



June 30, 2025

Aaron Frankenfeld
Transportation Planning Director
Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

RE: Traffic Study for an Amendment to the Glens Falls Middle/High School Circulation Study
Safety Improvements on Grant Avenue between Quade Street and Clayton Avenue
City of Glens Falls, NY 12801

Dear Mr. Frankenfeld:

MJ Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C. (MJ) is pleased to submit this traffic study and set of recommendations concerning the proposed safety improvements along Grant Avenue between Quade Street and Clayton Avenue, adjacent to the Glens Falls Middle/High School campus. This initiative aims to enhance pedestrian safety, improve traffic flow, and support the broader objectives of the Safe Routes to School program.

Appendices

Appendix A – Concept Plans
Appendix B – Traffic Data Collection
Appendix C – Traffic Volume Diagrams
Appendix D – Synchro Reports

Study Purpose

The purpose of this study is to evaluate vehicular and pedestrian circulation on Grant Avenue between Quade Street and Clayton Avenue, adjacent to the Glens Falls Middle School and High School campus. This analysis builds upon the Circulation Study Report completed by Creighton Manning Engineering (CME) in May 2024, with an emphasis on assessing and refining specific safety improvement concepts previously identified, including a one-way conversion of Quade Street. The primary goals are to increase safety, reduce conflicts between pedestrians and vehicles, and improve traffic operations during peak school arrival/dismissal periods.

Existing Conditions

The study area requires a thorough understanding of the existing transportation conditions including roadway geometry, pavement markings, daily and peak hour traffic flow, parking and multimodal accommodations. Each of these elements are described in detail below.

Grant Avenue

Grant Avenue is an east-west roadway classified as an “Urban Major Collector” in the NYSDOT Roadway Classification System located in Glens Falls, New York. The segment of focus—between Quade Street and Clayton Avenue—is directly adjacent to the Glens Falls Middle/High School campus. The area serves a high volume of pedestrians and passenger vehicles during student arrival and dismissal, making it a



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critical corridor for school access. The road operates with a posted school zone speed limit of 15 mph between 7:00am to 9:00am and 2:00pm to 4:00pm and 30 mph at all other times. Along Grant Avenue at the intersection of Austin Street there is a striped crosswalk crossing Grant Avenue for pedestrian access to the school grounds as well as a stop bar on Austin Street. The all-way STOP intersection with Quade Street has crosswalks and STOP bars across each intersection approach. There are no other roadway stripes along Grant Avenue.

Data Collection

Turning movement counts (TMC's) were collected by Tri-State Traffic Data Inc. at seven (7) intersections within the study area on Thursday, May 8, 2025, for the weekday AM peak hour which occurs from 7:30 AM to 9:30 AM and the weekday PM peak hour which occurs from 2:00 PM to 4:00 PM. A summary of the data collection locations is listed below, and the traffic data is provided in **Appendix B**.

Turning Movement Count Locations:

1. Sheridan Street / Goodman Street
2. Sheridan Street / Austin Street
3. Sheridan Street / Western Avenue
4. Grant Avenue / Western Avenue
5. Grant Avenue / Clayton Avenue
6. Grant Avenue / Austin Street
7. Grant Avenue / Goodman Street / Quade Street



Figure 1: Traffic Data Collection Map (not to scale)



In addition to vehicle turning movement counts, pedestrian crossing volumes were recorded at each of the study area intersections. Below in **Table 1** summarizes the north-south pedestrian crossing movements for the three intersections along Grant Avenue closest to the school grounds during the AM and PM peak hours. The intent of this table is to provide insights on the number of pedestrians crossing Grant Avenue. See **Appendix B** for pedestrian volume data.

Table 1				
PEDESTRIAN CROSSING VOLUME SUMMARY – GRANT AVENUE INTERSECTIONS				
Intersection	AM Peak Hour		PM Peak Hour	
	North	South	North	South
Grant Avenue / Clayton Avenue	0	1	0	1
Grant Avenue / Austin Street	1	62	65	2
Grant Avenue / Quade / Goodman Street	1	22	30	0

As shown in **Table 1** the Grant Avenue / Austin Street intersection experiences the highest pedestrian traffic during the AM and PM peak hours due to students walking to school and this being the main pedestrian crossing of Grant Avenue to the school grounds.

Field Observations

The vehicle, bicycle, and pedestrian operations along Grant Avenue were observed on May 8, 2025, from 6:00am to 10:00am and 2:00pm to 6:00pm.

- AM Peak Travel Period
 - 7:17am: Crossing guard arrives in vehicle.
 - 7:50am: Crossing guard starts assisting pedestrians and bicyclists cross Grant Avenue at Austin Street crosswalk.
 - 8:09am: eastbound and westbound vehicles on Grant Avenue are observed unable to proceed when encountering a vehicle in the opposite direction due to the vehicles parked on both sides of Grant Avenue.
 - 8:20am: Crossing guard enters vehicle.
 - 8:22am: Crossing guard leaves location in vehicle.
- PM Peak Travel Period
 - 2:56pm: vehicles start parking along both sides of Grant Avenue.
 - 3:06pm: students start crossing Grant Avenue at Austin Street crosswalk (no crossing guard).
 - 3:12pm: eastbound and westbound vehicles on Grant Avenue are observed unable to proceed when encountering a vehicle in the opposite direction due to the vehicles parked on both sides of Grant Avenue.
 - 3:22pm: last student pickup occurs.
- After school activities
 - 4:15pm: vehicles start parking along Grant Avenue, with occupants exiting and entering school property, presumably attending after-school sporting events.
 - 4:31pm: with a few vehicles parked along both sides of Grant Avenue, eastbound and westbound vehicles on Grant Avenue are observed unable to proceed when encountering a vehicle in the opposite direction.



Crash History

The Adirondack/Glens Falls Transportation Council performed a crash history search for the three-year period from December 31, 2021 to December 31, 2024. During this time frame, there were two reported crashes on the section of Grant Avenue between Clayton Avenue and Quade Street, both were property damage only and involved collisions with vehicles parked on Quade Street. There were no crashes involving pedestrians or bicyclists during this timeframe.

Traffic Analysis

Traffic models were developed utilizing the existing conditions traffic data via the traffic analysis software Synchro 11© which is an industry standard traffic analysis package. The software analyzes traffic conditions at intersections to provide a measure of effectiveness in terms of Level of Service (LOS). Procedures for the analysis are in conformance with the most-recent version of the Transportation Research Board of the National Academies Highway Capacity Manual.

Intersection LOS is defined in terms of delay per vehicle. The New York State Department of Transportation (NYSDOT) Highway Design Manual (HDM), Section 5.2.2.1, describes LOS as “a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Levels of service are given letter designations, from A to F, with LOS A representing the best operating condition and LOS F the worst.”

Intersection design practice, as determined by the NYSDOT, strives to provide a minimum LOS D or better for each lane group in urban areas and a minimum LOS C in rural areas. Although LOS D is acceptable in urban environments, LOS C is the preferred minimum for overall approach LOS. LOS D is acceptable for specific low volume movements or approaches within an intersection.

Table 2 below provides the ranges of LOS for both signalized and unsignalized intersections. Unsignalized intersections are often referred to as either two-way stop control or all-way stop control intersections. Two-way stop control refers to three or four-way intersections where the minor approach(es) are controlled by a stop sign and the major approaches are free flow.

Table 2			
INTERSECTION LEVEL OF SERVICE RANGES			
Level of Service	Unsignalized Intersection Delay (sec/veh)	Signalized Intersection Delay (sec/veh)	Description
A	≤ 10	≤ 10	Excellent
B	> 10 & ≤ 15	> 10 & ≤ 20	Very Good
C	> 15 & ≤ 25	> 20 & ≤ 35	Good
D	> 25 & ≤ 35	> 35 & ≤ 55	Acceptable
E	> 35 & ≤ 50	> 55 & ≤ 80	Poor
F	> 50	> 80	Failing



Existing Conditions Traffic Analysis

Table 3 summarizes the results of the capacity analysis for the existing conditions at study area intersections. LOS conditions with below standard LOS E or F are highlighted in red.

Table 3			
OVERALL INTERSECTION LOS TABLE – 2025 EXISTING CONDITIONS			
Intersection / Movement		AM Peak Hour	PM Peak Hour
1. Sheridan Street / Goodman Street (All-Way Stop-Controlled)			
EB LT/TH/RT		A (7.3)	A (7.6)
WB LT/TH/RT		A (7.9)	A (7.7)
NB LT/TH/RT		A (7.5)	A (7.7)
SB LT/TH/RT		A (7.8)	A (7.4)
2. Sheridan Street / Austin Street (Two-Way Stop-Controlled)			
WB LT		A (7.3)	A (7.3)
NB LT/RT		A (9.4)	A (9.3)
3. Western Avenue / Sheridan Street (Two-Way Stop-Controlled)			
WB LT/RT		B (11.8)	C (15.4)
SB LT		A (7.7)	A (7.9)
4. Grant Avenue / Western Avenue (All-Way Stop-Controlled)			
EB LT/TH/RT		A (9.6)	A (9.6)
WB LT/TH/RT		A (10.0)	B (10.5)
NB LT/TH/RT		B (10.4)	B (11.5)
SB LT/TH/RT		B (11.6)	B (13.3)
5. Grant Avenue / Clayton Avenue (Two-Way Stop-Controlled)			
WB LT		A (7.9)	A (7.4)
NB LT/RT		B (10.3)	A (9.8)
6. Grant Avenue / Austin Street (Two-Way Stop-Controlled)			
EB LT		A (7.7)	A (7.5)
SB LT/RT		A (9.9)	A (9.2)
7. Grant Avenue / Quade Street / Goodman Street (All-Way Stop-Controlled)			
EB LT/TH/RT		B (10.3)	A (8.3)
WB LT/TH/RT		B (12.5)	A (8.9)
NB LT/TH/RT		A (9.9)	A (8.4)
SB LT/TH/RT		A (9.5)	A (8.1)

As shown in **Table 3**, the level of service for all intersections for the AM and PM peak hours show acceptable operating conditions for the existing conditions. Synchro results for the existing peak hour conditions can be found in **Appendix D**.



Proposed Conditions Traffic Analysis

As a part of the recommended safety improvements, one-way vehicular travel along Grant Avenue was investigated for the eastbound direction as well as the westbound direction between Clayton Avenue and Quade Street. Existing traffic volumes on Grant Avenue were distributed to the surrounding roadway network while implementing a one-way direction restriction between Clayton Avenue and Quade Street. See the **Evaluation of Potential Safety Improvements** section below for more details on Alternatives B and C. See **Appendix C** for traffic volume diagrams of the vehicular volume distribution.

Table 4 summarizes the results of the capacity analysis for the proposed conditions that modified Grant Avenue to one-way vehicular travel for the eastbound direction between Clayton Avenue and Quade Street.

Table 4 OVERALL INTERSECTION LOS TABLE – 2025 PROPOSED CONDITIONS (EASTBOUND ONE-WAY)			
Intersection / Movement		AM Peak Hour	PM Peak Hour
1. Sheridan Street / Goodman Street (All-Way Stop-Controlled)			
EB LT/TH/RT		A (8.2)	A (8.2)
WB LT/TH/RT		A (8.7)	A (8.5)
NB LT/TH/RT		A (9.8)	A (9.9)
SB LT/TH/RT		A (7.9)	A (7.8)
2. Sheridan Street / Austin Street (Two-Way Stop-Controlled)			
WB LT		A (7.6)	A (7.6)
NB LT/RT		B (13.0)	B (11.6)
3. Western Avenue / Sheridan Street (Two-Way Stop-Controlled)			
WB LT/RT		B (12.8)	C (15.2)
SB LT		A (7.7)	A (7.9)
4. Grant Avenue / Western Avenue (All-Way Stop-Controlled)			
EB LT/TH/RT		B (10.1)	A (9.7)
WB LT/TH/RT		B (11.1)	B (10.9)
NB LT/TH/RT		B (11.1)	B (11.9)
SB LT/TH/RT		B (13.5)	B (14.9)
5. Grant Avenue / Clayton Avenue (Two-Way Stop-Controlled)			
NB LT/RT		B (10.1)	A (9.5)
6. Grant Avenue / Austin Street (Two-Way Stop-Controlled)			
SB LT/RT		B (12.2)	B (10.3)
7. Grant Avenue / Quade Street / Goodman Street (All-Way Stop-Controlled)			
EB LT/TH/RT		B (12.6)	B (10.0)
WB LT/TH/RT		B (12.5)	A (9.3)
NB LT/TH/RT		B (10.2)	A (9.2)
SB LT/TH/RT		A (9.9)	A (9.0)



As shown in **Table 4**, the level of service for all intersections for the AM and PM peak hours show acceptable operating conditions for the One-Way Eastbound Proposed Alternative. Synchro results for the existing peak hour conditions can be found in **Appendix D**.

Table 5 summarizes the results of the capacity analysis for the proposed conditions with Grant Avenue being one-way vehicular travel for the westbound direction between Clayton Avenue and Quade Street.

Table 5 OVERALL INTERSECTION LOS TABLE – 2025 PROPOSED CONDITIONS (WESTBOUND ONE-WAY)			
Intersection / Movement		AM Peak Hour	PM Peak Hour
1. Sheridan Street / Goodman Street (All-Way Stop-Controlled)			
EB LT/TH/RT		A (7.4)	A (7.7)
WB LT/TH/RT		A (8.0)	A (7.9)
NB LT/TH/RT		A (7.7)	A (7.9)
SB LT/TH/RT		A (7.7)	A (7.6)
2. Sheridan Street / Austin Street (Two-Way Stop-Controlled)			
WB LT		A (7.4)	A (7.4)
NB LT/RT		A (9.6)	A (9.5)
3. Western Avenue / Sheridan Street (Two-Way Stop-Controlled)			
WB LT/RT		B (12.1)	B (14.1)
SB LT		A (7.9)	A (8.0)
4. Grant Avenue / Western Avenue (All-Way Stop-Controlled)			
EB LT/TH/RT		B (11.3)	A (10.0)
WB LT/TH/RT		B (12.0)	B (11.7)
NB LT/TH/RT		B (11.8)	B (12.4)
SB LT/TH/RT		B (13.5)	C (14.5)
5. Grant Avenue / Clayton Avenue (Two-Way Stop-Controlled)			
NB LT/RT		B (10.7)	B (10.1)
6. Grant Avenue / Austin Street (Two-Way Stop-Controlled)			
SB LT/RT		A (9.6)	A (9.2)
7. Grant Avenue / Quade Street / Goodman Street (All-Way Stop-Controlled)			
WB LT/TH/RT		B (11.3)	A (8.9)
NB LT/TH/RT		A (8.8)	A (8.2)
SB LT/TH/RT		A (8.7)	A (7.8)

As shown in **Table 5**, the level of service for all intersections for the AM and PM peak hours show acceptable operating conditions for the One-Way Westbound Proposed Alternative. Synchro results for the existing peak hour conditions can be found in **Appendix D**.



Evaluation of Potential Safety Improvements

The existing 30-foot curb-to-curb width of Grant Avenue does not allow two-way traffic with parking on both sides of the street. According to the New York State Department of Transportation Highway Design Manual, the minimum widths along an Urban Collector highway are 7 feet for a parking lane and 10 feet for a vehicle travel lane. With two travel lanes and two parking lanes, the minimum required curb-to-curb width is 34 feet. The field observations documented in the existing conditions section above identify motorists unable to travel when an opposing vehicle approaches and there are vehicles parked on both sides of the street. This condition exists for an approximately 30-minute period in the morning and a 30-minute period in the afternoon, coinciding with the arrival and dismissal times of the adjacent schools. There are three alternatives identified below to mitigate these travel conditions.

Alternate A – Two-Way Vehicle Travel on Grant Avenue with North Side Parking Eliminated

Alternative A consists of keeping two-way vehicle travel on Grant Avenue. Eliminating the conflicts between opposing vehicle traffic is possible by eliminating parking on one side of the street. Since the school is on the south side of Grant Avenue, the logical choice is to keep parking along the south side and eliminate parking from the north side. Striping the available parking (8 feet wide) and a double yellow centerline (2 – 11-foot lanes) would fit within the existing 30-foot curb-to-curb width. There would be no additional volume impacts to the surrounding residential neighborhoods with this alternative as the traffic pattern would remain as it is today.

To further enhance pedestrian safety, improvements at the Grant Avenue and Austin Street intersection are essential. Installing ADA-compliant curb ramps and upgrading crosswalks will ensure accessibility for all individuals. Implementing curb extensions, also known as bump-outs, will shorten pedestrian crossing distances and increase pedestrian visibility, making it easier for students and parents to cross safely. A curb extension is proposed to be installed on the south side of Grant Avenue where the on-street parking remains. Rectangular Rapid Flashing Beacon (RRFB) sign assemblies are recommended to be installed for the Grant Avenue crossing at this intersection. RRFB's draw the attention to motorists that pedestrians are attempting to cross and will drastically improve the safety of the pedestrian crossing while the crossing guard is not present.

Alternative B – One-Way Vehicular Travel on Grant Avenue Eastbound

Alternative B consists of converting Grant Avenue into a one-way eastbound corridor from Clayton Avenue to Quade Street. This alternative offers several safety enhancements, particularly for school-related traffic. This reconfiguration would facilitate the addition of striped on-street parking spaces along both sides of Grant Avenue, providing designated areas for student drop-off and pick-up. Such arrangements can reduce double parking and curbside congestion, leading to a more organized and predictable traffic flow. Additionally, the one-way design minimizes the number of vehicles conflicting with pedestrian traffic crossing Grant Avenue and simplifies navigation for drivers, which is especially beneficial in school zones where pedestrian activity is high. To make Grant Avenue a one-way street, signage will need to be installed. Signs that will be required will include MUTCD compliant "One-Way", "Do Not Enter", "No Right Turn" and "No Left Turn" signs to indicate to motorists the direction of travel.

Installing ADA-compliant curb ramps and upgrading crosswalks is also recommended for this alternative. Implementing curb extensions will shorten crossing distances and increase pedestrian visibility. The curb extensions are proposed to be installed along both sides of Grant Avenue. Rectangular Rapid Flashing



Beacon (RRFB) sign assemblies are recommended to be installed for the Grant Avenue crossing at this intersection.

These measures, combined with the one-way traffic flow, would create a safer and more efficient environment for both pedestrians and motorists along Grant Avenue. However, residents along Sheridan Street will incur an increase in traffic volume throughout the day, but especially during the school arrival and departure periods. From the traffic volume diversion, it can be expected that Sheridan Street will see an increase in traffic volume of 104 additional vehicles during the AM peak hour and 94 vehicles in the PM peak hour. See **Appendix C** for the Traffic Volume Diagrams and See **Appendix A** for concept plans.

Alternative C – One-Way Vehicular Travel on Grant Avenue Westbound

Alternatively, converting Grant Avenue to a one-way westbound corridor from Clayton Avenue to Quade Street would similarly enhance safety for school-related traffic. This configuration would allow for the addition of striped on-street parking spaces along both sides of Grant Avenue, providing designated areas for student drop-off and pick-up.

Enhancing pedestrian safety at the Grant Avenue and Austin Street intersection remains a priority. Installing ADA-compliant curb ramps and upgrading crosswalks will ensure accessibility for all individuals. Implementing curb extensions will shorten crossing distances and increase pedestrian visibility, making it easier for students and parents to cross safely. The curb extensions are proposed to be installed along both sides of Grant Avenue. This alternative also recommends the installation of RRFB's for the Grant Avenue crossing.

These measures, combined with the one-way traffic flow, would create a safer and more efficient environment for both pedestrians and motorists along Grant Avenue. However, residents along Sheridan Street will also incur an increase in traffic volume throughout the day, but especially during the school arrival and departure periods. From the traffic volume diversion, it can be expected that Sheridan Street will see an increase in traffic volume of 39 additional vehicles during the AM peak hour and 9 vehicles during the PM peak hour. See **Appendix C** for the Traffic Volume Diagrams and **Appendix A** for concept plans.

The Null Alternative – leave the current travel patterns as-is

The inability of two-way traffic to travel on Grant Avenue exists for approximately a one-hour period on weekdays, a total of 5 hours per week (3%), leaving 163 hours of a typical school week (97%) with no apparent issues. Based on a review of the crash history data along Grant Avenue conducted by the Adirondack/Glens Falls Transportation Council it has been concluded that there are not any patterns of crashes that require mitigation.

Chicane Concept proposed and discarded by CME

In a Circulation Study Report dated May 2024, CME proposed striping Grant Avenue into a chicane traffic pattern with alternate side parking to slow traffic (See **Appendix A**). A chicane is a form of traffic calming that shifts the alignment of the center line of the road to add curvature to the travel lanes so motorists cannot drive in a linear path. This concept would eliminate some parking on both the residential and school sides of Grant Avenue. We agree with CME's conclusion that this alternative should not be



progressed as it is a unique alternative that is not typical for the area. Pavement markings would have to be installed and maintained in good shape to properly guide motorists through the area. Faded or snow-covered markings could create non-compliance with the chicane concept.

Parking Implications

Implementing each design alternative will influence the total number of available on street parking along Grant Avenue between Clayton Avenue and Quade Street. Below in **Table 6** it summarizes the approximate number of on-street parking spaces for each design alternative.

Table 6 Available On-Street Parking Spaces			
Design Alternative	North Side Parking	South Side Parking	Total Parking
Null Alternative (Existing Conditions)	24	32	56
Alternative A – Two Way	0	28	28
Alternative B – One Way Eastbound	21	28	53
Alternative C – One Way Westbound	21	28	53

From **Table 6** it shows that in the current condition that Grant Avenue from Clayton Avenue to Quade Street can accommodate 24 vehicles on the north side of the road and 32 on the south side. In the current conditions there are no restrictions for on-street parking and therefore vehicles today can park close to the intersection with Clayton Avenue, Austin Street and Quade Street. Alternative A propose keeping the two-way traffic pattern and it is recommended to remove the existing vehicle parking on the north side of Grant Avenue. Removal of parking on the north side of Grant Avenue will net a loss in a total of 28 parking spaces from the current condition. Alternatives B and C propose the same number of parking spaces and will each net a loss of 3 total parking spaces.

Final Recommendations and Conclusions

After careful evaluation of existing conditions, traffic operations, crash history and pedestrian safety needs, the following conclusions are drawn:

- No crash patterns of concern have been identified in the study area. (Dec 2021 – Dec 2024).
- The Null Alternative, while feasible, relies heavily on existing driver behavior and the school crossing guard being present to address safety concerns for pedestrians at the Austin Street crossing.
- Alternatives B and C (one-way conversions eastbound/westbound) offer reduced congestion on Grant Avenue and organized on-street parking lanes but would increase traffic volumes on adjacent residential streets (Sheridan Street) and require ongoing enforcement of the new traffic pattern. For this reason, Alternatives B & C are not recommended for further consideration.

Recommended Alternative:

Alternative A – Two Way Travel on Grant Avenue with North Side Parking Eliminated



- Maintains existing two-way vehicle traffic pattern along Grant Avenue.
- Maintains curbside drop-off on the south side of Grant Avenue, where school-related parking demand is highest.
- Avoids diverting traffic into surrounding residential neighborhoods like Sheridan Street.
- Fits within the existing right-of-way (30 ft. curb-to-curb) with minimal infrastructure changes—only restriping is required.

Complementary Safety Enhancements:

- Striped south-side parking lane and a double-yellow centerline to organize vehicle movement.
- ADA-compliant curb ramps, reflective crosswalk markings, and a curb extension (bump-out) at the Austin Street crossing to improve visibility and shorten pedestrian crossing distances.
- Installation of Rectangular Rapid Flashing Beacons (RRFBs) at the Austin Street crosswalk to boost driver awareness and pedestrian safety—especially when crossing guards are absent.
- Consider retaining or reintroducing crossing guard support during both AM and PM school periods, given the clear behavioral improvement observed in their presence.

Other Safety Measures Worth Implementing:

- Proceed with all recommended school zone signage and RRFB installations regardless of which alternative is selected, these are critical safety components.
- Review the May 2024 CME recommendation for converting Quade Street to one-way southbound which would make the road more pedestrian friendly and reduce conflict points. It is unknown why this recommendation was dropped from consideration. Upon review, this recommendation appears to be a viable method to improve circulation around the school.

Conclusion

Alternative A offers the best balance between safety, functionality, and community impact. It addresses peak-hour congestion and pedestrian risks while preserving two-way travel, supporting school drop-offs, and minimizing traffic increases on adjacent streets. Its implementation requires only straightforward striping and curb improvements.

