1.7%**	-	0%	0.7%	0%	**0.7%**	-	0%	0%	0%	**0%**	-	1.1%
Bicycles on Road	2	0	0	**2**	-	0	1	0	**1**	-	0	0	0	**0**	-	3
% Bicycles on Road	0.6%	0%	0%	**0.6%**	-	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

121-312 Carey Rd West - TMC

Thu Nov 18, 2021
Forced Peak (3:30 PM - 4:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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



121-312 Carey Rd West - TMC

Thu Nov 18, 2021
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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

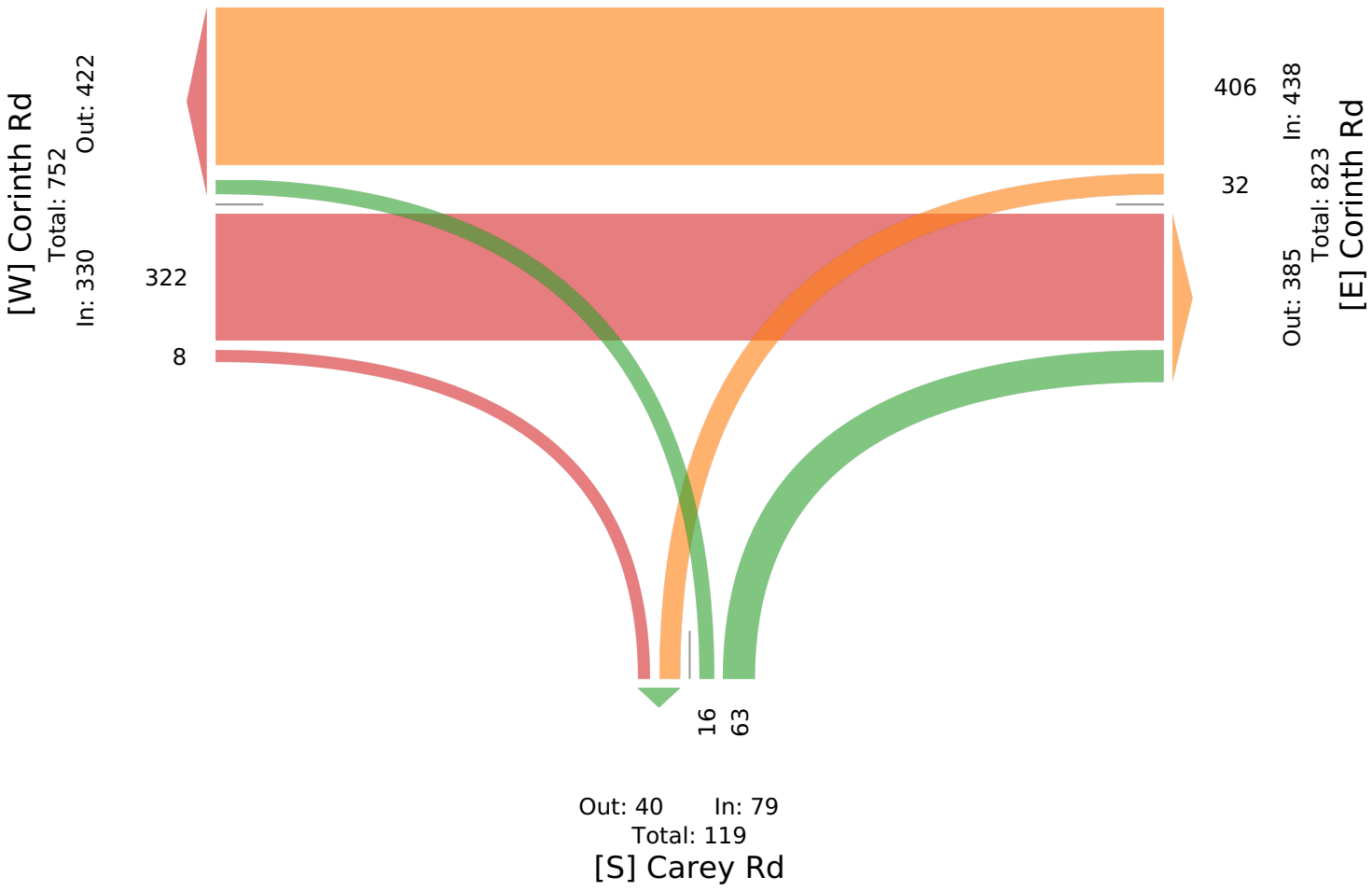
Leg Direction	Corinth Rd Eastbound					Corinth Rd Westbound					Carey Rd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2021-11-18 4:15PM	88	2	0	**90**	0	5	96	0	**101**	0	2	3	0	**5**	0	**196**
4:30PM	76	3	0	**79**	0	4	89	0	**93**	0	5	14	0	**19**	0	**191**
4:45PM	67	2	0	**69**	0	11	108	0	**119**	0	4	26	0	**30**	0	**218**
5:00PM	91	1	0	**92**	0	12	113	0	**125**	0	5	20	0	**25**	0	**242**
Total	322	8	0	**330**	0	32	406	0	**438**	0	16	63	0	**79**	0	**847**
% Approach	97.6%	2.4%	0%	**-**	-	7.3%	92.7%	0%	**-**	-	20.3%	79.7%	0%	**-**	-	**-**
% Total	38.0%	0.9%	0%	**39.0%**	-	3.8%	47.9%	0%	**51.7%**	-	1.9%	7.4%	0%	**9.3%**	-	**-**
PHF	0.885	0.667	-	**0.897**	-	0.667	0.898	-	**0.876**	-	0.800	0.606	-	**0.658**	-	0.875
Lights	311	8	0	**319**	-	30	399	0	**429**	-	16	61	0	**77**	-	825
% Lights	96.6%	100%	0%	**96.7%**	-	93.8%	98.3%	0%	**97.9%**	-	100%	96.8%	0%	**97.5%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	8	0	0	**8**	-	2	6	0	**8**	-	0	2	0	**2**	-	18
% Articulated Trucks and Single-Unit Trucks	2.5%	0%	0%	**2.4%**	-	6.3%	1.5%	0%	**1.8%**	-	0%	3.2%	0%	**2.5%**	-	2.1%
Buses	3	0	0	**3**	-	0	1	0	**1**	-	0	0	0	**0**	-	4
% Buses	0.9%	0%	0%	**0.9%**	-	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.5%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

121-312 Carey Rd West - TMC

Thu Nov 18, 2021
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 901473, Location: 43.296225, -73.690951

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



MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-268 -- English (ENU)

Datasets:

Site:	**[121-312] Corinth Rd**
Attribute:	Corinth Rd
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 1
Survey Duration:	15:07 Wednesday, November 17, 2021 => 13:01 Friday, November 19, 2021,
Zone:	
File:	121-312 0 2021-11-19 1302.EC1 (Plus)
Identifier:	R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021 (1.83333)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 300 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 16205 / 17071 (94.93%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-268
Site: 121-312.1.2EW
Description: **Corinth Rd**
Filter time: **16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	*	*	*	28.0	31.0	*	*	29.5	29.5
0100-0200	*	*	*	20.0	18.0	*	*	19.0	19.0
0200-0300	*	*	*	23.0	17.0	*	*	20.0	20.0
0300-0400	*	*	*	36.0	36.0	*	*	36.0	36.0
0400-0500	*	*	*	60.0	73.0	*	*	66.5	66.5
0500-0600	*	*	*	191.0	163.0	*	*	177.0	177.0
0600-0700	*	*	*	450.0	379.0	*	*	414.5	414.5
0700-0800	*	*	*	**670.0**	**666.0**	*	*	**668.0**	**668.0**
0800-0900	*	*	*	660.0	616.0	*	*	638.0	638.0
0900-1000	*	*	*	588.0	563.0	*	*	575.5	575.5
1000-1100	*	*	*	556.0	553.0	*	*	554.5	554.5
1100-1200	*	*	*	526.0	547.0	*	*	536.5	536.5
1200-1300	*	*	*	655.0	*	*	*	655.0	655.0
1300-1400	*	*	*	611.0	*	*	*	611.0	611.0
1400-1500	*	*	*	648.0	*	*	*	648.0	648.0
1500-1600	*	*	*	764.0	*	*	*	764.0	764.0
1600-1700	*	*	851.0	**803.0**	*	*	*	**827.0**	**827.0**
1700-1800	*	*	724.0	753.0	*	*	*	738.5	738.5
1800-1900	*	*	504.0	509.0	*	*	*	506.5	506.5
1900-2000	*	*	357.0	394.0	*	*	*	375.5	375.5
2000-2100	*	*	282.0	262.0	*	*	*	272.0	272.0
2100-2200	*	*	135.0	182.0	*	*	*	158.5	158.5
2200-2300	*	*	88.0	109.0	*	*	*	98.5	98.5
2300-2400	*	*	52.0	52.0	*	*	*	52.0	52.0
Totals									
0700-1900	*	*	*	7743.0	*	*	*	7722.5	7722.5
0600-2200	*	*	*	9031.0	*	*	*	8943.0	8943.0
0600-0000	*	*	*	9192.0	*	*	*	9093.5	9093.5
0000-0000	*	*	*	9550.0	*	*	*	9441.5	9441.5
AM Peak	*	*	*	0700	0700	*	*		
	*	*	*	670.0	666.0	*	*		
PM Peak	*	*	*	1600	*	*	*		
	*	*	*	803.0	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-269 -- English (ENU)

Datasets:

Site:	**[121-312] Corinth Rd**
Attribute:	Corinth Rd
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 1
Survey Duration:	15:07 Wednesday, November 17, 2021 => 13:01 Friday, November 19, 2021,
Zone:	
File:	121-312 0 2021-11-19 1302.EC1 (Plus)
Identifier:	R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021 (1.83333)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	AB , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 300 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 8520 / 17071 (49.91%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-269
Site: 121-312.1.2EW
Description: **Corinth Rd**
Filter time: **16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(AB) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	*	*	*	7.0	11.0	*	*	9.0	9.0
0100-0200	*	*	*	10.0	8.0	*	*	9.0	9.0
0200-0300	*	*	*	10.0	9.0	*	*	9.5	9.5
0300-0400	*	*	*	30.0	23.0	*	*	26.5	26.5
0400-0500	*	*	*	41.0	57.0	*	*	49.0	49.0
0500-0600	*	*	*	156.0	133.0	*	*	144.5	144.5
0600-0700	*	*	*	329.0	269.0	*	*	299.0	299.0
0700-0800	*	*	*	**477.0**	**467.0**	*	*	**472.0**	**472.0**
0800-0900	*	*	*	420.0	388.0	*	*	404.0	404.0
0900-1000	*	*	*	320.0	322.0	*	*	321.0	321.0
1000-1100	*	*	*	304.0	320.0	*	*	312.0	312.0
1100-1200	*	*	*	264.0	275.0	*	*	269.5	269.5
1200-1300	*	*	*	332.0	*	*	*	332.0	332.0
1300-1400	*	*	*	304.0	*	*	*	304.0	304.0
1400-1500	*	*	*	335.0	*	*	*	335.0	335.0
1500-1600	*	*	*	355.0	*	*	*	355.0	355.0
1600-1700	*	*	399.0	**372.0**	*	*	*	**385.5**	**385.5**
1700-1800	*	*	325.0	310.0	*	*	*	317.5	317.5
1800-1900	*	*	196.0	204.0	*	*	*	200.0	200.0
1900-2000	*	*	150.0	162.0	*	*	*	156.0	156.0
2000-2100	*	*	102.0	102.0	*	*	*	102.0	102.0
2100-2200	*	*	50.0	76.0	*	*	*	63.0	63.0
2200-2300	*	*	25.0	32.0	*	*	*	28.5	28.5

2300-2400	*	*	19.0	20.0	*	*	*	19.5	19.5
Totals									
0700-1900	*	*	*	3997.0	*	*	*	4007.5	4007.5
0600-2200	*	*	*	4666.0	*	*	*	4627.5	4627.5
0600-0000	*	*	*	4718.0	*	*	*	4675.5	4675.5
0000-0000	*	*	*	4972.0	*	*	*	4923.0	4923.0
AM Peak	*	*	*	0700	0700	*	*		
	*	*	*	477.0	467.0	*	*		
PM Peak	*	*	*	1600	*	*	*		
	*	*	*	372.0	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-270 -- English (ENU)

Datasets:

Site:	**[121-312] Corinth Rd**
Attribute:	Corinth Rd
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 1
Survey Duration:	15:07 Wednesday, November 17, 2021 => 13:01 Friday, November 19, 2021,
Zone:	
File:	121-312 0 2021-11-19 1302.EC1 (Plus)
Identifier:	R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021 (1.83333)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	BA , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 300 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 7685 / 17071 (45.02%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-270
Site: 121-312.1.2EW
Description: **Corinth Rd**
Filter time: **16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(BA) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	*	*	*	21.0	20.0	*	*	20.5	20.5
0100-0200	*	*	*	10.0	10.0	*	*	10.0	10.0
0200-0300	*	*	*	13.0	8.0	*	*	10.5	10.5
0300-0400	*	*	*	6.0	13.0	*	*	9.5	9.5
0400-0500	*	*	*	19.0	16.0	*	*	17.5	17.5
0500-0600	*	*	*	35.0	30.0	*	*	32.5	32.5
0600-0700	*	*	*	121.0	110.0	*	*	115.5	115.5
0700-0800	*	*	*	193.0	199.0	*	*	196.0	196.0
0800-0900	*	*	*	240.0	228.0	*	*	234.0	234.0
0900-1000	*	*	*	**268.0**	241.0	*	*	254.5	254.5
1000-1100	*	*	*	252.0	233.0	*	*	242.5	242.5
1100-1200	*	*	*	262.0	**272.0**	*	*	**267.0**	**267.0**
1200-1300	*	*	*	323.0	*	*	*	323.0	323.0
1300-1400	*	*	*	307.0	*	*	*	307.0	307.0
1400-1500	*	*	*	313.0	*	*	*	313.0	313.0
1500-1600	*	*	*	409.0	*	*	*	409.0	409.0
1600-1700	*	*	452.0	431.0	*	*	*	**441.5**	**441.5**
1700-1800	*	*	399.0	**443.0**	*	*	*	421.0	421.0
1800-1900	*	*	308.0	305.0	*	*	*	306.5	306.5
1900-2000	*	*	207.0	232.0	*	*	*	219.5	219.5
2000-2100	*	*	180.0	160.0	*	*	*	170.0	170.0
2100-2200	*	*	85.0	106.0	*	*	*	95.5	95.5
2200-2300	*	*	63.0	77.0	*	*	*	70.0	70.0
2300-2400	*	*	33.0	32.0	*	*	*	32.5	32.5
Totals									
0700-1900	*	*	*	3746.0	*	*	*	3715.0	3715.0
0600-2200	*	*	*	4365.0	*	*	*	4315.5	4315.5
0600-0000	*	*	*	4474.0	*	*	*	4418.0	4418.0
0000-0000	*	*	*	4578.0	*	*	*	4518.5	4518.5
AM Peak	*	*	*	0900	1100	*	*		
	*	*	*	268.0	272.0	*	*		
PM Peak	*	*	*	1700	*	*	*		
	*	*	*	443.0	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

