

TRAFFIC STUDY FOR
294 MAIN STREET
NYACK, NY

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INTRODUCTION

The proposed 25-unit development known as 294 Main Street LLC is proposed to be constructed on a 0.25-acre parcel of property, designated on the Village of Nyack tax maps as Section 65.36-2-26.1 & 26.2 located in the northeast corner of Route 9W/Route 59/Main Street intersection. **Figure 1** shows the project location.

The project consists of 3 studio and 22 one-bedroom apartments. The property is currently zoned DMU-2. The one-way access into the site will be from Main Street at the east end of the building. There is a driveway on Main Street that will permit right turns in and right turns out. The project will provide 22 parking spaces. The design of the building is such that the sidewalk area in front of the building. This is in following with the Village's actions to improve pedestrian safety.

We have based this traffic analysis on the site plan prepared by S & Co Architecture + Design. For traffic analysis purposes, the future build out year of development is 2029.

The purpose of this study is to determine the potential traffic impact of the proposed residential development on the adjacent roadway network and, where necessary, make recommendations for roadway improvements necessary to serve the existing and future traffic volumes.

EXISTING ROADWAY NETWORK

As previously noted, the proposed mixed-use development would be located on the southeast corner of the Main Street/Route 59/Route 9W intersection. A description of the local roadway system is provided below.

- **Route 9W** is under the control of New York State. Near the site, the roadway straight and slopes downhill to the north. The grade of Route (W changes from elevation 216 adjacent to Depew Avenue to elevation 200 at the intersection of Route 59/Main Street. Crossing over Route 59/Main Street, Route 9W continue straight and the elevation changes from 200 to 187 at Catherine Street and then rises to elevation 194 at High Avenue. In the immediate area of the site, Route 9W is one lane northbound, widening out to an exclusive left-turn lane and a combination through/right-turn lane. The Route 9W southbound approach is also two-lanes with an exclusive left-turn lane and a combination through/right-turn lane. The westbound Main Street approach also has an exclusive left-turn lane and a combination through/right-turn lane, as does the Route 59 eastbound approach. The intersection is controlled by traffic signal.



PROJECT
LOCATION

PROJECT LOCATION
FIGURE 1

- **Main Street** is an extension of State Route 59 under the control of the Village of Nyack. Near the site, the roadway is straight and slopes downhill west to east. The roadway originates to the east at the intersection of Route 59/Route 9W in Nyack continues east to Broadway. There are several signalized intersections along Main Street. In the immediate area of the site, Main Street consists of one lane in each direction with parking permitted on both sides of the road in certain areas. The intersection of North Midland Avenue and Main Street is signalized with an exclusive eastbound left-turn. Land uses located along Main Street are mixed. There is a combination of residential homes interspersed among retail development mostly one or two stories high. The posted speed limit is 25 mph.

- **North Midland Avenue** is a local collector street that begins at Route 9W to the north and continues south to Cedar Hill Avenue. In the immediate area of the site, North Midland Avenue consists of one lane in each direction with parking permitted on both sides of the road in certain areas. On the west side of the street in front of the development, 30-minute parking is permitted. The intersection of North Midland Avenue and Main Street is signalized. Land uses located along Main Street are mixed. There is a combination of residential homes interspersed among retail development mostly one or two stories high. Nyack Hospital is located approximately one-quarter mile north of this intersection. The posted speed limit is 25 mph and is enforced by police presence.

- **Catherine Street** is a local roadway under the jurisdiction of the Village of Nyack. The road begins at its western terminus at State Route 9W and continues east connecting to Main Street north of Franklin Street. Development along this street is predominately residential with some commercial development located near North Midland Avenue and Main Street. The posted speed limit is 25 mph.

- **High Avenue** is a local roadway under the jurisdiction of the Village of Nyack. The road begins at its southern terminus at the NYS Thruway Exit 10 Ramp and continues east to the Hudson River. There are single-family homes with some commercial development near the proposed project. The

intersections of High Avenue/Route 9W and High Avenue/North Midland Avenue are controlled by traffic signals. The posted speed limit is 25 mph.

EXISTING TRAFFIC CONDITIONS

Manual Traffic Counts

In order to properly assess the impacts of the proposed project, manual turning movement counts were taken during the morning and evening peak hours. For the morning peak period, counts were taken between 7:00 and 9:00 am. For the evening peak period, counts were taken between 4:00 pm and 6:00 pm. The manual counts were conducted on Tuesday, May 19, 2026 at the following intersections:

- Main Street/North Midland Avenue - signalized
- North Midland Avenue /Catherine Street – unsignalized
- North Midland Avenue /High Avenue– signalized
- Route 59/Route 9W - signalized
- Route 59/High Avenue- signalized
- Route 9W/Catherine Street/Bank Driveway – unsignalized

The traffic counts were conducted in 15-minute intervals. The counts were classified by cars and trucks, and buses. Summaries of the manual counts are provided in Appendix C.