**Appendix A **

Concept Plans

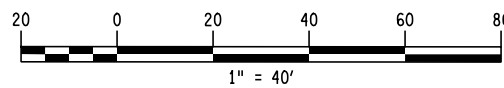
20 0 20 40 60 80

1" = 40'



CONCEPT

SCALE: 1" = 40'-0"	
-	
MJ PROJ. No.:	2186.01
DATE:	6/6/2025
ALT-A	
SHEET NUMBER	2 of 2

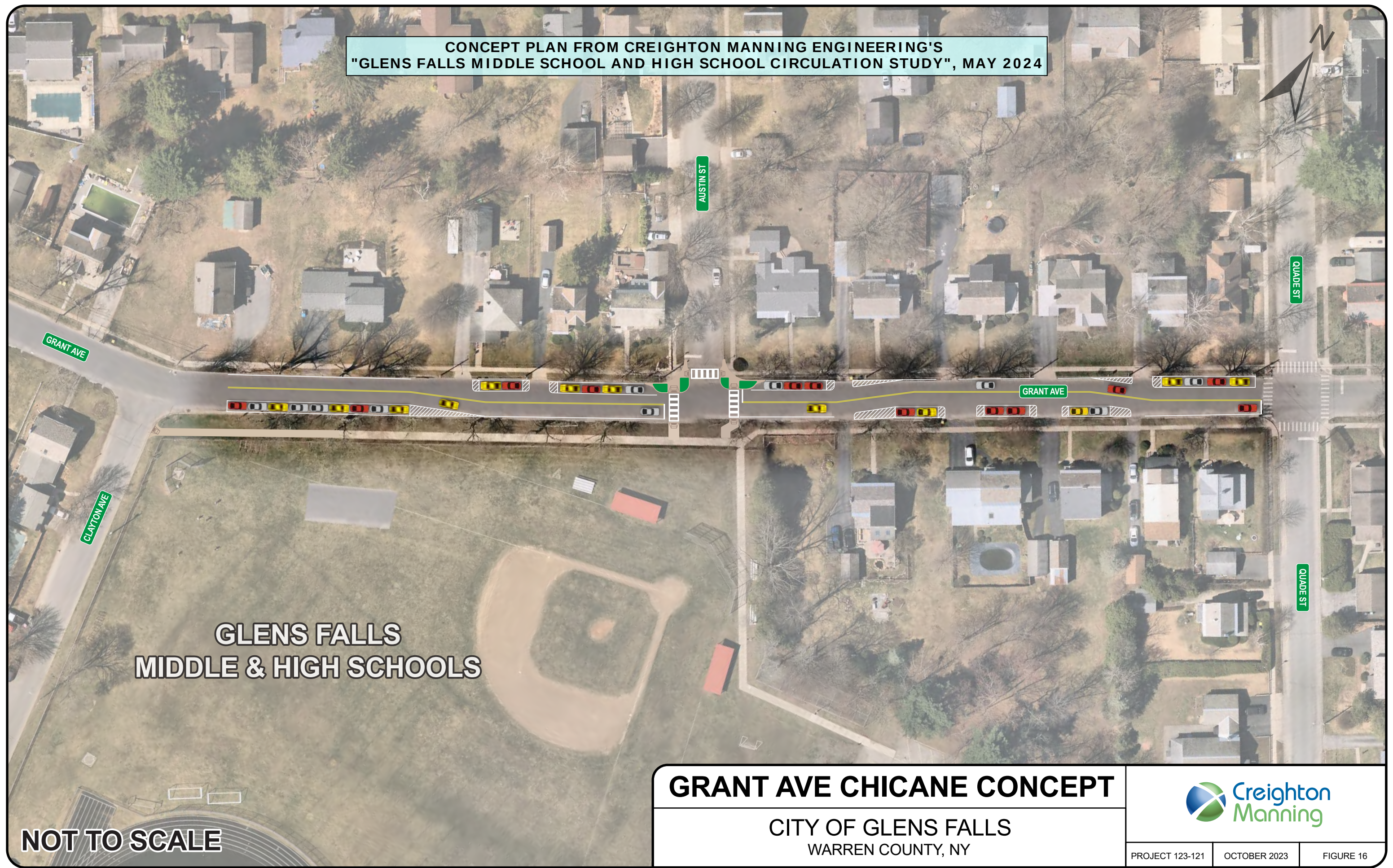


ALTERNATIVE C - ONE-WAY VEHICULAR TRAVEL ON GRANT AVENUE WESTBOUND

CONCEPT

SCALE: 1" = 40'-0"	
-	
MJ PROJ. No.:	2186.01
DATE:	6/6/2025
ALT-B	
SHEET NUMBER	2 of 2

CONCEPT PLAN FROM CREIGHTON MANNING ENGINEERING'S
"GLENS FALLS MIDDLE SCHOOL AND HIGH SCHOOL CIRCULATION STUDY", MAY 2024



GLENS FALLS
MIDDLE & HIGH SCHOOLS

NOT TO SCALE

GRANT AVE CHICANE CONCEPT	
CITY OF GLENS FALLS WARREN COUNTY, NY	



**Appendix B **

Traffic Data Collection

Tri-State Traffic Data, Inc.
www.TSTData.com

SUMMARY	
Project	MJ Engineering
Project Code	12076
Site Name	12076-1
Intersection Name	Sheridan Street & Goodman Street
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:30
End Time	15:45
Location	12076-1
Latitude and Longitude	(43.313569, -73.661323)

	START	END	PHF
AM PEAK	05-08-2025 07:30:00	05-08-2025 08:30:00	0.5
PM PEAK	05-08-2025 14:30:00	05-08-2025 15:30:00	0.56
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-1

Intersection Name: Sheridan Street & Goodman Street

GPS: 43.313569, -73.661323

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg	Sheridan Street							Sheridan Street							Goodman Street							Goodman Street							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30	0	2	1	0	3	0	0	5	3	0	0	8	0	0	1	3	0	0	4	1	1	2	0	0	0	2	0	0	17
07:45	0	2	3	0	5	0	2	9	9	1	0	19	3	0	0	2	1	0	3	1	1	2	1	0	0	3	0	3	30
Hourly Total	0	4	4	0	8	0	2	14	12	1	0	27	3	0	1	5	1	0	7	2	2	4	1	0	0	5	0	3	47
08:00	1	18	9	0	28	0	8	14	7	1	0	22	1	0	3	7	0	1	11	2	0	0	4	0	0	4	0	12	65
08:15	0	2	2	0	4	2	0	3	3	0	0	6	0	0	0	4	2	0	6	0	1	1	1	0	0	2	2	0	18
08:30	0	2	0	0	2	0	0	1	0	2	0	3	0	0	0	1	0	0	1	0	0	2	2	1	0	5	0	0	11
08:45	0	3	1	0	4	0	0	0	5	1	0	6	0	0	1	3	0	0	4	0	0	2	2	0	0	4	0	0	18
Hourly Total	1	25	12	0	38	2	8	18	15	4	0	37	1	0	4	15	2	1	22	2	1	5	9	1	0	15	2	12	112
09:00	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	2	1	1	0	4	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	0	0	0	0	0	0	2	2	2	0	6	0	0	0	3	0	1	4	1	0	0	0	0	0	0	0	0	10
14:00	1	1	0	0	2	0	0	1	2	0	0	3	0	1	1	3	0	0	4	0	2	0	1	0	0	1	0	0	10
14:15	1	2	0	0	3	0	0	0	2	0	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	7
14:30	0	2	0	0	2	0	0	1	4	0	0	5	0	1	1	3	2	0	6	0	0	0	3	0	0	3	0	0	16
14:45	0	4	0	0	4	3	0	2	12	1	0	15	0	0	2	8	2	0	12	0	0	1	6	0	0	7	1	0	38
Hourly Total	2	9	0	0	11	3	0	4	20	1	0	25	0	2	4	16	4	0	24	0	2	1	10	0	0	11	1	0	71
15:00	3	15	2	0	20	10	0	2	15	2	0	19	2	0	12	9	2	0	23	1	9	1	3	2	0	6	5	0	68
15:15	0	7	1	0	8	1	0	5	2	0	0	7	1	0	1	9	2	0	12	0	0	0	3	1	0	4	0	0	31
15:30	0	0	1	0	1	1	0	2	2	1	0	5	0	0	1	4	2	0	7	0	0	0	1	0	0	1	0	0	14
15:45	0	5	0	0	5	0	0	0	1	0	0	1	0	0	1	3	2	0	6	0	4	0	0	1	0	1	0	0	13
Hourly Total	3	27	4	0	34	12	0	9	20	3	0	32	3	0	15	25	8	0	48	1	13	1	7	4	0	12	5	0	126
Grand Total	6	65	20	0	91	17	10	47	69	11	0	127	7	2	24	64	15	2	105	6	18	11	27	5	0	43	8	15	366
approach %	6	71	21	0	100	18	10	37	54	8	0	100	5	1	22	60	14	1	100	5	17	25	62	11	0	100	18	34	400
Total %	1	17	5	0	24	4	2	12	18	3	0	34	1	0	6	17	4	0	28	1	4	3	7	1	0	11	2	4	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	6	65	19	0	90	0	0	44	68	10	0	122	0	0	24	63	14	2	103	0	0	9	21	4	0	34	0	0	349
Cars_Light Goods %	100	100	95	0	0	0	0	93	98	90	0	0	0	0	100	98	93	100	0	0	0	81	77	80	0	0	0	0	95
Single Unit Trucks	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	0	1	0	0	2	0	1	0	3	0	0	6
Single Unit Trucks %	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	6	0	0	0	0	18	0	20	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	7
Buses %	0	0	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	1
Bicycle on Road	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	4

Tri-State Traffic Data, Inc.
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Site: 12076-1

Intersection Name: Sheridan Street & Goodman Street

GPS: 43.313569, -73.661323

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg Direction	Sheridan Street							Sheridan Street							Goodman Street							Goodman Street								
	EastBound							WestBound							NorthBound							SouthBound								
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total	
Bicycle on Road %	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	1
Pedestrian	0	0	0	0	0	15	10	0	0	0	0	0	7	2	0	0	0	0	0	6	14	0	0	0	0	0	7	12	0	
Pedestrian %	0	0	0	0	0	88	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	87	0	0	
Cyclist	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	3	0	
Cyclist %	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	

Tri-State Traffic Data, Inc.
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Site: 12076-1

Intersection Name: Sheridan Street & Goodman
Street

GPS: 43.313569, -73.661323

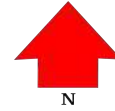
Date: 05-08-2025

Turning Movement Data

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

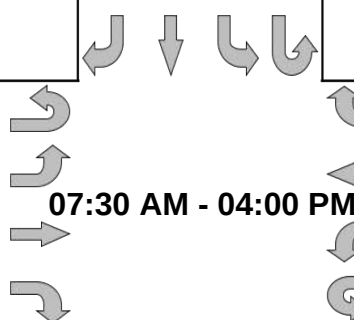
Out	In	Total
0	0	0
79	34	113
1	3	4
0	0	0
0	5	5
1	1	2
81	43	124

Right	Thru	Left	U-Turn
0	0	0	0
4	21	9	0
1	0	2	0
0	0	0	0
0	5	0	0
0	1	0	0
5	27	11	0



Out	In	Total
0	0	0
96	90	186
2	0	2
0	0	0
0	1	1
0	0	0
98	91	189

Right	Thru	Left	U-Turn
0	0	0	0
19	65	6	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
20	59	9	0

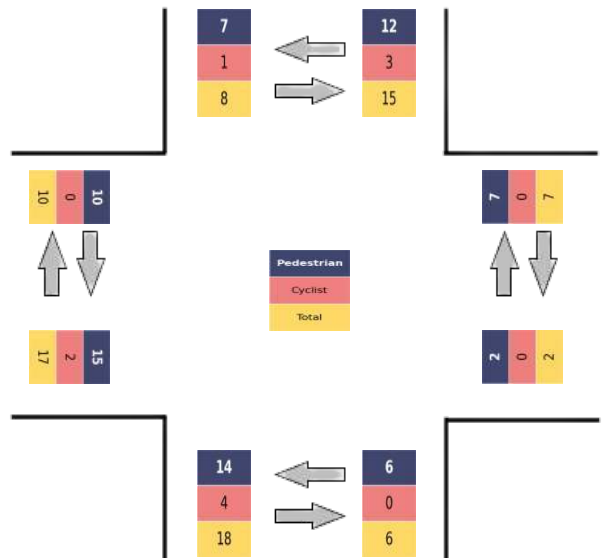


Right	Thru	Left	U-Turn
0	0	0	0
10	68	44	0
1	1	0	0
0	0	0	0
0	0	1	0
0	0	2	0
11	69	47	0

Out	In	Total
0	0	0
88	122	210
3	2	5
0	0	0
0	1	1
0	2	2
91	127	218

U-Turn	Left	Thru	Right
0	0	0	0
2	24	63	14
0	0	0	1
0	0	0	0
0	0	1	0
2	24	64	15

Out	In	Total
0	0	0
86	101	187
0	1	1
0	0	0
7	0	7
3	1	4
96	103	199



Tri-State Traffic Data, Inc.

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Site: 12076-1

Intersection Name: Sheridan Street & Goodman Street

GPS: 43.313569, -73.661323

Date: 05-08-2025

TURNING MOVEMENT AM PEAK HOUR

Leg	Sheridan Street							Sheridan Street							Goodman Street							Goodman Street							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	0	2	1	0	3	0	0	5	3	0	0	8	0	0	1	3	0	0	4	1	1	2	0	0	0	2	0	0	17
07:45:00	0	2	3	0	5	0	2	9	9	1	0	19	3	0	0	2	1	0	3	1	1	2	1	0	0	3	0	3	30
08:00:00	1	18	9	0	28	0	8	14	7	1	0	22	1	0	3	7	0	1	11	2	0	0	4	0	0	4	0	12	65
08:15:00	0	2	2	0	4	2	0	3	3	0	0	6	0	0	0	4	2	0	6	0	1	1	1	0	0	2	2	0	18
Grand Total	1	24	15	0	40	2	10	31	22	2	0	55	4	0	4	16	3	1	24	4	3	5	6	0	0	11	2	15	130
approach %	2	60	38	0	100	5	25	56	40	4	0	100	7	0	17	67	12	4	100	17	12	45	55	0	0	100	18	136	400
Total %	1	18	12	0	31	2	8	24	17	2	0	42	3	0	3	12	2	1	18	3	2	4	5	0	0	8	2	12	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	1	24	14	0	39	0	0	29	22	2	0	53	0	0	4	16	3	1	24	0	0	4	5	0	0	9	0	0	125
Cars_Light Goods %	100	100	93	0	0	0	0	94	100	100	0	0	0	0	100	100	100	100	0	0	0	80	83	0	0	0	0	0	96
Single Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
Single Unit Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Buses %	0	0	7	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycle on Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
Bicycle on Road %	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	2
Pedestrian	0	0	0	0	0	1	10	0	0	0	0	0	4	0	0	0	0	0	0	4	3	0	0	0	0	0	1	12	0
Pedestrian %	0	0	0	0	0	50	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	50	0	0
Cyclist	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0
Cyclist %	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0
PHF	0.25	0.33	0.42	0.0	0.36	0.25	0.31	0.55	0.61	0.5	0.0	0.62	0.33	0.0	0.33	0.57	0.38	0.25	0.55	0.5	0.75	0.62	0.38	0.0	0.0	0.69	0.25	0.31	0.5

Site: 12076-1

Intersection Name: Sheridan Street & Goodman
Street

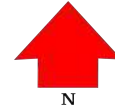
GPS: 43.313569, -73.661323

Date: 05-08-2025

AM Peak Turning Movement Data Summary

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	0	0
19	9	28
0	1	1
0	0	0
0	0	0
0	1	1
19	11	30



Right	Thru	Left	U-Turn
0	0	0	0
0	5	4	0
0	0	1	0
0	0	0	0
0	0	0	0
0	1	0	0
0	6	5	0

Out	In	Total
0	0	0
26	39	65
0	0	0
0	0	0
0	1	1
0	0	0
26	40	66

Right	Thru	Left	U-Turn
0	0	0	0
14	24	1	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
15	24	1	0

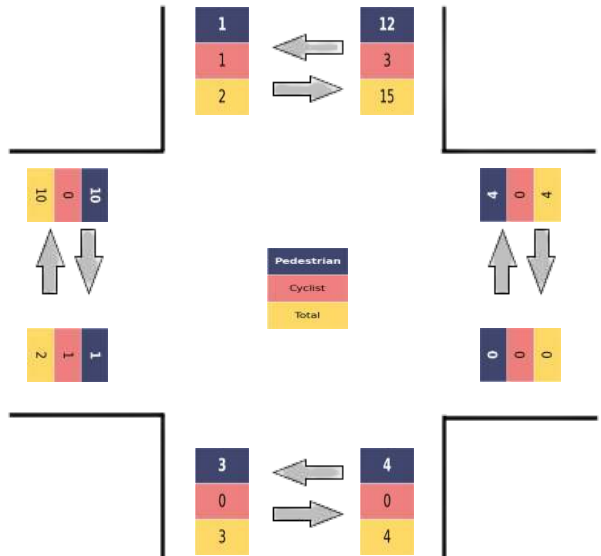
07:30 AM - 08:30 AM

Right	Thru	Left	U-Turn
0	0	0	0
2	22	29	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	1	0
0	0	0	0
2	22	31	0

Out	In	Total
0	0	0
31	53	84
1	0	1
0	0	0
0	1	1
0	1	1
32	55	87

U-Turn	Left	Thru	Right
0	0	0	0
1	4	16	3
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	4	16	3

Out	In	Total
0	0	0
49	23	72
0	0	0
0	0	0
2	0	2
2	0	2
53	23	76



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Site: 12076-1

Intersection Name: Sheridan Street & Goodman Street

GPS: 43.313569, -73.661323

Date: 05-08-2025

TURNING MOVEMENT PM PEAK HOUR

Leg	Sheridan Street							Sheridan Street							Goodman Street							Goodman Street							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:30:00	0	2	0	0	2	0	0	1	4	0	0	5	0	1	1	3	2	0	6	0	0	0	3	0	0	3	0	0	16
14:45:00	0	4	0	0	4	3	0	2	12	1	0	15	0	0	2	8	2	0	12	0	0	1	6	0	0	7	1	0	38
15:00:00	3	15	2	0	20	10	0	2	15	2	0	19	2	0	12	9	2	0	23	1	9	1	3	2	0	6	5	0	68
15:15:00	0	7	1	0	8	1	0	5	2	0	0	7	1	0	1	9	2	0	12	0	0	0	3	1	0	4	0	0	31
Grand Total	3	28	3	0	34	14	0	10	33	3	0	46	3	1	16	29	8	0	53	1	9	2	15	3	0	20	6	0	153
approach %	9	82	9	0	100	41	0	22	72	7	0	100	7	2	30	55	15	0	100	2	17	10	75	15	0	100	30	0	400
Total %	2	18	2	0	22	9	0	7	22	2	0	30	2	1	10	19	5	0	35	1	6	1	10	2	0	13	4	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	3	28	3	0	34	0	0	9	33	3	0	45	0	0	16	29	8	0	53	0	0	2	12	3	0	17	0	0	149
Cars_Light Goods %	100	100	100	0	0	0	0	90	100	100	0	0	0	0	100	100	100	0	0	0	0	100	80	100	0	0	0	0	97
Single Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Unit Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	3
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	2
Bicycle on Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycle on Road %	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrian	0	0	0	0	0	13	0	0	0	0	0	0	3	1	0	0	0	0	0	1	5	0	0	0	0	0	6	0	0
Pedestrian %	0	0	0	0	0	93	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
Cyclist	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Cyclist %	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.25	0.47	0.38	0.0	0.42	0.35	0.0	0.5	0.55	0.38	0.0	0.61	0.38	0.25	0.33	0.81	1.0	0.0	0.58	0.25	0.25	0.5	0.62	0.38	0.0	0.71	0.3	0.0	0.56

Site: 12076-1

Intersection Name: Sheridan Street & Goodman
Street

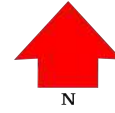
GPS: 43.313569, -73.661323

Date: 05-08-2025

PM Peak Turning Movement Data Summary

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	0	0
35	17	52
0	0	0
0	0	0
0	3	3
0	0	0
35	20	55



Right	Thru	Left	U-Turn
0	0	0	0
3	12	2	0
0	0	0	0
0	0	0	0
0	3	0	0
0	0	0	0
3	15	2	0

Out	In	Total
0	0	0
52	34	86
0	0	0
0	0	0
0	0	0
0	0	0
52	34	86

Right	Thru	Left	U-Turn
0	0	0	0
3	28	3	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
3	28	3	0

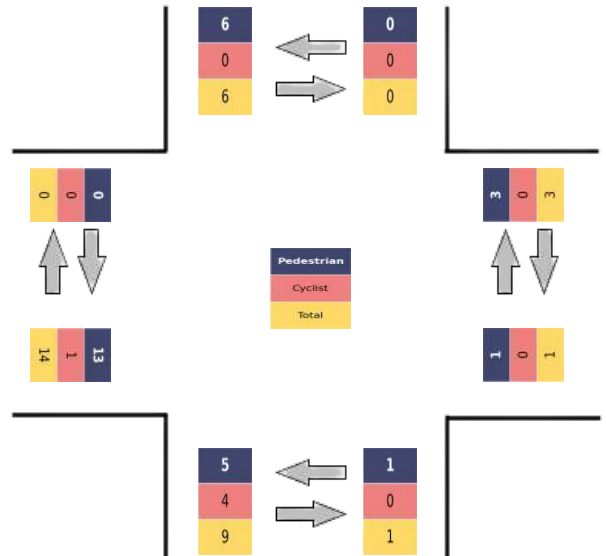
02:30 PM - 03:30 PM

Right	Thru	Left	U-Turn
0	0	0	0
3	33	9	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
3	33	10	0

Out	In	Total
0	0	0
38	45	83
0	0	0
0	0	0
0	0	0
0	0	0
38	46	84

U-Turn	Left	Thru	Right
0	0	0	0
0	16	29	8
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	16	29	8

Out	In	Total
0	0	0
24	53	77
0	0	0
0	0	0
3	0	3
1	0	1
28	53	81



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-1

Intersection Name: Sheridan Street & Goodman Street

GPS: 43.313569, -73.661323

Date: 05-08-2025

Motorcycles

Leg	Sheridan Street						Sheridan Street						Goodman Street						Goodman Street						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	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
08:00	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
08:15	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
08:30	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
08:45	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
09:00	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
09:15	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
14:00	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
14:15	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
14:30	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
14:45	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
15:00	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
15:15	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
15:30	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
15:45	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	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

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-1

Intersection Name: Sheridan Street & Goodman Street

GPS: 43.313569, -73.661323

Date: 05-08-2025

Cars_Light Goods

Leg	Sheridan Street						Sheridan Street						Goodman Street						Goodman Street						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	2	0	0	0	0	4	3	0	0	0	0	1	3	0	0	0	0	1	0	0	0	0	0	14
07:45	0	2	3	0	0	0	9	9	1	0	0	0	0	2	1	0	0	0	2	0	0	0	0	0	29
Hourly Total	0	4	3	0	0	0	13	12	1	0	0	0	1	5	1	0	0	0	3	0	0	0	0	0	43
08:00	1	18	9	0	0	0	13	7	1	0	0	0	3	7	0	1	0	0	0	4	0	0	0	0	64
08:15	0	2	2	0	0	0	3	3	0	0	0	0	0	4	2	0	0	0	1	1	0	0	0	0	18
08:30	0	2	0	0	0	0	1	0	2	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	9
08:45	0	3	1	0	0	0	0	4	0	0	0	0	1	3	0	0	0	0	2	2	0	0	0	0	16
Hourly Total	1	25	12	0	0	0	17	14	3	0	0	0	4	15	2	1	0	0	4	8	1	0	0	0	107
09:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
09:15	0	0	0	0	0	0	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	0	0	0	0	0	2	2	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	9
14:00	1	1	0	0	0	0	1	2	0	0	0	0	1	3	0	0	0	0	0	1	0	0	0	0	10
14:15	1	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
14:30	0	2	0	0	0	0	1	4	0	0	0	0	1	3	2	0	0	0	0	3	0	0	0	0	16
14:45	0	4	0	0	0	0	2	12	1	0	0	0	2	8	2	0	0	0	1	4	0	0	0	0	36
Hourly Total	2	9	0	0	0	0	4	20	1	0	0	0	4	16	4	0	0	0	1	8	0	0	0	0	69
15:00	3	15	2	0	0	0	2	15	2	0	0	0	12	9	2	0	0	0	1	3	2	0	0	0	68
15:15	0	7	1	0	0	0	4	2	0	0	0	0	1	9	2	0	0	0	0	2	1	0	0	0	29
15:30	0	0	1	0	0	0	2	2	1	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	12
15:45	0	5	0	0	0	0	0	1	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	12
Hourly Total	3	27	4	0	0	0	8	20	3	0	0	0	15	25	7	0	0	0	1	5	3	0	0	0	121
Total	6	65	19	0	0	0	44	68	10	0	0	0	24	63	14	2	0	0	9	21	4	0	0	0	349

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-1

Intersection Name: Sheridan Street & Goodman Street

GPS: 43.313569, -73.661323

Date: 05-08-2025

Single Unit Trucks

Leg	Sheridan Street						Sheridan Street						Goodman Street						Goodman Street						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45	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	1	0	0	0	0	0	1
08:00	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
08:15	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
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
09:00	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
09:15	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
14:00	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
14:15	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
14:30	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
14:45	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
15:00	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
15:15	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
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	6

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-1

Intersection Name: Sheridan Street & Goodman Street

GPS: 43.313569, -73.661323

Date: 05-08-2025

Articulated Trucks

Leg	Sheridan Street						Sheridan Street						Goodman Street						Goodman Street						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	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
08:00	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
08:15	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
08:30	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
08:45	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
09:00	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
09:15	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
14:00	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
14:15	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
14:30	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
14:45	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
15:00	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
15:15	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
15:30	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
15:45	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	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

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-1

Intersection Name: Sheridan Street & Goodman Street

GPS: 43.313569, -73.661323

Date: 05-08-2025

Buses

Leg	Sheridan Street						Sheridan Street						Goodman Street						Goodman Street						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	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
08:15	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
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	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	1	0	0	0	0	1
09:00	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
09:15	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
14:00	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
14:15	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
14:30	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
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
15:00	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
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:45	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	2	0	0	0	0	2
Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	7

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-1

Intersection Name: Sheridan Street & Goodman Street

GPS: 43.313569, -73.661323

Date: 05-08-2025

Bicycle on Road

Leg	Sheridan Street						Sheridan Street						Goodman Street						Goodman Street						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	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
08:30	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
08:45	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	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
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:00	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
14:15	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
14:30	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
14:45	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
15:00	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
15:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	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
15:45	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	4

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SUMMARY	
Project	MJ Engineering
Project Code	12076
Site Name	12076-2
Intersection Name	Sheridan Street & Austin Street
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:30
End Time	15:45
Location	12076-2
Latitude and Longitude	(43.312858, -73.66276)

	START	END	PHF
AM PEAK	05-08-2025 07:30:00	05-08-2025 08:30:00	0.41
PM PEAK	05-08-2025 14:30:00	05-08-2025 15:30:00	0.44
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



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Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

GPS: 43.312858, -73.66276

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg	Sheridan Street						Sheridan Street						Austin Street						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30	2	0	0	2	0	0	2	3	0	5	0	0	0	0	0	0	0	0	7
07:45	3	1	0	4	0	0	0	7	0	7	0	0	4	2	0	6	0	1	17
Hourly Total	5	1	0	6	0	0	2	10	0	12	0	0	4	2	0	6	0	1	24
08:00	11	0	0	11	0	0	3	10	0	13	3	0	18	15	0	33	0	1	57
08:15	2	0	0	2	0	0	0	2	0	2	0	0	7	2	0	9	0	0	13
08:30	2	0	0	2	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
08:45	2	0	0	2	0	0	0	6	0	6	0	0	0	2	0	2	0	0	10
Hourly Total	17	0	0	17	0	0	3	19	0	22	4	0	25	19	0	44	0	1	83
09:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
14:00	2	0	0	2	0	0	1	1	0	2	0	0	0	0	0	0	0	0	4
14:15	2	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
14:30	1	4	0	5	0	0	1	4	0	5	0	0	0	0	0	0	0	0	10
14:45	5	2	0	7	0	0	1	15	0	16	0	0	2	0	0	2	0	0	25
Hourly Total	10	6	0	16	0	0	3	22	0	25	0	0	2	0	0	2	0	0	43
15:00	8	2	0	10	0	0	2	27	0	29	0	1	11	15	0	26	12	1	65
15:15	2	0	0	2	0	0	0	4	0	4	0	0	3	5	0	8	2	0	14
15:30	1	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	0	3
15:45	4	0	0	4	0	0	0	3	0	3	0	0	0	1	0	1	1	1	8
Hourly Total	15	2	0	17	0	0	3	35	0	38	0	1	14	21	0	35	15	2	90
Grand Total	47	9	0	56	0	0	12	88	0	100	4	1	45	42	0	87	15	4	243
approach %	83	16	0	100	0	0	12	88	0	100	4	1	51	48	0	100	17	4	300
Total %	19	3	0	23	0	0	4	36	0	41	1	0	18	17	0	35	6	1	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	46	9	0	55	0	0	11	86	0	97	0	0	44	42	0	86	0	0	238
Cars_Light Goods %	97	100	0	0	0	0	91	97	0	0	0	0	97	100	0	0	0	0	97
Single Unit Trucks	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Single Unit Trucks	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Road	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2

Tri-State Traffic Data, Inc.
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Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

GPS: 43.312858, -73.66276

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg	Sheridan Street						Sheridan Street						Austin Street						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Bicycle on Road %	0	0	0	0	0	0	8	0	0	0	0	0	2	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	15	4	0
Pedestrian %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tri-State Traffic Data, Inc.
www.TSTData.com

Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

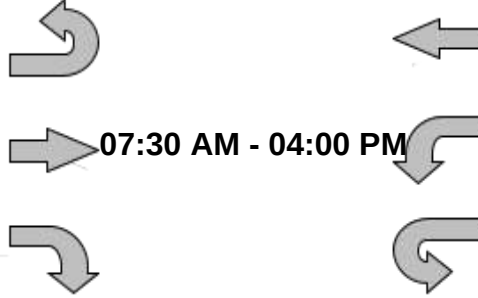
GPS: 43.312858, -73.66276

Date: 05-08-2025

Turning Movement Data

Out	In	Total
0	0	0
130	55	185
2	0	2
0	0	0
0	1	1
1	0	1
133	56	189

Right	Thru	U-Turn
0	0	0
9	46	0
0	0	0
0	0	0
0	1	0
0	0	0
9	47	0



Thru	Left	U-Turn
0	0	0
86	11	0
2	0	0
0	0	0
0	0	0
0	0	0
12	1	0
88	0	0

Out	In	Total
0	0	0
88	97	185
0	2	2
0	0	0
1	0	1
0	1	1
189	100	189

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

U-Turn	Left	Right
0	0	0
0	44	42
0	0	0
0	0	0
0	0	0
0	1	0
0	45	42

Out	In	Total
0	0	0
20	86	106
0	0	0
0	0	0
0	0	0
1	1	2
21	87	108

Pedestrian
Cyclist
Total

0	0	0
---	---	---



0	0	0
---	---	---

4	0	4
---	---	---



1	0	1
---	---	---

4	0	4
---	---	---



15	0	15
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Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

GPS: 43.312858, -73.66276

Date: 05-08-2025

TURNING MOVEMENT AM PEAK HOUR

Leg	Sheridan Street						Sheridan Street						Austin Street						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	2	0	0	2	0	0	2	3	0	5	0	0	0	0	0	0	0	0	7
07:45:00	3	1	0	4	0	0	0	7	0	7	0	0	4	2	0	6	0	1	17
08:00:00	11	0	0	11	0	0	3	10	0	13	3	0	18	15	0	33	0	1	57
08:15:00	2	0	0	2	0	0	0	2	0	2	0	0	7	2	0	9	0	0	13
Grand Total	18	1	0	19	0	0	5	22	0	27	3	0	29	19	0	48	0	2	94
approach %	95	5	0	100	0	0	19	81	0	100	11	0	60	40	0	100	0	4	300
Total %	19	1	0	20	0	0	5	23	0	29	3	0	31	20	0	51	0	2	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	17	1	0	18	0	0	4	22	0	26	0	0	29	19	0	48	0	0	92
Cars_Light Goods %	94	100	0	0	0	0	80	100	0	0	0	0	100	100	0	0	0	0	98
Single Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycle on Road	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Bicycle on Road %	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrian	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0
Pedestrian %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.41	0.25	0.0	0.43	0.0	0.0	0.42	0.55	0.0	0.52	0.25	0.0	0.4	0.32	0.0	0.36	0.0	0.5	0.41

Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

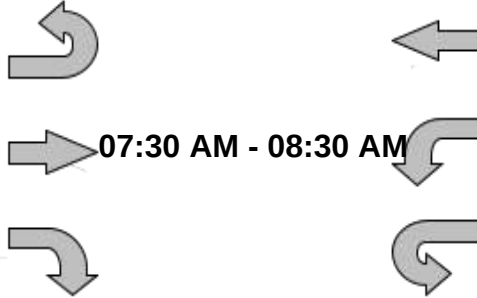
GPS: 43.312858, -73.66276

Date: 05-08-2025

AM Peak Turning Movement Data Summary

Out	In	Total
0	0	0
51	18	69
0	0	0
0	0	0
0	1	1
0	0	0
51	19	70

Right	Thru	U-Turn
0	0	0
1	17	0
0	0	0
0	0	0
0	1	0
0	0	0
1	18	0

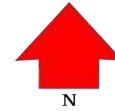


U-Turn	Left	Thru
0	0	0
0	4	22
0	0	0
0	0	0
0	0	0
0	1	0
0	5	22

Out	In	Total
0	0	0
36	26	62
0	0	0
0	0	0
1	0	1
0	1	1
37	27	64

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

U-Turn	Left	Right
0	0	0
0	29	19
0	0	0
0	0	0
0	0	0
0	0	0
0	29	19



Out	In	Total
0	0	0
5	48	53
0	0	0
0	0	0
0	0	0
1	0	1
6	48	54

Pedestrian
Cyclist
Total

0	0	0
---	---	---



0	0	0
---	---	---

3	0	3
---	---	---



0	0	0
---	---	---

0	0	0
---	---	---



2	0	2
---	---	---

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Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

GPS: 43.312858, -73.66276

Date: 05-08-2025

TURNING MOVEMENT PM PEAK HOUR

Leg Direction	Sheridan Street						Sheridan Street						Austin Street							Int Total
	EastBound						WestBound						NorthBound							
	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW		
14:30:00	1	4	0	5	0	0	1	4	0	5	0	0	0	0	0	0	0	0	10	
14:45:00	5	2	0	7	0	0	1	15	0	16	0	0	2	0	0	2	0	0	25	
15:00:00	8	2	0	10	0	0	2	27	0	29	0	1	11	15	0	26	12	1	65	
15:15:00	2	0	0	2	0	0	0	4	0	4	0	0	3	5	0	8	2	0	14	
Grand Total	16	8	0	24	0	0	4	50	0	54	0	1	16	20	0	36	14	1	114	
approach %	67	33	0	100	0	0	7	93	0	100	0	2	44	56	0	100	39	3	300	
Total %	14	7	0	21	0	0	4	44	0	47	0	1	14	18	0	32	12	1	100	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars_Light Goods	16	8	0	24	0	0	4	50	0	54	0	0	15	20	0	35	0	0	113	
Cars_Light Goods %	100	100	0	0	0	0	100	100	0	0	0	0	94	100	0	0	0	0	99	
Single Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single Unit Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycle on Road	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	
Bicycle on Road %	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	14	1	0	
Pedestrian %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	0.5	0.5	0.0	0.6	0.0	0.0	0.5	0.46	0.0	0.47	0.0	0.25	0.36	0.33	0.0	0.35	0.29	0.25	0.44	

Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

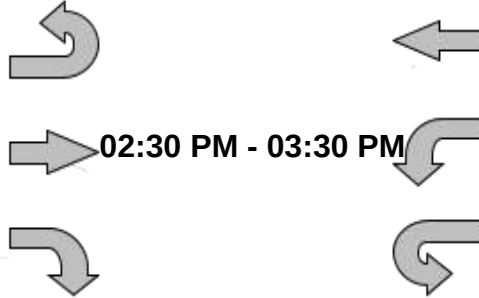
GPS: 43.312858, -73.66276

Date: 05-08-2025

PM Peak Turning Movement Data Summary

Out	In	Total
0	0	0
65	24	89
0	0	0
0	0	0
1	0	1
66	24	90

Right	Thru	U-Turn
0	0	0
8	16	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
8	91	0

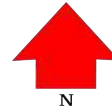


U-Turn	Left	Thru
0	0	0
0	4	50
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	4	50

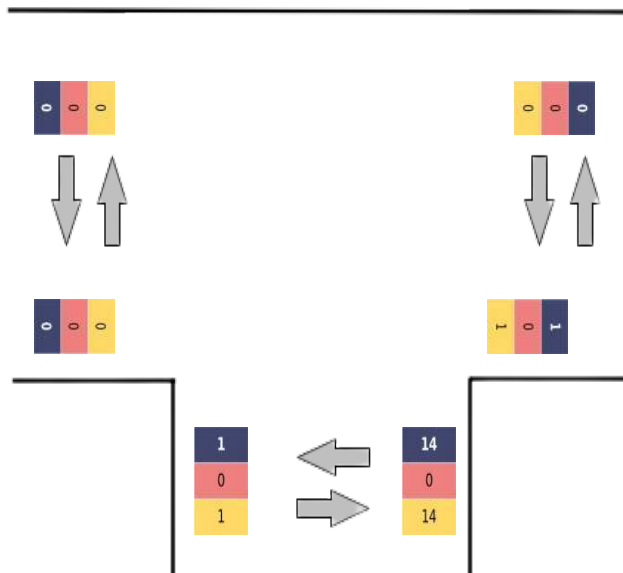
Out	In	Total
0	0	0
36	54	90
0	0	0
0	0	0
0	0	0
0	0	0
36	54	90

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

U-Turn	Left	Right
0	0	0
0	15	20
0	0	0
0	0	0
0	0	0
0	1	0
0	16	20



Pedestrian
Cyclist
Total



Tri-State Traffic Data, Inc.

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Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

GPS: 43.312858, -73.66276

Date: 05-08-2025

Motorcycles

Leg	Sheridan Street					Sheridan Street					Austin Street					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	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
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tri-State Traffic Data, Inc.

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Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

GPS: 43.312858, -73.66276

Date: 05-08-2025

Cars_Light Goods

Leg	Sheridan Street					Sheridan Street					Austin Street					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	6
07:45	3	1	0	0	0	0	7	0	0	0	4	2	0	0	0	17
Hourly Total	4	1	0	0	0	2	10	0	0	0	4	2	0	0	0	23
08:00	11	0	0	0	0	2	10	0	0	0	18	15	0	0	0	56
08:15	2	0	0	0	0	0	2	0	0	0	7	2	0	0	0	13
08:30	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
08:45	2	0	0	0	0	0	5	0	0	0	0	2	0	0	0	9
Hourly Total	17	0	0	0	0	2	18	0	0	0	25	19	0	0	0	81
09:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
14:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4
14:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
14:30	1	4	0	0	0	1	4	0	0	0	0	0	0	0	0	10
14:45	5	2	0	0	0	1	15	0	0	0	1	0	0	0	0	24
Hourly Total	10	6	0	0	0	3	22	0	0	0	1	0	0	0	0	42
15:00	8	2	0	0	0	2	27	0	0	0	11	15	0	0	0	65
15:15	2	0	0	0	0	0	4	0	0	0	3	5	0	0	0	14
15:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3
15:45	4	0	0	0	0	0	2	0	0	0	0	1	0	0	0	7
Hourly Total	15	2	0	0	0	3	34	0	0	0	14	21	0	0	0	89
Total	46	9	0	0	0	11	86	0	0	0	44	42	0	0	0	238

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Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

GPS: 43.312858, -73.66276

Date: 05-08-2025

Single Unit Trucks

Leg	Sheridan Street					Sheridan Street					Austin Street					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	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
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2

Tri-State Traffic Data, Inc.
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Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

GPS: 43.312858, -73.66276

Date: 05-08-2025

Articulated Trucks

Leg	Sheridan Street					Sheridan Street					Austin Street					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	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
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

GPS: 43.312858, -73.66276

Date: 05-08-2025

Buses

Leg Direction Start Time	Sheridan Street					Sheridan Street					Austin Street						Int Total
	EastBound					WestBound					NorthBound						
	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW		
07:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45	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	
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15	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	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45	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	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45	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	
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

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Site: 12076-2

Intersection Name: Sheridan Street & Austin Street

GPS: 43.312858, -73.66276

Date: 05-08-2025

Bicycle on Road

Leg	Sheridan Street					Sheridan Street					Austin Street					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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
08:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
Total	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2

SUMMARY	
Project	MJ Engineering
Project Code	12076
Site Name	12076-3
Intersection Name	Sheridan Street & Western Avenue
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:30
End Time	15:45
Location	12076-3
Latitude and Longitude	(43.312088, -73.664519)

	START	END	PHF
AM PEAK	05-08-2025 07:30:00	05-08-2025 08:30:00	0.83
PM PEAK	05-08-2025 14:45:00	05-08-2025 15:45:00	0.73
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



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Site: 12076-3

Intersection Name: Sheridan Street & Western Avenue

GPS: 43.312088, -73.664519

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg	Driveway							Sheridan Street							Western Avenue							Western Avenue							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	35	1	0	36	0	0	2	42	0	0	44	0	0	83
07:45	0	0	0	0	0	0	0	10	0	1	0	11	2	0	0	41	0	0	41	1	0	4	59	0	0	63	0	0	115
Hourly Total	0	0	0	0	0	0	0	13	0	1	0	14	2	0	0	76	1	0	77	1	0	6	101	0	0	107	0	0	198
08:00	0	0	0	0	0	0	0	18	0	9	0	27	16	2	0	42	5	0	47	0	0	5	56	0	0	61	0	0	135
08:15	0	0	0	0	0	0	0	7	0	3	0	10	1	1	0	43	0	0	43	0	0	2	58	0	0	60	0	0	113
08:30	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	27	1	0	28	0	0	0	35	0	0	35	0	0	64
08:45	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	43	1	0	44	0	0	1	37	0	0	38	0	0	87
Hourly Total	0	0	0	0	0	0	0	31	0	12	0	43	18	3	0	155	7	0	162	0	0	8	186	0	0	194	0	0	399
09:00	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	25	0	0	25	0	0	0	30	0	0	30	0	0	56
09:15	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	25	0	0	25	0	0	0	26	0	0	26	0	0	53
Hourly Total	0	0	0	0	0	0	0	2	0	1	0	3	1	1	0	50	0	0	50	0	0	0	56	0	0	56	0	0	109
14:00	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	49	2	0	51	0	0	0	37	1	0	38	0	0	91
14:15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	38	0	0	38	0	0	1	38	0	0	39	0	0	79
14:30	0	0	0	0	0	0	0	3	0	1	0	4	1	1	0	47	2	0	49	0	0	2	49	0	0	51	0	0	104
14:45	0	0	0	0	0	0	0	12	0	1	0	13	1	0	0	51	4	0	55	0	0	1	65	0	0	66	0	0	134
Hourly Total	1	0	0	0	1	0	0	18	0	2	0	20	2	1	0	185	8	0	193	0	0	4	189	1	0	194	0	0	408
15:00	0	0	0	0	0	0	0	28	0	9	0	37	1	7	0	69	3	0	72	0	0	6	86	0	0	92	0	0	201
15:15	0	0	0	0	0	0	0	8	0	2	0	10	1	4	0	52	1	0	53	0	0	1	57	0	0	58	0	0	121
15:30	0	0	0	0	0	0	0	1	0	0	0	1	1	2	0	64	0	0	64	0	0	1	63	0	0	64	0	0	129
15:45	0	0	0	0	0	0	0	2	0	1	0	3	3	0	0	39	4	0	43	0	0	0	60	0	0	60	0	0	106
Hourly Total	0	0	0	0	0	0	0	39	0	12	0	51	6	13	0	224	8	0	232	0	0	8	266	0	0	274	0	0	557
Grand Total	1	0	0	0	1	0	0	103	0	28	0	131	29	18	0	690	24	0	714	1	0	26	798	1	0	825	0	0	1671
approach %	100	0	0	0	100	0	0	78	0	21	0	100	22	13	0	96	3	0	100	0	0	3	96	0	0	100	0	0	400
Total %	0	0	0	0	0	0	0	6	0	1	0	7	1	1	0	41	1	0	42	0	0	1	47	0	0	49	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	1	0	0	0	1	0	0	103	0	26	0	129	0	0	0	667	24	0	691	0	0	25	782	1	0	808	0	0	1629
Cars_Light Goods %	100	0	0	0	0	0	0	100	0	92	0	0	0	0	0	96	100	0	0	0	0	96	97	100	0	0	0	0	97
Single Unit Trucks	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	12	0	0	12	0	0	0	7	0	0	7	0	0	21
Single Unit Trucks %	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	1	5	0	0	6	0	0	14
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0
Bicycle on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	3	0	0	3	0	0	6

Tri-State Traffic Data, Inc.
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Site: 12076-3

Intersection Name: Sheridan Street & Western Avenue

GPS: 43.312088, -73.664519

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg	Driveway							Sheridan Street							Western Avenue							Western Avenue							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Bicycle on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	24	16	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Pedestrian %	0	0	0	0	0	0	0	0	0	0	0	0	82	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

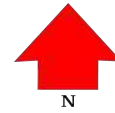
www.TSTData.com

Date: 05-08-2025

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	1	1
694	808	1502
14	7	21
0	0	0
8	6	14
3	3	6
719	825	1544

Right	Thru	Left	U-Turn
0	1	0	0
1	782	25	0
0	7	0	0
0	0	0	0
0	5	1	0
0	3	0	0
1	798	26	0



	Out	In	Total
0	0	0	0
1	1	1	2
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	1	1	2

[illegible]

07:30 AM - 04:00 PM

Right	Thru	Left	U-Turn
0	0	0	0
26	0	103	0
2	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
28	0	103	0

Out	In	Total
0	0	0
49	129	178
0	2	2
0	0	0
1	0	1
0	0	0
50	131	181

U-Turn	Left	Thru	Right
0	0	0	0
0	0	667	24
0	0	12	0
0	0	0	0
0	0	8	0
0	0	3	0
0	0	690	24

Out	In	Total
1	0	1
885	691	1576
7	12	19
0	0	0
5	8	13
3	3	6
901	714	1615

0
0
0

0
0
0

24	5	29
↑		↓
16	2	18

Pedestrian
Cyclist
Total

0
0
0

1
0
1

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Site: 12076-3

Intersection Name: Sheridan Street & Western Avenue

GPS: 43.312088, -73.664519

Date: 05-08-2025

TURNING MOVEMENT AM PEAK HOUR

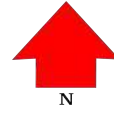
Leg	Driveway							Sheridan Street							Western Avenue							Western Avenue							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	35	1	0	36	0	0	2	42	0	0	44	0	0	83
07:45:00	0	0	0	0	0	0	0	10	0	1	0	11	2	0	0	41	0	0	41	1	0	4	59	0	0	63	0	0	115
08:00:00	0	0	0	0	0	0	0	18	0	9	0	27	16	2	0	42	5	0	47	0	0	5	56	0	0	61	0	0	135
08:15:00	0	0	0	0	0	0	0	7	0	3	0	10	1	1	0	43	0	0	43	0	0	2	58	0	0	60	0	0	113
Grand Total	0	0	0	0	0	0	0	38	0	13	0	51	19	3	0	161	6	0	167	1	0	13	215	0	0	228	0	0	446
approach %	0	0	0	0	0	0	0	75	0	25	0	100	37	6	0	96	4	0	100	1	0	6	94	0	0	100	0	0	300
Total %	0	0	0	0	0	0	0	9	0	3	0	11	4	1	0	36	1	0	37	0	0	3	48	0	0	51	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	0	0	0	0	0	0	0	38	0	13	0	51	0	0	0	151	6	0	157	0	0	12	213	0	0	225	0	0	433
Cars_Light Goods %	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	94	100	0	0	0	0	92	99	0	0	0	0	0	97
Single Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	8
Single Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	0	0	2	0	0	4
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0	0	0	0	0	0	1
Bicycle on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Bicycle on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Pedestrian %	0	0	0	0	0	0	0	0	0	0	0	0	89	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.53	0.0	0.36	0.0	0.47	0.3	0.38	0.0	0.94	0.3	0.0	0.89	0.25	0.0	0.65	0.91	0.0	0.0	0.9	0.0	0.0	0.83

www.TSTData.com

Date: 05-08-2025

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	0	0
164	225	389
8	0	8
0	0	0
2	2	4
0	1	1
174	228	402



Right	Thru	Left	U-Turn
0	0	0	0
0	213	12	0
0	0	0	0
0	0	0	0
0	1	1	0
0	1	0	0
0	215	13	0

	Out	In	Total
Red	0	0	0
Yellow	0	0	0
Green	0	0	0
Grey	0	0	0
Blue	0	0	0
Orange	0	0	0
White	0	0	0

	Right	Thru	Left	U-Turn
0	0	0	0	0
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0
9	0	0	0	0
10	0	0	0	0
11	0	0	0	0
12	0	0	0	0
13	0	0	0	0
14	0	0	0	0
15	0	0	0	0
16	0	0	0	0
17	0	0	0	0
18	0	0	0	0
19	0	0	0	0
20	0	0	0	0
21	0	0	0	0
22	0	0	0	0
23	0	0	0	0
24	0	0	0	0
25	0	0	0	0
26	0	0	0	0
27	0	0	0	0
28	0	0	0	0
29	0	0	0	0
30	0	0	0	0
31	0	0	0	0
32	0	0	0	0
33	0	0	0	0
34	0	0	0	0
35	0	0	0	0
36	0	0	0	0
37	0	0	0	0
38	0	0	0	0
39	0	0	0	0
40	0	0	0	0
41	0	0	0	0
42	0	0	0	0
43	0	0	0	0
44	0	0	0	0
45	0	0	0	0
46	0	0	0	0
47	0	0	0	0
48	0	0	0	0
49	0	0	0	0
50	0	0	0	0
51	0	0	0	0
52	0	0	0	0
53	0	0	0	0
54	0	0	0	0
55	0	0	0	0
56	0	0	0	0
57	0	0	0	0
58	0	0	0	0
59	0	0	0	0
60	0	0	0	0
61	0	0	0	0
62	0	0	0	0
63	0	0	0	0
64	0	0	0	0
65	0	0	0	0
66	0	0	0	0
67	0	0	0	0
68	0	0	0	0
69	0	0	0	0
70	0	0	0	0
71	0	0	0	0
72	0	0	0	0
73	0	0	0	0
74	0	0	0	0
75	0	0	0	0
76	0	0	0	0
77	0	0	0	0
78	0	0	0	0
79	0	0	0	0
80	0	0	0	0
81	0	0	0	0
82	0	0	0	0
83	0	0	0	0
84	0	0	0	0
85	0	0	0	0
86	0	0	0	0
87	0	0	0	0
88	0	0	0	0
89	0	0	0	0
90	0	0	0	0
91	0	0	0	0
92	0	0	0	0
93	0	0	0	0
94	0	0	0	0
95	0	0	0	0
96	0	0	0	0
97	0	0	0	0
98	0	0	0	0
99	0	0	0	0

07:30 AM - 08:30 AM

Richt	mtu	Leit	V-Lern
0	0	0	0
13	0	38	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
13	0	38	0

Out	In	Total
0	0	0
18	51	69
0	0	0
0	0	0
1	0	1
0	0	0
19	51	70

U-Turn	Left	Thru	Right
0	0	0	0
0	0	151	6
0	0	8	0
0	0	0	0
0	0	2	0
0	0	0	0
0	0	161	6

Out	In	Total
0	0	0
251	157	408
0	8	8
0	0	0
1	2	3
1	0	1
253	167	420

0
0
0

0
0
0

17	2	19
↑		↓
3	0	3

Pedestrian
Cyclist
Total

0
0
0

1
0
1

Tri-State Traffic Data, Inc.

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Site: 12076-3

Intersection Name: Sheridan Street & Western Avenue

GPS: 43.312088, -73.664519

Date: 05-08-2025

TURNING MOVEMENT PM PEAK HOUR

Leg	Driveway							Sheridan Street							Western Avenue							Western Avenue							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:45:00	0	0	0	0	0	0	0	12	0	1	0	13	1	0	0	51	4	0	55	0	0	1	65	0	0	66	0	0	134
15:00:00	0	0	0	0	0	0	0	28	0	9	0	37	1	7	0	69	3	0	72	0	0	6	86	0	0	92	0	0	201
15:15:00	0	0	0	0	0	0	0	8	0	2	0	10	1	4	0	52	1	0	53	0	0	1	57	0	0	58	0	0	121
15:30:00	0	0	0	0	0	0	0	1	0	0	0	1	1	2	0	64	0	0	64	0	0	1	63	0	0	64	0	0	129
Grand Total	0	0	0	0	0	0	0	49	0	12	0	61	4	13	0	236	8	0	244	0	0	9	271	0	0	280	0	0	585
approach %	0	0	0	0	0	0	0	80	0	20	0	100	7	21	0	97	3	0	100	0	0	3	97	0	0	100	0	0	300
Total %	0	0	0	0	0	0	0	8	0	2	0	10	1	2	0	40	1	0	42	0	0	2	46	0	0	48	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	0	0	0	0	0	0	0	49	0	12	0	61	0	0	0	228	8	0	236	0	0	9	267	0	0	276	0	0	573
Cars_Light Goods %	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	97	100	0	0	0	0	100	99	0	0	0	0	0	98
Single Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	2
Single Unit Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	2	0	0	2	0	0	7
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1
Bicycle on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	0	1	0	0	3
Bicycle on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian %	0	0	0	0	0	0	0	0	0	0	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.44	0.0	0.33	0.0	0.41	1.0	0.46	0.0	0.86	0.5	0.0	0.85	0.0	0.0	0.38	0.79	0.0	0.0	0.76	0.0	0.0	0.73

Site: 12076-3

Intersection Name: Sheridan Street & Western Avenue

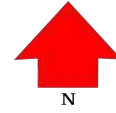
GPS: 43.312088, -73.664519

Date: 05-08-2025

PM Peak Turning Movement Data Summary

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	0	0
240	276	516
1	1	2
0	0	0
5	2	7
2	1	3
248	280	528



Right	Thru	Left	U-Turn
0	0	0	0
0	267	9	0
0	1	0	0
0	0	0	0
0	2	0	0
0	1	0	0
0	271	9	0

Total	In	Out
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Right	Thru	Left	U-Turn
0	0	0	0
0	267	9	0
0	1	0	0
0	0	0	0
0	2	0	0
0	1	0	0
0	271	9	0

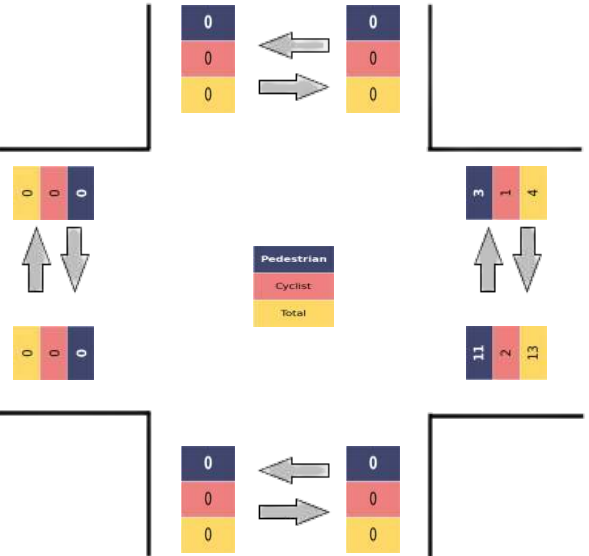
Right	Thru	Left	U-Turn
0	0	0	0
0	267	9	0
0	1	0	0
0	0	0	0
0	2	0	0
0	1	0	0
0	271	9	0

Out	In	Total
0	0	0
17	61	78
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

02:45 PM - 03:45 PM

U-Turn	Left	Thru	Right
0	0	0	0
0	0	228	8
0	0	1	0
0	0	0	0
0	0	5	0
0	0	2	0
0	0	236	8

Out	In	Total
0	0	0
316	236	552
1	1	2
0	0	0
2	5	7
1	2	3
320	244	564



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-3

Intersection Name: Sheridan Street & Western Avenue

GPS: 43.312088, -73.664519

Date: 05-08-2025

Motorcycles

Leg	Driveway						Sheridan Street						Western Avenue						Western Avenue						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	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
08:00	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
08:15	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
08:30	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
08:45	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
09:00	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
09:15	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
14:00	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
14:15	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
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:45	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	1	0	0	0	0	1
15:00	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
15:15	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
15:30	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
15:45	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-3