SpeedStat-271 -- English (ENU)

Datasets:

Site:	**[121-312] Corinth Rd**
Attribute:	Corinth Rd
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 1
Survey Duration:	15:07 Wednesday, November 17, 2021 => 13:01 Friday, November 19, 2021,
Zone:	
File:	121-312 0 2021-11-19 1302.EC1 (Plus)
Identifier:	R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021**
(1.83333)	
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 300 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 16205 / 17071 (94.93%)

Speed Statistics

SpeedStat-271
Site: 121-312.1.2EW
Description: **Corinth Rd**
Filter time: **16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 16205
Posted speed limit = 45 mph, Exceeding = 3360 (20.73%), Mean Exceeding = 48.17 mph
Maximum = 63.1 mph, **Minimum** = 7.7 mph, **Mean** = 40.0 mph
85% Speed = 46.19 mph, **95% Speed** = 49.55 mph, **Median** = 40.38 mph
10 mph Pace = 36 - 46, **Number in Pace** = 9587 (59.16%)
Variance = 39.81, **Standard Deviation** = 6.31 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - **5**	0 0.000%	0 0.000%	16205 100.0%	0.00	0.00	0.00
5 - **10**	2 0.012%	2 0.012%	16203 100.0%	0.00	0.00	0.00
10 - **15**	12 0.074%	14 0.086%	16191 99.91%	0.00	0.00	0.00
15 - **20**	50 0.309%	64 0.395%	16141 99.61%	0.00	0.00	0.00
20 - **25**	183 1.129%	247 1.524%	15958 98.48%	0.00	0.00	0.00
25 - **30**	756 4.665%	1003 6.189%	15202 93.81%	0.00	0.00	0.00
30 - **35**	2339 14.43%	3342 20.62%	12863 79.38%	0.00	0.00	0.00
35 - **40**	4292 26.49%	7634 47.11%	8571 52.89%	0.00	0.00	0.00
40 - **45**	5211 32.16%	12845 79.27%	3360 20.73%	0.00	0.00	0.00
45 - **50**	2676 16.51%	15521 95.78%	684 4.221%	0.00	0.00	0.00
50 - **55**	584 3.604%	16105 99.38%	100 0.617%	0.00	0.00	0.00
55 - **60**	87 0.537%	16192 99.92%	13 0.080%	0.00	0.00	0.00
60 - **65**	13 0.080%	16205 100.0%	0 0.000%	0.00	0.00	0.00
65 - **70**	0 0.000%	16205 100.0%	0 0.000%	0.00	0.00	0.00
70 - **75**	0 0.000%	16205 100.0%	0 0.000%	0.00	0.00	0.00
75 - **80**	0 0.000%	16205 100.0%	0 0.000%	0.00	0.00	0.00
80 - **85**	0 0.000%	16205 100.0%	0 0.000%	0.00	0.00	0.00
85 - **90**	0 0.000%	16205 100.0%	0 0.000%	0.00	0.00	0.00
90 - **95**	0 0.000%	16205 100.0%	0 0.000%	0.00	0.00	0.00
95 - **100**	0 0.000%	16205 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below	Above
0	45 (PSL)	12845 79.3%	3360 20.7%

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-268 -- English (ENU)

Datasets:

Site:	**[121-312] Carey Rd East**
Attribute:	Carey Rd East
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	15:03 Wednesday, November 17, 2021 => 10:53 Monday, November 22, 2021,
Zone:	
File:	121-312 0 2021-11-22 1053.EC1 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021 (1.83333)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 300 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 829 / 874 (94.85%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-268
Site: 121-312.1.2NS
Description: **Carey Rd East**
Filter time: **16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	*	*	*	0.0	0.0	*	*	0.0	0.0
0100-0200	*	*	*	0.0	0.0	*	*	0.0	0.0
0200-0300	*	*	*	0.0	2.0	*	*	1.0	1.0
0300-0400	*	*	*	3.0	4.0	*	*	3.5	3.5
0400-0500	*	*	*	5.0	2.0	*	*	3.5	3.5
0500-0600	*	*	*	10.0	5.0	*	*	7.5	7.5
0600-0700	*	*	*	23.0	24.0	*	*	23.5	23.5
0700-0800	*	*	*	27.0	25.0	*	*	26.0	26.0
0800-0900	*	*	*	26.0	**40.0**	*	*	33.0	33.0
0900-1000	*	*	*	32.0	34.0	*	*	33.0	33.0
1000-1100	*	*	*	**41.0**	35.0	*	*	**38.0**	**38.0**
1100-1200	*	*	*	31.0	38.0	*	*	34.5	34.5
1200-1300	*	*	*	**61.0**	*	*	*	**61.0**	**61.0**
1300-1400	*	*	*	49.0	*	*	*	49.0	49.0
1400-1500	*	*	*	36.0	*	*	*	36.0	36.0
1500-1600	*	*	*	29.0	*	*	*	29.0	29.0
1600-1700	*	*	45.0	37.0	*	*	*	41.0	41.0
1700-1800	*	*	27.0	31.0	*	*	*	29.0	29.0
1800-1900	*	*	26.0	30.0	*	*	*	28.0	28.0
1900-2000	*	*	10.0	7.0	*	*	*	8.5	8.5
2000-2100	*	*	4.0	6.0	*	*	*	5.0	5.0
2100-2200	*	*	6.0	3.0	*	*	*	4.5	4.5
2200-2300	*	*	1.0	5.0	*	*	*	3.0	3.0
2300-2400	*	*	5.0	4.0	*	*	*	4.5	4.5
Totals									
0700-1900	*	*	*	430.0	*	*	*	437.5	437.5
0600-2200	*	*	*	469.0	*	*	*	479.0	479.0
0600-0000	*	*	*	478.0	*	*	*	486.5	486.5
0000-0000	*	*	*	496.0	*	*	*	502.0	502.0
AM Peak	*	*	*	1000	0800	*	*		
	*	*	*	41.0	40.0	*	*		
PM Peak	*	*	*	1200	*	*	*		
	*	*	*	61.0	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-269 -- English (ENU)

Datasets:

Site:	**[121-312] Carey Rd East**
Attribute:	Carey Rd East
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	15:03 Wednesday, November 17, 2021 => 10:53 Monday, November 22, 2021,
Zone:	
File:	121-312 0 2021-11-22 1053.EC1 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021 (1.83333)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	AB , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 300 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 429 / 874 (49.08%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-269
Site: 121-312.1.2NS
Description: **Carey Rd East**
Filter time: **16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(AB) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	*	*	*	0.0	0.0	*	*	0.0	0.0
0100-0200	*	*	*	0.0	0.0	*	*	0.0	0.0
0200-0300	*	*	*	0.0	1.0	*	*	0.5	0.5
0300-0400	*	*	*	1.0	2.0	*	*	1.5	1.5
0400-0500	*	*	*	2.0	0.0	*	*	1.0	1.0
0500-0600	*	*	*	2.0	0.0	*	*	1.0	1.0
0600-0700	*	*	*	1.0	2.0	*	*	1.5	1.5
0700-0800	*	*	*	6.0	2.0	*	*	4.0	4.0
0800-0900	*	*	*	5.0	12.0	*	*	8.5	8.5
0900-1000	*	*	*	12.0	17.0	*	*	14.5	14.5
1000-1100	*	*	*	**24.0**	15.0	*	*	19.5	19.5
1100-1200	*	*	*	19.0	**23.0**	*	*	**21.0**	**21.0**
1200-1300	*	*	*	**32.0**	*	*	*	**32.0**	**32.0**
1300-1400	*	*	*	19.0	*	*	*	19.0	19.0
1400-1500	*	*	*	22.0	*	*	*	22.0	22.0
1500-1600	*	*	*	22.0	*	*	*	22.0	22.0
1600-1700	*	*	33.0	23.0	*	*	*	28.0	28.0
1700-1800	*	*	24.0	26.0	*	*	*	25.0	25.0
1800-1900	*	*	21.0	22.0	*	*	*	21.5	21.5
1900-2000	*	*	8.0	6.0	*	*	*	7.0	7.0
2000-2100	*	*	1.0	2.0	*	*	*	1.5	1.5
2100-2200	*	*	5.0	3.0	*	*	*	4.0	4.0
2200-2300	*	*	1.0	5.0	*	*	*	3.0	3.0
2300-2400	*	*	4.0	4.0	*	*	*	4.0	4.0
Totals									
0700-1900	*	*	*	232.0	*	*	*	237.0	237.0
0600-2200	*	*	*	244.0	*	*	*	251.0	251.0
0600-0000	*	*	*	253.0	*	*	*	258.0	258.0
0000-0000	*	*	*	258.0	*	*	*	262.0	262.0
AM Peak	*	*	*	1000	1100	*	*		
	*	*	*	24.0	23.0	*	*		
PM Peak	*	*	*	1200	*	*	*		
	*	*	*	32.0	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-270 -- English (ENU)

Datasets:

Site:	**[121-312] Carey Rd East**
Attribute:	Carey Rd East
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	15:03 Wednesday, November 17, 2021 => 10:53 Monday, November 22, 2021,
Zone:	
File:	121-312 0 2021-11-22 1053.EC1 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021 (1.83333)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	BA , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 300 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 400 / 874 (45.77%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-270
Site: 121-312.1.2NS
Description: **Carey Rd East**
Filter time: **16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(BA) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	*	*	*	0.0	0.0	*	*	0.0	0.0
0100-0200	*	*	*	0.0	0.0	*	*	0.0	0.0
0200-0300	*	*	*	0.0	1.0	*	*	0.5	0.5
0300-0400	*	*	*	2.0	2.0	*	*	2.0	2.0
0400-0500	*	*	*	3.0	2.0	*	*	2.5	2.5
0500-0600	*	*	*	8.0	5.0	*	*	6.5	6.5
0600-0700	*	*	*	**22.0**	22.0	*	*	22.0	22.0
0700-0800	*	*	*	21.0	23.0	*	*	22.0	22.0
0800-0900	*	*	*	21.0	**28.0**	*	*	**24.5**	**24.5**
0900-1000	*	*	*	20.0	17.0	*	*	18.5	18.5
1000-1100	*	*	*	17.0	20.0	*	*	18.5	18.5
1100-1200	*	*	*	12.0	15.0	*	*	13.5	13.5
1200-1300	*	*	*	29.0	*	*	*	29.0	29.0
1300-1400	*	*	*	**30.0**	*	*	*	**30.0**	**30.0**
1400-1500	*	*	*	14.0	*	*	*	14.0	14.0
1500-1600	*	*	*	7.0	*	*	*	7.0	7.0
1600-1700	*	*	12.0	14.0	*	*	*	13.0	13.0
1700-1800	*	*	3.0	5.0	*	*	*	4.0	4.0
1800-1900	*	*	5.0	8.0	*	*	*	6.5	6.5
1900-2000	*	*	2.0	1.0	*	*	*	1.5	1.5
2000-2100	*	*	3.0	4.0	*	*	*	3.5	3.5
2100-2200	*	*	1.0	0.0	*	*	*	0.5	0.5
2200-2300	*	*	0.0	0.0	*	*	*	0.0	0.0
2300-2400	*	*	1.0	0.0	*	*	*	0.5	0.5
Totals									
0700-1900	*	*	*	198.0	*	*	*	200.5	200.5
0600-2200	*	*	*	225.0	*	*	*	228.0	228.0
0600-0000	*	*	*	225.0	*	*	*	228.5	228.5
0000-0000	*	*	*	238.0	*	*	*	240.0	240.0
AM Peak	*	*	*	0600	0800	*	*		
	*	*	*	22.0	28.0	*	*		
PM Peak	*	*	*	1300	*	*	*		
	*	*	*	30.0	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-268 -- English (ENU)

Datasets:

Site:	**[Carey Rd West] Carey Rd West**
Attribute:	Carey Rd West
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	14:58 Wednesday, November 17, 2021 => 10:48 Monday, November 22, 2021,
Zone:	
File:	Carey Rd West 0 2021-11-22 1049.EC1 (Plus)
Identifier:	FZ12WDHB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021 (1.83333)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 300 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1024 / 1077 (95.08%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-268
Site: Carey Rd West.1.2NS
Description: **Carey Rd West**
Filter time: **16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	*	*	*	3.0	0.0	*	*	1.5	1.5
0100-0200	*	*	*	0.0	0.0	*	*	0.0	0.0
0200-0300	*	*	*	1.0	0.0	*	*	0.5	0.5
0300-0400	*	*	*	2.0	5.0	*	*	3.5	3.5
0400-0500	*	*	*	3.0	1.0	*	*	2.0	2.0
0500-0600	*	*	*	17.0	8.0	*	*	12.5	12.5
0600-0700	*	*	*	36.0	19.0	*	*	27.5	27.5
0700-0800	*	*	*	35.0	28.0	*	*	31.5	31.5
0800-0900	*	*	*	**44.0**	**48.0**	*	*	**46.0**	**46.0**
0900-1000	*	*	*	25.0	19.0	*	*	22.0	22.0
1000-1100	*	*	*	20.0	23.0	*	*	21.5	21.5
1100-1200	*	*	*	26.0	20.0	*	*	23.0	23.0
1200-1300	*	*	*	58.0	*	*	*	58.0	58.0
1300-1400	*	*	*	48.0	*	*	*	48.0	48.0
1400-1500	*	*	*	20.0	*	*	*	20.0	20.0
1500-1600	*	*	*	37.0	*	*	*	37.0	37.0
1600-1700	*	*	88.0	**66.0**	*	*	*	**77.0**	**77.0**
1700-1800	*	*	56.0	60.0	*	*	*	58.0	58.0
1800-1900	*	*	41.0	45.0	*	*	*	43.0	43.0
1900-2000	*	*	27.0	30.0	*	*	*	28.5	28.5
2000-2100	*	*	12.0	10.0	*	*	*	11.0	11.0
2100-2200	*	*	7.0	26.0	*	*	*	16.5	16.5
2200-2300	*	*	1.0	4.0	*	*	*	2.5	2.5
2300-2400	*	*	4.0	1.0	*	*	*	2.5	2.5
Totals									
0700-1900	*	*	*	484.0	*	*	*	485.0	485.0
0600-2200	*	*	*	586.0	*	*	*	568.5	568.5
0600-0000	*	*	*	591.0	*	*	*	573.5	573.5
0000-0000	*	*	*	617.0	*	*	*	593.5	593.5
AM Peak	*	*	*	0800	0800	*	*		
	*	*	*	44.0	48.0	*	*		
PM Peak	*	*	*	1600	*	*	*		
	*	*	*	66.0	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-269 -- English (ENU)

Datasets:

Site:	**[Carey Rd West] Carey Rd West**
Attribute:	Carey Rd West
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	14:58 Wednesday, November 17, 2021 => 10:48 Monday, November 22, 2021,
Zone:	
File:	Carey Rd West 0 2021-11-22 1049.EC1 (Plus)
Identifier:	FZ12WDHB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021 (1.83333)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	AB , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 300 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 495 / 1077 (45.96%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-269
Site: Carey Rd West.1.2NS
Description: **Carey Rd West**
Filter time: **16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(AB) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	*	*	*	1.0	0.0	*	*	0.5	0.5
0100-0200	*	*	*	0.0	0.0	*	*	0.0	0.0
0200-0300	*	*	*	0.0	0.0	*	*	0.0	0.0
0300-0400	*	*	*	0.0	0.0	*	*	0.0	0.0
0400-0500	*	*	*	0.0	0.0	*	*	0.0	0.0
0500-0600	*	*	*	3.0	0.0	*	*	1.5	1.5
0600-0700	*	*	*	4.0	1.0	*	*	2.5	2.5
0700-0800	*	*	*	9.0	5.0	*	*	7.0	7.0
0800-0900	*	*	*	6.0	4.0	*	*	5.0	5.0
0900-1000	*	*	*	11.0	9.0	*	*	10.0	10.0
1000-1100	*	*	*	10.0	13.0	*	*	11.5	11.5
1100-1200	*	*	*	**13.0**	**14.0**	*	*	**13.5**	**13.5**
1200-1300	*	*	*	28.0	*	*	*	28.0	28.0
1300-1400	*	*	*	16.0	*	*	*	16.0	16.0
1400-1500	*	*	*	10.0	*	*	*	10.0	10.0
1500-1600	*	*	*	24.0	*	*	*	24.0	24.0
1600-1700	*	*	53.0	**41.0**	*	*	*	**47.0**	**47.0**
1700-1800	*	*	45.0	38.0	*	*	*	41.5	41.5
1800-1900	*	*	18.0	23.0	*	*	*	20.5	20.5
1900-2000	*	*	20.0	20.0	*	*	*	20.0	20.0
2000-2100	*	*	9.0	5.0	*	*	*	7.0	7.0
2100-2200	*	*	7.0	25.0	*	*	*	16.0	16.0
2200-2300	*	*	1.0	4.0	*	*	*	2.5	2.5
2300-2400	*	*	4.0	1.0	*	*	*	2.5	2.5
Totals									
0700-1900	*	*	*	229.0	*	*	*	234.0	234.0
0600-2200	*	*	*	283.0	*	*	*	279.5	279.5
0600-0000	*	*	*	288.0	*	*	*	284.5	284.5
0000-0000	*	*	*	292.0	*	*	*	286.5	286.5
AM Peak	*	*	*	1100	1100	*	*		
	*	*	*	13.0	14.0	*	*		
PM Peak	*	*	*	1600	*	*	*		
	*	*	*	41.0	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-270 -- English (ENU)

Datasets:

Site:	**[Carey Rd West] Carey Rd West**
Attribute:	Carey Rd West
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	14:58 Wednesday, November 17, 2021 => 10:48 Monday, November 22, 2021,
Zone:	
File:	Carey Rd West 0 2021-11-22 1049.EC1 (Plus)
Identifier:	FZ12WDHB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021 (1.83333)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	BA , Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 300 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 529 / 1077 (49.12%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-270
Site: Carey Rd West.1.2NS
Description: **Carey Rd West**
Filter time: **16:00 Wednesday, November 17, 2021 => 12:00 Friday, November 19, 2021**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(BA) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

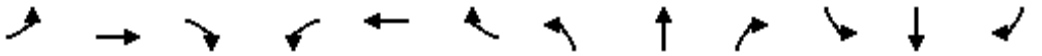
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	*	*	*	2.0	0.0	*	*	1.0	1.0
0100-0200	*	*	*	0.0	0.0	*	*	0.0	0.0
0200-0300	*	*	*	1.0	0.0	*	*	0.5	0.5
0300-0400	*	*	*	2.0	5.0	*	*	3.5	3.5
0400-0500	*	*	*	3.0	1.0	*	*	2.0	2.0
0500-0600	*	*	*	14.0	8.0	*	*	11.0	11.0
0600-0700	*	*	*	32.0	18.0	*	*	25.0	25.0
0700-0800	*	*	*	26.0	23.0	*	*	24.5	24.5
0800-0900	*	*	*	**38.0**	**44.0**	*	*	**41.0**	**41.0**
0900-1000	*	*	*	14.0	10.0	*	*	12.0	12.0
1000-1100	*	*	*	10.0	10.0	*	*	10.0	10.0
1100-1200	*	*	*	13.0	6.0	*	*	9.5	9.5
1200-1300	*	*	*	30.0	*	*	*	30.0	30.0
1300-1400	*	*	*	**32.0**	*	*	*	**32.0**	**32.0**
1400-1500	*	*	*	10.0	*	*	*	10.0	10.0
1500-1600	*	*	*	13.0	*	*	*	13.0	13.0
1600-1700	*	*	35.0	25.0	*	*	*	30.0	30.0
1700-1800	*	*	11.0	22.0	*	*	*	16.5	16.5
1800-1900	*	*	23.0	22.0	*	*	*	22.5	22.5
1900-2000	*	*	7.0	10.0	*	*	*	8.5	8.5
2000-2100	*	*	3.0	5.0	*	*	*	4.0	4.0
2100-2200	*	*	0.0	1.0	*	*	*	0.5	0.5
2200-2300	*	*	0.0	0.0	*	*	*	0.0	0.0
2300-2400	*	*	0.0	0.0	*	*	*	0.0	0.0
Totals									
0700-1900	*	*	*	255.0	*	*	*	251.0	251.0
0600-2200	*	*	*	303.0	*	*	*	289.0	289.0
0600-0000	*	*	*	303.0	*	*	*	289.0	289.0
0000-0000	*	*	*	325.0	*	*	*	307.0	307.0
AM Peak	*	*	*	0800	0800	*	*		
	*	*	*	38.0	44.0	*	*		
PM Peak	*	*	*	1300	*	*	*		
	*	*	*	32.0	*	*	*		

*** - No data.**

APPENDIX B

EXISTING CONDITIONS TRAFFIC ANALYSES

CAREY ROAD INDUSTRIAL PARK
EXISTING TRAFFIC ANALYSIS AND BUILD-OUT ASSESSMENT
TOWN OF QUEENSBURY, WARREN COUNTY, NEW YORK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	541	21	123	397	3	31	7	147	66	2	23
Future Volume (veh/h)	16	541	21	123	397	3	31	7	147	66	2	23
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	1589	1841	1900	1841	1841	1900	1796	1411	1781	1683	1976	1752
Adj Flow Rate, veh/h	19	644	25	146	473	4	37	8	117	79	2	12
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	1.00
Percent Heavy Veh, %	21	4	0	4	4	0	7	33	8	19	0	10
Cap, veh/h	78	779	30	503	1146	10	115	29	159	355	7	272
Arrive On Green	0.45	0.45	0.45	0.08	0.63	0.63	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	20	1722	66	1753	1822	15	173	159	864	1205	41	1485
Grp Volume(v), veh/h	688	0	0	146	0	477	162	0	0	81	0	12
Grp Sat Flow(s),veh/h/ln	1808	0	0	1753	0	1838	1197	0	0	1246	0	1485
Q Serve(g_s), s	3.4	0.0	0.0	2.1	0.0	6.9	3.3	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	17.8	0.0	0.0	2.1	0.0	6.9	6.7	0.0	0.0	3.1	0.0	0.4
Prop In Lane	0.03		0.04	1.00		0.01	0.23		0.72	0.98		1.00
Lane Grp Cap(c), veh/h	887	0	0	503	0	1156	303	0	0	362	0	272
V/C Ratio(X)	0.78	0.00	0.00	0.29	0.00	0.41	0.54	0.00	0.00	0.22	0.00	0.04
Avail Cap(c_a), veh/h	1284	0	0	686	0	1242	549	0	0	646	0	585
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	5.3	0.0	5.0	20.5	0.0	0.0	19.0	0.0	17.9
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.3	0.0	0.2	1.5	0.0	0.0	0.3	0.0	0.1
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	6.0	0.0	0.0	0.5	0.0	1.3	1.7	0.0	0.0	0.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	0.0	5.6	0.0	5.2	21.9	0.0	0.0	19.3	0.0	18.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	B	A	B
Approach Vol, veh/h		688			623			162			93	
Approach Delay, s/veh		14.7			5.3			21.9			19.2	
Approach LOS		B			A			C			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		14.8	9.4	29.1		14.8		38.5				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		8.7	4.1	19.8		5.1		8.9				
Green Ext Time (p_c), s		0.6	0.2	4.3		0.3		2.8				

Intersection Summary												
HCM 6th Ctrl Delay			12.0									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	503	12	54	213	0	7
Future Vol, veh/h	503	12	54	213	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	2	7	0	17
Mvmt Flow	535	13	57	227	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	548	0	883	542
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	-	-	4.12	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.218	-	3.5	3.453
Pot Cap-1 Maneuver	-	-	1021	-	319	512
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1021	-	299	512
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	512	-	-	1021	-
HCM Lane V/C Ratio	0.015	-	-	0.056	-
HCM Control Delay (s)	12.1	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	-

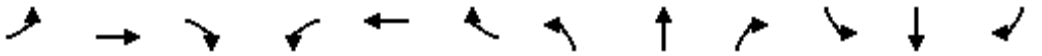
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	522	24	160	255	9	2	0	37	3	0	0
Future Vol, veh/h	0	522	24	160	255	9	2	0	37	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	0	1	6	0	0	0	3	0	0	0
Mvmt Flow	0	587	27	180	287	10	2	0	42	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	297	0	0	614	0	0	1253	1258	601	1274	1266	292
Stage 1	-	-	-	-	-	-	601	601	-	652	652	-
Stage 2	-	-	-	-	-	-	652	657	-	622	614	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1276	-	-	970	-	-	150	172	498	145	171	752
Stage 1	-	-	-	-	-	-	491	493	-	460	467	-
Stage 2	-	-	-	-	-	-	460	465	-	478	486	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1276	-	-	970	-	-	124	134	498	110	133	752
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	134	-	110	133	-
Stage 1	-	-	-	-	-	-	491	493	-	460	363	-
Stage 2	-	-	-	-	-	-	358	362	-	438	486	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.6	14.3	38.8
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	431	1276	-	-	970	-	-	110
HCM Lane V/C Ratio	0.102	-	-	-	0.185	-	-	0.031
HCM Control Delay (s)	14.3	0	-	-	9.6	0	-	38.8
HCM Lane LOS	B	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0.3	0	-	-	0.7	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	495	16	110	531	10	67	4	154	35	3	32
Future Volume (veh/h)	15	495	16	110	531	10	67	4	154	35	3	32
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	1900	1856	1707	1856	1841	1900	1900	1530	1826	1930	1467	1856
Adj Flow Rate, veh/h	16	521	17	116	559	11	71	4	108	37	3	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	13	3	4	0	0	25	5	3	33	3
Cap, veh/h	87	673	22	555	1036	20	183	32	156	347	21	329
Arrive On Green	0.39	0.39	0.39	0.08	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	20	1745	56	1767	1799	35	363	155	745	945	101	1569
Grp Volume(v), veh/h	554	0	0	116	0	570	183	0	0	40	0	29
Grp Sat Flow(s),veh/h/ln	1821	0	0	1767	0	1834	1262	0	0	1046	0	1569
Q Serve(g_s), s	1.3	0.0	0.0	1.6	0.0	8.9	3.8	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	12.4	0.0	0.0	1.6	0.0	8.9	6.1	0.0	0.0	1.4	0.0	0.7
Prop In Lane	0.03		0.03	1.00		0.02	0.39		0.59	0.92		1.00
Lane Grp Cap(c), veh/h	781	0	0	555	0	1057	372	0	0	368	0	329
V/C Ratio(X)	0.71	0.00	0.00	0.21	0.00	0.54	0.49	0.00	0.00	0.11	0.00	0.09
Avail Cap(c_a), veh/h	1471	0	0	787	0	1416	667	0	0	615	0	707
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	0.0	5.9	0.0	6.1	16.9	0.0	0.0	15.1	0.0	14.8
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.4	1.0	0.0	0.0	0.1	0.0	0.1
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	4.1	0.0	0.0	0.4	0.0	1.7	1.5	0.0	0.0	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	0.0	0.0	6.1	0.0	6.5	17.9	0.0	0.0	15.2	0.0	15.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		554			686			183			69	
Approach Delay, s/veh		13.8			6.4			17.9			15.1	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		14.8	8.9	23.0		14.8		31.9				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		8.1	3.6	14.4		3.4		10.9				
Green Ext Time (p_c), s		0.7	0.1	3.6		0.2		3.5				