The balanced traffic volumes are shown in **Figures 2 and 3** for morning and evening peak hours, respectively.

Capacity Analysis

The Synchro 12 software (standard Highway Capacity Manual) was used to calculate the Level of Service for each intersection. The traffic analysis is performed by calculating the capacity of the facility (e.g., intersection approach roadway) to process traffic. In general, the capacity of a facility is defined as the maximum number of vehicles or pedestrians that can reasonably be expected to traverse a point or section of roadway during a given time period under prevailing roadway, traffic, and control conditions. Therefore, capacity analyses are a set of procedures used to estimate the traffic carrying capabilities of facilities over a range of defined operational conditions. They provide tools for the analysis and improvement of existing facilities and for the planning and design of future facilities.

Signalized Intersections

The operation of signalized intersections in the Study Area was analyzed by applying the Percentile Delay Methodology included in the Synchro 12 traffic signal software (latest version approved by NYSDOT).

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

LOS A describes operation with a control delay of 10 seconds per vehicle or less and volume-to capacity ratio no greater than 1.0. This level is typically assigned when the volume-to capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operation with a control delay between 10 and 20 seconds per vehicle or less and volume-to capacity ratio no greater than 1.0. This level is typically assigned when the volume-to capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. More vehicles will stop than with LOS A.

LOS C describes operation with a control delay between 20 and 35 seconds per vehicle or less and volume-to capacity ratio no greater than 1.0. This level is typically assigned when the volume-to capacity ratio is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operation with a control delay between 35 and 55 seconds per vehicle or less and volume-to capacity ratio no greater than 1.0. This level is typically assigned when the volume-to capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operation with a control delay between 55 and 80 seconds per vehicle or less and volume-to capacity ratio no greater than 1.0. This level is typically assigned when the volume-to capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes an operation with a control delay is greater than 80 seconds per vehicle or less and volume-to capacity ratio greater than 1.0. This level is typically assigned when the volume-to capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

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

The control delay criteria for the range of service levels for signalized intersections are shown in **Table 1**.

Control Delay Per Vehicle	Level of Service (LOS)	
	v/c ratio ≤ 1.0	v/c ratio ≥ 1.0
≤ 10.0 Seconds	A	F
>10.0 and 20.0 seconds	B	F
>20.0 and 35.0 seconds	C	F
>35.0 and 55.0 seconds	D	F
>55.0 and 80.0 seconds	E	F
>80.0 seconds	F	F
Source: Transportation Research Board <i>Highway Capacity Manual</i> 2016 (HCM6)		
Note: (1) for approach- based and intersection wide assessments, LOS is defined solely by control delay.		

Unsignalized Intersections

LOS for a two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns at TWSC intersections and for all movements at AWSC intersections. LOS is not defined for the intersection as a whole for TWSC and AWSC intersections.

The LOS criteria for both TWSC and AWSC unsignalized intersections are summarized in **Table 2**.

Control Delay Per Vehicle	Level of Service (LOS)	
	v/c ratio ≤ 1.0	v/c ratio ≥ 1.0
≤ 10.0 Seconds	A	F
>10.0 and 15.0 seconds	B	F
>15.0 and 25.0 seconds	C	F
>25.0 and 35.0 seconds	D	F
>35.0 and 50.0 seconds	E	F
>50.0 seconds	F	F
Source: Transportation Research Board <i>Highway Capacity Manual</i> 2016 (HCM6) Note: (1) For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections.) LOS is not calculated for major-street approaches or for the intersection as a whole.		

Note that the LOS criteria for unsignalized intersections are somewhat different from the criteria used in signalized intersections. At TWSC intersections, drivers on the stop-controlled approaches are required to select gaps in the major-street flow in order to execute crossing or turning maneuvers. In the presence of a queue, each drive on the controlled approach must also use some time to move into the front-of-queue position and prepare to evaluate gaps in the major-street flow. AWSC intersections require drivers on all approaches to stop before proceeding into the intersection.

The pedestrian volumes were inserted into the Synchro program for all of the intersections. The results of the capacity analysis are shown in **Tables 2 and 3** for the AM and PM Peak hours, respectively.

- At the intersection of Route 9W/Route 59/Main Street, the Route 9W northbound exclusive left turn lane is operating at LOS “D” in the AM peak hour.
- At the Route 9W/Catherine Street intersection, the bank driveway exclusive left-turn lane is operating at LOS “D” in the PM peak hour.
- The remaining approaches at the intersections are operating at LOS “C” or better for both peak hours.