Intersection Name: Sheridan Street & Western Avenue

GPS: 43.312088, -73.664519

Date: 05-08-2025

Cars_Light Goods

Leg	Driveway						Sheridan Street						Western Avenue						Western Avenue						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	3	0	0	0	0	0	0	35	1	0	0	0	1	42	0	0	0	0	82
07:45	0	0	0	0	0	0	10	0	1	0	0	0	0	37	0	0	0	0	4	58	0	0	0	0	110
Hourly Total	0	0	0	0	0	0	13	0	1	0	0	0	0	72	1	0	0	0	5	100	0	0	0	0	192
08:00	0	0	0	0	0	0	18	0	9	0	0	0	0	41	5	0	0	0	5	55	0	0	0	0	133
08:15	0	0	0	0	0	0	7	0	3	0	0	0	0	38	0	0	0	0	2	58	0	0	0	0	108
08:30	0	0	0	0	0	0	1	0	0	0	0	0	0	27	1	0	0	0	0	34	0	0	0	0	63
08:45	0	0	0	0	0	0	5	0	0	0	0	0	0	41	1	0	0	0	1	35	0	0	0	0	83
Hourly Total	0	0	0	0	0	0	31	0	12	0	0	0	0	147	7	0	0	0	8	182	0	0	0	0	387
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	29	0	0	0	0	53
09:15	0	0	0	0	0	0	2	0	0	0	0	0	0	25	0	0	0	0	0	25	0	0	0	0	52
Hourly Total	0	0	0	0	0	0	2	0	0	0	0	0	0	49	0	0	0	0	0	54	0	0	0	0	105
14:00	1	0	0	0	0	0	1	0	0	0	0	0	0	49	2	0	0	0	0	36	1	0	0	0	90
14:15	0	0	0	0	0	0	2	0	0	0	0	0	0	37	0	0	0	0	1	38	0	0	0	0	78
14:30	0	0	0	0	0	0	3	0	1	0	0	0	0	46	2	0	0	0	2	46	0	0	0	0	100
14:45	0	0	0	0	0	0	12	0	1	0	0	0	0	50	4	0	0	0	1	65	0	0	0	0	133
Hourly Total	1	0	0	0	0	0	18	0	2	0	0	0	0	182	8	0	0	0	4	185	1	0	0	0	401
15:00	0	0	0	0	0	0	28	0	9	0	0	0	0	68	3	0	0	0	6	86	0	0	0	0	200
15:15	0	0	0	0	0	0	8	0	2	0	0	0	0	50	1	0	0	0	1	54	0	0	0	0	116
15:30	0	0	0	0	0	0	1	0	0	0	0	0	0	60	0	0	0	0	1	62	0	0	0	0	124
15:45	0	0	0	0	0	0	2	0	0	0	0	0	0	39	4	0	0	0	0	59	0	0	0	0	104
Hourly Total	0	0	0	0	0	0	39	0	11	0	0	0	0	217	8	0	0	0	8	261	0	0	0	0	544
Total	1	0	0	0	0	0	103	0	26	0	0	0	0	667	24	0	0	0	25	782	1	0	0	0	1629

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-3

Intersection Name: Sheridan Street & Western Avenue

GPS: 43.312088, -73.664519

Date: 05-08-2025

Single Unit Trucks

Leg	Driveway						Sheridan Street						Western Avenue						Western Avenue						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:30	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
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	2	0	0	0	0	8
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	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
14:45	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	1	0	0	0	0	0	1	0	0	0	0	2
15:00	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
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	12	0	0	0	0	0	7	0	0	0	0	21

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-3

Intersection Name: Sheridan Street & Western Avenue

GPS: 43.312088, -73.664519

Date: 05-08-2025

Articulated Trucks

Leg	Driveway						Sheridan Street						Western Avenue						Western Avenue						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	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
08:00	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
08:15	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
08:30	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
08:45	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
09:00	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
09:15	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
14:00	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
14:15	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
14:30	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
14:45	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
15:00	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
15:15	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
15:30	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
15:45	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	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

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-3

Intersection Name: Sheridan Street & Western Avenue

GPS: 43.312088, -73.664519

Date: 05-08-2025

Buses

Leg	Driveway						Sheridan Street						Western Avenue						Western Avenue						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30	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
08:45	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	1	0	0	0	0	0	1	0	0	0	0	2
09:00	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
09:15	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
14:00	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
14:15	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
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3
14:45	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	1	0	0	0	0	0	2	0	0	0	0	3
15:00	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
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	4
15:45	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	5	0	0	0	0	0	2	0	0	0	0	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	1	5	0	0	0	0	14

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-3

Intersection Name: Sheridan Street & Western Avenue

GPS: 43.312088, -73.664519

Date: 05-08-2025

Bicycle on Road

Leg	Driveway						Sheridan Street						Western Avenue						Western Avenue						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00	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
08:15	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
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
09:00	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
09:15	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
14:00	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
14:15	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
14:30	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
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:30	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
15:45	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	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	6

SUMMARY	
Project	MJ Engineering
Project Code	12076
Site Name	12076-4
Intersection Name	Grant Street & Western Avenue
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:30
End Time	15:45
Location	12076-4
Latitude and Longitude	(43.311429, -73.664375)

	START	END	PHF
AM PEAK	05-08-2025 07:30:00	05-08-2025 08:30:00	0.79
PM PEAK	05-08-2025 14:45:00	05-08-2025 15:45:00	0.8
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-4

Intersection Name: Grant Street & Western Avenue

GPS: 43.311429, -73.664375

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg Direction Start Time	Grant Street EastBound							Grant Street WestBound							Western Avenue NorthBound							Western Avenue SouthBound							
	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30	5	9	0	0	14	0	0	10	8	1	0	19	0	0	0	30	13	0	43	0	0	5	38	2	0	45	0	0	121
07:45	6	23	0	0	29	0	1	16	6	3	0	25	0	0	0	32	18	0	50	0	0	17	47	3	0	67	0	0	171
Hourly Total	11	32	0	0	43	0	1	26	14	4	0	44	0	0	0	62	31	0	93	0	0	22	85	5	0	112	0	0	292
08:00	6	13	1	0	20	0	0	22	6	4	0	32	1	1	0	37	35	0	72	0	1	21	53	4	0	78	2	0	202
08:15	6	8	1	0	15	0	0	18	5	2	0	25	0	0	0	35	7	0	42	0	0	5	52	7	0	64	0	0	146
08:30	3	7	0	0	10	0	0	11	3	0	0	14	0	0	0	25	5	0	30	0	0	3	33	0	0	36	0	0	90
08:45	3	6	0	0	9	0	0	15	1	2	0	18	0	0	0	39	10	0	49	0	0	3	39	1	0	43	0	0	119
Hourly Total	18	34	2	0	54	0	0	66	15	8	0	89	1	1	0	136	57	0	193	0	1	32	177	12	0	221	2	0	557
09:00	0	1	0	0	1	0	0	11	2	1	0	14	0	0	0	25	8	0	33	1	0	0	28	2	0	30	0	0	78
09:15	0	3	1	0	4	0	0	9	1	0	0	10	0	0	0	25	11	0	36	0	0	0	27	1	0	28	0	0	78
Hourly Total	0	4	1	0	5	0	0	20	3	1	0	24	0	0	0	50	19	0	69	1	0	0	55	3	0	58	0	0	156
14:00	2	4	1	0	7	0	0	16	2	3	0	21	0	0	0	46	15	0	61	0	0	4	31	2	0	37	0	0	126
14:15	1	3	1	0	5	0	0	7	4	1	0	12	0	0	0	37	9	0	46	0	0	4	31	4	0	39	0	0	102
14:30	7	5	0	0	12	0	0	14	1	0	0	15	0	2	1	41	8	0	50	0	0	4	45	3	0	52	0	0	129
14:45	5	3	1	0	9	0	0	10	6	7	0	23	0	0	0	44	11	0	55	3	0	8	60	9	0	77	0	0	164
Hourly Total	15	15	3	0	33	0	0	47	13	11	0	71	0	2	1	168	43	0	212	3	0	20	167	18	0	205	0	0	521
15:00	3	2	0	0	5	0	0	15	11	10	0	36	2	1	1	58	19	0	78	13	0	10	77	21	0	108	0	0	227
15:15	4	5	1	0	10	0	0	19	10	5	0	34	1	1	2	43	9	0	54	2	0	6	51	12	0	69	0	2	167
15:30	7	2	0	0	9	0	0	20	7	5	0	32	1	2	1	52	11	0	64	1	0	1	58	3	0	62	0	0	167
15:45	4	3	0	0	7	0	2	15	8	1	0	24	3	0	0	38	14	0	52	3	0	6	45	10	0	61	0	0	144
Hourly Total	18	12	1	0	31	0	2	69	36	21	0	126	7	4	4	191	53	0	248	19	0	23	231	46	0	300	0	2	705
Grand Total	62	97	7	0	166	0	3	228	81	45	0	354	8	7	5	607	203	0	815	23	1	97	715	84	0	896	2	2	2231
approach %	37	58	4	0	100	0	1	64	22	12	0	99	2	1	0	74	24	0	100	2	0	10	79	9	0	100	0	0	400
Total %	2	4	0	0	7	0	0	10	3	2	0	15	0	0	0	27	9	0	36	1	0	4	32	3	0	40	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	61	95	7	0	163	0	0	218	76	42	0	336	0	0	5	589	201	0	795	0	0	94	702	84	0	880	0	0	2174
Cars_Light Goods %	98	97	100	0	0	0	0	95	93	93	0	0	0	0	100	97	99	0	0	0	0	96	98	100	0	0	0	0	97
Single Unit Trucks	0	0	0	0	0	0	0	4	0	1	0	5	0	0	0	11	0	0	11	0	0	0	7	0	0	7	0	0	23
Single Unit Trucks %	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	1	0	0	0	1	0	0	5	1	1	0	7	0	0	0	6	2	0	8	0	0	1	4	0	0	5	0	0	21
Buses %	1	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Bicycle on Road	0	2	0	0	2	0	0	1	4	1	0	6	0	0	0	1	0	0	1	0	0	2	1	0	0	3	0	0	12

Tri-State Traffic Data, Inc.
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Site: 12076-4

Intersection Name: Grant Street & Western Avenue

GPS: 43.311429, -73.664375

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg	Grant Street								Grant Street								Western Avenue								Western Avenue							
Direction	EastBound								WestBound								NorthBound								SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total			
Bicycle on Road %	0	2	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0			
Pedestrian	0	0	0	0	0	0	3	0	0	0	0	0	6	6	0	0	0	0	0	23	1	0	0	0	0	0	2	1	0			
Pedestrian %	0	0	0	0	0	0	0	0	0	0	0	0	75	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0			
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0			
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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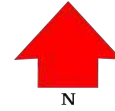
Date: 05-08-2025

Turning Movement Data

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	1	1
692	880	1572
12	7	19
0	0	0
8	5	13
2	3	5
714	896	1610

Right	Thru	Left	U-Turn
0	1	0	0
84	702	94	0
0	7	0	0
0	0	0	0
0	4	1	0
0	1	2	0
84	715	97	0



Out	In	Total
0	0	0
165	163	328
0	0	0
0	0	0
1	1	2
4	2	6
170	166	336

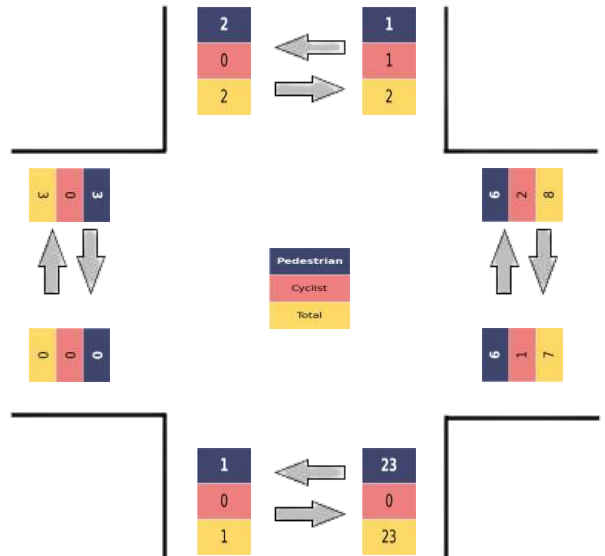
Right	Thru	Left	U-Turn
0	0	0	0
7	95	19	0
0	0	0	0
0	0	0	0
0	0	1	0
0	2	0	0
7	16	29	0

07:30 AM - 04:00 PM

U-Turn	Left	Thru	Right
0	0	0	0
0	5	589	201
0	0	11	0
0	0	0	0
0	0	6	2
0	0	1	0
0	5	607	203

Out	In	Total
1	0	1
927	795	1722
11	11	22
0	0	0
9	8	17
2	1	3
950	815	1765

Out	In	Total
0	0	0
390	336	726
0	5	5
0	0	0
3	7	10
4	6	10
397	354	751



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Site: 12076-4

Intersection Name: Grant Street & Western Avenue

GPS: 43.311429, -73.664375

Date: 05-08-2025

TURNING MOVEMENT AM PEAK HOUR

Leg	Grant Street								Grant Street								Western Avenue								Western Avenue							
Direction	EastBound								WestBound								NorthBound								SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total			
07:30:00	5	9	0	0	14	0	0	10	8	1	0	19	0	0	0	30	13	0	43	0	0	5	38	2	0	45	0	0	121			
07:45:00	6	23	0	0	29	0	1	16	6	3	0	25	0	0	0	32	18	0	50	0	0	17	47	3	0	67	0	0	171			
08:00:00	6	13	1	0	20	0	0	22	6	4	0	32	1	1	0	37	35	0	72	0	1	21	53	4	0	78	2	0	202			
08:15:00	6	8	1	0	15	0	0	18	5	2	0	25	0	0	0	35	7	0	42	0	0	5	52	7	0	64	0	0	146			
Grand Total	23	53	2	0	78	0	1	66	25	10	0	101	1	1	0	134	73	0	207	0	1	48	190	16	0	254	2	0	640			
approach %	29	68	3	0	100	0	1	65	25	10	0	100	1	1	0	65	35	0	100	0	0	19	75	6	0	100	1	0	400			
Total %	4	8	0	0	12	0	0	10	4	2	0	16	0	0	0	21	11	0	32	0	0	8	30	2	0	40	0	0	100			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars_Light Goods	23	51	2	0	76	0	0	63	25	9	0	97	0	0	0	125	71	0	196	0	0	47	189	16	0	252	0	0	621			
Cars_Light Goods %	100	96	100	0	0	0	0	95	100	90	0	0	0	0	0	93	97	0	0	0	0	98	99	100	0	0	0	0	97			
Single Unit Trucks	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	9			
Single Unit Trucks %	0	0	0	0	0	0	0	2	0	10	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Buses	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	2	0	4	0	0	0	1	0	0	1	0	0	7			
Buses %	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	3	0	0	0	0	0	1	0	0	0	0	0	1			
Bicycle on Road	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3			
Bicycle on Road %	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0			
Pedestrian	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0			
Pedestrian %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0			
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PHF	0.96	0.58	0.5	0.0	0.67	0.0	0.25	0.75	0.78	0.62	0.0	0.79	0.25	0.25	0.0	0.91	0.52	0.0	0.72	0.0	0.25	0.57	0.9	0.57	0.0	0.81	0.25	0.0	0.79			

Site: 12076-4

Intersection Name: Grant Street & Western Avenue

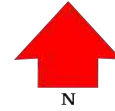
GPS: 43.311429, -73.664375

Date: 05-08-2025

AM Peak Turning Movement Data Summary

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	0	0
157	252	409
8	0	8
0	0	0
2	1	3
0	1	1
167	254	421



Right	Thru	Left	U-Turn
0	0	0	0
16	189	47	0
0	0	0	0
0	0	0	0
0	1	0	0
0	0	1	0
16	190	48	0

Out	In	Total
0	0	0
41	76	117
0	0	0
0	0	0
0	0	0
0	0	0
0	2	2
41	78	119

Right	Thru	Left	U-Turn
0	0	0	0
2	51	23	0
0	0	0	0
0	0	0	0
0	0	0	0
0	2	0	0
2	53	23	0

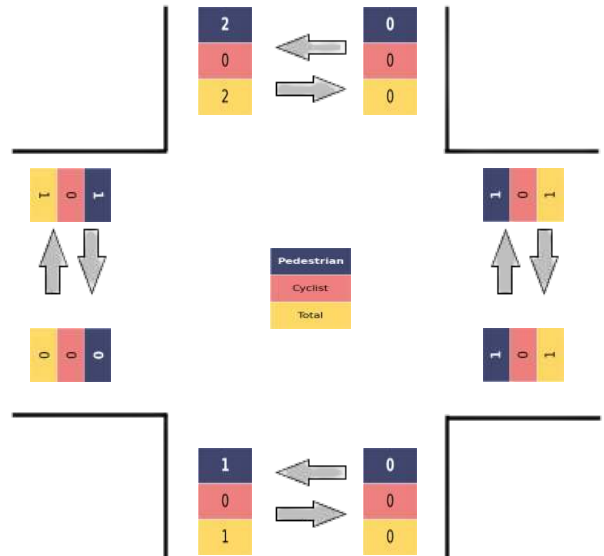
07:30 AM - 08:30 AM

Right	Thru	Left	U-Turn
0	0	0	0
9	25	63	0
1	0	1	0
0	0	0	0
0	0	0	0
0	2	0	0
10	25	66	0

Out	In	Total
0	0	0
169	97	266
0	2	2
0	0	0
2	2	4
3	0	3
174	101	275

U-Turn	Left	Thru	Right
0	0	0	0
0	0	125	71
0	0	7	0
0	0	0	0
0	0	2	2
0	0	0	0
0	0	134	73

Out	In	Total
0	0	0
254	196	450
1	7	8
0	0	0
3	4	7
0	0	0
258	207	465



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Date: 05-08-2025

TURNING MOVEMENT PM PEAK HOUR

Leg	Grant Street								Grant Street								Western Avenue								Western Avenue							
Direction	EastBound								WestBound								NorthBound								SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total			
14:45:00	5	3	1	0	9	0	0	10	6	7	0	23	0	0	0	44	11	0	55	3	0	8	60	9	0	77	0	0	164			
15:00:00	3	2	0	0	5	0	0	15	11	10	0	36	2	1	1	58	19	0	78	13	0	10	77	21	0	108	0	0	227			
15:15:00	4	5	1	0	10	0	0	19	10	5	0	34	1	1	2	43	9	0	54	2	0	6	51	12	0	69	0	2	167			
15:30:00	7	2	0	0	9	0	0	20	7	5	0	32	1	2	1	52	11	0	64	1	0	1	58	3	0	62	0	0	167			
Grand Total	19	12	2	0	33	0	0	64	34	27	0	125	4	4	4	197	50	0	251	19	0	25	246	45	0	316	0	2	725			
approach %	58	36	6	0	100	0	0	51	27	22	0	100	3	3	2	78	20	0	100	8	0	8	78	14	0	100	0	1	400			
Total %	3	2	0	0	5	0	0	9	5	4	0	17	1	1	1	27	7	0	35	3	0	3	34	6	0	44	0	0	100			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars_Light Goods	18	12	2	0	32	0	0	62	31	25	0	118	0	0	4	193	50	0	247	0	0	23	244	45	0	312	0	0	709			
Cars_Light Goods %	55	100	100	0	0	0	0	97	91	93	0	0	0	0	100	98	100	0	0	0	0	92	99	100	0	0	0	0	98			
Single Unit Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	3			
Single Unit Trucks	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Buses	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	3	0	0	3	0	0	1	1	0	0	2	0	0	7			
Buses %	5	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0	1			
Bicycle on Road	0	0	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	6			
Bicycle on Road %	0	0	0	0	0	0	0	2	9	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1			
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	19	0	0	0	0	0	0	0	1	0			
Pedestrian %	0	0	0	0	0	0	0	0	0	0	0	0	75	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0			
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0			
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PHF	0.68	0.6	0.5	0.0	0.82	0.0	0.0	0.8	0.77	0.68	0.0	0.87	0.5	0.5	0.5	0.85	0.66	0.0	0.8	0.37	0.0	0.62	0.8	0.54	0.0	0.73	0.0	0.25	0.8			

Site: 12076-4

Intersection Name: Grant Street & Western Avenue

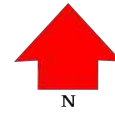
GPS: 43.311429, -73.664375

Date: 05-08-2025

PM Peak Turning Movement Data Summary

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	0	0
236	312	548
1	1	2
0	0	0
5	2	7
1	1	2
243	316	559



Right	Thru	Left	U-Turn
0	0	0	0
45	244	23	0
0	1	0	0
0	0	0	0
0	1	1	0
0	0	1	0
45	246	25	0

Out	In	Total
0	0	0
80	32	112
0	0	0
0	0	0
0	1	1
3	0	3
83	33	116

Right	Thru	Left	U-Turn
0	0	0	0
2	12	18	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
2	12	19	0

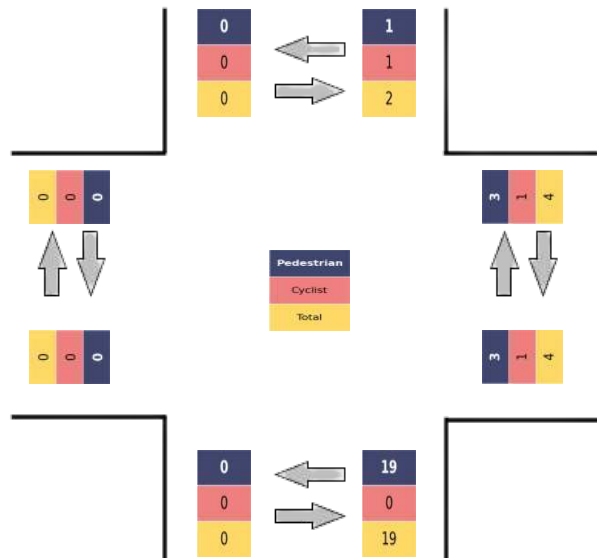
02:45 PM - 03:45 PM

Right	Thru	Left	U-Turn
0	0	0	0
25	31	62	0
0	0	1	0
0	0	0	0
1	0	0	0
1	3	1	0
27	34	64	0

Out	In	Total
0	0	0
85	118	203
0	1	1
0	0	0
1	1	2
87	125	212

U-Turn	Left	Thru	Right
0	0	0	0
0	4	193	50
0	0	1	0
0	0	0	0
0	0	3	0
0	0	0	0
0	4	197	50

Out	In	Total
0	0	0
308	247	555
2	1	3
0	0	0
1	3	4
1	0	1
312	251	563



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Site: 12076-4

Intersection Name: Grant Street & Western Avenue

GPS: 43.311429, -73.664375

Date: 05-08-2025

Motorcycles

Leg	Grant Street						Grant Street						Western Avenue						Western Avenue						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	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
08:00	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
08:15	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
08:30	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
08:45	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
09:00	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
09:15	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
14:00	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
14:15	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
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:45	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	1	0	0	0	0	1
15:00	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
15:15	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
15:30	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
15:45	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1

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Site: 12076-4

Intersection Name: Grant Street & Western Avenue

GPS: 43.311429, -73.664375

Date: 05-08-2025

Cars_Light Goods

Leg Direction	Grant Street EastBound						Grant Street WestBound						Western Avenue NorthBound						Western Avenue SouthBound							Int Total
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW		
07:30	5	8	0	0	0	0	10	8	1	0	0	0	0	30	13	0	0	0	0	5	38	2	0	0	0	120
07:45	6	22	0	0	0	0	15	6	3	0	0	0	0	28	16	0	0	0	0	16	47	3	0	0	0	162
Hourly Total	11	30	0	0	0	0	25	14	4	0	0	0	0	58	29	0	0	0	0	21	85	5	0	0	0	282
08:00	6	13	1	0	0	0	21	6	4	0	0	0	0	36	35	0	0	0	0	21	52	4	0	0	0	199
08:15	6	8	1	0	0	0	17	5	1	0	0	0	0	31	7	0	0	0	0	5	52	7	0	0	0	140
08:30	3	7	0	0	0	0	11	3	0	0	0	0	0	25	5	0	0	0	0	3	32	0	0	0	0	89
08:45	3	6	0	0	0	0	14	1	2	0	0	0	0	37	10	0	0	0	0	3	37	1	0	0	0	114
Hourly Total	18	34	2	0	0	0	63	15	7	0	0	0	0	129	57	0	0	0	0	32	173	12	0	0	0	542
09:00	0	1	0	0	0	0	10	2	1	0	0	0	0	24	8	0	0	0	0	0	27	2	0	0	0	75
09:15	0	3	1	0	0	0	9	1	0	0	0	0	0	25	11	0	0	0	0	0	26	1	0	0	0	77
Hourly Total	0	4	1	0	0	0	19	3	1	0	0	0	0	49	19	0	0	0	0	0	53	3	0	0	0	152
14:00	2	4	1	0	0	0	13	1	3	0	0	0	0	46	15	0	0	0	0	4	30	2	0	0	0	121
14:15	1	3	1	0	0	0	7	4	1	0	0	0	0	36	9	0	0	0	0	4	31	4	0	0	0	101
14:30	7	5	0	0	0	0	14	1	0	0	0	0	1	40	8	0	0	0	0	4	42	3	0	0	0	125
14:45	5	3	1	0	0	0	9	6	6	0	0	0	0	44	11	0	0	0	0	8	60	9	0	0	0	162
Hourly Total	15	15	3	0	0	0	43	12	10	0	0	0	1	166	43	0	0	0	0	20	163	18	0	0	0	509
15:00	3	2	0	0	0	0	14	8	10	0	0	0	1	58	19	0	0	0	0	10	77	21	0	0	0	223
15:15	3	5	1	0	0	0	19	10	5	0	0	0	2	42	9	0	0	0	0	4	50	12	0	0	0	162
15:30	7	2	0	0	0	0	20	7	4	0	0	0	1	49	11	0	0	0	0	1	57	3	0	0	0	162
15:45	4	3	0	0	0	0	15	7	1	0	0	0	0	38	14	0	0	0	0	6	44	10	0	0	0	142
Hourly Total	17	12	1	0	0	0	68	32	20	0	0	0	4	187	53	0	0	0	0	21	228	46	0	0	0	689
Total	61	95	7	0	0	0	218	76	42	0	0	0	5	589	201	0	0	0	0	94	702	84	0	0	0	2174

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Site: 12076-4

Intersection Name: Grant Street & Western Avenue

GPS: 43.311429, -73.664375

Date: 05-08-2025

Single Unit Trucks

Leg	Grant Street						Grant Street						Western Avenue						Western Avenue						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
08:30	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
08:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	4
Hourly Total	0	0	0	0	0	0	1	0	1	0	0	0	0	5	0	0	0	0	0	2	0	0	0	0	9
09:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	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
14:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3
15:00	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
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	0	0	0	0	0	4	0	1	0	0	0	0	11	0	0	0	0	0	7	0	0	0	0	23

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Site: 12076-4

Intersection Name: Grant Street & Western Avenue

GPS: 43.311429, -73.664375

Date: 05-08-2025

Articulated Trucks

Leg	Grant Street						Grant Street						Western Avenue						Western Avenue						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	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
08:00	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
08:15	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
08:30	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
08:45	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
09:00	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
09:15	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
14:00	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
14:15	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
14:30	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
14:45	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
15:00	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
15:15	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
15:30	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
15:45	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	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

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Site: 12076-4

Intersection Name: Grant Street & Western Avenue

GPS: 43.311429, -73.664375

Date: 05-08-2025

Buses

Leg	Grant Street						Grant Street						Western Avenue						Western Avenue						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
08:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30	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
08:45	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	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	4
09:00	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
09:15	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
14:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
14:15	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
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3
14:45	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	3	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	7
15:00	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
15:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	4
15:45	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	1	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	1	1	0	0	0	0	7
Total	1	0	0	0	0	0	5	1	1	0	0	0	0	6	2	0	0	0	1	4	0	0	0	0	21

Tri-State Traffic Data, Inc.