Intersection Summary												
HCM 6th Ctrl Delay			11.0									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	369	7	16	463	5	45
Future Vol, veh/h	369	7	16	463	5	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	43	0	4	0	5
Mvmt Flow	384	7	17	482	5	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	391	0	904	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	516	-
Critical Hdwy	-	-	4.1	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.345
Pot Cap-1 Maneuver	-	-	1179	-	310	654
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1179	-	304	654
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	591	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	586	-	-	1179	-
HCM Lane V/C Ratio	0.089	-	-	0.014	-
HCM Control Delay (s)	11.7	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	413	6	44	486	6	12	0	104	11	0	0
Future Vol, veh/h	0	413	6	44	486	6	12	0	104	11	0	0
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	4	0	2	4	0	0	0	0	0	0	0
Mvmt Flow	0	439	6	47	517	6	13	0	111	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	524	0	0	446	0	0	1057	1061	443	1113	1061	521
Stage 1	-	-	-	-	-	-	443	443	-	615	615	-
Stage 2	-	-	-	-	-	-	614	618	-	498	446	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1053	-	-	1114	-	-	205	226	619	187	226	559
Stage 1	-	-	-	-	-	-	598	579	-	482	485	-
Stage 2	-	-	-	-	-	-	483	484	-	558	577	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	1113	-	-	195	212	618	146	212	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	212	-	146	212	-
Stage 1	-	-	-	-	-	-	597	578	-	482	455	-
Stage 2	-	-	-	-	-	-	454	454	-	458	576	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	14.4	31.8
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	505	1052	-	-	1113	-	-	146
HCM Lane V/C Ratio	0.244	-	-	-	0.042	-	-	0.08
HCM Control Delay (s)	14.4	0	-	-	8.4	0	-	31.8
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.3

APPENDIX C

INTERSECTION COLLISION SUMMARY

CAREY ROAD INDUSTRIAL PARK
EXISTING TRAFFIC ANALYSIS AND BUILD-OUT ASSESSMENT
TOWN OF QUEENSBURY, WARREN COUNTY, NEW YORK

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. P.I.N.. 121-312 INVENTORY NO.	ROUTE NO. or STREET NAME: Corinth Rd (CR28) BETWEEN: Rhode Island and Bay	COUNTY: Warren MUNICIPALITY: Queensbury BY: ALIS DATE: 11/15/2021

NO. OF MONTHS: 36 Begin Date: 1/1/2017 End Date: 12/31/2019	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
65	37200573	3/21/2018	07:35	2	PDO	1	1	1	2	09, YY		REAR END	V1 stopped facing east on Corinth Rd in the Town of Queensbury at traffic light wi h Big Bay Rd. V2 also stropped behind V1 facing east on Corinth Rd. OPV2 states that her foot slips off the break and onto the accelerator. Said action causes V2 to rear end V1. Damage observed to rear bumper of V1. Damage observed to front bumper of V2. No injuries reported. No tows required.
67	37209327	3/10/2018	13:18	2	NR	1	1	1	1	29, YY		SIDESWIPE	OP V1 STATED HE WAS PULLING THROUGH THE PARKING LOT ATTEMPTING TO AVOID STRIKING A PARKED VEHICLE AT A GAS PUMP. OP V1 STATED HE THOUGHT HE HAD ENOUGH ROOM BETWEEN THAT VEHICLE AND V2 TO THE LEFT. V1'S REAR LEFT TIRE STRUCK V2 CAUSING DAMAGE TO THE REAR LEFT BUMPER AREA OF V2. NO DAMAGE TO V1.
73	37360088	6/30/2018	11:36	2	NR	1	1	1	1	09, YY		REAR END	V2 WAS STOPPED IN TRAFFIC. V1 STATED THAT SHE WAS SLOWING TO STOP IN TRAFFIC AND HER FOOT SLIPPED OFF BRAKE AND STRUCK STOPPED V2.
114	37913508	5/31/2019	07:52	2	PDO	1	1	1	1	09, YY		REAR END	

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. P.I.N.. 121-312 INVENTORY NO.	ROUTE NO. or STREET NAME: Corinth Rd (CR28) BETWEEN: Connecticut and Rhode Island	COUNTY: Warren MUNICIPALITY: Queensbury BY: ALIS DATE: 11/15/2021

NO. OF MONTHS: 36 Begin Date: 1/1/2017 End Date: 12/31/2019	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
37	36841151	8/5/2017	9:42	2	PDO	1	1	2	3	04, 09, YY		REAR END	UNIT ONE COLLIDED WITH THE REAR END OF UNIT TWO THAT WAS STOPPED IN TRAFFIC. OPERATOR OF UNIT 2 STATED THAT AN UNINVOLVED VEHICLE AHEAD OF HIM STOPPED FAST TO ALLOW ANOTHER VEHICLE TO EXIT A PARKING LOT.

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. P.I.N.. 121-312 INVENTORY NO.	ROUTE NO. or STREET NAME: Corinth Rd (CR28) BETWEEN: Minnesota and Carey Road East	COUNTY: Warren MUNICIPALITY: Queensbury BY: ALIS DATE: 11/15/2021

NO. OF MONTHS: 36 Begin Date: 1/1/2017 End Date: 12/31/2019	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
138	38437406	12/23/2019	17:13	1	FATAL	5	1	1	1	14, 69, YY		PEDESTRIAN	SEE CASE REPORT.
34	36820012	7/21/2017	14:46	2	INJURY	1	1	1	1	07, 69, YY		RIGHT TURN (AGAINST OTHER CAR)	VEHICLE 1 OPERATOR STATEED HE WAS ATTEMPTING TO TURN RIGHT TO ENTER CORINTH ROAD FROM PRIVATE ROADWAY BUT HIS VIEW WAS LIMITED BY VERIZON VEHICLES. VEHICLE 1 OPERATOR STATED AS HE WAS ENTERING THE ROADWAY HE WAS STRUCK BY VEHICLE 2 ON CORINTH ROAD. THE VERIZON VEHICLES WERE CONFIRMED TO BE OUT OF THE ROADWAY.

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. P.I.N.. 121-312 INVENTORY NO.	ROUTE NO. or STREET NAME: Corinth Rd (CR28) AT INTERSECTION Corinth Road/Carey Road West	COUNTY: Warren MUNICIPALITY: Queensbury BY: ALIS DATE: 11/15/2021

NO. OF MONTHS: 36 Begin Date: 1/1/2017 End Date: 12/31/2019	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
24	36702860	4/14/2017	13:18	2	NR	1	1	1	1	18, YY		OVERTAKING	V1 was traveling behind V2, which was operating eastbound on Corinth Rd. The operator of V2 stated that they began to turn south onto Carey Rd., when V1 suddenly made a hard right turn, colliding with V1 and pushing them onto the shoulder. The operator of V2 stated that he began to turn south onto Carey Rd., and collided with V2

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. P.I.N.. 121-312 INVENTORY NO.	ROUTE NO. or STREET NAME: Corinth Rd (CR28) AT INTERSECTION Corinth Road/Carey Road East	COUNTY: Warren MUNICIPALITY: Queensbury BY: ALIS DATE: 11/15/2021

NO. OF MONTHS: 36 Begin Date: 1/1/2017 End Date: 12/31/2019	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
29	36781101	6/21/2017	10:49	1	NR	1	1	1	1	61, YY		DEER	A DEER ENTERED THE ROADWAY INTO THE PATH OF V-1.
42	36886631	9/6/2017	10:19	1	PDO	1	1	2	3	15, YY		LIGHT SUPPORT/UTILITY POLE	Driver of vehicle one was not sure what had occurred, she only remembers leaving the Heal h Center Across the street. It was found through EMS that Driver of vehicle one had low blood sugar and was having a Diabetic Emergency. at the time of the accident. Several witneesses say Driver 1 drove straight across Corinth Road from Carey Road and struck the utility pole.
56	36993807	11/16/2017	15:07	2	PDO	1	1	1	2	09, YY		REAR END	WHILE IN TRAFFIC, v1 STRUCK v2 IN THE REAR CAUSING DAMAGE TO THE REAR OF v2 AND THE FRONT OF v1.
60	37070128	1/2/2018	08:30	3	PDO	1	1	1	1	04, 09, YY		REAR END	ALL OPERATORS STATED VEHICLE 3 WAS STOPPED IN TRAFFIC SIGNALING TO TURN LEFT FROM CORINTH ROAD WHEN VEHICLE 1 REAR ENDED VEHICLE 3. VEHICLE 1 THEN CONTINUED INTO A MAILBOX AND TREES IN FRONT OF IMMEDIATELY FOLLOWING THE ORIGINAL COLLISION VEHICLE 2 REAR ENDED VEHICLE 3.
81	37440360	8/17/2018	15:55	2	PDO	1	1	1	2	09, YY		REAR END	Operator of V2 stated that he was stopped in traffic and was rear ended by V1. Operator of V1 stated that he did not see traffic stopped in front of him and thought they were moving and rear ended V2.
83	37466598	9/4/2018	08 02	1	PDO	1	1	1	1	26, YY		LIGHT SUPPORT/UTILITY POLE	V1 WAS TRAVELING WB ON CORINTH RD AND A VEHICLE PULLED OUT OF CAREY ROAD INTO HIS LANE OF TRAVEL. THE VEHICLE DID AN IMMEDIATE U TURN BACK INTO CAREY ROAD IN THE MIDDLE OF CORINTH RD. V1 ATTEMPTED TO AVOID COLLISION AND PULLED TO THE SIDE OF THE ROADWAY. V1 IN DOING SO MISSING THE TELEPHONE POLE BUT STRUCK THE GUIDE WIRE FOR POLE, VZ89. THE VEHICLE THAT PULLED INTO THE ROADWAY WAS GOA.

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. P.I.N.. 121-312 INVENTORY NO.	ROUTE NO. or STREET NAME: Corinth Rd (CR28) AT INTERSECTION Corinth Road/Indiana Avenue	COUNTY: Warren MUNICIPALITY: Queensbury BY: ALIS DATE: 11/15/2021

NO. OF MONTHS: 36 Begin Date: 1/1/2017 End Date: 12/31/2019	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
19	36617597	2/21/2017	13:43	2	INJURY	1	1	1	2	07, YY		RIGHT ANGLE	MV#2 was traveling west on Corinth Rd. MV#1 was stopped on Indiana Ave at the intersection with Corinth Rd. MV#1 pulled off Indiana Ave in front of MV#2. -
102	37724779	1/29/2019	15:56	2	PDO	1	1	4	4	09, YY		REAR END	Driver of V2 states he was stopped on Corinth Road and waiting for the snow plow to come out of Indiana Avenue when he was struck by V1. Driver of V1 states she tried to stop but was unable to do so when she struck V2. Driver of V1 at fault and cited for following too closely.

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. P.I.N.. 121-312 INVENTORY NO.	ROUTE NO. or STREET NAME: Corinth Rd (CR28) AT INTERSECTION Corinth Road/Ohio Avenue	COUNTY: Warren MUNICIPALITY: Queensbury BY: ALIS DATE: 11/15/2021

NO. OF MONTHS: 36 Begin Date: 1/1/2017 End Date: 12/31/2019	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
120	38119134	10/5/2019	09:44	1	PDO	1	1	1	1	04, 06		OTHER FIXED OBJECT	

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. P.I.N.. 121-312 INVENTORY NO.	ROUTE NO. or STREET NAME: Corinth Rd (CR28) AT INTERSECTION Corinth Road/Connecticut Avenue	COUNTY: Warren MUNICIPALITY: Queensbury BY: ALIS DATE: 11/15/2021

NO. OF MONTHS: 36 Begin Date: 1/1/2017 End Date: 12/31/2019	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
71	37349776	6/22/2018	06:38	2	INJURY	1	1	1	1	02, 27, YY		HEAD ON	Operator of V-1 left the right side of the roadway crossing the double yellow lines, striking V-2 head on in he westerly lane. Operator of V-1 was highly intoxicated.
89	37537521	10/17/2018	16:38	2	NR	1	1	1	2	04, YY		RIGHT ANGLE	V1 stated that she was starting to make a left turn out of the Sky Zone parking lot onto Corinth Rd. V1 stated that she did see V2 but did not realize that he was making a left turn into the Sky Zone parking lot. At that time V1 started to turn onto Corinth Rd. from the parking lot, and crashed into the drivers side rear wheel of V2.
91	37575130	11/8/2018	05:18	1	PDO	4	1	1	1	61, YY		DEER	Driver was heading east bound on Corinth Road when a deer ran out in front of the vehicle causing V1 to strike the deer

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. P.I.N.. 121-312 INVENTORY NO.	ROUTE NO. or STREET NAME: Corinth Rd (CR28) AT INTERSECTION Corinth Road/Rhode Island Avenue	COUNTY: Warren MUNICIPALITY: Queensbury BY: ALIS DATE: 11/15/2021