2029 NO-BUILD CONDITIONS

The existing 2026 traffic volumes were projected to the future No-Build Year 2029 by utilizing a two percent background growth factor. The morning and afternoon peak hour volumes are shown in **Figures 6 and 7**, respectively. **Tables 3 and 4** summarize the results of the 2029 No-Build traffic conditions for the AM and PM peak hours, respectively.

- At the Route 9W/Route 59/Main Street, the Route 9W northbound exclusive left turn lane is projected to change from LOS “D” to “E” in the AM and LOS “C” to “D” in the PM peak hour.
- At the Route 9W/High Avenue intersection, the High Avenue exclusive northbound approach is projected to change from LOS “A” to “B” in the AM peak hour. The High Avenue northbound combination thru/right-turn lane and the overall intersection delay is projected to change from LOS “B” to “C” in the PM peak hour.
- At the Route 9W/Catherine Street/Bank Driveway intersection, Bank Driveway exclusive eastbound left-turn lane is projected to change from LOS “C” to “D” in the AM peak hour.
- The remaining approaches and intersections are operating at their existing conditions.

2029 BUILD CONDITIONS

To determine the number of vehicular trips generated by this proposed development, the Institute of Transportation Engineer’s “Trip Generation Manual” 12th Edition was used. **Table 5** summarizes the number of vehicle trips that will be generated by each component of the project.

TABLE 5 - Calculation of Peak Hour Trips	
25 Low Rise Apartments – Land Use Code 220	
Morning Peak Hour	Afternoon Peak Hour
Total Trips = $25 \times 0.40 = 10$ trips	Total Trips = $25 \times 0.51 = 13$ trips
Trips Entering = 0.24×10 trips = 2 trips	Trips Entering = $0.63 \times 13 = 8$ trips
Trips Exiting = 0.76×10 trips = 8 trips	Trips Exiting = 0.37×13 trips = 5 trips

The trip distribution for the proposed development is shown in **Figure 6**. The full build-out traffic volumes for both peak hours are shown in **Figures 7 and 8**. **Table 3 and 4** show the capacity analysis results for the 2029 Build conditions for the AM and PM peak hours, respectively.

- The results of the capacity show that there will be no change in the LOS for any of the intersections.
- For the proposed driveways, the exit only driveway onto Route 9W is projected to operate at LOS “B” for both peak hours.

INTERNAL CIRCULATION/PARKING/DRIVEWAY SIGHT DISTANCE

The driveway will be located on Main Street and have two-way internal circulation. There will be 90-degree and have one handicap parking space. one-way circulation pattern. There will be two handicap parking spaces. Parking spaces are nine-feet wide and 18-feet deep. The aisle widths are 20 feet wide.

The garbage will be picked up on the street. An existing parking space will be designated in front of 292 Main Street for package delivery trucks to stop and deliver packages.

ACCIDENT ANALYSIS

We contacted NYSDOT and obtained the accidents from 2023 to 2025 for the intersections analyzed in this project. In 2023 there were a total of 28 accidents with 5 injuries. **Table 6** shows the summary of the crashes shown in Appendix D. The following is breakdown of the accidents:

At the Catherine Street/North Highland Road intersection Catherine Street, there was one rear-end crash with no injuries.

At the High Avenue/ North Highland Road intersection on High Avenue, there was one other type crash with one injury.

At the Main Street/Route 59 intersection on Main Street, there was one rear-end crash with no injuries.

At the Main Street/South Midland Avenue intersection on Main Street, there were two rear-end crashes with no injuries.

At the Main Street/North Highland Avenue intersection on Main Street, there were four rear-end and one right turn crash with no injuries.

At the North Highland Avenue/High Avenue intersection on North Highland Avenue, there was one other, one overtaking and one right-angle crash with two injuries.

At the North Highland Avenue/Catherine Street intersection on North Highland Avenue, there were two rear-end and one right-angle crashes with no injuries.

At the North Highland Avenue/Main Street intersection on North Highland Avenue, there was one left-turn, one overtaking, and one other type crashes with two injuries.

At the North Highland Avenue/Rockland Garden intersection on North Highland Avenue, there was one rear-end crash with no injuries.

At the Route 59/Main Street intersection on Route 59, there was one rear-end, two overtaking, and one other crash with one injury.

At the South Highland Avenue/North Highland Avenue intersection on South Highland Avenue, there was one left-turn crash with no injuries.

At the South Highland Avenue/Main Street intersection on South Highland Avenue, there was one rear-end, one other, and one not entered crash with no injuries.

In 2024 there were a total of 31 accidents with 7 injuries. The following is breakdown of the accidents:

At the South Midland Avenue/Main Street intersection on South Midland Avenue, there were two other, one left-turn, and one rear-end crash with two injuries.

At the High Street/North Midland Avenue intersection on High Street, there was overtaking crash with one injury.

At the Main Street/North Highland Avenue intersection on Main Street, there was one sideswipe crash with no injuries.