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Site: 12076-4

Intersection Name: Grant Street & Western Avenue

GPS: 43.311429, -73.664375

Date: 05-08-2025

Bicycle on Road

Leg	Grant Street						Grant Street						Western Avenue						Western Avenue						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Hourly Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
08:00	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
08:15	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
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
09:00	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
09:15	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
14:00	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
14:15	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
14:30	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
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:30	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
15:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
Total	0	2	0	0	0	0	1	4	1	0	0	0	0	1	0	0	0	0	2	1	0	0	0	0	12

Tri-State Traffic Data, Inc.
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SUMMARY	
Project	MJ Engineering
Project Code	12076
Site Name	12076-5
Intersection Name	Grant Street & Clayton Street
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:30
End Time	15:45
Location	12076-5
Latitude and Longitude	(43.311511, -73.663383)

	START	END	PHF
AM PEAK	05-08-2025 07:30:00	05-08-2025 08:30:00	0.64
PM PEAK	05-08-2025 14:45:00	05-08-2025 15:45:00	0.84
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



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Site: 12076-5

Intersection Name: Grant Street & Clayton Street

GPS: 43.311511, -73.663383

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg	Grant Street						Grant Street						Clayton Street						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30	23	3	0	26	0	0	4	19	0	23	0	0	0	2	0	2	0	1	51
07:45	55	2	0	57	0	0	8	23	0	31	0	0	2	9	0	11	0	1	99
Hourly Total	78	5	0	83	0	0	12	42	0	54	0	0	2	11	0	13	0	2	150
08:00	69	2	0	71	0	0	6	34	0	40	0	0	0	18	0	18	0	0	129
08:15	20	1	0	21	0	0	7	20	0	27	1	0	2	2	0	4	0	0	52
08:30	13	2	0	15	0	0	1	14	0	15	0	1	0	1	0	1	0	0	31
08:45	18	1	0	19	0	0	3	18	0	21	0	0	0	2	0	2	0	0	42
Hourly Total	120	6	0	126	0	0	17	86	0	103	1	1	2	23	0	25	0	0	254
09:00	8	1	0	9	0	0	1	14	0	15	0	0	0	1	0	1	2	0	25
09:15	14	0	0	14	0	0	0	10	0	10	0	0	0	1	0	1	0	0	25
Hourly Total	22	1	0	23	0	0	1	24	0	25	0	0	0	2	0	2	2	0	50
14:00	22	1	0	23	0	0	4	20	0	24	0	0	0	5	0	5	0	0	52
14:15	15	1	0	16	1	0	0	11	0	11	0	0	1	3	0	4	0	0	31
14:30	15	2	0	17	0	1	7	15	0	22	0	0	1	7	0	8	0	0	47
14:45	20	1	0	21	0	0	6	18	0	24	0	0	5	9	0	14	5	1	59
Hourly Total	72	5	0	77	1	1	17	64	0	81	0	0	7	24	0	31	5	1	189
15:00	27	3	0	30	0	0	1	14	0	15	1	0	20	8	0	28	24	1	73
15:15	16	3	0	19	0	0	5	31	0	36	0	0	2	5	0	7	2	0	62
15:30	15	0	0	15	0	0	2	28	0	30	0	0	5	2	0	7	2	0	52
15:45	20	3	0	23	0	0	2	25	0	27	0	0	1	2	0	3	1	0	53
Hourly Total	78	9	0	87	0	0	10	98	0	108	1	0	28	17	0	45	29	1	240
Grand Total	370	26	0	396	1	1	57	314	0	371	2	1	39	77	0	116	36	4	883
approach %	93	6	0	100	0	0	15	84	0	100	0	0	33	66	0	100	31	3	300
Total %	41	2	0	44	0	0	6	35	0	42	0	0	4	8	0	13	4	0	100
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Motorcycles %	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	368	23	0	391	0	0	50	300	0	350	0	0	36	72	0	108	0	0	849
Cars_Light Goods %	99	88	0	0	0	0	87	95	0	0	0	0	92	93	0	0	0	0	96
Single Unit Trucks	0	0	0	0	0	0	5	5	0	10	0	0	0	0	0	0	0	0	10
Single Unit Trucks	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks %	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Buses	2	1	0	3	0	0	0	6	0	6	0	0	1	1	0	2	0	0	11
Buses %	0	3	0	0	0	0	0	1	0	0	0	0	2	1	0	0	0	0	1
Bicycle on Road	0	2	0	2	0	0	0	3	0	3	0	0	2	4	0	6	0	0	11

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Site: 12076-5

Intersection Name: Grant Street & Clayton Street

GPS: 43.311511, -73.663383

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg Direction	Grant Street EastBound						Grant Street WestBound						Clayton Street NorthBound						Int Total
	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
Bicycle on Road %	0	7	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	1
Pedestrian	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	31	2	0
Pedestrian %	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	0	86	0	0
Cyclist	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	2	0
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0

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Site: 12076-5

Intersection Name: Grant Street & Clayton Street

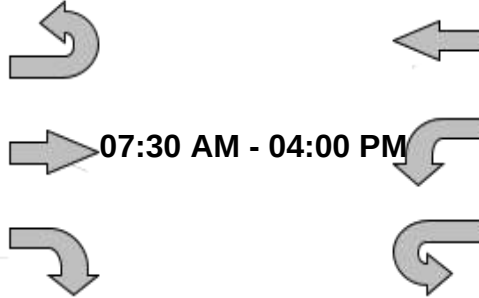
GPS: 43.311511, -73.663383

Date: 05-08-2025

Turning Movement Data

Out	In	Total
0	0	0
336	391	727
5	0	5
0	0	0
7	3	10
5	2	7
353	396	749

Right	Thru	U-Turn
0	0	0
23	368	0
0	0	0
0	0	0
1	2	0
2	0	0
26	370	0

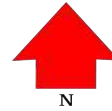


Thru	Left	U-Turn
0	1	0
300	50	0
5	5	0
0	1	0
6	0	0
3	0	0
314	57	0

Out	In	Total
0	1	1
440	350	790
0	10	10
0	1	1
3	6	9
4	3	7
447	371	818

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

U-Turn	Left	Right
0	0	0
0	36	72
0	0	0
0	0	0
0	1	1
0	2	4
0	39	77



Out	In	Total
1	0	1
73	108	181
5	0	5
1	0	1
1	2	3
2	6	8
83	116	199

Pedestrian
Cyclist
Total

1	0	1
---	---	---

2	0	2
---	---	---

1	1	0
---	---	---

1	0	1
---	---	---

2	2	4
---	---	---

31	5	36
----	---	----

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Site: 12076-5

Intersection Name: Grant Street & Clayton Street

GPS: 43.311511, -73.663383

Date: 05-08-2025

TURNING MOVEMENT AM PEAK HOUR

Leg	Grant Street						Grant Street						Clayton Street						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	23	3	0	26	0	0	4	19	0	23	0	0	0	2	0	2	0	1	51
07:45:00	55	2	0	57	0	0	8	23	0	31	0	0	2	9	0	11	0	1	99
08:00:00	69	2	0	71	0	0	6	34	0	40	0	0	0	18	0	18	0	0	129
08:15:00	20	1	0	21	0	0	7	20	0	27	1	0	2	2	0	4	0	0	52
Grand Total	167	8	0	175	0	0	25	96	0	121	1	0	4	31	0	35	0	2	331
approach %	95	5	0	100	0	0	21	79	0	100	1	0	11	89	0	100	0	6	300
Total %	50	2	0	53	0	0	8	29	0	37	0	0	1	9	0	11	0	1	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	165	7	0	172	0	0	23	92	0	115	0	0	4	29	0	33	0	0	320
Cars_Light Goods %	99	88	0	0	0	0	92	96	0	0	0	0	100	94	0	0	0	0	97
Single Unit Trucks	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	4
Single Unit Trucks	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	2	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
Buses %	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1
Bicycle on Road	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	3
Bicycle on Road %	0	12	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1
Pedestrian	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Pedestrian %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.61	0.67	0.0	0.62	0.0	0.0	0.78	0.71	0.0	0.76	0.25	0.0	0.5	0.43	0.0	0.49	0.0	0.5	0.64

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Site: 12076-5

Intersection Name: Grant Street & Clayton Street

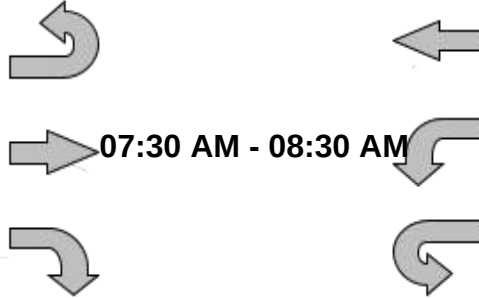
GPS: 43.311511, -73.663383

Date: 05-08-2025

AM Peak Turning Movement Data Summary

Out	In	Total
0	0	0
96	172	268
2	0	2
0	0	0
2	2	4
0	1	1
100	175	275

Right	Thru	U-Turn
0	0	0
7	165	0
0	0	0
0	0	0
0	2	0
1	0	0
8	167	0

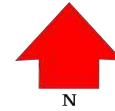


Thru	Left	U-Turn
0	0	0
92	23	0
2	2	0
0	0	0
2	0	0
0	0	0
96	25	0

Out	In	Total
0	0	0
194	115	309
0	4	4
0	0	0
2	2	4
2	0	2
198	121	319

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

U-Turn	Left	Right
0	0	0
0	4	29
0	0	0
0	0	0
0	0	0
0	0	2
0	4	31



Out	In	Total
0	0	0
30	33	63
2	0	2
0	0	0
0	0	0
1	2	3
33	35	68

Pedestrian
Cyclist
Total

0	0	0
---	---	---

1	0	1
---	---	---

0	0	0
---	---	---

0	0	0
---	---	---

0	0	0
---	---	---

0	2	2
---	---	---

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Site: 12076-5

Intersection Name: Grant Street & Clayton Street

GPS: 43.311511, -73.663383

Date: 05-08-2025

TURNING MOVEMENT PM PEAK HOUR

Leg	Grant Street						Grant Street						Clayton Street						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:45:00	20	1	0	21	0	0	6	18	0	24	0	0	5	9	0	14	5	1	59
15:00:00	27	3	0	30	0	0	1	14	0	15	1	0	20	8	0	28	24	1	73
15:15:00	16	3	0	19	0	0	5	31	0	36	0	0	2	5	0	7	2	0	62
15:30:00	15	0	0	15	0	0	2	28	0	30	0	0	5	2	0	7	2	0	52
Grand Total	78	7	0	85	0	0	14	91	0	105	1	0	32	24	0	56	33	2	246
approach %	92	8	0	100	0	0	13	87	0	100	1	0	57	43	0	100	59	4	300
Total %	32	3	0	35	0	0	6	37	0	43	0	0	13	10	0	23	13	1	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	78	5	0	83	0	0	14	88	0	102	0	0	29	22	0	51	0	0	236
Cars_Light Goods %	100	71	0	0	0	0	100	97	0	0	0	0	91	92	0	0	0	0	96
Single Unit Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Single Unit Trucks %	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	0	3
Buses %	0	14	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	1
Bicycle on Road	0	1	0	1	0	0	0	2	0	2	0	0	2	1	0	3	0	0	6
Bicycle on Road %	0	14	0	0	0	0	0	2	0	0	0	0	6	4	0	0	0	0	2
Pedestrian	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	28	2	0
Pedestrian %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	85	0	0
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0
PHF	0.72	0.58	0.0	0.71	0.0	0.0	0.58	0.73	0.0	0.73	0.25	0.0	0.4	0.67	0.0	0.5	0.34	0.5	0.84

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-5

Intersection Name: Grant Street & Clayton Street

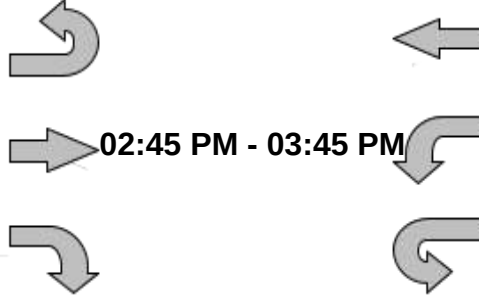
GPS: 43.311511, -73.663383

Date: 05-08-2025

PM Peak Turning Movement Data Summary

Out	In	Total
0	0	0
117	83	200
1	0	1
0	0	0
1	1	2
4	1	5
123	85	208

Right	Thru	U-Turn
0	0	0
5	78	0
0	0	0
0	0	0
1	0	0
1	0	0
7	78	0

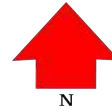


U-Turn	Left	Thru
0	0	0
88	14	0
1	0	0
0	0	0
0	0	0
2	0	0
91	14	0

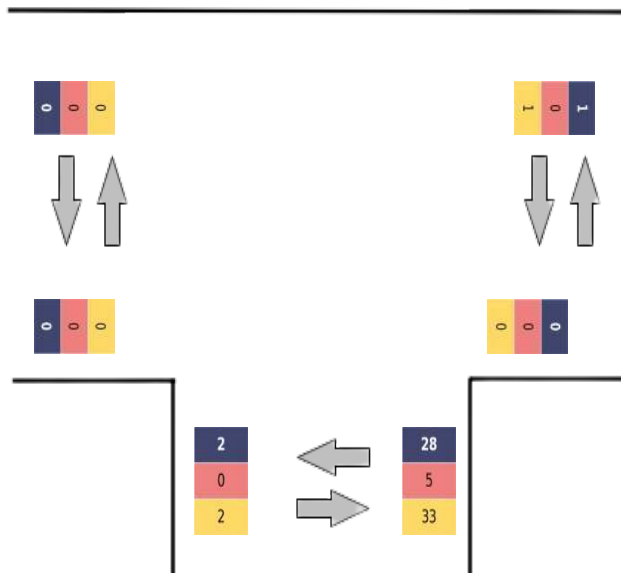
Out	In	Total
0	0	0
100	102	202
0	1	1
0	0	0
1	0	1
1	2	3
102	105	207

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

U-Turn	Left	Right
0	0	0
0	29	22
0	0	0
0	0	0
0	1	1
0	2	1
0	32	24



Pedestrian
Cyclist
Total



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Site: 12076-5

Intersection Name: Grant Street & Clayton Street

GPS: 43.311511, -73.663383

Date: 05-08-2025

Motorcycles

Leg	Grant Street					Grant Street					Clayton Street					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1

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www.TSTData.com

Site: 12076-5

Intersection Name: Grant Street & Clayton Street

GPS: 43.311511, -73.663383

Date: 05-08-2025

Cars_Light Goods

Leg Direction	Grant Street EastBound					Grant Street WestBound					Clayton Street NorthBound					Int Total
	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	
07:30	23	3	0	0	0	4	19	0	0	0	0	2	0	0	0	51
07:45	53	1	0	0	0	8	22	0	0	0	2	9	0	0	0	95
Hourly Total	76	4	0	0	0	12	41	0	0	0	2	11	0	0	0	146
08:00	69	2	0	0	0	5	32	0	0	0	0	16	0	0	0	124
08:15	20	1	0	0	0	6	19	0	0	0	2	2	0	0	0	50
08:30	13	2	0	0	0	1	14	0	0	0	0	1	0	0	0	31
08:45	18	1	0	0	0	2	17	0	0	0	0	2	0	0	0	40
Hourly Total	120	6	0	0	0	14	82	0	0	0	2	21	0	0	0	245
09:00	8	1	0	0	0	1	13	0	0	0	0	1	0	0	0	24
09:15	14	0	0	0	0	0	10	0	0	0	0	1	0	0	0	25
Hourly Total	22	1	0	0	0	1	23	0	0	0	0	2	0	0	0	49
14:00	22	1	0	0	0	1	16	0	0	0	0	5	0	0	0	45
14:15	15	1	0	0	0	0	11	0	0	0	1	2	0	0	0	30
14:30	15	2	0	0	0	6	15	0	0	0	1	7	0	0	0	46
14:45	20	1	0	0	0	6	17	0	0	0	4	8	0	0	0	56
Hourly Total	72	5	0	0	0	13	59	0	0	0	6	22	0	0	0	177
15:00	27	3	0	0	0	1	12	0	0	0	19	7	0	0	0	69
15:15	16	1	0	0	0	5	31	0	0	0	2	5	0	0	0	60
15:30	15	0	0	0	0	2	28	0	0	0	4	2	0	0	0	51
15:45	20	3	0	0	0	2	24	0	0	0	1	2	0	0	0	52
Hourly Total	78	7	0	0	0	10	95	0	0	0	26	16	0	0	0	232
Total	368	23	0	0	0	50	300	0	0	0	36	72	0	0	0	849

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Site: 12076-5

Intersection Name: Grant Street & Clayton Street

GPS: 43.311511, -73.663383

Date: 05-08-2025

Single Unit Trucks

Leg Direction Start Time	Grant Street					Grant Street					Clayton Street					
	EastBound					WestBound					NorthBound					
	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
09:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
Total	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	10

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Site: 12076-5

Intersection Name: Grant Street & Clayton Street

GPS: 43.311511, -73.663383

Date: 05-08-2025

Articulated Trucks

Leg	Grant Street					Grant Street					Clayton Street					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1

Tri-State Traffic Data, Inc.

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Site: 12076-5

Intersection Name: Grant Street & Clayton Street

GPS: 43.311511, -73.663383

Date: 05-08-2025

Buses

Leg	Grant Street					Grant Street					Clayton Street					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Total	2	1	0	0	0	0	6	0	0	0	1	1	0	0	0	11

Tri-State Traffic Data, Inc.
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Site: 12076-5

Intersection Name: Grant Street & Clayton Street

GPS: 43.311511, -73.663383

Date: 05-08-2025

Bicycle on Road

Leg	Grant Street					Grant Street					Clayton Street					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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	2	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
15:00	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	4
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	0	0	3	0	0	0	1	1	0	0	0	6
Total	0	2	0	0	0	0	3	0	0	0	2	4	0	0	0	11

SUMMARY	
Project	MJ Engineering
Project Code	12076
Site Name	12076-6
Intersection Name	Grant Street & Austin Street
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:30
End Time	15:45
Location	12076-6
Latitude and Longitude	(43.312106, -73.662064)

	START	END	PHF
AM PEAK	05-08-2025 07:30:00	05-08-2025 08:30:00	0.61
PM PEAK	05-08-2025 14:45:00	05-08-2025 15:45:00	0.85
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



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Site: 12076-6

Intersection Name: Grant Street & Austin Street

GPS: 43.312106, -73.662064

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg	Grant Street						Grant Street						Austin Street						
Direction	EastBound						WestBound						SouthBound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30	0	24	0	24	0	0	21	0	0	21	1	0	1	1	0	2	1	0	47
07:45	4	59	0	63	0	0	27	1	0	28	9	1	0	2	0	2	4	0	93
Hourly Total	4	83	0	87	0	0	48	1	0	49	10	1	1	3	0	4	5	0	140
08:00	25	57	0	82	0	0	39	9	0	48	47	0	0	2	0	2	10	0	132
08:15	5	21	0	26	0	0	24	2	0	26	9	0	0	0	0	0	7	0	52
08:30	0	13	0	13	0	0	16	0	0	16	1	0	0	0	0	0	0	0	29
08:45	0	21	0	21	0	0	21	1	0	22	0	0	0	0	0	0	0	0	43
Hourly Total	30	112	0	142	0	0	100	12	0	112	57	0	0	2	0	2	17	0	256
09:00	0	9	0	9	0	0	16	0	0	16	0	0	0	0	0	0	0	0	25
09:15	0	15	0	15	0	0	9	0	0	9	0	0	1	0	0	1	0	0	25
Hourly Total	0	24	0	24	0	0	25	0	0	25	0	0	1	0	0	1	0	0	50
14:00	0	25	0	25	0	0	24	0	0	24	0	0	0	0	0	0	1	0	49
14:15	0	16	0	16	0	0	10	0	0	10	0	0	0	0	0	0	0	0	26
14:30	1	19	0	20	0	0	21	2	0	23	0	0	0	3	0	3	0	0	46
14:45	3	22	0	25	0	1	23	0	0	23	0	4	0	2	0	2	0	2	50
Hourly Total	4	82	0	86	0	1	78	2	0	80	0	4	0	5	0	5	1	2	171
15:00	12	27	0	39	0	0	13	9	0	22	2	55	2	2	0	4	0	19	65
15:15	2	23	0	25	0	0	31	3	0	34	0	7	0	0	0	0	0	1	59
15:30	0	17	0	17	0	0	30	0	0	30	0	0	0	1	0	1	1	0	48
15:45	0	22	0	22	0	0	22	1	0	23	0	5	0	0	0	0	0	1	45
Hourly Total	14	89	0	103	0	0	96	13	0	109	2	67	2	3	0	5	1	21	217
Grand Total	52	390	0	442	0	1	347	28	0	375	69	72	4	13	0	17	24	23	834
approach %	11	88	0	100	0	0	92	7	0	100	18	19	23	76	0	100	141	135	300
Total %	6	46	0	53	0	0	41	3	0	44	8	8	0	1	0	2	2	2	100
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	52	386	0	438	0	0	329	28	0	357	0	0	4	13	0	17	0	0	812
Cars_Light Goods %	100	98	0	0	0	0	94	100	0	0	0	0	100	100	0	0	0	0	97
Single Unit Trucks	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	10
Single Unit Trucks	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	3	0	3	0	0	6	0	0	6	0	0	0	0	0	0	0	0	9
Buses %	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Bicycle on Road	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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Site: 12076-6

Intersection Name: Grant Street & Austin Street

GPS: 43.312106, -73.662064

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg Direction Start Time	Grant Street EastBound						Grant Street WestBound						Austin Street SouthBound						Int Total
	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
Bicycle on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	1	0	0	0	0	65	69	0	0	0	0	22	20	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	94	0	0	0	0	0	91	0	0
Cyclist	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	2	3	0
Cyclist %	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	8	0	0

Site: 12076-6

Intersection Name: Grant Street & Austin Street

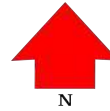
GPS: 43.312106, -73.662064

Date: 05-08-2025

Turning Movement Data

Class
Motorcycles
Cars, Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

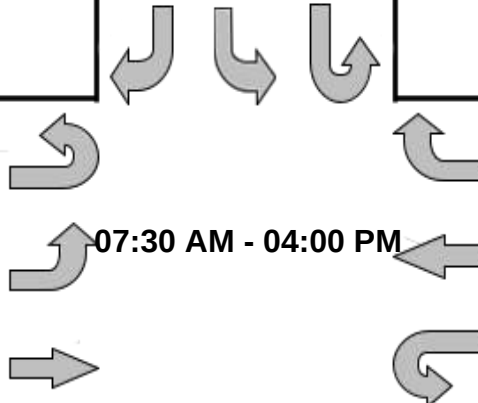
Out	In	Total
0	0	0
80	17	97
0	0	0
0	0	0
0	0	0
0	0	0
80	17	97



Right	Left	U-Turn
0	0	0
13	4	0
0	0	0
0	0	0
0	0	0
0	0	0
13	4	0

Out	In	Total
1	0	1
342	438	780
10	0	10
1	0	1
6	3	9
0	1	1
360	442	802

Thru	Left	U-Turn
0	0	0
386	52	0
0	0	0
0	0	0
3	0	0
1	0	0
390	52	0

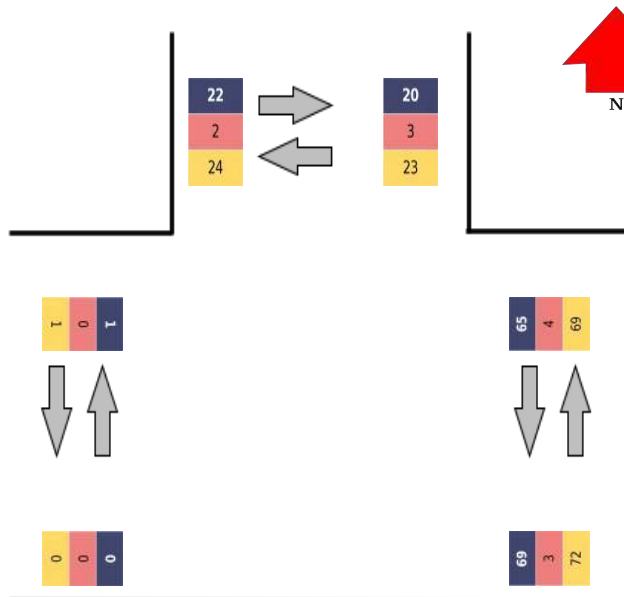


07:30 AM - 04:00 PM

Right	Thru	U-Turn
0	1	0
28	329	0
0	10	0
0	1	0
0	6	0
0	0	0
28	347	0

Out	In	Total
0	1	1
390	357	747
0	10	10
0	1	1
3	6	9
1	0	1
394	375	769

Pedestrians
Cyclist
Total



Tri-State Traffic Data, Inc.