NO. OF MONTHS: 36 Begin Date: 1/1/2017 End Date: 12/31/2019	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
13	36585442	1/12/2017	06:13	2	INJURY	4	1	2	3	07, YY		RIGHT ANGLE	V1 pulled into the path of v2. D1 stated he did not see v2 before entering the road.
14	36585444	1/27/2017	13:22	2	PDO	1	1	1	2	07, YY		RIGHT ANGLE	MV#2 was traveling west on Corinth Rd. MV#1 was going from Stewarts north across Corinth Rd. onto Rhode Island Ave and struck MV#2 in he side of the vehicle.
17	36585454	1/25/2017	12:11	2	PDO	1	1	2	2	07, YY		LEFT TURN (AGAINST OTHER CAR)	Operator of V-1 was attemp ing to make a left turn striking V-2 as V-2 was traveling North through the intersection.
21	36671198	3/30/2017	17:10	2	INJURY	1	1	1	1	07, YY		RIGHT ANGLE	
22	36680751	4/6/2017	10:37	2	PDO	1	1	2	3	07, YY		RIGHT ANGLE	VEHICLE 1 OPERATOR STATED AN UNINVOLVED VEHICLE STOPPED AND MOTIONED HIM ACROSS THE ROADWAY. VEHICLE 1 OPERATOR STATED HE DIDN'T SEE VEHICLE 2 BEFORE THE COLLISION.
23	36680752	4/6/2017	15:21	2	PDO	1	1	2	3	07, YY		RIGHT ANGLE	OPERATOR OF V1 STATED HE WAS LEAVING STEWARTS PARKING LOT DRIVING STRAIGHT AHEAD TO RHODE ISLAND AVE. WHEN HE STRUCK V2. OPERATOR OF V2 STATED SHE WAS DRIVING STRAIGHT WHEN SHE WAS STRUCK IN THE DRIVER SIDE DOOR. V1 FAILED TO YIELD THE RIGHT AWAY.
25	36728660	5/17/2017	17:16	2	PDO	1	1	1	1	07, YY		RIGHT ANGLE	
31	36800772	7/6/2017	10:48	2	NR	1	1	1	2	09, YY		REAR END	V2 WAS STOPPING WITH LEFT TURN SIGNAL ATTEMPTING TO TURN LEFT INTO THE STEWARTS PARKING LOT. V1 WAS UNABLE TO STOP IN TIME AND STRUCK V2.
40	36858036	8/18/2017	16:28	3	INJURY	1	1	1	2	07, YY		RIGHT ANGLE	Driver of V1 states he tried to exit the Stewarts parking lot and did not see V2 causing him to be struck by V2. Driver of V1 states he then was pushed in to V3. Witnesses state V1 tried to go across Corinth Road when he was struck by V2 which then pushed V1 in to V3 who was stopped at stop sign at the intersection of Rhode Island Avenue and Corinth Road (CR 28)
36	36825705	7/25/2017	17:49	2	NR	1	1	1	1	07, YY		RIGHT ANGLE	
39	36853468	8/16/2017	16:51	2	PDO	1	1	1	1	07, YY		RIGHT ANGLE	Warren County advised of stop sign and street sign damage
55	36993803	11/17/2017	16:08	2	NR	1	1	1	1	09, YY		REAR END	V-2 was making a left turn into Stewart's when V-2 struck V-1 in the rear.
57	37043914	12/14/2017	16:22	2	INJURY	4	1	1	1	07, YY		RIGHT ANGLE	Driver of V1 states she was waved out by another vehicle and as she was going across Corinth Road (CR 28), she was struck by V2. Driver of V2 states he was traveling westbound when V1 pulled out in front of him. Driver of V1 complaining of head pain, refused EMS. Driver of V1 at fault and cited for failure to yield the right of way. -

64	37185106	3/11/2018	14:51	2	INJURY	1	1	1	2	07, YY		RIGHT ANGLE	V1 WAS ATTEMPTING TO PULL OUT OF STEWARTS PARKING LOT AND GO STRAIGHT ACROSS CORINTH RD ONTO RHODE ISLAND AVE. V2 WAS WB ON CORINTH RD AND WAS STRUCK BY V1.
80	37436335	8/14/2018	13:33	2	INJURY	1	1	1	2	09, YY		REAR END	VEHICLE 2 OPERATOR STATED VEHICLE 1 OPERATOR REAR ENDED HER VEHICLE AND FLED THE SCENE. VEHICLE 1 WAS LOCATED IN THE AREA MOMENTS LATER. VEHICLE 1 OPERATOR STATED SHE REAR ENDED VEHICLE 2 AND LEFT THE SCENE AND DROVE HOME.
85	37497743	9/18/2018	14:26	2	INJURY	1	1	1	1	07, YY		RIGHT ANGLE	
90	37547740	10/24/2018	14:22	2	PDO	1	1	1	2	07, YY		RIGHT ANGLE	V-1 TRAVELING NORTHBOUND ATTEMPTED TO EXIT STEWARTS SHOPS PARKING LOT. V-2 TRAVELING WESTBOUND ON CORINTH RD. V-1 FAILED TO YIELD THE RIGHT AWAY AND STRIKES V-2 DRIVER SIDE FRONT QUARTER PANEL CAUSING DAMAGE TO SAME. NO INJURY. V-1 TOWED BY TO SAME AND V-2 TOWED BY VIELE'S TOW TO SAME.
92	37575135	11/6/2018	16:21	2	PDO	1	1	2	2	07, YY		RIGHT ANGLE	DRIVER VEHICLE 1 FAILED TO YIELD THE RIGHT OF WAY WHILE ENTERING THE ROADWAY AND STRUCK VEHICLE 2 CASING DAMAGE.
107	37787956	3/7/2019	16:08	2	PDO	1	1	1	2	07, YY		LEFT TURN (AGAINST OTHER CAR)	Operator of V-1 advises that she was attempting to enter traffic westbound on Corinth Road from the Stewart's parking lot and didn't notice V-2 crossing Corinth Road into the Stewart's parking lot from Rhode Island Ave. V- 1 struck V-2.
112	37896966	5/19/2019	19:57	2	INJURY	3	1	2	3	07, 69, YY		RIGHT ANGLE	V1 was observed parked exiting the Stewarts Shop on Corinth road then entered the roadway of Corinth road heading straight crossing towards Rhode Island Ave. Witness and Operator of V2 stated that V1 stopped on Corinth road in the middle of the roadway where the crash occurred. Visibility was limited for both operators due to he heavy rain storm. Patrick the operator of V1 has a history of seizures which is a possibility for the cause of her operation and subsequently the crash. -
118	38003203	7/30/2019	07:47	2	INJURY	1	1	1	1	09, YY		REAR END	Op V2 stopped in traffic at a red light e/b on Corinth Road. Op V1 failed to observe V2 stopped and subsequently struck him from behind. Op V2 fell off of his motorcycle and complained of minor pain to his lower back. Op V2 denied EMS when speaking to WCSO 911. Op V2 stated that he did not want EMS and he would follow up with his doctor at a later time. V2 sustained minor damage to his exhaust, handlebars, foot pegs, and turn signal. V2 towed from the scene by V1 sustained superficial damage to the front license plate/bumper.
127	38244167	12/21/2019	20:32	2	PDO	4	1	1	1	07, YY, ZZ		RIGHT ANGLE	V1 failed to yield the right of way to V2 which was already in the roadway. V1 entered the roadway and struck the back left panel of V2 causing damage to both vehicles.

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. P.I.N.. 121-312 INVENTORY NO.	ROUTE NO. or STREET NAME: Corinth Rd (CR28) AT INTERSECTION Corinth Road/Big Bay Road	COUNTY: Warren MUNICIPALITY: Queensbury BY: ALIS DATE: 11/15/2021

NO. OF MONTHS: 36 Begin Date: 1/1/2017 End Date: 12/31/2019	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

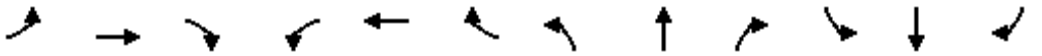
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
11	36580932	1/18/2017	04:46	2	PDO	5	1	4	3	07, YY		SIDESWIPE	
28	36775326	6/21/2017	06:52	3	PDO	1	1	1	1	09, 17, YY		REAR END	V-1 STOPPED AT RED LIGHT N/B BIG BAY ROAD T/QUEENSBURY. V-2 SLOWING AT STOP SIGN DIRECTLY BEHIND V-1 ALMOST AT A STOP. V-3 DIRECTLY BEHIND V-2 N/B. DRIVER V-3 FAILS TO SEE RED LIGHT AND LEAVE ROOM TO STOP BEHIND V-2 AND DRIVES FRONT OF V-3 INTO REAR OF V-2. V-2 IS THEN PUSHED FORWARD AND FRONT OF V-2 STRIKES REAR OF V-1. DRIVER V-3 MADE OWN REQUEST FOR TOW.
44	36896643	8/29/2017	17 07	2	PDO	1	1	1	1	04, 09, YY		REAR END	Vehicle 1 struck the rear of vehicle 2 that was stopped at the intersection.
49	36937907	10/9/2017	10:34	2	PDO	1	1	2	2	07, YY		RIGHT ANGLE	
52	36966605	11/1/2017	09:56	2	PDO	1	1	1	2	03, YY		REAR END	Driver of V2 states she was traveling southbound on Big Bay Road when V1 backed in to her vehicle and pushed it backwards. Driver of V1 states he did not see V2 behind him when he started backing up. Driver of V1 at fault and cited for unsafe backing. No injuries reported
62	37080008	12/28/2017	07:31	2	NR	1	1	1	1	60, YY		REAR END	Vehicle 1 rolled forward and the extended plow from of Vehicle 1 struck the rear of Vehicle 2.
63	37151639	2/19/2018	14:26	2	PDO	1	1	2	2	09, YY		REAR END	V2 WAS STOPPED IN TRAFFIC AT RED LIGHT. V1 WAS UNABLE TO STOP IN TIME AND STRUCK V2.
75	37369760	7/6/2018	13:16	2	PDO	1	1	1	1	05, YY		HEAD ON	V1 stated that she was making a left turn from Corinth Rd. into the FasTrack when, due to inexperience, she over steared and did not correct her turn in time.
82	37460144	8/26/2018	18:41	2	NR	1	1	1	1	09, YY		REAR END	
84	37490497	9/16/2018	19:17	2	PDO	1	1	1	1	07, YY		SIDESWIPE	Vehicle-2 was traveling west bound on Corinth Rd when veh-1 turned left into veh-2 lane of travel causing veh-2 to side swipe opposite direction. Veh-2 has left side panel damage to her car. Veh-1 has front left side damage to his panel. Veh-2 had the right of way going straight through the green light when veh-1 failed to yield when he took a left hand turn into the driving lane of veh-2.
86	37501288	9/21/2018	15:04	2	PDO	1	1	1	2	09, YY		REAR END	
95	37645763	12/17/2018	17:30	2	PDO	1	1	1	2	09, YY		REAR END	DRIVER VEHICLE 1 WAS FOLLOWING TOO CLOSELY AND STRUCK VEHICLE 2 IN THE REAR CAUSING DAMAGE.
96	37690665	1/6/2019	12 05	2	PDO	1	1	1	2	09, YY		REAR END	Driver of V1 states she was not paying attention as she thought the light turned green. Driver of V2 states she was stopped when she was struck by V1. Driver of V2 states the traffic light was green however the vehicle in front of her had not started going yet. Driver of V1 at fault and cited for following too closely. V1 removed from roadway and later taken from the Stewarts parking lot by
97	37694734	1/16/2019	19:05	2	PDO	4	1	1	2	03, YY		SIDESWIPE	

100	37701077	1/11/2019	17:59	2	PDO	4	1	1	1	07, YY		LEFT TURN (AGAINST OTHER CAR)	V1 WAS ATTEMPTING TO TURN LEFT INTO THE ENTRANCE OF FAST-TRAC. V2 WAS TRAVELING WB ON CORINTH RD AND WAS STRUCK BY V1. V1 OPERATOR STATED THAT SHE DID NOT SEE V2 COMING UNTIL THE LAST MINUTE. WITNESS STATED THAT V2 WAS TRAVELING AT A HIGH RATE OF SPEED DOWN CORINTH RD TOWARDS THE INTERSECTION.
101	37720115	1/30/2019	17:34	2	PDO	4	1	4	2	17, YY		RIGHT ANGLE	2 car PDAA on Corinth Road in Queenbury. V1, traveling Westbound, ran a red light, striking the plow on the front of V2, which was exiting the Exit 18 Fastrac, causing damage to V1 passenger side mirror. -
106	37778985	3/2/2019	11:04	2	NR	1	1	1	1	09, YY		REAR END	Operator of v1 stated he struck the rear of v2 after v2 stopped short.
113	37900426	5/21/2019	07:26	2	NR	1	1	1	1	04, 09, YY		REAR END	Operator of V1 stated that she looked over to passenger seat where her daughter was sitting as she was giving her a form for school and did not see V2 stopped in front of her. Operator of V2 stated that the traffic signal had just turned green and he was about to begin moving with traffic when he was rear ended by V1.
124	38197507	11/27/2019	20:30	2	PDO	5	1	2	3	09, YY		REAR END	V2 STOPPED FOR TRAFFIC SIGNAL ON BIG BAY RD AT THE INTERSECTION OF CORINTH ROAD. V1 FOLLOWING TO CLOSELY IS STOPPING FOR SAME TRAFFIC SIGNAL FAILS TO DO SO IN TIMELY FASHION CAUSING A COLLISION BETWEEN THE TWO VEHICLES.
126	38219565	12/6/2019	13:43	2	PDO	1	1	4	4	09, YY		REAR END	v1 rear ended v2