At the Main Street/South Midland Avenue intersection on Main Street, there was one other type crash with no injuries.

At the Main Street/North Midland Avenue intersection on Main Street, there was one other type crash with no injuries.

At the Main Street/Route 59 intersection on Main Street, there was one other type crash with no injuries.

At the North Highland Avenue/High Street intersection on North Highland Avenue, there were four overtaking, three rear-end, one right angle and 1 right turn crash with one injury.

At the North Midland Avenue/Main Street intersection on North Midland Avenue, there was one rear-end crash with no injuries.

At the North Midland Avenue/High Avenue intersection on North Midland Avenue, there were two right-turn, one other, and one right angle crashes with one injury.

At the Route 59/Main Street intersection on Route 59, there were two rear-end, one other, and one right angle crashes with two injuries.

At the Route 59/North Highland Avenue intersection on Route 59, there was one rear-end and one other crash with one injury.

At the South Midland Avenue/Main Street intersection on South Midland Avenue, there were two left-turn, one rear-end, one other, and one overtaking with one injury.

In 2025 there were a total of 22 accidents with 5 injuries. The following is breakdown of the accidents:

At the North Midland Avenue/High Avenue intersection on North Midland Avenue, there was one right angle crash with one injury.

At the High Avenue/North Midland Avenue intersection on High Avenue, there was one overtaking crash with no injuries.

At the Main Street/South Highland Avenue intersection on Main Street, there was one not entered with no injuries.

At the Main Street/Route 59 intersection on Main Street, there were two right angle crashes with no injuries.

At the Main Street/South Midland Avenue intersection on Main Street, there was one right angle crash with no injuries.

At the Main Street/North Midland Avenue intersection on Main Street, there was one right angle crash with one injury.

At the North Highland Avenue/Catherine Street intersection on North Highland Avenue, there was one right angle crash with one injury.

At the North Highland Avenue/High Avenue intersection on North Highland Avenue, there was one right angle crash with no injuries.

At the North Highland Avenue/South Highland Avenue intersection on North Highland Avenue, there was one left-turn and one right angle crash with no injuries.

At the Route 59/Main Street intersection on Route 59, there was one right angle, and one overtaking crash and no injuries.

At the Route 59/North Highland Avenue intersection on Route 59, there was one left-turn crash and no injuries.

At the Route 59/South Highland Avenue intersection on Route 59, there were two overtaking crashes and no injuries.

At the South Highland Avenue/North Highland Avenue intersection on South Highland Avenue, there was one overtaking crash with no injuries.

At the South Highland Avenue/Amin Street intersection on South Highland Avenue, there was one not entered, one sideswipe, one left-turn and one right angle crash with one injury.

A review of the accidents shows that driver inattentiveness was a major cause of the accidents. This included looking at cell phones and being on calls. Drivers were also aggressive, causing sideswipe and overtaking accidents.

SIGHT DISTANCE

The intersection sight distance is based on the AASHTO Design Manual “A Policy for Geometric Design of Highways and Streets.” Chapter 9 discusses the sight triangle requirements for a stop-controlled intersection and how to calculate the sight distance. The sight distance was measured by placing a car 14.5 feet back from the edge of the roadway and a driver’s eye height at 3.5 feet measures to an object on the road at 3.5 feet. For the stopping sight distance, we used the same criteria expect that the measuring point in the road was 2 feet above the surface. The posted speed limit on Main Street is 30 mph. The posted speed on Route 9W is 30 mph. Using this speed, the table below shows the required and measured distances.

Route 9W

	Intersection Sight Distance			Stopping Sight Distance		
	Required		Available Looking South	Required		South Bound Traffic
	(ft)		(L)	(ft)		(L)
Case B2	290		318	200		278

Main Street

	Intersection Sight Distance			Stopping Sight Distance		
	Required		Available Looking East	Required		East Bound Traffic
	(ft)		(L)	(ft)		(L)
Case B2	290		315	200		284

CONCLUSIONS

1. The proposed project will generate 10 vehicle trips during the AM peak hour with 8 vehicles exiting and 2 vehicles entering. During PM Peak hour, there will be 13 vehicle trips generated with 5 vehicles entering and 8 vehicles exiting. We did not take any credit for walking trips even though Nyack Hospital, the (TIME) Hotel, and other businesses are within a short walking distance.
2. The proposed driveway only exit onto Route 9W is projected to operate at LOS "B" during both peak hours.