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Site: 12076-6

Intersection Name: Grant Street & Austin Street

GPS: 43.312106, -73.662064

Date: 05-08-2025

TURNING MOVEMENT AM PEAK HOUR

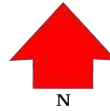
Leg	Grant Street						Grant Street						Austin Street						
Direction	EastBound						WestBound						SouthBound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	0	24	0	24	0	0	21	0	0	21	1	0	1	1	0	2	1	0	47
07:45:00	4	59	0	63	0	0	27	1	0	28	9	1	0	2	0	2	4	0	93
08:00:00	25	57	0	82	0	0	39	9	0	48	47	0	0	2	0	2	10	0	132
08:15:00	5	21	0	26	0	0	24	2	0	26	9	0	0	0	0	0	7	0	52
Grand Total	34	161	0	195	0	0	111	12	0	123	66	1	1	5	0	6	22	0	324
approach %	17	83	0	100	0	0	90	10	0	100	54	1	17	83	0	100	367	0	300
Total %	10	50	0	60	0	0	34	4	0	38	20	0	0	2	0	2	7	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	34	159	0	193	0	0	105	12	0	117	0	0	1	5	0	6	0	0	316
Cars_Light Goods %100	99	0	0	0	0	0	95	100	0	0	0	0	100	100	0	0	0	0	98
Single Unit Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
Single Unit Trucks	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	2	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4
Buses %	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
Bicycle on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	62	1	0	0	0	0	20	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	94	0	0	0	0	0	91	0	0
Cyclist	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0
Cyclist %	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	9	0	0
PHF	0.34	0.68	0.0	0.59	0.0	0.0	0.71	0.33	0.0	0.64	0.35	0.25	0.25	0.62	0.0	0.75	0.55	0.0	0.61

www.TSTData.com

Date: 05-08-2025

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	0	0
46	6	52
0	0	0
0	0	0
0	0	0
0	0	0
46	6	52



Right	Left	U-Turn
0	0	0
5	1	0
0	0	0
0	0	0
0	0	0
0	0	0
5	1	0

Out	In	Total
0	0	0
110	193	303
4	0	4
0	0	0
2	2	4
0	0	0
116	195	311

Thru	Left	U-Turn
0	0	0
159	34	0
0	0	0
0	0	0
2	0	0
0	0	0
161	34	0

07:30 AM - 08:30 AM

Right	Thru	U-turn
0	0	0
12	105	0
0	4	0
0	0	0
0	2	0
0	0	0
12	111	0

Out	In	Total
0	0	0
160	117	277
0	4	4
0	0	0
2	2	4
0	0	0
162	123	285

Pedestrians
Cyclist
Total

20	→	0
2		0
22	←	0

101

62	4	66
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Site: 12076-6

Intersection Name: Grant Street & Austin Street

GPS: 43.312106, -73.662064

Date: 05-08-2025

TURNING MOVEMENT PM PEAK HOUR

Leg	Grant Street						Grant Street						Austin Street						
Direction	EastBound						WestBound						SouthBound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:45:00	3	22	0	25	0	1	23	0	0	23	0	4	0	2	0	2	0	2	50
15:00:00	12	27	0	39	0	0	13	9	0	22	2	55	2	2	0	4	0	19	65
15:15:00	2	23	0	25	0	0	31	3	0	34	0	7	0	0	0	0	0	1	59
15:30:00	0	17	0	17	0	0	30	0	0	30	0	0	0	1	0	1	1	0	48
Grand Total	17	89	0	106	0	1	97	12	0	109	2	66	2	5	0	7	1	22	222
approach %	16	84	0	100	0	1	89	11	0	100	2	61	29	71	0	100	14	314	300
Total %	8	40	0	48	0	0	44	5	0	49	1	30	1	2	0	3	0	10	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	17	88	0	105	0	0	96	12	0	108	0	0	2	5	0	7	0	0	220
Cars_Light Goods %100	99	0	0	0	0	0	99	100	0	0	0	0	100	100	0	0	0	0	99
Single Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Single Unit Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	1	0	0	0	0	2	64	0	0	0	0	1	20	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0
Cyclist	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
Cyclist %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.35	0.82	0.0	0.68	0.0	0.25	0.78	0.33	0.0	0.8	0.25	0.3	0.25	0.62	0.0	0.44	0.25	0.29	0.85

Site: 12076-6

Intersection Name: Grant Street & Austin Street

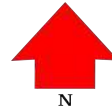
GPS: 43.312106, -73.662064

Date: 05-08-2025

PM Peak Turning Movement Data Summary

Class
Motorcycles
Cars, Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

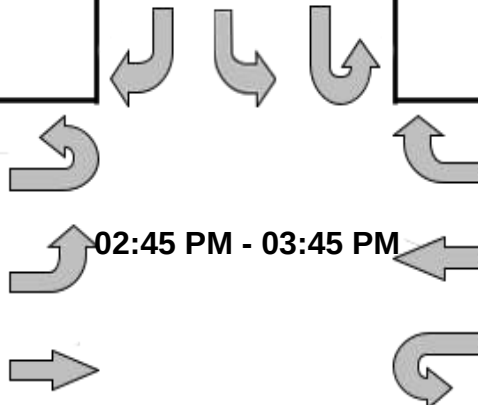
Out	In	Total
0	0	0
29	7	36
0	0	0
0	0	0
0	0	0
0	0	0
29	7	36



Right	Left	U-Turn
0	0	0
5	2	0
0	0	0
0	0	0
0	0	0
0	0	0
5	2	0

Out	In	Total
0	0	0
101	105	206
1	0	1
0	0	0
0	1	1
0	0	0
102	106	208

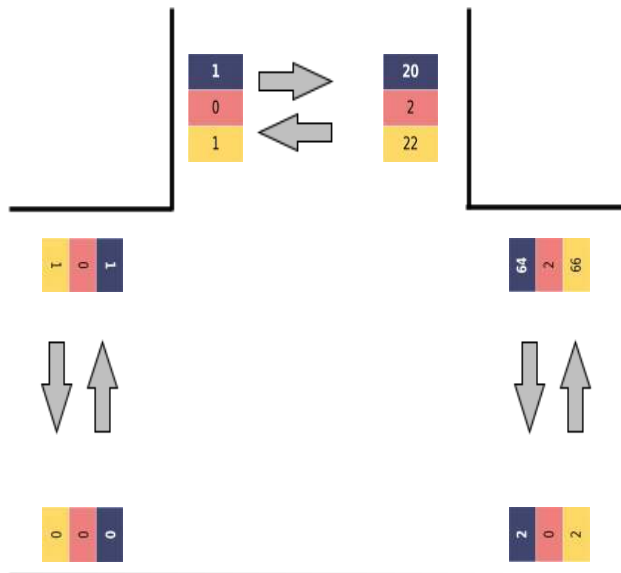
Thru	Left	U-Turn
0	0	0
88	17	0
0	0	0
0	0	0
1	0	0
0	0	0
89	17	0



Right	Thru	U-Turn
0	0	0
12	96	0
0	1	0
0	0	0
0	0	0
0	0	0
12	97	0

Out	In	Total
0	0	0
90	108	198
0	1	1
0	0	0
1	0	1
0	0	0
91	109	200

Pedestrians
Cyclist
Total



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Site: 12076-6

Intersection Name: Grant Street & Austin Street

GPS: 43.312106, -73.662064

Date: 05-08-2025

Motorcycles

Leg	Grant Street					Grant Street					Austin Street					
Direction	EastBound					WestBound					SouthBound					
Start Time	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1

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Site: 12076-6

Intersection Name: Grant Street & Austin Street

GPS: 43.312106, -73.662064

Date: 05-08-2025

Cars_Light Goods

Leg Direction Start Time	Grant Street EastBound					Grant Street WestBound					Austin Street SouthBound					Int Total
	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	
07:30	0	24	0	0	0	21	0	0	0	0	1	1	0	0	0	47
07:45	4	57	0	0	0	26	1	0	0	0	0	2	0	0	0	90
Hourly Total	4	81	0	0	0	47	1	0	0	0	1	3	0	0	0	137
08:00	25	57	0	0	0	36	9	0	0	0	0	2	0	0	0	129
08:15	5	21	0	0	0	22	2	0	0	0	0	0	0	0	0	50
08:30	0	13	0	0	0	16	0	0	0	0	0	0	0	0	0	29
08:45	0	21	0	0	0	19	1	0	0	0	0	0	0	0	0	41
Hourly Total	30	112	0	0	0	93	12	0	0	0	0	2	0	0	0	249
09:00	0	9	0	0	0	15	0	0	0	0	0	0	0	0	0	24
09:15	0	15	0	0	0	9	0	0	0	0	1	0	0	0	0	25
Hourly Total	0	24	0	0	0	24	0	0	0	0	1	0	0	0	0	49
14:00	0	25	0	0	0	17	0	0	0	0	0	0	0	0	0	42
14:15	0	15	0	0	0	10	0	0	0	0	0	0	0	0	0	25
14:30	1	19	0	0	0	20	2	0	0	0	0	3	0	0	0	45
14:45	3	21	0	0	0	22	0	0	0	0	0	2	0	0	0	48
Hourly Total	4	80	0	0	0	69	2	0	0	0	0	5	0	0	0	160
15:00	12	27	0	0	0	13	9	0	0	0	2	2	0	0	0	65
15:15	2	23	0	0	0	31	3	0	0	0	0	0	0	0	0	59
15:30	0	17	0	0	0	30	0	0	0	0	0	1	0	0	0	48
15:45	0	22	0	0	0	22	1	0	0	0	0	0	0	0	0	45
Hourly Total	14	89	0	0	0	96	13	0	0	0	2	3	0	0	0	217
Total	52	386	0	0	0	329	28	0	0	0	4	13	0	0	0	812

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Site: 12076-6

Intersection Name: Grant Street & Austin Street

GPS: 43.312106, -73.662064

Date: 05-08-2025

Single Unit Trucks

Leg	Grant Street					Grant Street					Austin Street					
Direction	EastBound					WestBound					SouthBound					
Start Time	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5
09:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
Total	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	10

Tri-State Traffic Data, Inc.

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Site: 12076-6

Intersection Name: Grant Street & Austin Street

GPS: 43.312106, -73.662064

Date: 05-08-2025

Articulated Trucks

Leg	Grant Street					Grant Street					Austin Street					
Direction	EastBound					WestBound					SouthBound					
Start Time	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1

Tri-State Traffic Data, Inc.

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Site: 12076-6

Intersection Name: Grant Street & Austin Street

GPS: 43.312106, -73.662064

Date: 05-08-2025

Buses

Leg Direction Start Time	Grant Street					Grant Street					Austin Street					
	EastBound					WestBound					SouthBound					
	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
Total	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9

Tri-State Traffic Data, Inc.
www.TSTData.com

Site: 12076-6

Intersection Name: Grant Street & Austin Street

GPS: 43.312106, -73.662064

Date: 05-08-2025

Bicycle on Road

Leg	Grant Street					Grant Street					Austin Street					
Direction	EastBound					WestBound					SouthBound					
Start Time	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Tri-State Traffic Data, Inc.
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SUMMARY	
Project	MJ Engineering
Project Code	12076
Site Name	12076-7
Intersection Name	Grant Street & Quade/Goodman Streets
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:30
End Time	15:45
Location	12076-7
Latitude and Longitude	(43.312759, -73.660616)

	START	END	PHF
AM PEAK	05-08-2025 07:30:00	05-08-2025 08:30:00	0.64
PM PEAK	05-08-2025 14:45:00	05-08-2025 15:45:00	0.73
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Tri-State Traffic Data, Inc.

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Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg	Grant Street							Grant Street							Quade Street							Goodman Streets							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30	2	18	7	0	27	0	3	27	19	0	0	46	0	0	2	2	3	0	7	2	0	1	5	1	0	7	0	0	87
07:45	0	24	33	0	57	0	5	32	18	1	0	51	0	0	10	2	8	0	20	7	0	0	13	2	0	15	0	2	143
Hourly Total	2	42	40	0	84	0	8	59	37	1	0	97	0	0	12	4	11	0	27	9	0	1	18	3	0	22	0	2	230
08:00	3	24	31	0	58	0	15	47	37	0	0	84	0	0	11	8	18	0	37	7	2	1	25	2	0	28	0	10	207
08:15	0	18	7	0	25	2	0	21	13	0	0	34	0	0	11	5	15	0	31	0	0	1	4	0	0	5	0	0	95
08:30	0	12	1	0	13	0	1	2	15	0	0	17	0	0	1	1	5	0	7	0	0	0	3	0	0	3	0	0	40
08:45	0	17	4	0	21	0	0	5	17	0	0	22	0	0	6	4	2	0	12	0	0	1	0	0	0	1	0	0	56
Hourly Total	3	71	43	0	117	2	16	75	82	0	0	157	0	0	29	18	40	0	87	7	2	3	32	2	0	37	0	10	398
09:00	0	9	0	0	9	0	1	0	15	0	0	15	1	0	1	2	2	0	5	1	0	0	2	0	0	2	0	0	31
09:15	0	14	2	0	16	0	0	1	9	1	0	11	0	0	0	1	6	0	7	0	0	0	2	0	0	2	0	0	36
Hourly Total	0	23	2	0	25	0	1	1	24	1	0	26	1	0	1	3	8	0	12	1	0	0	4	0	0	4	0	0	67
14:00	0	20	6	0	26	1	0	4	17	0	0	21	0	0	5	4	3	0	12	0	0	1	1	0	0	2	1	0	61
14:15	0	14	2	0	16	1	0	2	10	1	0	13	0	0	0	1	2	0	3	0	0	0	0	0	0	0	1	0	32
14:30	1	18	1	0	20	0	0	8	22	1	0	31	1	0	1	3	2	0	6	0	0	2	1	1	0	4	0	0	61
14:45	1	12	6	0	19	11	0	8	19	2	0	29	0	0	7	10	6	0	23	0	3	1	5	0	0	6	1	0	77
Hourly Total	2	64	15	0	81	13	0	22	68	4	0	94	1	0	13	18	13	0	44	0	3	4	7	1	0	12	3	0	231
15:00	4	29	1	0	34	21	0	18	23	5	0	46	0	0	6	12	15	0	33	0	18	4	4	0	0	8	9	0	121
15:15	2	17	6	0	25	1	0	4	18	2	0	24	0	0	10	9	11	0	30	1	1	0	7	2	0	9	0	3	88
15:30	0	14	2	0	16	1	0	5	29	2	0	36	0	0	2	4	7	0	13	0	1	0	4	0	0	4	2	1	69
15:45	0	16	5	0	21	0	0	9	22	0	0	31	0	0	3	6	8	0	17	0	0	0	0	0	0	0	0	0	69
Hourly Total	6	76	14	0	96	23	0	36	92	9	0	137	0	0	21	31	41	0	93	1	20	4	15	2	0	21	11	4	347
Grand Total	13	276	114	0	403	38	25	193	303	15	0	511	2	0	76	74	113	0	263	18	25	12	76	8	0	96	14	16	1273
approach %	3	68	28	0	100	9	6	37	59	2	0	100	0	0	28	28	42	0	100	6	9	12	79	8	0	99	14	16	400
Total %	1	21	8	0	31	2	1	15	23	1	0	40	0	0	5	5	8	0	20	1	1	0	5	0	0	7	1	1	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	13	274	112	0	399	0	0	184	290	14	0	488	0	0	68	73	111	0	252	0	0	12	67	7	0	86	0	0	1225
Cars_Light Goods %	100	99	98	0	0	0	0	95	95	93	0	0	0	0	89	98	98	0	0	0	0	100	88	87	0	0	0	0	96
Single Unit Trucks	0	0	0	0	0	0	0	1	5	1	0	7	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	12
Single Unit Trucks %	0	0	0	0	0	0	0	0	1	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	1	2	0	3	0	0	2	6	0	0	8	0	0	0	0	1	0	1	0	0	0	7	0	0	7	0	0	19
Buses %	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	1
Bicycle on Road	0	1	0	0	1	0	0	6	2	0	0	8	0	0	1	1	1	0	3	0	0	0	2	1	0	3	0	0	15

Tri-State Traffic Data, Inc.
www.TSTData.com

Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

Date: 05-08-2025

TURNING MOVEMENT DATA

Leg	Grant Street							Grant Street							Quade Street							Goodman Streets								
Direction	EastBound							WestBound							NorthBound							SouthBound								
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total	
Bicycle on Road %	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	12	0	0	0	0	1
Pedestrian	0	0	0	0	0	33	24	0	0	0	0	0	2	0	0	0	0	0	0	14	20	0	0	0	0	0	14	14	0	
Pedestrian %	0	0	0	0	0	86	0	0	0	0	0	0	100	0	0	0	0	0	0	77	0	0	0	0	0	0	100	0	0	
Cyclist	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	2	0	
Cyclist %	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	

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Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

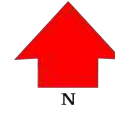
Date: 05-08-2025

Turning Movement Data

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	0	0
100	86	186
1	0	1
0	0	0
0	7	7
1	3	4
102	96	198

Right	Thru	Left	U-Turn
0	0	0	0
7	67	12	0
0	0	0	0
0	0	0	0
0	7	0	0
1	2	0	0
8	76	12	0



Out	In	Total
1	0	1
365	399	764
10	0	10
1	0	1
6	3	9
4	1	5
387	403	790

Right	Thru	Left	U-Turn
0	0	0	0
112	274	13	0
0	0	0	0
0	0	0	0
2	1	0	0
0	1	0	0
114	276	13	0

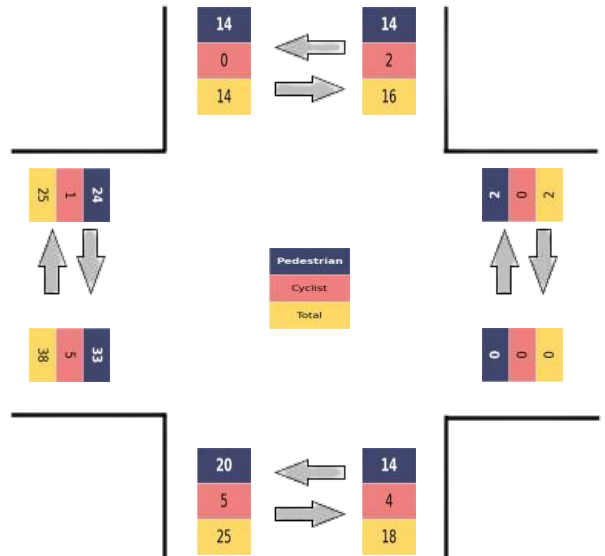
07:30 AM - 04:00 PM

Right	Thru	Left	U-Turn
0	0	0	0
14	290	184	0
1	5	1	0
0	0	0	0
0	6	2	0
0	2	6	0
15	303	193	0

Out	In	Total
0	0	0
397	488	885
0	7	7
0	0	0
2	8	10
2	8	10
401	511	912

U-Turn	Left	Thru	Right
0	1	0	0
0	68	73	111
0	5	0	0
0	1	0	0
0	0	0	1
0	1	1	1
0	76	74	113

Out	In	Total
0	1	1
363	252	615
1	5	6
0	1	1
11	1	12
8	3	11
383	263	646



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Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

Date: 05-08-2025

TURNING MOVEMENT AM PEAK HOUR

Leg	Grant Street							Grant Street							Quade Street							Goodman Streets							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	2	18	7	0	27	0	3	27	19	0	0	46	0	0	2	2	3	0	7	2	0	1	5	1	0	7	0	0	87
07:45:00	0	24	33	0	57	0	5	32	18	1	0	51	0	0	10	2	8	0	20	7	0	0	13	2	0	15	0	2	143
08:00:00	3	24	31	0	58	0	15	47	37	0	0	84	0	0	11	8	18	0	37	7	2	1	25	2	0	28	0	10	207
08:15:00	0	18	7	0	25	2	0	21	13	0	0	34	0	0	11	5	15	0	31	0	0	1	4	0	0	5	0	0	95
Grand Total	5	84	78	0	167	2	23	127	87	1	0	215	0	0	34	17	44	0	95	16	2	3	47	5	0	55	0	12	532
approach %	3	50	47	0	100	1	14	59	40	0	0	100	0	0	36	18	46	0	100	17	2	5	85	9	0	100	0	22	400
Total %	1	16	15	0	31	0	4	24	16	0	0	40	0	0	6	3	8	0	18	3	0	1	9	1	0	10	0	2	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	5	83	77	0	165	0	0	120	82	1	0	203	0	0	32	17	44	0	93	0	0	3	44	4	0	51	0	0	512
Cars_Light Goods %	100	99	99	0	0	0	0	94	94	100	0	0	0	0	94	100	100	0	0	0	0	100	94	80	0	0	0	0	96
Single Unit Trucks	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4
Single Unit Trucks %	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	1	1	0	2	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	7
Buses %	0	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1
Bicycle on Road	0	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	9
Bicycle on Road %	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20	0	0	0	0	2
Pedestrian	0	0	0	0	0	1	22	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	0	0	10	0
Pedestrian %	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	75	0	0	0	0	0	0	0	0	0	0
Cyclist	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0
Cyclist %	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0
PHF	0.42	0.88	0.59	0.0	0.72	0.25	0.38	0.68	0.59	0.25	0.0	0.64	0.0	0.0	0.77	0.53	0.61	0.0	0.64	0.57	0.25	0.75	0.47	0.62	0.0	0.49	0.0	0.3	0.64

Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

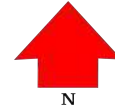
GPS: 43.312759, -73.660616

Date: 05-08-2025

AM Peak Turning Movement Data Summary

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	0	0
23	51	74
0	0	0
0	0	0
0	2	2
0	2	2
23	55	78



Right	Thru	Left	U-Turn
0	0	0	0
4	44	3	0
0	0	0	0
0	0	0	0
0	2	0	0
1	1	0	0
5	47	3	0

Out	In	Total
0	0	0
118	165	283
4	0	4
0	0	0
2	2	4
2	0	2
126	167	293

Right	Thru	Left	U-Turn
0	0	0	0
77	83	5	0
0	0	0	0
0	0	0	0
0	1	1	1
0	0	0	0
78	84	5	0

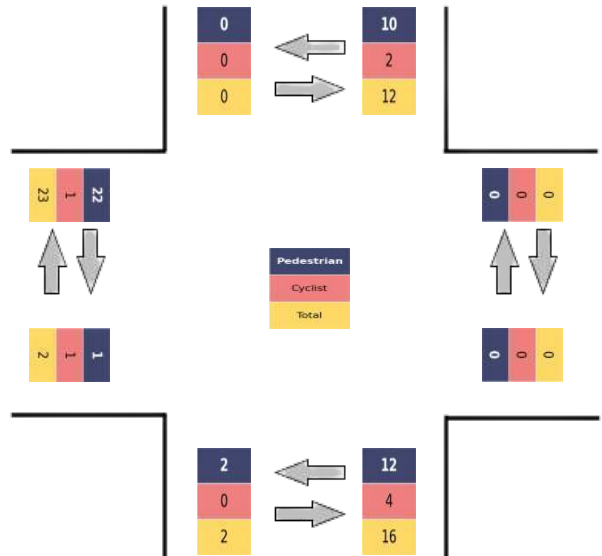
07:30 AM - 08:30 AM

U-Turn	Left	Thru	Right
0	0	0	0
0	32	17	44
0	2	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	34	17	44

Out	In	Total
0	0	0
241	93	334
0	2	2
0	0	0
4	0	4
7	0	7
252	95	347

Right	Thru	Left	U-Turn
0	0	0	0
1	82	120	0
0	2	0	0
0	0	0	0
0	2	1	0
0	1	6	0
1	87	127	0

Out	In	Total
0	0	0
130	203	333
0	2	2
0	0	0
1	3	4
0	7	7
131	215	346



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Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

Date: 05-08-2025

TURNING MOVEMENT PM PEAK HOUR

Leg	Grant Street							Grant Street							Quade Street							Goodman Streets							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:45:00	1	12	6	0	19	11	0	8	19	2	0	29	0	0	7	10	6	0	23	0	3	1	5	0	0	6	1	0	77
15:00:00	4	29	1	0	34	21	0	18	23	5	0	46	0	0	6	12	15	0	33	0	18	4	4	0	0	8	9	0	121
15:15:00	2	17	6	0	25	1	0	4	18	2	0	24	0	0	10	9	11	0	30	1	1	0	7	2	0	9	0	3	88
15:30:00	0	14	2	0	16	1	0	5	29	2	0	36	0	0	2	4	7	0	13	0	1	0	4	0	0	4	2	1	69
Grand Total	7	72	15	0	94	34	0	35	89	11	0	135	0	0	25	35	39	0	99	1	23	5	20	2	0	27	12	4	355
approach %	7	77	16	0	100	36	0	26	66	8	0	100	0	0	25	35	39	0	100	1	23	19	74	7	0	100	44	15	400
Total %	2	20	4	0	26	10	0	10	25	3	0	38	0	0	7	10	11	0	28	0	6	1	6	1	0	8	3	1	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars_Light Goods	7	72	14	0	93	0	0	34	87	10	0	131	0	0	25	35	37	0	97	0	0	5	15	2	0	22	0	0	343
Cars_Light Goods %	100	100	93	0	0	0	0	97	98	91	0	0	0	0	100	100	95	0	0	0	0	100	75	100	0	0	0	0	97
Single Unit Trucks	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Single Unit Trucks %	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	4	0	0	4	0	0	7
Buses %	0	0	7	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	20	0	0	0	0	0	2
Bicycle on Road	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	3
Bicycle on Road %	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	5	0	0	0	0	0	1
Pedestrian	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	0	0	0	0	0	12	4	0
Pedestrian %	0	0	0	0	0	88	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
Cyclist	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Cyclist %	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.44	0.62	0.62	0.0	0.69	0.4	0.0	0.49	0.77	0.55	0.0	0.73	0.0	0.0	0.62	0.73	0.65	0.0	0.75	0.25	0.32	0.31	0.71	0.25	0.0	0.75	0.33	0.33	0.73

Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

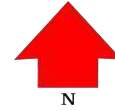
Date: 05-08-2025

PM Peak Turning Movement Data Summary

Class
Motorcycles
Cars_Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Out	In	Total
0	0	0
52	22	74
1	0	1
0	0	0
0	4	4
0	1	1
53	27	80

Right	Thru	Left	U-Turn
0	0	0	0
2	15	5	0
0	0	0	0
0	0	0	0
0	4	0	0
0	1	0	0
2	20	5	0



Out	In	Total
0	0	0
114	93	207
1	0	1
0	0	0
0	1	1
1	0	1
116	94	210

Right	Thru	Left	U-Turn
0	0	0	0
14	72	7	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
15	72	7	0

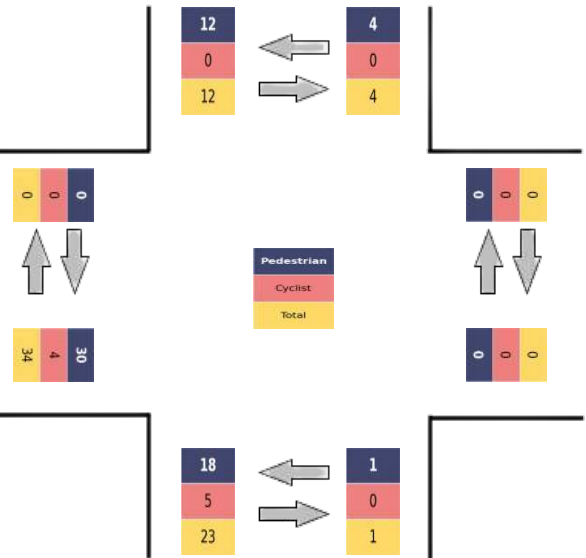
02:45 PM - 03:45 PM

U-Turn	Left	Thru	Right
0	0	0	0
0	25	35	37
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	1
0	25	35	39

Out	In	Total
0	0	0
63	97	160
0	0	0
0	0	0
6	1	7
1	1	2
70	99	169

Right	Thru	Left	U-Turn
0	0	0	0
10	87	34	0
1	1	0	0
0	0	0	0
0	0	1	0
0	0	0	0
11	89	35	0

Out	In	Total
0	0	0
114	131	245
0	2	2
0	0	0
1	1	2
116	135	251



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Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

Date: 05-08-2025

Motorcycles

Leg	Grant Street						Grant Street						Quade Street						Goodman Streets						
Direction	EastBound						WestBound						NorthBound						SouthBound						Int Total
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	
07:30	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
07:45	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
08:00	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
08:15	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
08:30	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
08:45	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
09:00	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
09:15	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
14:00	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
14:15	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
14:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:45	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	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	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
15:15	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
15:30	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
15:45	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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1

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Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

Date: 05-08-2025

Cars_Light Goods

Leg	Grant Street						Grant Street						Quade Street						Goodman Streets						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	2	18	7	0	0	0	24	19	0	0	0	0	2	2	3	0	0	0	1	3	1	0	0	0	82
07:45	0	23	32	0	0	0	28	17	1	0	0	0	10	2	8	0	0	0	0	12	2	0	0	0	135
Hourly Total	2	41	39	0	0	0	52	36	1	0	0	0	12	4	11	0	0	0	1	15	3	0	0	0	217
08:00	3	24	31	0	0	0	47	34	0	0	0	0	10	8	18	0	0	0	1	25	1	0	0	0	202
08:15	0	18	7	0	0	0	21	12	0	0	0	0	10	5	15	0	0	0	1	4	0	0	0	0	93
08:30	0	12	1	0	0	0	2	15	0	0	0	0	1	1	5	0	0	0	0	2	0	0	0	0	39
08:45	0	17	4	0	0	0	4	16	0	0	0	0	5	4	2	0	0	0	1	0	0	0	0	0	53
Hourly Total	3	71	43	0	0	0	74	77	0	0	0	0	26	18	40	0	0	0	3	31	1	0	0	0	387
09:00	0	9	0	0	0	0	0	14	0	0	0	0	1	2	2	0	0	0	0	2	0	0	0	0	30
09:15	0	14	2	0	0	0	1	9	1	0	0	0	0	0	6	0	0	0	0	2	0	0	0	0	35
Hourly Total	0	23	2	0	0	0	1	23	1	0	0	0	1	2	8	0	0	0	0	4	0	0	0	0	65
14:00	0	20	6	0	0	0	4	13	0	0	0	0	2	4	3	0	0	0	1	1	0	0	0	0	54
14:15	0	13	2	0	0	0	2	10	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	31
14:30	1	18	1	0	0	0	8	22	1	0	0	0	0	3	2	0	0	0	2	1	1	0	0	0	60
14:45	1	12	5	0	0	0	8	18	2	0	0	0	7	10	6	0	0	0	1	3	0	0	0	0	73
Hourly Total	2	63	14	0	0	0	22	63	4	0	0	0	9	18	13	0	0	0	4	5	1	0	0	0	218
15:00	4	29	1	0	0	0	18	22	5	0	0	0	6	12	14	0	0	0	4	4	0	0	0	0	119
15:15	2	17	6	0	0	0	4	18	2	0	0	0	10	9	11	0	0	0	0	5	2	0	0	0	86
15:30	0	14	2	0	0	0	4	29	1	0	0	0	2	4	6	0	0	0	0	3	0	0	0	0	65
15:45	0	16	5	0	0	0	9	22	0	0	0	0	2	6	8	0	0	0	0	0	0	0	0	0	68
Hourly Total	6	76	14	0	0	0	35	91	8	0	0	0	20	31	39	0	0	0	4	12	2	0	0	0	338
Total	13	274	112	0	0	0	184	290	14	0	0	0	68	73	111	0	0	0	12	67	7	0	0	0	1225

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Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

Date: 05-08-2025

Single Unit Trucks

Leg	Grant Street						Grant Street						Quade Street						Goodman Streets						
Direction	EastBound						WestBound						NorthBound						SouthBound						Int Total
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	
07:30	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
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
08:30	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
08:45	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6
09:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:15	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
14:30	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
14:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
15:00	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
15:15	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
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	5	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	12

Tri-State Traffic Data, Inc.