APPENDIX D

BUILD-OUT TRAFFIC ANALYSES

CAREY ROAD INDUSTRIAL PARK
EXISTING TRAFFIC ANALYSIS AND BUILD-OUT ASSESSMENT
TOWN OF QUEENSBURY, WARREN COUNTY, NEW YORK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	572	21	123	534	3	31	7	147	66	2	23
Future Volume (veh/h)	16	572	21	123	534	3	31	7	147	66	2	23
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	1589	1841	1900	1841	1841	1900	1796	1411	1781	1683	1976	1752
Adj Flow Rate, veh/h	19	681	25	146	636	4	37	8	131	79	2	20
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	1.00
Percent Heavy Veh, %	21	4	0	4	4	0	7	33	8	19	0	10
Cap, veh/h	74	805	29	476	1162	7	107	27	164	327	7	277
Arrive On Green	0.47	0.47	0.47	0.08	0.64	0.64	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	19	1722	62	1753	1827	11	156	146	879	1075	37	1485
Grp Volume(v), veh/h	725	0	0	146	0	640	176	0	0	81	0	20
Grp Sat Flow(s),veh/h/ln	1803	0	0	1753	0	1839	1182	0	0	1112	0	1485
Q Serve(g_s), s	4.3	0.0	0.0	2.1	0.0	10.9	4.2	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	19.9	0.0	0.0	2.1	0.0	10.9	8.0	0.0	0.0	3.8	0.0	0.6
Prop In Lane	0.03		0.03	1.00		0.01	0.21		0.74	0.98		1.00
Lane Grp Cap(c), veh/h	908	0	0	476	0	1169	298	0	0	334	0	277
V/C Ratio(X)	0.80	0.00	0.00	0.31	0.00	0.55	0.59	0.00	0.00	0.24	0.00	0.07
Avail Cap(c_a), veh/h	1214	0	0	648	0	1177	516	0	0	583	0	554
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	5.3	0.0	5.7	21.8	0.0	0.0	20.2	0.0	18.9
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.4	0.0	0.5	1.9	0.0	0.0	0.4	0.0	0.1
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	7.0	0.0	0.0	0.5	0.0	2.3	2.0	0.0	0.0	0.9	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	0.0	5.7	0.0	6.2	23.7	0.0	0.0	20.5	0.0	19.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	B
Approach Vol, veh/h		725			786			176			101	
Approach Delay, s/veh		16.1			6.1			23.7			20.2	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		15.5	9.5	31.3		15.5		40.8				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		10.0	4.1	21.9		5.8		12.9				
Green Ext Time (p_c), s		0.6	0.2	4.3		0.4		4.0				

Intersection Summary												
HCM 6th Ctrl Delay			12.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	506	34	92	215	4	15
Future Vol, veh/h	506	34	92	215	4	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	2	7	0	17
Mvmt Flow	538	36	98	229	4	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	574	0	981	556
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	-	-	4.12	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.218	-	3.5	3.453
Pot Cap-1 Maneuver	-	-	999	-	279	503
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	999	-	248	503
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	590	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	413	-	-	999	-
HCM Lane V/C Ratio	0.049	-	-	0.098	-
HCM Control Delay (s)	14.2	-	-	9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-

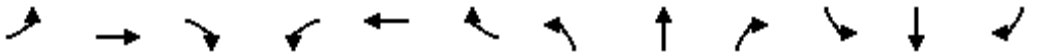
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	530	27	259	293	9	4	0	60	3	0	0
Future Vol, veh/h	0	530	27	259	293	9	4	0	60	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	0	1	6	0	0	0	3	0	0	0
Mvmt Flow	0	596	30	291	329	10	4	0	67	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	626	0	0	1527	1532	611	1561	1542	334
Stage 1	-	-	-	-	-	-	611	611	-	916	916	-
Stage 2	-	-	-	-	-	-	916	921	-	645	626	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1231	-	-	960	-	-	97	118	492	92	116	712
Stage 1	-	-	-	-	-	-	484	487	-	329	354	-
Stage 2	-	-	-	-	-	-	329	352	-	464	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1231	-	-	960	-	-	69	74	492	56	73	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	69	74	-	56	73	-
Stage 1	-	-	-	-	-	-	484	487	-	329	222	-
Stage 2	-	-	-	-	-	-	206	220	-	400	480	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.8	17.7	73.4
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	356	1231	-	-	960	-	-	56
HCM Lane V/C Ratio	0.202	-	-	-	0.303	-	-	0.06
HCM Control Delay (s)	17.7	0	-	-	10.4	0	-	73.4
HCM Lane LOS	C	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	1.3	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	640	16	110	621	10	67	4	154	35	3	32
Future Volume (veh/h)	15	640	16	110	621	10	67	4	154	35	3	32
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	1900	1856	1707	1856	1841	1900	1900	1530	1826	1930	1467	1856
Adj Flow Rate, veh/h	16	674	17	116	654	11	71	4	121	37	3	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	13	3	4	0	0	25	5	3	33	3
Cap, veh/h	74	805	20	479	1123	19	157	26	152	289	18	307
Arrive On Green	0.46	0.46	0.46	0.08	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	15	1766	44	1767	1805	30	347	135	778	829	89	1568
Grp Volume(v), veh/h	707	0	0	116	0	665	196	0	0	40	0	34
Grp Sat Flow(s),veh/h/ln	1826	0	0	1767	0	1835	1260	0	0	919	0	1568
Q Serve(g_s), s	3.1	0.0	0.0	1.7	0.0	11.8	5.7	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	18.7	0.0	0.0	1.7	0.0	11.8	8.1	0.0	0.0	2.0	0.0	1.0
Prop In Lane	0.02		0.02	1.00		0.02	0.36		0.62	0.92		1.00
Lane Grp Cap(c), veh/h	899	0	0	479	0	1142	336	0	0	306	0	307
V/C Ratio(X)	0.79	0.00	0.00	0.24	0.00	0.58	0.58	0.00	0.00	0.13	0.00	0.11
Avail Cap(c_a), veh/h	1255	0	0	667	0	1201	564	0	0	495	0	599
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	5.5	0.0	6.2	20.9	0.0	0.0	18.5	0.0	18.2
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.3	0.0	0.7	1.6	0.0	0.0	0.2	0.0	0.2
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	6.5	0.0	0.0	0.4	0.0	2.5	2.2	0.0	0.0	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	0.0	5.8	0.0	6.8	22.5	0.0	0.0	18.7	0.0	18.3
LnGrp LOS	B	A	A	A	A	A	C	A	A	B	A	B
Approach Vol, veh/h		707			781			196			74	
Approach Delay, s/veh		15.5			6.7			22.5			18.5	
Approach LOS		B			A			C			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		15.8	9.2	30.1		15.8		39.2				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		10.1	3.7	20.7		4.0		13.8				
Green Ext Time (p_c), s		0.7	0.1	4.4		0.2		4.2				

Intersection Summary												
HCM 6th Ctrl Delay			12.5									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	370	20	37	472	23	79
Future Vol, veh/h	370	20	37	472	23	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	43	0	4	0	5
Mvmt Flow	385	21	39	492	24	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	406	0	966	396
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	570	-
Critical Hdwy	-	-	4.1	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.345
Pot Cap-1 Maneuver	-	-	1164	-	285	647
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	570	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1164	-	272	647
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	544	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	494	-	-	1164	-
HCM Lane V/C Ratio	0.215	-	-	0.033	-
HCM Control Delay (s)	14.3	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

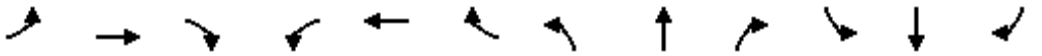
Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	447	7	107	507	6	21	0	215	11	0	0
Future Vol, veh/h	0	447	7	107	507	6	21	0	215	11	0	0
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	4	0	2	4	0	0	0	0	0	0	0
Mvmt Flow	0	476	7	114	539	6	22	0	229	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	546	0	0	484	0	0	1251	1255	481	1365	1255	543
Stage 1	-	-	-	-	-	-	481	481	-	771	771	-
Stage 2	-	-	-	-	-	-	770	774	-	594	484	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1033	-	-	1079	-	-	151	173	589	126	173	544
Stage 1	-	-	-	-	-	-	570	557	-	396	413	-
Stage 2	-	-	-	-	-	-	396	411	-	495	555	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	1078	-	-	133	146	588	68	146	543
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	146	-	68	146	-
Stage 1	-	-	-	-	-	-	569	556	-	396	350	-
Stage 2	-	-	-	-	-	-	336	348	-	302	554	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.5	22.5	68.6
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	451	1032	-	-	1078	-	-	68
HCM Lane V/C Ratio	0.557	-	-	-	0.106	-	-	0.172
HCM Control Delay (s)	22.5	0	-	-	8.7	0	-	68.6
HCM Lane LOS	C	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	3.3	0	-	-	0.4	-	-	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	670	36	203	660	24	35	7	168	79	2	29
Future Volume (veh/h)	23	670	36	203	660	24	35	7	168	79	2	29
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	1589	1841	1900	1841	1841	1900	1796	1411	1781	1683	1976	1752
Adj Flow Rate, veh/h	27	798	43	242	786	29	42	8	160	94	2	29
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	1.00
Percent Heavy Veh, %	21	4	0	4	4	0	7	33	8	19	0	10
Cap, veh/h	60	768	41	357	1096	40	82	30	180	259	5	371
Arrive On Green	0.46	0.46	0.46	0.09	0.62	0.62	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	28	1659	88	1753	1764	65	104	121	721	671	19	1485
Grp Volume(v), veh/h	868	0	0	242	0	815	210	0	0	96	0	29
Grp Sat Flow(s),veh/h/ln	1775	0	0	1753	0	1829	946	0	0	690	0	1485
Q Serve(g_s), s	18.5	0.0	0.0	5.2	0.0	23.7	6.5	0.0	0.0	0.0	0.0	1.2
Cycle Q Clear(g_c), s	36.0	0.0	0.0	5.2	0.0	23.7	17.3	0.0	0.0	10.8	0.0	1.2
Prop In Lane	0.03		0.05	1.00		0.04	0.20		0.76	0.98		1.00
Lane Grp Cap(c), veh/h	869	0	0	357	0	1136	292	0	0	264	0	371
V/C Ratio(X)	1.00	0.00	0.00	0.68	0.00	0.72	0.72	0.00	0.00	0.36	0.00	0.08
Avail Cap(c_a), veh/h	869	0	0	416	0	1136	315	0	0	290	0	401
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	0.0	9.4	0.0	10.1	28.2	0.0	0.0	25.9	0.0	22.3
Incr Delay (d2), s/veh	30.2	0.0	0.0	3.6	0.0	2.2	7.1	0.0	0.0	0.8	0.0	0.1
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	21.7	0.0	0.0	1.9	0.0	7.5	4.1	0.0	0.0	1.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	0.0	0.0	13.0	0.0	12.3	35.3	0.0	0.0	26.7	0.0	22.4
LnGrp LOS	D	A	A	B	A	B	D	A	A	C	A	C
Approach Vol, veh/h		868			1057			210			125	
Approach Delay, s/veh		51.9			12.4			35.3			25.7	
Approach LOS		D			B			D			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		24.5	12.3	41.0		24.5		53.3				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		19.3	7.2	38.0		12.8		25.7				
Green Ext Time (p_c), s		0.2	0.2	0.0		0.3		3.9				

Intersection Summary												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	624	34	92	321	4	15
Future Vol, veh/h	624	34	92	321	4	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	2	7	0	17
Mvmt Flow	664	36	98	341	4	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	700	0	1219	682
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	-	-	4.12	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.218	-	3.5	3.453
Pot Cap-1 Maneuver	-	-	897	-	201	425
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	590	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	897	-	174	425
Mov Cap-2 Maneuver	-	-	-	-	174	-
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	897	-
HCM Lane V/C Ratio	0.062	-	-	0.109	-
HCM Control Delay (s)	16.8	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.4	-

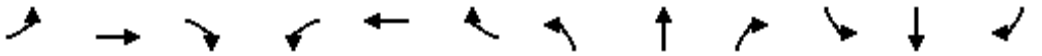
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	648	27	259	399	9	4	0	60	3	0	0
Future Vol, veh/h	0	648	27	259	399	9	4	0	60	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	0	1	6	0	0	0	3	0	0	0
Mvmt Flow	0	728	30	291	448	10	4	0	67	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	758	0	0	1778	1783	743	1812	1793	453
Stage 1	-	-	-	-	-	-	743	743	-	1035	1035	-
Stage 2	-	-	-	-	-	-	1035	1040	-	777	758	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1114	-	-	858	-	-	65	83	413	61	82	611
Stage 1	-	-	-	-	-	-	410	425	-	282	312	-
Stage 2	-	-	-	-	-	-	282	310	-	393	418	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	858	-	-	42	45	413	33	45	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	45	-	33	45	-
Stage 1	-	-	-	-	-	-	410	425	-	282	170	-
Stage 2	-	-	-	-	-	-	153	169	-	329	418	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.4	23.5	126.1
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	266	1114	-	-	858	-	-	33
HCM Lane V/C Ratio	0.27	-	-	-	0.339	-	-	0.102
HCM Control Delay (s)	23.5	0	-	-	11.3	0	-	126.1
HCM Lane LOS	C	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	1.1	0	-	-	1.5	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	774	23	146	712	58	84	4	242	84	3	47
Future Volume (veh/h)	30	774	23	146	712	58	84	4	242	84	3	47
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	1900	1856	1707	1856	1841	1900	1900	1530	1826	1930	1467	1856
Adj Flow Rate, veh/h	32	815	24	154	749	61	88	4	204	88	3	48
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	13	3	4	0	0	25	5	3	33	3
Cap, veh/h	65	793	23	315	1005	82	103	23	146	226	6	427
Arrive On Green	0.47	0.47	0.47	0.07	0.60	0.60	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	35	1700	49	1767	1679	137	157	84	535	493	22	1570
Grp Volume(v), veh/h	871	0	0	154	0	810	296	0	0	91	0	48
Grp Sat Flow(s),veh/h/ln	1785	0	0	1767	0	1816	776	0	0	515	0	1570
Q Serve(g_s), s	19.7	0.0	0.0	3.2	0.0	25.0	9.0	0.0	0.0	0.0	0.0	1.8
Cycle Q Clear(g_c), s	36.0	0.0	0.0	3.2	0.0	25.0	21.0	0.0	0.0	12.0	0.0	1.8
Prop In Lane	0.04		0.03	1.00		0.08	0.30		0.69	0.97		1.00
Lane Grp Cap(c), veh/h	881	0	0	315	0	1087	272	0	0	232	0	427
V/C Ratio(X)	0.99	0.00	0.00	0.49	0.00	0.75	1.09	0.00	0.00	0.39	0.00	0.11
Avail Cap(c_a), veh/h	881	0	0	425	0	1087	272	0	0	232	0	427
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	8.2	0.0	11.2	31.5	0.0	0.0	24.8	0.0	21.1
Incr Delay (d2), s/veh	27.6	0.0	0.0	1.2	0.0	2.8	80.5	0.0	0.0	1.1	0.0	0.1
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	20.8	0.0	0.0	1.1	0.0	8.2	10.9	0.0	0.0	1.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	0.0	0.0	9.4	0.0	14.1	112.0	0.0	0.0	25.8	0.0	21.2
LnGrp LOS	D	A	A	A	A	B	F	A	A	C	A	C
Approach Vol, veh/h		871			964			296			139	
Approach Delay, s/veh		48.7			13.3			112.0			24.2	
Approach LOS		D			B			F			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		26.0	10.2	41.0		26.0		51.2				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		23.0	5.2	38.0		14.0		27.0				
Green Ext Time (p_c), s		0.0	0.1	0.0		0.3		3.6				