TABLE 3
CAPACITY ANALYSIS SUMMARY
SIGNALIZED INTERSECTIONS

	EXISTING			2029 NO-BUILD			2029 BUILD		
	LOS	Ratio	Delay	LOS	Ratio	Delay	LOS	Ratio	Delay
Route 59/Route 9W/Main Street									
Route 9W									
Northbound Lt	D	0.78	40.4	E	0.91	61.0	E	0.91	60.8
Northbound Th + Rt	C	0.61	28.3	C	0.64	29.8	C	0.64	29.9
Southbound Lt	B	0.06	13.2	B	0.07	13.9	B	0.07	13.9
Southbound Th +Rt	C	0.68	27.9	C	0.72	30.1	C	0.72	30.2
Route 59									
Eastbound Lt	B	0.39	15.7	B	0.42	16.5	B	0.43	16.8
Eastbound Th + Rt	C	0.55	21.6	C	0.62	25.0	C	0.62	24.9
Main Street									
Westbound Lt	B	0.12	14.3	B	0.13	15.3	B	0.13	15.2
Westbound Th + Rt	C	0.62	29.3	C	0.65	30.7	C	0.66	30.8
Overall	C		25.8	C		30.3	C		30.3
Route 9W/High Avenue									
Route 9W									
Northbound Lt	A	0.19	9.8	B	0.22	10.9	B	0.22	11.0
Northbound Th + Rt	B	0.52	11.9	B	0.56	13.2	B	0.57	13.3
Southbound LTR	B	0.50	10.7	B	0.53	11.9	B	0.53	11.9
High Avenue									
Eastbound Lt	C	0.53	25.8	C	0.56	26.7	C	0.56	26.7
Eastbound Th + Rt	B	0.15	11.5	B	0.15	11.2	B	0.15	11.2
Westbound LTR	C	0.59	22.9	C	0.60	23.0	C	0.60	23.0
Overall	B		14.6	B		15.5	B		15.6
Main Street/North Midland Avenue/South Midland Avenue									
South Midland Avenue									
Northbound LTR	B	0.09	18.8	B	0.10	18.9	B	0.10	18.9
North Midland Avenue									
Southbound LTR	B	0.23	16.8	B	0.25	17.4	B	0.26	17.8
Main Street									
Eastbound Lt	A	0.11	8.8	A	0.11	8.9	A	0.11	8.9
Eastbound Th + Rt	B	0.29	11.5	B	0.31	11.7	B	0.31	11.7
Westbound LTR	C	0.49	21.0	C	0.52	21.7	C	0.52	21.7
Overall	B		16.3	B		16.7	B		16.8
North Midland Avenue/High Avenue									
North Midland Avenue									
Northbound LTR	A	0.20	8.6	A	0.21	8.7	A	0.21	8.7
Southbound LTR	A	0.32	4.2	A	0.33	4.2	A	0.33	4.2
High Avenue									
Eastbound LTR	B	0.25	13.7	B	0.26	13.9	B	0.26	13.9
Westbound LTR	B	0.16	12.9	B	0.17	13.0	B	0.17	13.0
Overall	A		8.3	A		8.5	A		8.5