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Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

Date: 05-08-2025

Articulated Trucks

Leg	Grant Street						Grant Street						Quade Street						Goodman Streets						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	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
07:45	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
08:00	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
08:15	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
08:30	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
08:45	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
09:00	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
09:15	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
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:15	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
14:30	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
14:45	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	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	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
15:15	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
15:30	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
15:45	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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

Date: 05-08-2025

Buses

Leg	Grant Street						Grant Street						Quade Street						Goodman Streets						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:45	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5
08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	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
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	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	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
09:00	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
09:15	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
14:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
14:15	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
14:30	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
14:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3
Hourly Total	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	7
15:00	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
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3
15:45	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	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	4
Total	0	1	2	0	0	0	2	6	0	0	0	0	0	0	1	0	0	0	0	7	0	0	0	0	19

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12076-7

Intersection Name: Grant Street & Quade/Goodman
Streets

GPS: 43.312759, -73.660616

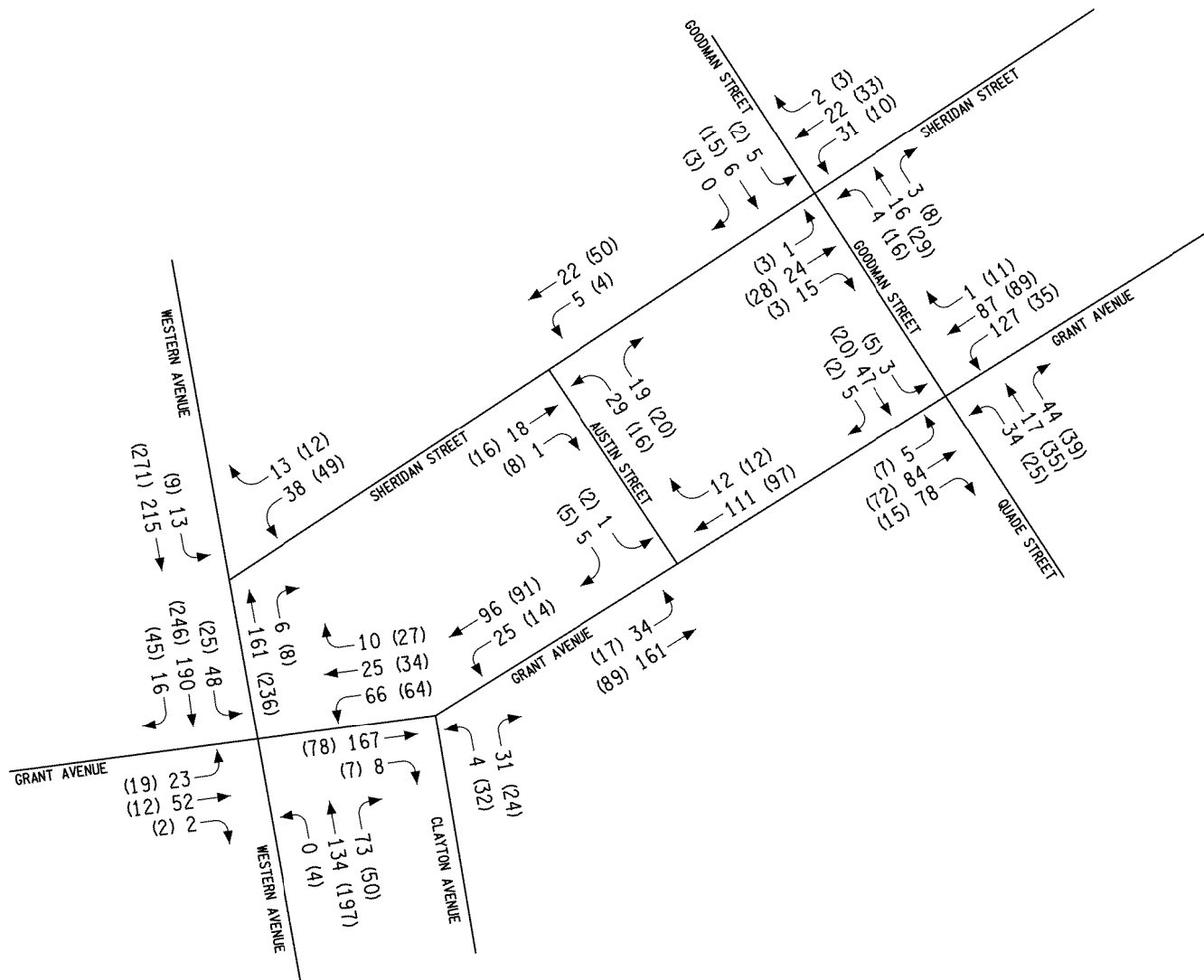
Date: 05-08-2025

Bicycle on Road

Leg	Grant Street						Grant Street						Quade Street						Goodman Streets						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4
Hourly Total	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
08:15	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
08:30	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
08:45	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
09:00	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
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:00	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
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	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
14:45	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:30	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
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	4
Total	0	1	0	0	0	0	6	2	0	0	0	0	1	1	1	0	0	0	0	2	1	0	0	0	15

**Appendix C **

Traffic Volume Diagrams



EXISTING VOLUMES (2025) - AM PEAK (PM PEAK)

MJ2186.02 - GRANT AVENUE TRAFFIC STUDY
 GLENS FALLS, NEW YORK

FIGURE NO.

1

SCALE

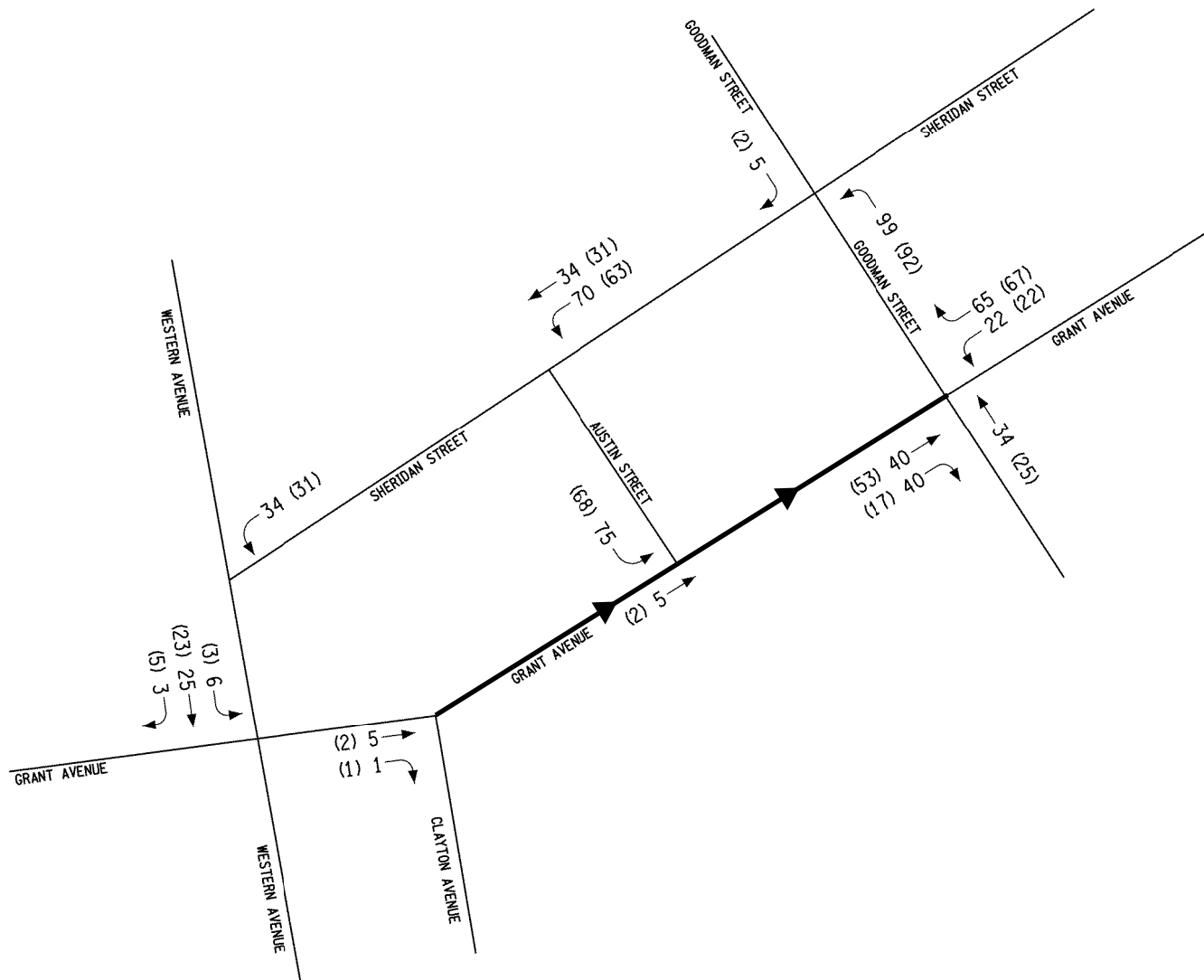
NONE

DATE

JUNE 2025



Engineering
 Architecture
 Landscape Architecture
 and Land Surveying, P.C.



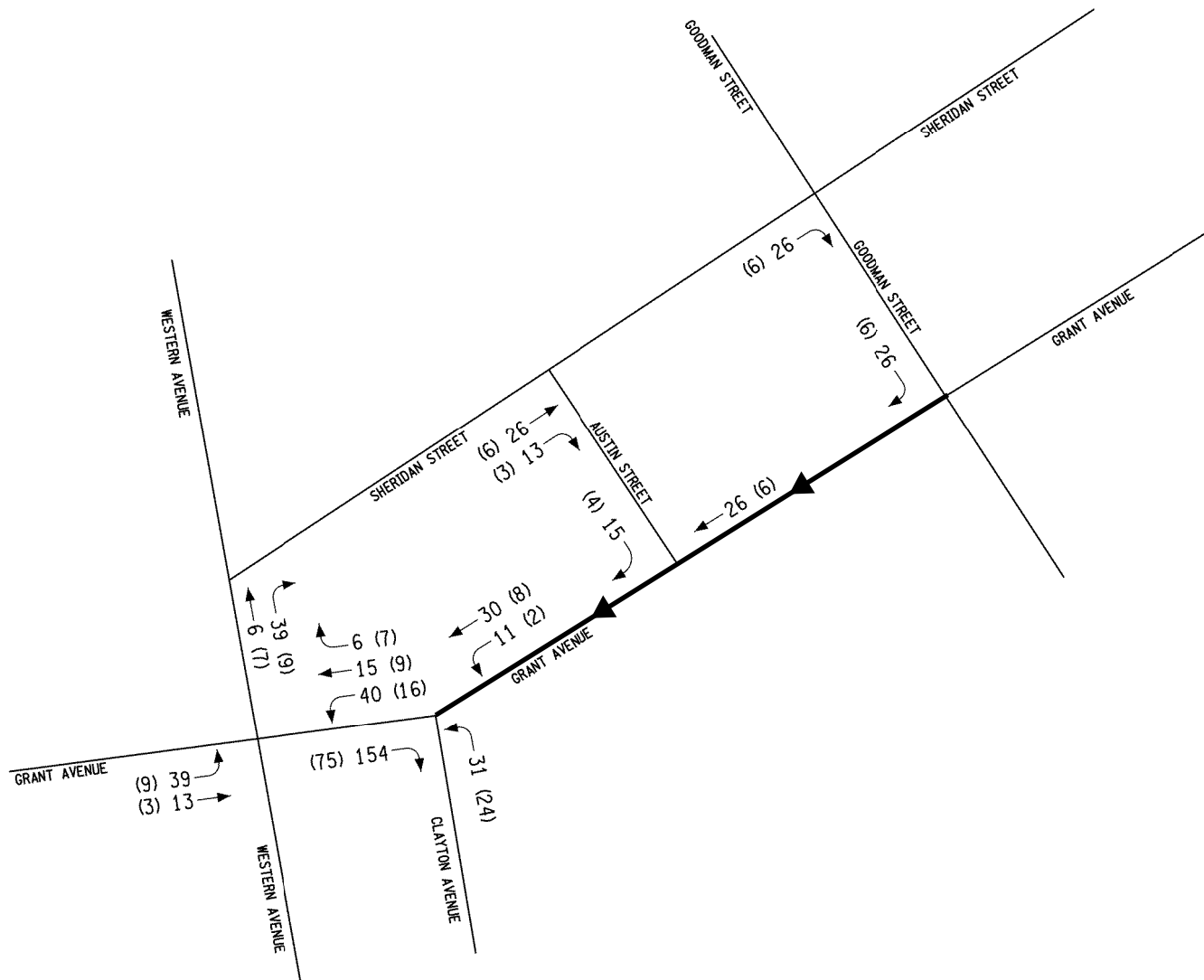
VOLUME DIVERSION EASTBOUND ONE-WAY (2025) - AM PEAK (PM PEAK)

MJ2186.02 - GRANT AVENUE TRAFFIC STUDY
 GLENS FALLS, NEW YORK

FIGURE NO.
 2

SCALE
 NONE

DATE
 JUNE 2025



VOLUME DIVERSION WESTBOUND ONE-WAY (2025) - AM PEAK (PM PEAK)

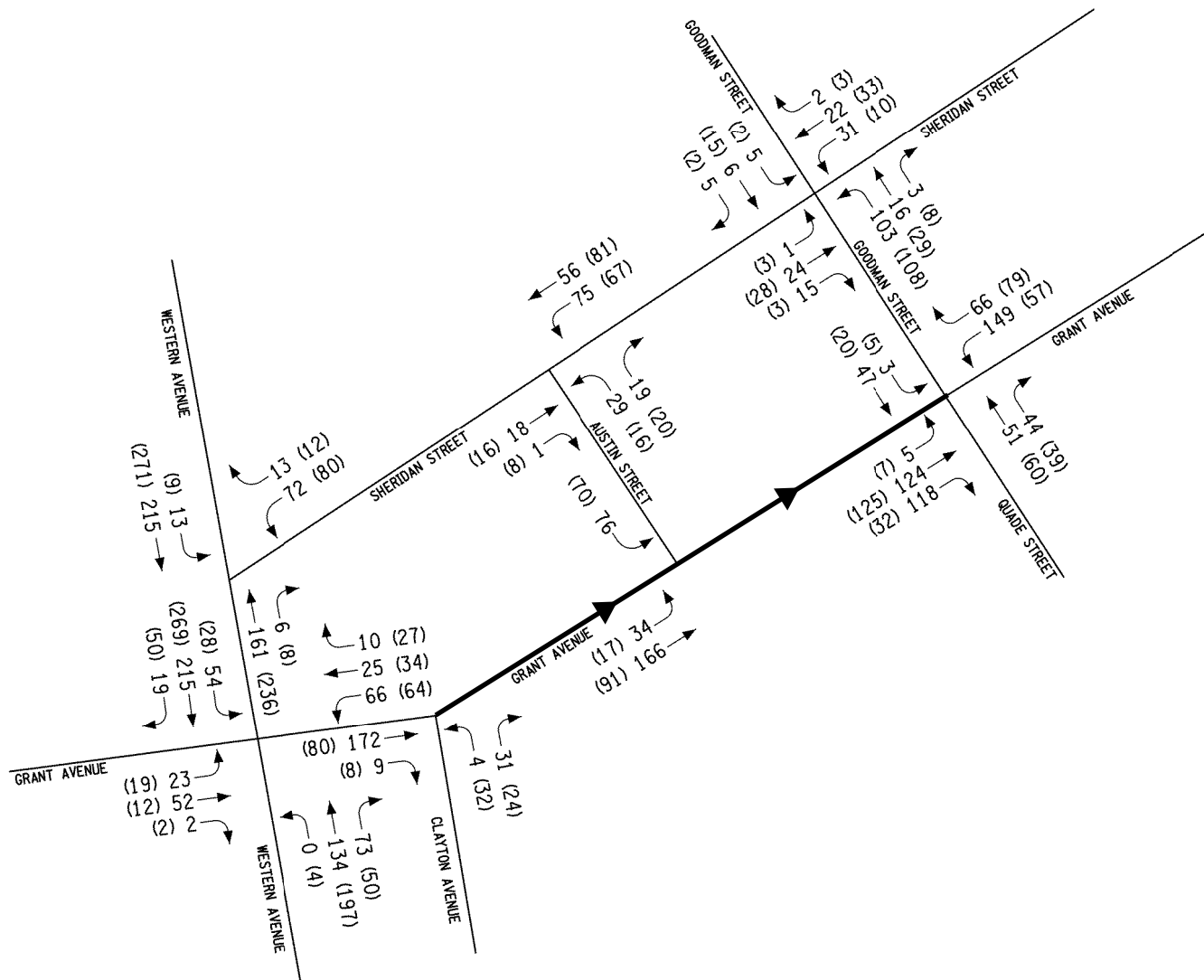
MJ2186.02 - GRANT AVENUE TRAFFIC STUDY
 GLENS FALLS, NEW YORK

FIGURE NO.
 3

SCALE
 NONE

DATE
 JUNE 2025





PROPOSED ONE-WAY EASTBOUND VOLUMES (2025) - AM PEAK (PM PEAK)

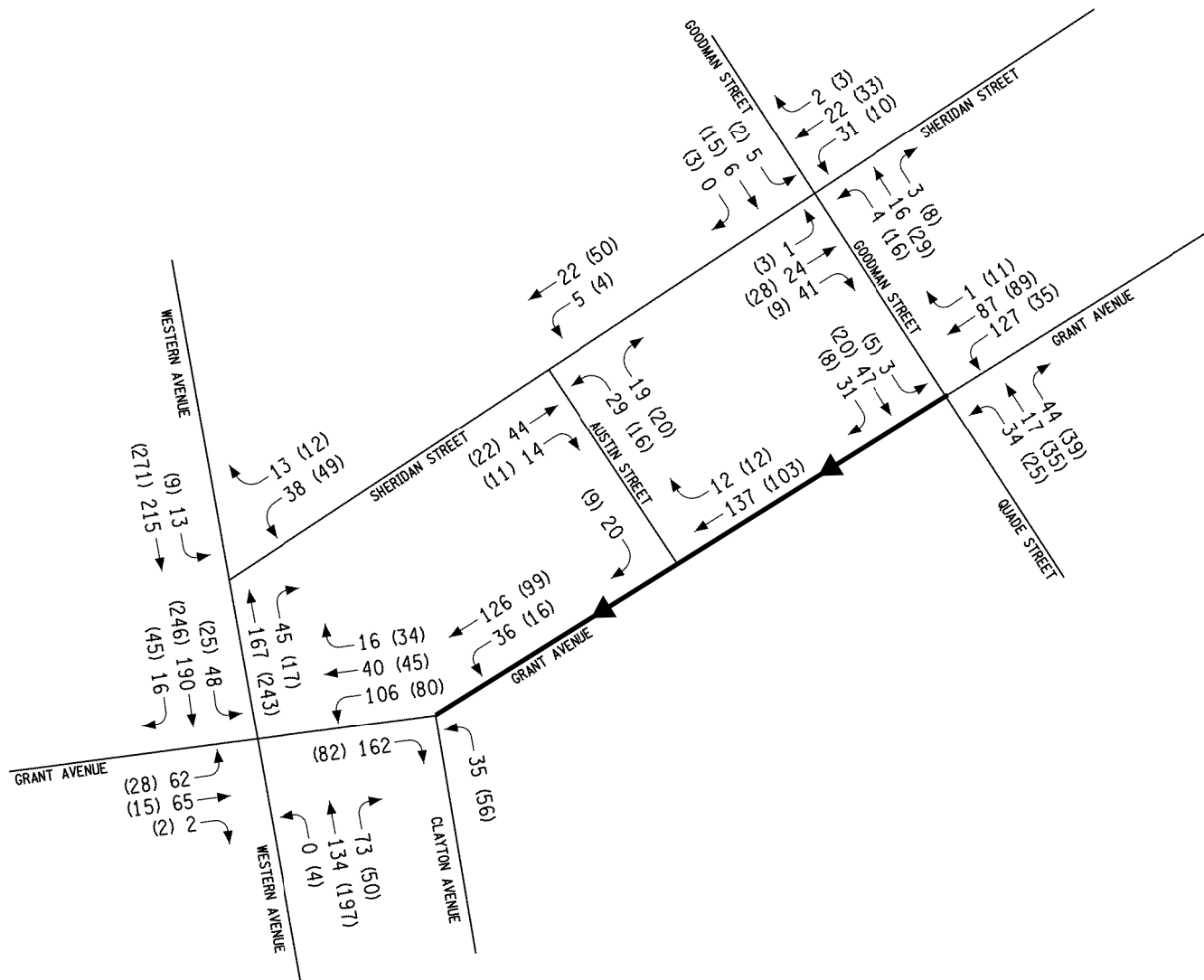
MJ2186.02 - GRANT AVENUE TRAFFIC STUDY
 GLENS FALLS, NEW YORK

FIGURE NO.
 4

SCALE
 NONE

DATE
 JUNE 2025





PROPOSED ONE-WAY WESTBOUND VOLUMES (2025) - AM PEAK (PM PEAK)

MJ2186.02 - GRANT AVENUE TRAFFIC STUDY
 GLENS FALLS, NEW YORK

FIGURE NO.
 5

SCALE
 NONE

DATE
 JUNE 2025



**Appendix D **

Synchro Reports

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	24	15	31	22	2	4	16	3	5	6	0
Future Vol, veh/h	1	24	15	31	22	2	4	16	3	5	6	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	7	3	0	0	0	0	0	0	0	0
Mvmt Flow	2	48	30	62	44	4	8	32	6	10	12	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.9	7.5	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	3%	56%	45%
Vol Thru, %	70%	60%	40%	55%
Vol Right, %	13%	38%	4%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	40	55	11
LT Vol	4	1	31	5
Through Vol	16	24	22	6
RT Vol	3	15	2	0
Lane Flow Rate	46	80	110	22
Geometry Grp	1	1	1	1
Degree of Util (X)	0.054	0.086	0.129	0.027
Departure Headway (Hd)	4.201	3.883	4.222	4.456
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	839	913	844	808
Service Time	2.295	1.949	2.275	2.456
HCM Lane V/C Ratio	0.055	0.088	0.13	0.027
HCM Control Delay	7.5	7.3	7.9	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.4	0.1

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	1	5	22	29	19
Future Vol, veh/h	18	1	5	22	29	19
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	41	41	41	41	41	41
Heavy Vehicles, %	6	0	0	0	0	0
Mvmt Flow	44	2	12	54	71	46

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	46	0	123
Stage 1	-	-	-	-	45
Stage 2	-	-	-	-	78
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1575	-	877
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	950
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1575	-	870
Mov Cap-2 Maneuver	-	-	-	-	870
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	942

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	927	-	-	1575	-
HCM Lane V/C Ratio	0.126	-	-	0.008	-
HCM Control Delay (s)	9.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	13	161	6	13	215
Future Vol, veh/h	38	13	161	6	13	215
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	8	1
Mvmt Flow	46	16	194	7	16	259
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	489	198	0	0	201	0
Stage 1	198	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.18	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.272	-
Pot Cap-1 Maneuver	542	848	-	-	1336	-
Stage 1	840	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	534	848	-	-	1336	-
Mov Cap-2 Maneuver	534	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.8	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		590	1336	
HCM Lane V/C Ratio	-	-		0.104	0.012	
HCM Control Delay (s)	-	-		11.8	7.7	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		0.3	0	

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	52	2	66	25	10	0	134	73	48	190	16
Future Vol, veh/h	23	52	2	66	25	10	0	134	73	48	190	16
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	2	0	0	0	2	3	0	1	0
Mvmt Flow	29	66	3	84	32	13	0	170	92	61	241	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	10	10.4	11.6
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	65%	19%
Vol Thru, %	65%	68%	25%	75%
Vol Right, %	35%	3%	10%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	77	101	254
LT Vol	0	23	66	48
Through Vol	134	52	25	190
RT Vol	73	2	10	16
Lane Flow Rate	262	97	128	322
Geometry Grp	1	1	1	1
Degree of Util (X)	0.351	0.152	0.2	0.431
Departure Headway (Hd)	4.827	5.618	5.619	4.925
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	749	640	641	736
Service Time	2.827	3.637	3.636	2.925
HCM Lane V/C Ratio	0.35	0.152	0.2	0.438
HCM Control Delay	10.4	9.6	10	11.6
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.6	0.5	0.7	2.2

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	167	8	25	96	4	31
Future Vol, veh/h	167	8	25	96	4	31
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	64	64	64	64	64	64
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	261	13	39	150	6	48
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	274	0	496	268
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1301	-	537	776
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	519	776
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	788	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		10.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	734	-	-	1301	-	
HCM Lane V/C Ratio	0.075	-	-	0.03	-	
HCM Control Delay (s)	10.3	-	-	7.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	161	111	12	1	5
Future Vol, veh/h	34	161	111	12	1	5
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	61	61	61	61	61	61
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	56	264	182	20	2	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	202	0	-	0	568	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1382	-	-	-	488	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1382	-	-	-	465	855
Mov Cap-2 Maneuver	-	-	-	-	465	-
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	699	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.3	0		9.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1382	-	-	-	750	
HCM Lane V/C Ratio	0.04	-	-	-	0.013	
HCM Control Delay (s)	7.7	0	-	-	9.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0	

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	84	78	127	87	1	34	17	44	3	47	5
Future Vol, veh/h	5	84	78	127	87	1	34	17	44	3	47	5
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	0	1	1	1	2	0	0	0	0	0	4	0
Mvmt Flow	8	131	122	198	136	2	53	27	69	5	73	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	12.5	9.9	9.5
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	3%	59%	5%
Vol Thru, %	18%	50%	40%	85%
Vol Right, %	46%	47%	0%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	167	215	55
LT Vol	34	5	127	3
Through Vol	17	84	87	47
RT Vol	44	78	1	5
Lane Flow Rate	148	261	336	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.22	0.345	0.471	0.134
Departure Headway (Hd)	5.325	4.765	5.05	5.602
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	674	757	716	639
Service Time	3.358	2.774	3.057	3.639
HCM Lane V/C Ratio	0.22	0.345	0.469	0.135
HCM Control Delay	9.9	10.3	12.5	9.5
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.8	1.5	2.5	0.5