Intersection Summary												
HCM 6th Ctrl Delay			40.4									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	496	20	37	598	23	79
Future Vol, veh/h	496	20	37	598	23	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	43	0	4	0	5
Mvmt Flow	517	21	39	623	24	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	538	0	1229	528
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	701	-
Critical Hdwy	-	-	4.1	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.345
Pot Cap-1 Maneuver	-	-	1040	-	198	544
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1040	-	187	544
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	468	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	380	-	-	1040	-
HCM Lane V/C Ratio	0.28	-	-	0.037	-
HCM Control Delay (s)	18.1	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	573	7	107	633	6	21	0	215	11	0	0
Future Vol, veh/h	0	573	7	107	633	6	21	0	215	11	0	0
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	4	0	2	4	0	0	0	0	0	0	0
Mvmt Flow	0	610	7	114	673	6	22	0	229	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	680	0	0	618	0	0	1519	1523	615	1633	1523	677
Stage 1	-	-	-	-	-	-	615	615	-	905	905	-
Stage 2	-	-	-	-	-	-	904	908	-	728	618	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	922	-	-	962	-	-	98	119	495	82	119	456
Stage 1	-	-	-	-	-	-	482	485	-	334	358	-
Stage 2	-	-	-	-	-	-	334	357	-	418	484	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	921	-	-	961	-	-	83	96	495	38	96	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	96	-	38	96	-
Stage 1	-	-	-	-	-	-	482	485	-	334	289	-
Stage 2	-	-	-	-	-	-	270	288	-	225	484	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.3	39.4	137.4
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	343	921	-	-	961	-	-	38
HCM Lane V/C Ratio	0.732	-	-	-	0.118	-	-	0.308
HCM Control Delay (s)	39.4	0	-	-	9.2	0	-	137.4
HCM Lane LOS	E	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	5.5	0	-	-	0.4	-	-	1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	530	27	259	293	9	4	0	60	3	0	0
Future Vol, veh/h	0	530	27	259	293	9	4	0	60	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	0	1	6	0	0	0	3	0	0	0
Mvmt Flow	0	596	30	291	329	10	4	0	67	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	626	0	0	1527	1532	611	1561	1542	334
Stage 1	-	-	-	-	-	-	611	611	-	916	916	-
Stage 2	-	-	-	-	-	-	916	921	-	645	626	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1231	-	-	960	-	-	97	118	492	92	116	712
Stage 1	-	-	-	-	-	-	484	487	-	329	354	-
Stage 2	-	-	-	-	-	-	329	352	-	464	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1231	-	-	960	-	-	74	82	492	61	81	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	181	-	61	81	-
Stage 1	-	-	-	-	-	-	484	487	-	329	247	-
Stage 2	-	-	-	-	-	-	229	245	-	400	480	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.8	14.8	67.4
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	440	1231	-	-	960	-	-	61
HCM Lane V/C Ratio	0.163	-	-	-	0.303	-	-	0.055
HCM Control Delay (s)	14.8	0	-	-	10.4	-	-	67.4
HCM Lane LOS	B	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.6	0	-	-	1.3	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	530	27	259	293	9	4	0	60	3	0	0
Future Volume (veh/h)	0	530	27	259	293	9	4	0	60	3	0	0
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	1900	1841	1900	1885	1811	1900	1900	1900	1856	1900	1900	1900
Adj Flow Rate, veh/h	0	596	30	291	329	10	4	0	33	3	0	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	4	0	1	6	0	0	0	3	0	0	0
Cap, veh/h	0	1074	54	578	1081	33	142	0	67	316	0	0
Arrive On Green	0.00	0.62	0.62	0.62	0.62	0.62	0.05	0.00	0.05	0.05	0.00	0.00
Sat Flow, veh/h	0	1738	87	806	1748	53	173	0	1427	1593	0	0
Grp Volume(v), veh/h	0	0	626	291	0	339	37	0	0	3	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1825	806	0	1802	1600	0	0	1593	0	0
Q Serve(g_s), s	0.0	0.0	6.0	9.8	0.0	2.6	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	6.0	15.8	0.0	2.6	0.7	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.05	1.00		0.03	0.11		0.89	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	1128	578	0	1114	209	0	0	316	0	0
V/C Ratio(X)	0.00	0.00	0.55	0.50	0.00	0.30	0.18	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	0	0	2136	1023	0	2109	932	0	0	951	0	0
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)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	3.3	7.9	0.0	2.7	13.9	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.7	0.0	0.2	0.4	0.0	0.0	0.0	0.0	0.0
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	0.0	0.0	0.1	0.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	3.7	8.6	0.0	2.8	14.3	0.0	0.0	13.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		626			630			37			3	
Approach Delay, s/veh		3.7			5.5			14.3			13.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	6.4	23.5	6.4	23.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	2.7	0.0	2.0	17.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	447	7	107	507	6	21	0	215	11	0	0
Future Vol, veh/h	0	447	7	107	507	6	21	0	215	11	0	0
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	4	0	2	4	0	0	0	0	0	0	0
Mvmt Flow	0	476	7	114	539	6	22	0	229	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	546	0	0	484	0	0	1251	1255	481	1365	1255	543
Stage 1	-	-	-	-	-	-	481	481	-	771	771	-
Stage 2	-	-	-	-	-	-	770	774	-	594	484	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1033	-	-	1079	-	-	151	173	589	126	173	544
Stage 1	-	-	-	-	-	-	570	557	-	396	413	-
Stage 2	-	-	-	-	-	-	396	411	-	495	555	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	1078	-	-	139	154	588	71	154	543
Mov Cap-2 Maneuver	-	-	-	-	-	-	258	268	-	71	154	-
Stage 1	-	-	-	-	-	-	569	556	-	396	369	-
Stage 2	-	-	-	-	-	-	354	367	-	302	554	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.5	17.8	65.5
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	528	1032	-	-	1078	-	-	71
HCM Lane V/C Ratio	0.475	-	-	-	0.106	-	-	0.165
HCM Control Delay (s)	17.8	0	-	-	8.7	-	-	65.5
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.5	0	-	-	0.4	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	447	7	107	507	6	21	0	215	11	0	0
Future Volume (veh/h)	0	447	7	107	507	6	21	0	215	11	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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	1900	1841	1900	1870	1841	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	476	7	114	539	6	22	0	123	12	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	4	0	2	4	0	0	0	0	0	0	0
Cap, veh/h	0	780	11	519	784	9	207	5	185	532	0	0
Arrive On Green	0.00	0.43	0.43	0.43	0.43	0.43	0.14	0.00	0.14	0.14	0.00	0.00
Sat Flow, veh/h	0	1809	27	912	1816	20	204	37	1350	1615	0	0
Grp Volume(v), veh/h	0	0	483	114	0	545	145	0	0	12	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1835	912	0	1837	1592	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	4.7	2.6	0.0	5.6	1.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.7	7.3	0.0	5.6	2.0	0.0	0.0	0.1	0.0	0.0
Prop In Lane	0.00		0.01	1.00		0.01	0.15		0.85	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	792	519	0	792	397	0	0	532	0	0
V/C Ratio(X)	0.00	0.00	0.61	0.22	0.00	0.69	0.36	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	0	0	2771	1502	0	2773	1204	0	0	1189	0	0
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)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	5.1	7.9	0.0	5.3	9.5	0.0	0.0	8.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.2	0.0	1.1	0.6	0.0	0.0	0.0	0.0	0.0
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	0.0	0.0	0.2	0.2	0.0	0.3	0.5	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	5.9	8.1	0.0	6.4	10.0	0.0	0.0	8.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		483			659			145			12	
Approach Delay, s/veh		5.9			6.7			10.0			8.7	
Approach LOS		A			A			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		8.2		15.0		8.2		15.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		15.0		35.0		15.0		35.0				
Max Q Clear Time (g_c+I1), s		4.0		0.0		2.1		9.3				
Green Ext Time (p_c), s		0.3		0.0		0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									

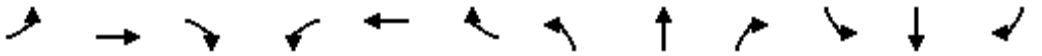
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	648	27	259	399	9	4	0	60	3	0	0
Future Vol, veh/h	0	648	27	259	399	9	4	0	60	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	0	1	6	0	0	0	3	0	0	0
Mvmt Flow	0	728	30	291	448	10	4	0	67	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	758	0	0	1778	1783	743	1812	1793	453
Stage 1	-	-	-	-	-	-	743	743	-	1035	1035	-
Stage 2	-	-	-	-	-	-	1035	1040	-	777	758	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1114	-	-	858	-	-	65	83	413	61	82	611
Stage 1	-	-	-	-	-	-	410	425	-	282	312	-
Stage 2	-	-	-	-	-	-	282	310	-	393	418	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	858	-	-	48	55	413	38	54	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	148	-	38	54	-
Stage 1	-	-	-	-	-	-	410	425	-	282	206	-
Stage 2	-	-	-	-	-	-	186	205	-	329	418	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.4	17.2	108.8
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	1114	-	-	858	-	-	38
HCM Lane V/C Ratio	0.196	-	-	-	0.339	-	-	0.089
HCM Control Delay (s)	17.2	0	-	-	11.3	-	-	108.8
HCM Lane LOS	C	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	1.5	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	648	27	259	399	9	4	0	60	3	0	0
Future Volume (veh/h)	0	648	27	259	399	9	4	0	60	3	0	0
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	1900	1841	1900	1885	1811	1900	1900	1900	1856	1900	1900	1900
Adj Flow Rate, veh/h	0	728	30	291	448	10	4	0	67	3	0	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	4	0	1	6	0	0	0	3	0	0	0
Cap, veh/h	0	1188	49	501	1194	27	102	1	107	297	0	0
Arrive On Green	0.00	0.68	0.68	0.68	0.68	0.68	0.07	0.00	0.07	0.07	0.00	0.00
Sat Flow, veh/h	0	1755	72	712	1765	39	75	15	1513	1633	0	0
Grp Volume(v), veh/h	0	0	758	291	0	458	71	0	0	3	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1828	712	0	1804	1604	0	0	1633	0	0
Q Serve(g_s), s	0.0	0.0	9.1	15.1	0.0	4.3	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	9.1	24.1	0.0	4.3	1.7	0.0	0.0	0.1	0.0	0.0
Prop In Lane	0.00		0.04	1.00		0.02	0.06		0.94	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	1237	501	0	1220	209	0	0	297	0	0
V/C Ratio(X)	0.00	0.00	0.61	0.58	0.00	0.38	0.34	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	0	0	1619	650	0	1598	704	0	0	716	0	0
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)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	3.5	10.2	0.0	2.8	17.9	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	1.1	0.0	0.2	1.0	0.0	0.0	0.0	0.0	0.0
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	0.0	0.0	0.2	1.4	0.0	0.1	0.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	4.0	11.3	0.0	3.0	18.8	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		758			749			71			3	
Approach Delay, s/veh		4.0			6.2			18.8			17.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		7.8		31.7		7.8		31.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		15.0		35.0		15.0		35.0				
Max Q Clear Time (g_c+I1), s		3.7		0.0		2.1		26.1				
Green Ext Time (p_c), s		0.1		0.0		0.0		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		5.7
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	0	573	7	107	633	6	21	0	215	11	0	0
Future Vol, veh/h	0	573	7	107	633	6	21	0	215	11	0	0
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	4	0	2	4	0	0	0	0	0	0	0
Mvmt Flow	0	610	7	114	673	6	22	0	229	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	680	0	0	618	0	0	1519	1523	615	1633	1523	677
Stage 1	-	-	-	-	-	-	615	615	-	905	905	-
Stage 2	-	-	-	-	-	-	904	908	-	728	618	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	922	-	-	962	-	-	98	119	495	82	119	456
Stage 1	-	-	-	-	-	-	482	485	-	334	358	-
Stage 2	-	-	-	-	-	-	334	357	-	418	484	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	921	-	-	961	-	-	89	105	495	40	105	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	219	-	40	105	-
Stage 1	-	-	-	-	-	-	482	485	-	334	315	-
Stage 2	-	-	-	-	-	-	294	314	-	225	484	-