TABLE 4
CAPACITY ANALYSIS SUMMARY
SIGNALIZED INTERSECTIONS

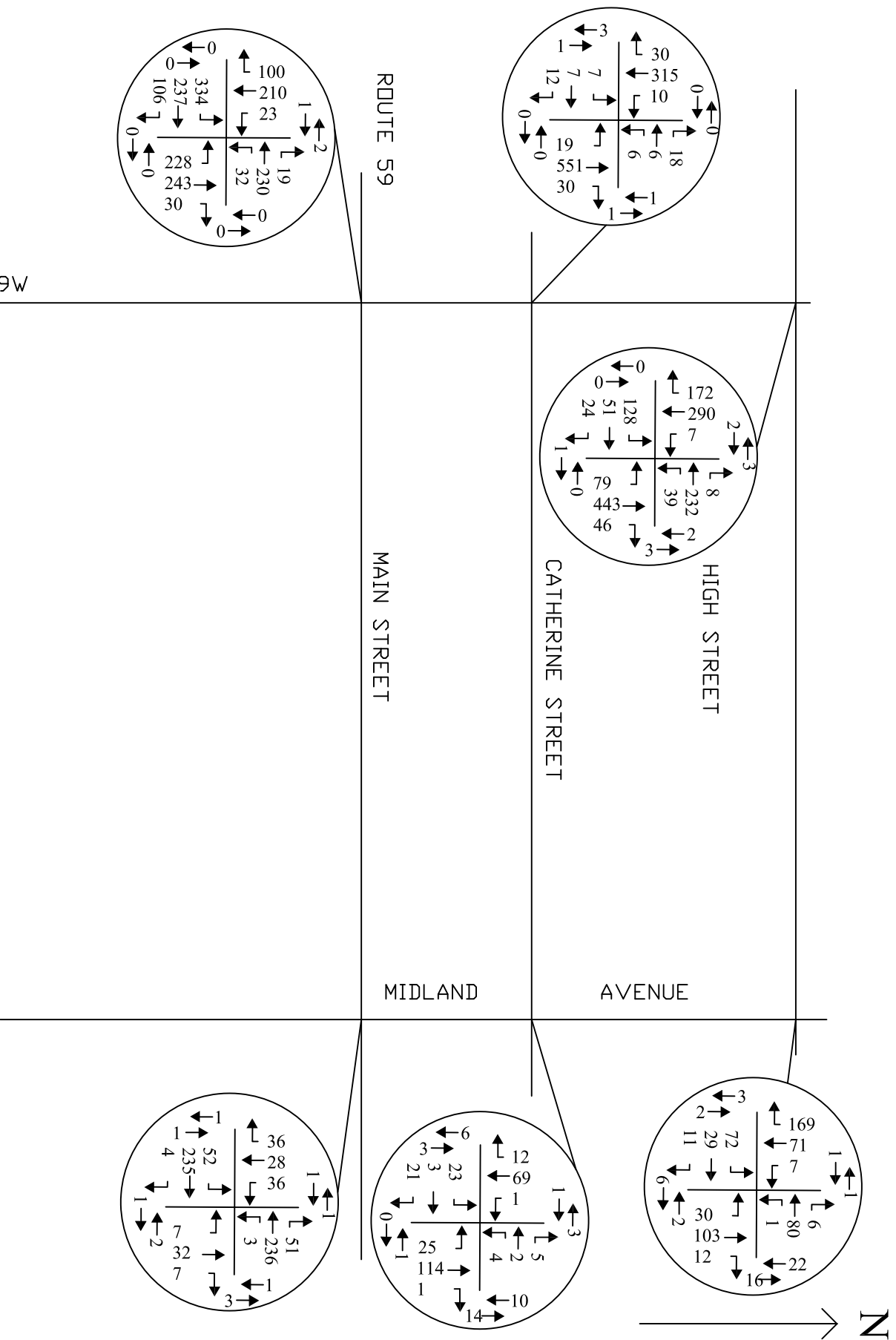
	EXISTING			2029 NO-BUILD			2029 NO-BUILD		
	LOS	Ratio	Delay	LOS	Ratio	Delay	LOS	Ratio	Delay
Route 59/Route 9W/Main Street									
Route 9W									
Northbound Lt	C	0.64	30.0	D	0.71	36.2	D	0.71	36.1
Northbound Th + Rt	C	0.66	30.0	C	0.69	31.6	C	0.70	31.9
Southbound Lt	B	0.11	16.1	B	0.12	17.0	B	0.12	17.2
Southbound Th +Rt	C	0.67	29.4	C	0.70	31.1	C	0.71	31.2
Route 59									
Eastbound Lt	C	0.58	23.0	C	0.63	25.8	C	0.64	26.4
Eastbound Th + Rt	C	0.64	26.2	C	0.71	29.2	C	0.71	29.4
Main Street									
Westbound Lt	B	0.18	16.2	B	0.20	17.2	B	0.20	17.4
Westbound Th + Rt	C	0.68	31.5	C	0.71	33.4	C	0.72	33.8
Overall	C		27.7	C		30.4	C		30.7
Route 9W/High Avenue									
Route 9W									
Northbound Lt	B	0.17	13.6	B	0.21	15.5	B	0.21	15.5
Northbound Th + Rt	B	0.59	17.4	C	0.66	21.1	C	0.67	21.2
Southbound LTR	B	0.39	12.6	B	0.44	14.6	B	0.44	14.6
High Avenue									
Eastbound Lt	D	0.78	36.8	D	0.85	44.2	D	0.85	44.2
Eastbound Th + Rt	A	0.10	8.3	A	0.10	8.0	A	0.10	8.0
Westbound LTR	C	0.61	21.4	C	0.59	20.2	C	0.59	20.2
Overall	B		19.3	C		22.3	C		22.3
Main Street/North Midland Avenue/South Midland Avenue									
South Midland Avenue									
Northbound LTR	C	0.10	20.9	C	0.11	21.0	C	0.11	21.0
North Midland Avenue									
Southbound LTR	B	0.21	14.3	B	0.22	14.8	B	0.23	14.7
Main Street									
Eastbound Lt	A	0.11	8.9	A	0.12	9.0	A	0.12	9.0
Eastbound Th + Rt	B	0.33	11.4	B	0.35	12.1	B	0.35	12.1
Westbound LTR	C	0.47	20.9	C	0.50	21.5	C	0.50	21.6
Overall	B		15.8	B		16.2	B		16.2
North Midland Avenue/High Avenue									
North Midland Avenue									
Northbound LTR	A	0.20	8.2	A	0.22	8.4	A	0.22	8.4
Southbound LTR	A	0.39	4.1	A	0.41	4.2	A	0.41	4.2
High Avenue									
Eastbound LTR	B	0.15	15.7	B	0.16	11.8	B	0.16	11.8
Westbound LTR	B	0.16	12.8	B	0.17	13.0	B	0.17	13.0
Overall	A		7.2	A		8.5	A		7.4