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	28	3	10	33	3	16	29	8	2	15	3
Future Vol, veh/h	3	28	3	10	33	3	16	29	8	2	15	3
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	20	0
Mvmt Flow	5	50	5	18	59	5	29	52	14	4	27	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.7	7.7	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	9%	22%	10%
Vol Thru, %	55%	82%	72%	75%
Vol Right, %	15%	9%	7%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	34	46	20
LT Vol	16	3	10	2
Through Vol	29	28	33	15
RT Vol	8	3	3	3
Lane Flow Rate	95	61	82	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.109	0.07	0.095	0.041
Departure Headway (Hd)	4.144	4.155	4.178	4.151
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	854	850	847	848
Service Time	2.226	2.241	2.258	2.248
HCM Lane V/C Ratio	0.111	0.072	0.097	0.042
HCM Control Delay	7.7	7.6	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.3	0.1

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	8	4	50	16	20
Future Vol, veh/h	16	8	4	50	16	20
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	44	44	44	44	44	44
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	18	9	114	36	45
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	54	0	177	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1564	-	817	1031
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	899	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1564	-	812	1031
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	894	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		9.3	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	921	-	-	1564	-	
HCM Lane V/C Ratio	0.089	-	-	0.006	-	
HCM Control Delay (s)	9.3	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	12	236	8	9	271
Future Vol, veh/h	49	12	236	8	9	271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	2	0	1
Mvmt Flow	67	16	323	11	12	371
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	724	329	0	0	334	0
Stage 1	329	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	396	717	-	-	1237	-
Stage 1	734	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	391	717	-	-	1237	-
Mov Cap-2 Maneuver	391	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.4	0		0.3		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	429	1237	-	
HCM Lane V/C Ratio	-	-	0.195	0.01	-	
HCM Control Delay (s)	-	-	15.4	7.9	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0	-	

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	12	2	64	34	27	4	197	50	25	246	45
Future Vol, veh/h	19	12	2	64	34	27	4	197	50	25	246	45
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	5	0	0	0	0	4	0	2	0	4	1	0
Mvmt Flow	24	15	3	80	43	34	5	246	63	31	308	56
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	10.5	11.5	13.3
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	58%	51%	8%
Vol Thru, %	78%	36%	27%	78%
Vol Right, %	20%	6%	22%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	33	125	316
LT Vol	4	19	64	25
Through Vol	197	12	34	246
RT Vol	50	2	27	45
Lane Flow Rate	314	41	156	395
Geometry Grp	1	1	1	1
Degree of Util (X)	0.428	0.07	0.246	0.529
Departure Headway (Hd)	4.912	6.124	5.677	4.928
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	737	586	634	735
Service Time	2.912	4.147	3.694	2.928
HCM Lane V/C Ratio	0.426	0.07	0.246	0.537
HCM Control Delay	11.5	9.6	10.5	13.3
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	2.2	0.2	1	3.1

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	7	14	91	32	24
Future Vol, veh/h	78	7	14	91	32	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	14	0	0	3	4
Mvmt Flow	93	8	17	108	38	29
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	101	0	239	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	142	-
Critical Hdwy	-	-	4.1	-	6.43	6.24
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.336
Pot Cap-1 Maneuver	-	-	1504	-	747	954
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	883	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	738	954
Mov Cap-2 Maneuver	-	-	-	-	738	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	872	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1		9.8	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	817	-	-	1504	-	
HCM Lane V/C Ratio	0.082	-	-	0.011	-	
HCM Control Delay (s)	9.8	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	89	97	12	2	5
Future Vol, veh/h	17	89	97	12	2	5
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	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	20	105	114	14	2	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	128	0	-	0	266	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1470	-	-	-	727	936
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1470	-	-	-	717	936
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	887	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		9.2		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1470	-	-	-	861	
HCM Lane V/C Ratio	0.014	-	-	-	0.01	
HCM Control Delay (s)	7.5	0	-	-	9.2	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	72	15	35	89	11	25	35	39	5	20	2
Future Vol, veh/h	7	72	15	35	89	11	25	35	39	5	20	2
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	7	3	0	0	0	0	3	0	20	0
Mvmt Flow	10	99	21	48	122	15	34	48	53	7	27	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.9	8.4	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	7%	26%	19%
Vol Thru, %	35%	77%	66%	74%
Vol Right, %	39%	16%	8%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	94	135	27
LT Vol	25	7	35	5
Through Vol	35	72	89	20
RT Vol	39	15	11	2
Lane Flow Rate	136	129	185	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.169	0.158	0.231	0.049
Departure Headway (Hd)	4.476	4.43	4.499	4.774
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	810	799	750
Service Time	2.501	2.456	2.524	2.805
HCM Lane V/C Ratio	0.17	0.159	0.232	0.049
HCM Control Delay	8.4	8.3	8.9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.6	0.9	0.2

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	24	41	31	22	2	103	16	3	5	6	5
Future Vol, veh/h	1	24	41	31	22	2	103	16	3	5	6	5
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	7	3	0	0	0	0	0	0	0	0
Mvmt Flow	2	48	82	62	44	4	206	32	6	10	12	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.7	9.8	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	84%	2%	56%	31%
Vol Thru, %	13%	36%	40%	38%
Vol Right, %	2%	62%	4%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	66	55	16
LT Vol	103	1	31	5
Through Vol	16	24	22	6
RT Vol	3	41	2	5
Lane Flow Rate	244	132	110	32
Geometry Grp	1	1	1	1
Degree of Util (X)	0.315	0.159	0.148	0.041
Departure Headway (Hd)	4.649	4.334	4.858	4.629
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	773	826	738	771
Service Time	2.681	2.364	2.891	2.671
HCM Lane V/C Ratio	0.316	0.16	0.149	0.042
HCM Control Delay	9.8	8.2	8.7	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.4	0.6	0.5	0.1

Intersection						
Int Delay, s/veh	6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	1	75	56	29	19
Future Vol, veh/h	18	1	75	56	29	19
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	41	41	41	41	41	41
Heavy Vehicles, %	6	0	0	0	0	0
Mvmt Flow	44	2	183	137	71	46
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	46	0	548	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	503	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1575	-	501	1031
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	612	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1575	-	438	1031
Mov Cap-2 Maneuver	-	-	-	-	438	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	535	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4.3		13		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	567	-	-	1575	-	
HCM Lane V/C Ratio	0.206	-	-	0.116	-	
HCM Control Delay (s)	13	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.8	-	-	0.4	-	

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	13	161	6	13	215
Future Vol, veh/h	72	13	161	6	13	215
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	8	1
Mvmt Flow	87	16	194	7	16	259
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	489	198	0	0	201	0
Stage 1	198	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.18	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.272	-
Pot Cap-1 Maneuver	542	848	-	-	1336	-
Stage 1	840	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	534	848	-	-	1336	-
Mov Cap-2 Maneuver	534	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.8	0	0.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	566	1336	-	
HCM Lane V/C Ratio	-	-	0.181	0.012	-	
HCM Control Delay (s)	-	-	12.8	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0	-	

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	52	2	91	35	14	0	134	73	54	215	19
Future Vol, veh/h	23	52	2	91	35	14	0	134	73	54	215	19
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	2	0	0	0	2	3	0	1	0
Mvmt Flow	29	66	3	115	44	18	0	170	92	68	272	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.1	11.1	11.1	13.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	65%	19%
Vol Thru, %	65%	68%	25%	75%
Vol Right, %	35%	3%	10%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	77	140	288
LT Vol	0	23	91	54
Through Vol	134	52	35	215
RT Vol	73	2	14	19
Lane Flow Rate	262	97	177	365
Geometry Grp	1	1	1	1
Degree of Util (X)	0.369	0.16	0.285	0.516
Departure Headway (Hd)	5.076	5.9	5.79	5.099
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	606	620	707
Service Time	3.113	3.948	3.833	3.134
HCM Lane V/C Ratio	0.371	0.16	0.285	0.516
HCM Control Delay	11.1	10.1	11.1	13.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.7	0.6	1.2	3

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	172	9	0	0	4	31
Future Vol, veh/h	172	9	0	0	4	31
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	64	64	64	64	64	64
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	269	14	0	0	6	48
Major/Minor	Major1		Minor1			
Conflicting Flow All	0	0			276	276
Stage 1	-	-			276	-
Stage 2	-	-			0	-
Critical Hdwy	-	-			6.4	6.2
Critical Hdwy Stg 1	-	-			5.4	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	-	-			3.5	3.3
Pot Cap-1 Maneuver	-	-			718	768
Stage 1	-	-			775	-
Stage 2	-	-			-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-			718	768
Mov Cap-2 Maneuver	-	-			718	-
Stage 1	-	-			775	-
Stage 2	-	-			-	-
Approach	EB		NB			
HCM Control Delay, s	0		10.1			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR			
Capacity (veh/h)	762	-	-			
HCM Lane V/C Ratio	0.072	-	-			
HCM Control Delay (s)	10.1	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.2	-	-			

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	166	0	0	76	0
Future Vol, veh/h	34	166	0	0	76	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	56	272	0	0	125	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			384	-
Stage 1	-	-			0	-
Stage 2	-	-			384	-
Critical Hdwy	4.1	-			6.4	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.4	-
Follow-up Hdwy	2.2	-			3.5	-
Pot Cap-1 Maneuver	-	-			623	0
Stage 1	-	-			-	0
Stage 2	-	-			693	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			623	-
Mov Cap-2 Maneuver	-	-			623	-
Stage 1	-	-			-	-
Stage 2	-	-			693	-
Approach	EB			SB		
HCM Control Delay, s				12.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	623			
HCM Lane V/C Ratio	-	-	0.2			
HCM Control Delay (s)	-	-	12.2			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.7			

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	124	118	149	0	66	0	51	44	3	47	0
Future Vol, veh/h	5	124	118	149	0	66	0	51	44	3	47	0
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	0	1	1	1	2	0	0	0	0	0	4	0
Mvmt Flow	8	194	184	233	0	103	0	80	69	5	73	0
Number of Lanes	0	1	0	1	0	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.6	12.5	10.2	9.9
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	2%	69%	6%
Vol Thru, %	54%	50%	0%	94%
Vol Right, %	46%	48%	31%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	247	215	50
LT Vol	0	5	149	3
Through Vol	51	124	0	47
RT Vol	44	118	66	0
Lane Flow Rate	148	386	336	78
Geometry Grp	1	1	1	1
Degree of Util (X)	0.228	0.511	0.47	0.129
Departure Headway (Hd)	5.522	4.771	5.037	5.958
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	649	760	716	600
Service Time	3.566	2.771	3.07	4.009
HCM Lane V/C Ratio	0.228	0.508	0.469	0.13
HCM Control Delay	10.2	12.6	12.5	9.9
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	0.9	2.9	2.5	0.4

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	28	3	10	33	3	108	29	8	2	15	2
Future Vol, veh/h	3	28	3	10	33	3	108	29	8	2	15	2
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	7	3	0	0	0	0	0	0	0	0
Mvmt Flow	6	56	6	20	66	6	216	58	16	4	30	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.5	9.9	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	74%	9%	22%	11%
Vol Thru, %	20%	82%	72%	79%
Vol Right, %	6%	9%	7%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	34	46	19
LT Vol	108	3	10	2
Through Vol	29	28	33	15
RT Vol	8	3	3	2
Lane Flow Rate	290	68	92	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.358	0.09	0.123	0.048
Departure Headway (Hd)	4.448	4.745	4.804	4.57
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	809	755	746	783
Service Time	2.471	2.775	2.832	2.603
HCM Lane V/C Ratio	0.358	0.09	0.123	0.049
HCM Control Delay	9.9	8.2	8.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.6	0.3	0.4	0.2

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	8	67	81	16	20
Future Vol, veh/h	16	8	67	81	16	20
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	41	41	41	41	41	41
Heavy Vehicles, %	6	0	0	0	0	0
Mvmt Flow	39	20	163	198	39	49
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	59	0	573	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	524	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1558	-	484	1025
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1558	-	427	1025
Mov Cap-2 Maneuver	-	-	-	-	427	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	527	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.4		11.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	632	-	-	1558	-	
HCM Lane V/C Ratio	0.139	-	-	0.105	-	
HCM Control Delay (s)	11.6	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0.4	-	

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	80	12	236	8	9	271
Future Vol, veh/h	80	12	236	8	9	271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	8	1
Mvmt Flow	96	14	284	10	11	327
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	638	289	0	0	294	0
Stage 1	289	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.18	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.272	-
Pot Cap-1 Maneuver	444	755	-	-	1234	-
Stage 1	765	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	439	755	-	-	1234	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.2	0		0.3		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	464	1234	-	
HCM Lane V/C Ratio	-	-	0.239	0.009	-	
HCM Control Delay (s)	-	-	15.2	7.9	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.9	0	-	

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	12	2	64	34	27	4	197	50	28	269	50
Future Vol, veh/h	19	12	2	64	34	27	4	197	50	28	269	50
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	2	0	0	0	2	3	0	1	0
Mvmt Flow	24	15	3	81	43	34	5	249	63	35	341	63
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	10.9	11.9	14.9
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	58%	51%	8%
Vol Thru, %	78%	36%	27%	78%
Vol Right, %	20%	6%	22%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	33	125	347
LT Vol	4	19	64	28
Through Vol	197	12	34	269
RT Vol	50	2	27	50
Lane Flow Rate	318	42	158	439
Geometry Grp	1	1	1	1
Degree of Util (X)	0.439	0.072	0.256	0.597
Departure Headway (Hd)	4.974	6.172	5.825	4.895
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	579	616	742
Service Time	3.006	4.223	3.867	2.895
HCM Lane V/C Ratio	0.439	0.073	0.256	0.592
HCM Control Delay	11.9	9.7	10.9	14.9
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	2.2	0.2	1	4

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	8	0	0	32	24
Future Vol, veh/h	80	8	0	0	32	24
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	64	64	64	64	64	64
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	125	13	0	0	50	38

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	132	132
Stage 1	-	-	132	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	867	923
Stage 1	-	-	899	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	867	923
Mov Cap-2 Maneuver	-	-	867	-
Stage 1	-	-	899	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	9.5
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	890	-	-
HCM Lane V/C Ratio	0.098	-	-
HCM Control Delay (s)	9.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	91	0	0	70	0
Future Vol, veh/h	17	91	0	0	70	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	28	149	0	0	115	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			205	-
Stage 1	-	-			0	-
Stage 2	-	-			205	-
Critical Hdwy	4.1	-			6.4	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.4	-
Follow-up Hdwy	2.2	-			3.5	-
Pot Cap-1 Maneuver	-	-			788	0
Stage 1	-	-			-	0
Stage 2	-	-			834	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			788	-
Mov Cap-2 Maneuver	-	-			788	-
Stage 1	-	-			-	-
Stage 2	-	-			834	-
Approach	EB			SB		
HCM Control Delay, s				10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	788			
HCM Lane V/C Ratio	-	-	0.146			
HCM Control Delay (s)	-	-	10.3			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.5			

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	125	32	57	0	79	0	60	39	5	47	0
Future Vol, veh/h	7	125	32	57	0	79	0	60	39	5	47	0
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	0	1	1	1	2	0	0	0	0	0	4	0
Mvmt Flow	11	195	50	89	0	123	0	94	61	8	73	0
Number of Lanes	0	1	0	1	0	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.3	9.2	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	4%	42%	10%
Vol Thru, %	61%	76%	0%	90%
Vol Right, %	39%	20%	58%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	164	136	52
LT Vol	0	7	57	5
Through Vol	60	125	0	47
RT Vol	39	32	79	0
Lane Flow Rate	155	256	212	81
Geometry Grp	1	1	1	1
Degree of Util (X)	0.208	0.329	0.268	0.117
Departure Headway (Hd)	4.837	4.62	4.538	5.193
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	736	774	786	684
Service Time	2.908	2.678	2.599	3.274
HCM Lane V/C Ratio	0.211	0.331	0.27	0.118
HCM Control Delay	9.2	10	9.3	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1.4	1.1	0.4

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	24	41	31	22	2	4	16	3	5	6	0
Future Vol, veh/h	1	24	41	31	22	2	4	16	3	5	6	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	7	3	0	0	0	0	0	0	0	0
Mvmt Flow	2	48	82	62	44	4	8	32	6	10	12	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	8	7.7	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	2%	56%	45%
Vol Thru, %	70%	36%	40%	55%
Vol Right, %	13%	62%	4%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	66	55	11
LT Vol	4	1	31	5
Through Vol	16	24	22	6
RT Vol	3	41	2	0
Lane Flow Rate	46	132	110	22
Geometry Grp	1	1	1	1
Degree of Util (X)	0.056	0.137	0.13	0.028
Departure Headway (Hd)	4.393	3.733	4.262	4.556
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	820	948	834	790
Service Time	2.394	1.806	2.325	2.556
HCM Lane V/C Ratio	0.056	0.139	0.132	0.028
HCM Control Delay	7.7	7.4	8	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0.4	0.1

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	14	5	22	29	19
Future Vol, veh/h	18	14	5	22	29	19
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	41	41	41	41	41	41
Heavy Vehicles, %	6	0	0	0	0	0
Mvmt Flow	44	34	12	54	71	46
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	78	0	139	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	78	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1533	-	859	1010
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1533	-	852	1010
Mov Cap-2 Maneuver	-	-	-	-	852	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	942	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1.4		9.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	908	-	-	1533	-	
HCM Lane V/C Ratio	0.129	-	-	0.008	-	
HCM Control Delay (s)	9.6	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	13	167	45	13	215
Future Vol, veh/h	38	13	167	45	13	215
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	8	1
Mvmt Flow	46	16	201	54	16	259
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	519	228	0	0	255	0
Stage 1	228	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.18	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.272	-
Pot Cap-1 Maneuver	521	816	-	-	1276	-
Stage 1	815	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	513	816	-	-	1276	-
Mov Cap-2 Maneuver	513	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.1	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		567	1276	
HCM Lane V/C Ratio	-	-		0.108	0.012	
HCM Control Delay (s)	-	-		12.1	7.9	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		0.4	0	

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	62	65	2	106	40	16	0	134	73	48	190	16
Future Vol, veh/h	62	65	2	106	40	16	0	134	73	48	190	16
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	2	0	0	0	2	3	0	1	0
Mvmt Flow	78	82	3	134	51	20	0	170	92	61	241	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.3	12	11.8	13.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	48%	65%	19%
Vol Thru, %	65%	50%	25%	75%
Vol Right, %	35%	2%	10%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	129	162	254
LT Vol	0	62	106	48
Through Vol	134	65	40	190
RT Vol	73	2	16	16
Lane Flow Rate	262	163	205	322
Geometry Grp	1	1	1	1
Degree of Util (X)	0.39	0.271	0.336	0.485
Departure Headway (Hd)	5.359	5.972	5.903	5.431
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	668	598	607	659
Service Time	3.421	4.042	3.97	3.489
HCM Lane V/C Ratio	0.392	0.273	0.338	0.489
HCM Control Delay	11.8	11.3	12	13.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.9	1.1	1.5	2.7

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	162	36	126	35	0
Future Vol, veh/h	0	162	36	126	35	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	0	253	56	197	55	0
Major/Minor		Major2		Minor1		
Conflicting Flow All			0	0	309	-
Stage 1			-	-	0	-
Stage 2			-	-	309	-
Critical Hdwy			4.1	-	6.4	-
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	5.4	-
Follow-up Hdwy			2.2	-	3.5	-
Pot Cap-1 Maneuver			-	-	687	0
Stage 1			-	-	-	0
Stage 2			-	-	749	0
Platoon blocked, %			-			
Mov Cap-1 Maneuver			-	-	687	-
Mov Cap-2 Maneuver			-	-	687	-
Stage 1			-	-	-	-
Stage 2			-	-	749	-
Approach			WB		NB	
HCM Control Delay, s			10.7			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	WBL	WBT			
Capacity (veh/h)	687	-	-			
HCM Lane V/C Ratio	0.08	-	-			
HCM Control Delay (s)	10.7	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.3	-	-			

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	137	12	0	20
Future Vol, veh/h	0	0	137	12	0	20
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, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	0	0	225	20	0	33
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	-	235	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Critical Hdwy		-	-	-	6.2	
Critical Hdwy Stg 1		-	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		-	-	-	3.3	
Pot Cap-1 Maneuver		-	-	0	809	
Stage 1		-	-	0	-	
Stage 2		-	-	0	-	
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver		-	-	-	809	
Mov Cap-2 Maneuver		-	-	-	-	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Approach		WB		SB		
HCM Control Delay, s		0		9.6		
HCM LOS				A		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	809			
HCM Lane V/C Ratio	-	-	0.041			
HCM Control Delay (s)	-	-	9.6			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	127	87	1	34	17	44	3	47	31
Future Vol, veh/h	0	0	0	127	87	1	34	17	44	3	47	31
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	0	1	1	1	2	0	0	0	0	0	4	0
Mvmt Flow	0	0	0	198	136	2	53	27	69	5	73	48
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	11.3	8.8	8.7
HCM LOS	B	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	36%	59%	4%
Vol Thru, %	18%	40%	58%
Vol Right, %	46%	0%	38%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	95	215	81
LT Vol	34	127	3
Through Vol	17	87	47
RT Vol	44	1	31
Lane Flow Rate	148	336	127
Geometry Grp	1	1	1
Degree of Util (X)	0.193	0.436	0.165
Departure Headway (Hd)	4.676	4.668	4.687
Convergence, Y/N	Yes	Yes	Yes
Cap	764	769	763
Service Time	2.72	2.711	2.732
HCM Lane V/C Ratio	0.194	0.437	0.166
HCM Control Delay	8.8	11.3	8.7
HCM Lane LOS	A	B	A
HCM 95th-tile Q	0.7	2.2	0.6

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	28	9	10	33	3	16	29	8	2	15	3
Future Vol, veh/h	3	28	9	10	33	3	16	29	8	2	15	3
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	7	3	0	0	0	0	0	0	0	0
Mvmt Flow	6	56	18	20	66	6	32	58	16	4	30	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.9	7.9	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	7%	22%	10%
Vol Thru, %	55%	70%	72%	75%
Vol Right, %	15%	23%	7%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	40	46	20
LT Vol	16	3	10	2
Through Vol	29	28	33	15
RT Vol	8	9	3	3
Lane Flow Rate	106	80	92	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.127	0.094	0.112	0.048
Departure Headway (Hd)	4.299	4.21	4.38	4.33
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	836	854	823	829
Service Time	2.311	2.221	2.38	2.345
HCM Lane V/C Ratio	0.127	0.094	0.112	0.048
HCM Control Delay	7.9	7.7	7.9	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.4	0.2

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	11	4	50	16	20
Future Vol, veh/h	22	11	4	50	16	20
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	41	41	41	41	41	41
Heavy Vehicles, %	6	0	0	0	0	0
Mvmt Flow	54	27	10	122	39	49
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	81	0	210	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	142	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1529	-	783	1001
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	778	1001
Mov Cap-2 Maneuver	-	-	-	-	778	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	884	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.5		9.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	888	-	-	1529	-	
HCM Lane V/C Ratio	0.099	-	-	0.006	-	
HCM Control Delay (s)	9.5	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	12	243	17	9	271
Future Vol, veh/h	49	12	243	17	9	271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	8	1
Mvmt Flow	59	14	293	20	11	327
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	652	303	0	0	313	0
Stage 1	303	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.18	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.272	-
Pot Cap-1 Maneuver	436	741	-	-	1214	-
Stage 1	754	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	431	741	-	-	1214	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.1	0		0.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		470	1214	
HCM Lane V/C Ratio	-	-		0.156	0.009	
HCM Control Delay (s)	-	-		14.1	8	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		0.6	0	

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	15	2	80	45	34	4	197	50	25	246	45
Future Vol, veh/h	28	15	2	80	45	34	4	197	50	25	246	45
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	2	0	0	0	2	3	0	1	0
Mvmt Flow	35	19	3	101	57	43	5	249	63	32	311	57
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	11.7	12.4	14.5
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	62%	50%	8%
Vol Thru, %	78%	33%	28%	78%
Vol Right, %	20%	4%	21%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	45	159	316
LT Vol	4	28	80	25
Through Vol	197	15	45	246
RT Vol	50	2	34	45
Lane Flow Rate	318	57	201	400
Geometry Grp	1	1	1	1
Degree of Util (X)	0.454	0.099	0.326	0.564
Departure Headway (Hd)	5.144	6.251	5.827	5.079
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	699	571	616	708
Service Time	3.185	4.315	3.876	3.117
HCM Lane V/C Ratio	0.455	0.1	0.326	0.565
HCM Control Delay	12.4	10	11.7	14.5
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	2.4	0.3	1.4	3.6

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	82	16	99	56	0
Future Vol, veh/h	0	82	16	99	56	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	0	128	25	155	88	0
Major/Minor		Major2		Minor1		
Conflicting Flow All		0		0	205	-
Stage 1		-		-	0	-
Stage 2		-		-	205	-
Critical Hdwy		4.1		-	6.4	-
Critical Hdwy Stg 1		-		-	-	-
Critical Hdwy Stg 2		-		-	5.4	-
Follow-up Hdwy		2.2		-	3.5	-
Pot Cap-1 Maneuver		-		-	788	0
Stage 1		-		-	-	0
Stage 2		-		-	834	0
Platoon blocked, %		-		-	-	-
Mov Cap-1 Maneuver		-		-	788	-
Mov Cap-2 Maneuver		-		-	788	-
Stage 1		-		-	-	-
Stage 2		-		-	834	-
Approach		WB		NB		
HCM Control Delay, s				10.1		
HCM LOS				B		
Minor Lane/Major Mvmt	NBLn1	WBL	WBT			
Capacity (veh/h)	788	-	-			
HCM Lane V/C Ratio	0.111	-	-			
HCM Control Delay (s)	10.1	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	103	12	0	9
Future Vol, veh/h	0	0	103	12	0	9
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, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	0	0	169	20	0	15
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	-	179	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Critical Hdwy		-	-	-	6.2	
Critical Hdwy Stg 1		-	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		-	-	-	3.3	
Pot Cap-1 Maneuver		-	-	0	869	
Stage 1		-	-	0	-	
Stage 2		-	-	0	-	
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver		-	-	-	869	
Mov Cap-2 Maneuver		-	-	-	-	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Approach		WB		SB		
HCM Control Delay, s		0		9.2		
HCM LOS				A		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	869			
HCM Lane V/C Ratio	-	-	0.017			
HCM Control Delay (s)	-	-	9.2			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	35	89	11	25	35	39	5	20	8
Future Vol, veh/h	0	0	0	35	89	11	25	35	39	5	20	8
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	0	1	1	1	2	0	0	0	0	0	4	0
Mvmt Flow	0	0	0	55	139	17	39	55	61	8	31	13
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.9	8.2	7.8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	25%	26%	15%
Vol Thru, %	35%	66%	61%
Vol Right, %	39%	8%	24%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	99	135	33
LT Vol	25	35	5
Through Vol	35	89	20
RT Vol	39	11	8
Lane Flow Rate	155	211	52
Geometry Grp	1	1	1
Degree of Util (X)	0.183	0.257	0.064
Departure Headway (Hd)	4.263	4.378	4.443
Convergence, Y/N	Yes	Yes	Yes
Cap	843	823	807
Service Time	2.28	2.394	2.463
HCM Lane V/C Ratio	0.184	0.256	0.064
HCM Control Delay	8.2	8.9	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	1	0.2