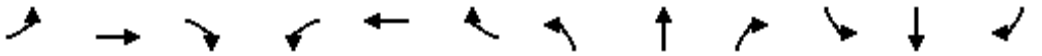
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.3	23.6	128.7
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	439	921	-	-	961	-	-	40
HCM Lane V/C Ratio	0.572	-	-	-	0.118	-	-	0.293
HCM Control Delay (s)	23.6	0	-	-	9.2	-	-	128.7
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	3.5	0	-	-	0.4	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	573	7	107	633	6	21	0	215	11	0	0
Future Volume (veh/h)	0	573	7	107	633	6	21	0	215	11	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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	1900	1841	1900	1870	1841	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	610	7	114	673	6	22	0	229	12	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	4	0	2	4	0	0	0	0	0	0	0
Cap, veh/h	0	854	10	397	857	8	144	12	300	527	0	0
Arrive On Green	0.00	0.47	0.47	0.47	0.47	0.47	0.20	0.00	0.20	0.20	0.00	0.00
Sat Flow, veh/h	0	1816	21	806	1821	16	81	60	1469	1434	0	0
Grp Volume(v), veh/h	0	0	617	114	0	679	251	0	0	12	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1836	806	0	1837	1610	0	0	1434	0	0
Q Serve(g_s), s	0.0	0.0	8.2	4.0	0.0	9.5	1.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	8.2	12.3	0.0	9.5	4.5	0.0	0.0	0.2	0.0	0.0
Prop In Lane	0.00		0.01	1.00		0.01	0.09		0.91	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	864	397	0	864	456	0	0	527	0	0
V/C Ratio(X)	0.00	0.00	0.71	0.29	0.00	0.79	0.55	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	0	0	2092	936	0	2093	909	0	0	859	0	0
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)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	6.5	11.4	0.0	6.8	11.5	0.0	0.0	9.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.4	0.0	1.6	1.0	0.0	0.0	0.0	0.0	0.0
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	0.0	0.0	1.1	0.5	0.0	1.4	1.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	7.6	11.8	0.0	8.5	12.5	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		617			793			251			12	
Approach Delay, s/veh		7.6			8.9			12.5			9.8	
Approach LOS		A			A			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	11.3	19.5	11.3	19.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	6.5	0.0	2.2	14.3
Green Ext Time (p_c), s	0.5	0.0	0.0	0.2

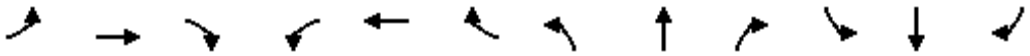
Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	670	36	203	660	24	35	7	168	79	2	29
Future Volume (veh/h)	23	670	36	203	660	24	35	7	168	79	2	29
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	1589	1841	1900	1841	1841	1900	1796	1411	1781	1683	1976	1752
Adj Flow Rate, veh/h	27	798	43	242	786	29	42	8	160	94	2	29
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	1.00
Percent Heavy Veh, %	21	4	0	4	4	0	7	33	8	19	0	10
Cap, veh/h	288	807	43	283	1121	41	385	13	269	215	26	371
Arrive On Green	0.47	0.47	0.47	0.10	0.64	0.64	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	569	1730	93	1753	1764	65	1324	57	1147	1096	109	1582
Grp Volume(v), veh/h	27	0	841	242	0	815	42	0	168	94	0	31
Grp Sat Flow(s),veh/h/ln	569	0	1824	1753	0	1829	1324	0	1204	1096	0	1691
Q Serve(g_s), s	2.5	0.0	35.3	6.0	0.0	22.6	2.0	0.0	9.6	6.4	0.0	1.1
Cycle Q Clear(g_c), s	12.0	0.0	35.3	6.0	0.0	22.6	3.1	0.0	9.6	16.0	0.0	1.1
Prop In Lane	1.00		0.05	1.00		0.04	1.00		0.95	1.00		0.94
Lane Grp Cap(c), veh/h	288	0	850	283	0	1163	385	0	283	215	0	397
V/C Ratio(X)	0.09	0.00	0.99	0.86	0.00	0.70	0.11	0.00	0.59	0.44	0.00	0.08
Avail Cap(c_a), veh/h	288	0	850	326	0	1163	434	0	328	255	0	460
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	20.4	19.6	0.0	9.2	24.2	0.0	26.3	33.4	0.0	23.0
Incr Delay (d2), s/veh	0.1	0.0	28.1	17.6	0.0	1.9	0.1	0.0	2.2	1.4	0.0	0.1
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	0.3	0.0	19.7	3.1	0.0	6.9	0.6	0.0	2.7	1.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	0.0	48.5	37.2	0.0	11.1	24.4	0.0	28.5	34.8	0.0	23.1
LnGrp LOS	B	A	D	D	A	B	C	A	C	C	A	C
Approach Vol, veh/h		868			1057			210			125	
Approach Delay, s/veh		47.6			17.1			27.6			31.9	
Approach LOS		D			B			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		23.1	13.1	41.0		23.1		54.1				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		11.6	8.0	37.3		18.0		24.6				
Green Ext Time (p_c), s		0.7	0.1	0.0		0.1		4.1				

Intersection Summary												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	774	23	146	712	58	84	4	242	84	3	47
Future Volume (veh/h)	30	774	23	146	712	58	84	4	242	84	3	47
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	1900	1856	1707	1856	1841	1900	1900	1530	1826	1930	1467	1856
Adj Flow Rate, veh/h	32	815	24	154	749	61	88	4	204	88	3	48
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	13	3	4	0	0	25	5	3	33	3
Cap, veh/h	316	885	26	257	1049	85	385	6	309	214	18	287
Arrive On Green	0.49	0.49	0.49	0.07	0.62	0.62	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	684	1793	53	1767	1679	137	1373	25	1272	1210	74	1179
Grp Volume(v), veh/h	32	0	839	154	0	810	88	0	208	88	0	51
Grp Sat Flow(s),veh/h/ln	684	0	1846	1767	0	1816	1373	0	1297	1210	0	1252
Q Serve(g_s), s	2.5	0.0	32.0	3.0	0.0	22.9	4.1	0.0	10.9	5.4	0.0	2.4
Cycle Q Clear(g_c), s	15.5	0.0	32.0	3.0	0.0	22.9	6.5	0.0	10.9	16.3	0.0	2.4
Prop In Lane	1.00		0.03	1.00		0.08	1.00		0.98	1.00		0.94
Lane Grp Cap(c), veh/h	316	0	911	257	0	1135	385	0	316	214	0	305
V/C Ratio(X)	0.10	0.00	0.92	0.60	0.00	0.71	0.23	0.00	0.66	0.41	0.00	0.17
Avail Cap(c_a), veh/h	348	0	999	375	0	1135	432	0	360	256	0	347
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	17.8	16.6	0.0	9.6	25.2	0.0	25.8	33.2	0.0	22.6
Incr Delay (d2), s/veh	0.1	0.0	12.7	2.2	0.0	2.1	0.3	0.0	3.7	1.3	0.0	0.3
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	0.4	0.0	14.8	1.3	0.0	7.0	1.3	0.0	3.4	1.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	0.0	30.5	18.8	0.0	11.8	25.5	0.0	29.5	34.4	0.0	22.9
LnGrp LOS	B	A	C	B	A	B	C	A	C	C	A	C
Approach Vol, veh/h		871			964			296			139	
Approach Delay, s/veh		30.1			12.9			28.3			30.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		23.4	10.0	42.4		23.4		52.3				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	41.0		21.0		41.0				
Max Q Clear Time (g_c+I1), s		12.9	5.0	34.0		18.3		24.9				
Green Ext Time (p_c), s		0.9	0.2	3.4		0.1		4.9				

Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									

APPENDIX E

SIGNAL WARRANT ASSESSMENT

CAREY ROAD INDUSTRIAL PARK
EXISTING TRAFFIC ANALYSIS AND BUILD-OUT ASSESSMENT
TOWN OF QUEENSBURY, WARREN COUNTY, NEW YORK

Creighton Manning

Project:_____

Calculated By:_____
Calculated Date:_____
Checked By:_____
Checked Date: _____

Project:	122-312, Carey Road Industrial Park																																			
Intersection	Corinth Road/Carey Road East																																			
Date:	4/14/2022																																			
Analyst:	MDN																																			
	Select your lane configuration																																			
	Main 1, Side 1		4																																	
			1																																	
			3			100% (a)			80% (b)			70%(c)			56% (d)			100%(a)			80%(b)			70%(c)			56%(d)									
						500			400			350			280			750			600			525			420									
						150			120			105			84			75			60			53			42									
	Add your volumes																																			
Hour	Main	Side	Side																																	
Beginning	Street	Street 1	Street 2																																	
12:00 AM																																				
1:00 AM																																				
2:00 AM																																				
3:00 AM																																				
4:00 AM																																				
5:00 AM																																				
6:00 AM																																				
7:00 AM	951	14	3	Y				Y				Y				Y				Y				Y				Y				Y				
8:00 AM	910	24	3	Y				Y				Y				Y				Y				Y				Y				Y				
9:00 AM	787	64	7	Y				Y				Y				Y				Y	Y		1	Y	Y		1	Y	Y		1				
10:00 AM	741	65	7	Y				Y				Y								Y	Y		1	Y	Y		1	Y	Y		1				
11:00 AM	672	90	9	Y				Y				Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1				
12:00 PM	921	74	9	Y				Y				Y				Y				Y	Y		1	Y	Y		1	Y	Y		1				
1:00 PM	857	55	8	Y				Y				Y				Y				Y				Y	Y		1	Y	Y		1				
2:00 PM	801	68	4	Y				Y				Y				Y				Y	Y		1	Y	Y		1	Y	Y		1				
3:00 PM	936	73	11	Y				Y				Y				Y				Y	Y		1	Y	Y		1	Y	Y		1				
4:00 PM	941	88	5	Y				Y				Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1				
5:00 PM	844	57	6	Y				Y				Y				Y				Y					Y		1	Y	Y		1				
6:00 PM	576	19	0	Y				Y				Y				Y									Y			Y								
7:00 PM																																				
8:00 PM																																				
9:00 PM																																				
10:00 PM																																				
11:00 PM																																				
		Hours Met				0			0			0			2			1			7			9			9									
		Required				8			8			8			8			8			8			8			8									
		Warrant Met?				No			No			No			No			No			No			Yes			No									

NOTES:

(a) Basic minimum hourly volume.

(b) Used for combination of Conditions A and B after adequate trial of other remedial measures.

(c) May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

(d) May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

Reference: Federal Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2009 Edition

New York State Supplement to the MUTCD

Checked: AMM, KWW on 10/21/2016

Figure 4C-2
Reduced Four-Hour Vehicular Volume Warrant
Source: Federal MUTCD
Existing Volumes

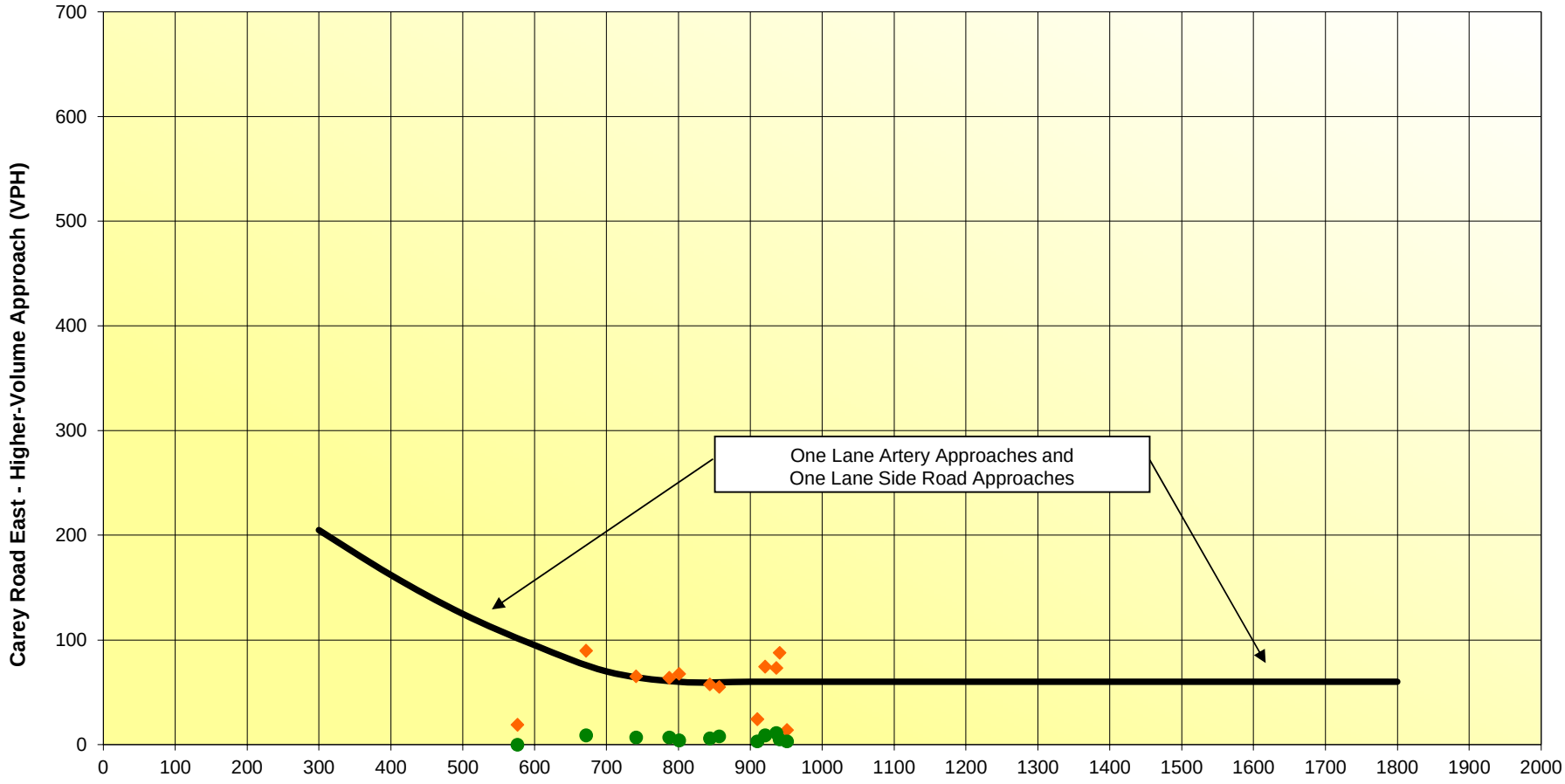


Figure 4C-4
Reduced Peak Hour Volume Warrant
Source: Federal MUTCD
Existing Volumes