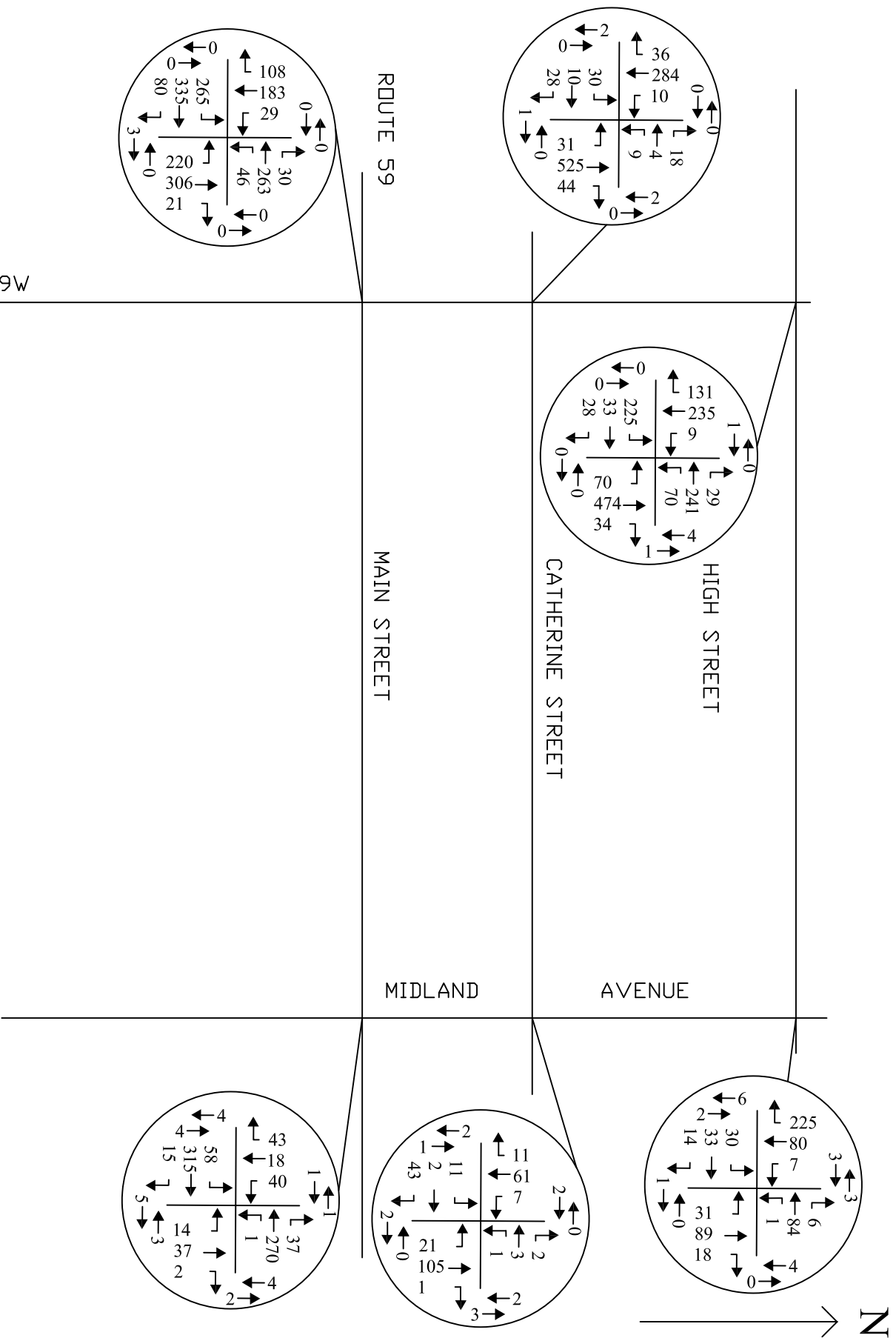
TABLE 4									
CAPACITY ANALYSIS SUMMARY									
UNSIGNALIZED INTERSECTIONS									

[illegible]

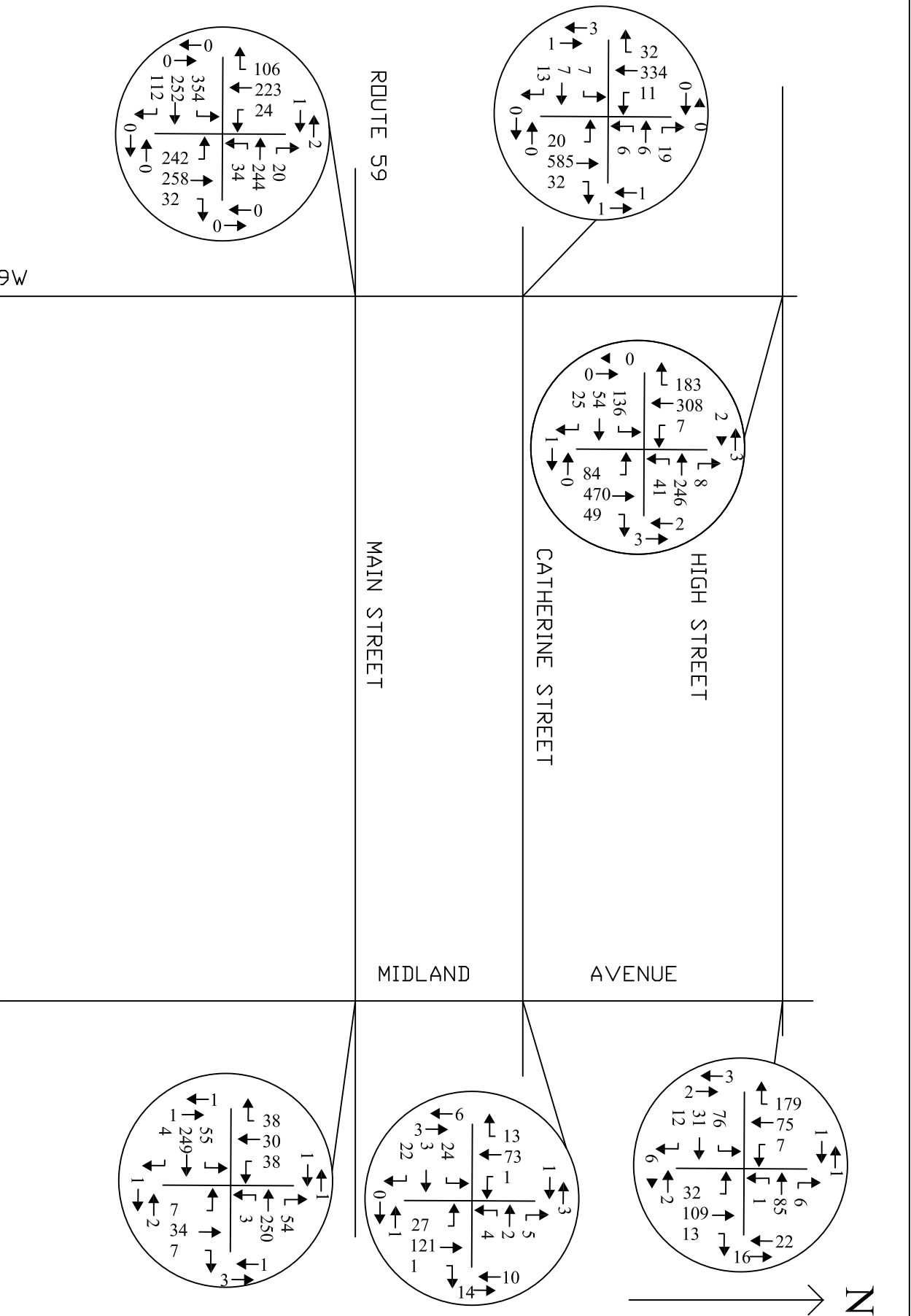
TABLE 3 CAPACITY ANALYSIS SUMMARY UNSIGNALIZED INTERSECTIONS									
	EXISTING AM Peak V/C			2029 NO-BUILD AM Peak V/C			2029 BUILD AM Peak V/C		
Route 9W/Catherine Street/Bank Driveway	LOS	Ratio	Delay	LOS	Ratio	Delay	LOS	Ratio	Delay
Route 9W									
Northbound Lt	A	0.02	8.1	A	0.02	8.1	A	0.02	8.1
Southbound Lt	A	0.01	8.8	A	0.01	8.9	A	0.01	8.9
Catherine Street									
Westbound LTR	C	0.10	17.2	C	0.11	18.2	C	0.11	18.3
Bank Driveway									
Eastbound Lt	C	0.07	23.9	D	0.08	26.0	D	0.08	26.2
Eastbound Th + Rt	B	0.02	10.3	B	0.02	10.5	A	0.02	10.5
North Midland Avenue/Catherine Street									
North Midland Avenue									
Northbound Lt	A	0.02	7.6	A	0.02	7.6	A	0.02	7.6
Southbound Lt	A	0.00	7.6	A	0.00	7.6	A	0.00	7.6
Catherine Street									
Eastbound LTR	B	0.07	10.1	B	0.07	10.2	B	0.08	10.1
Westbound LTR	B	0.02	10.6	B	0.02	10.8	B	0.02	10.8
Route 9W/Project Dwy									
Project Dwy Out									
Southbound Rt							B	0.01	10.0

APPENDIX A
TRAFFIC VOLUME FIGURES

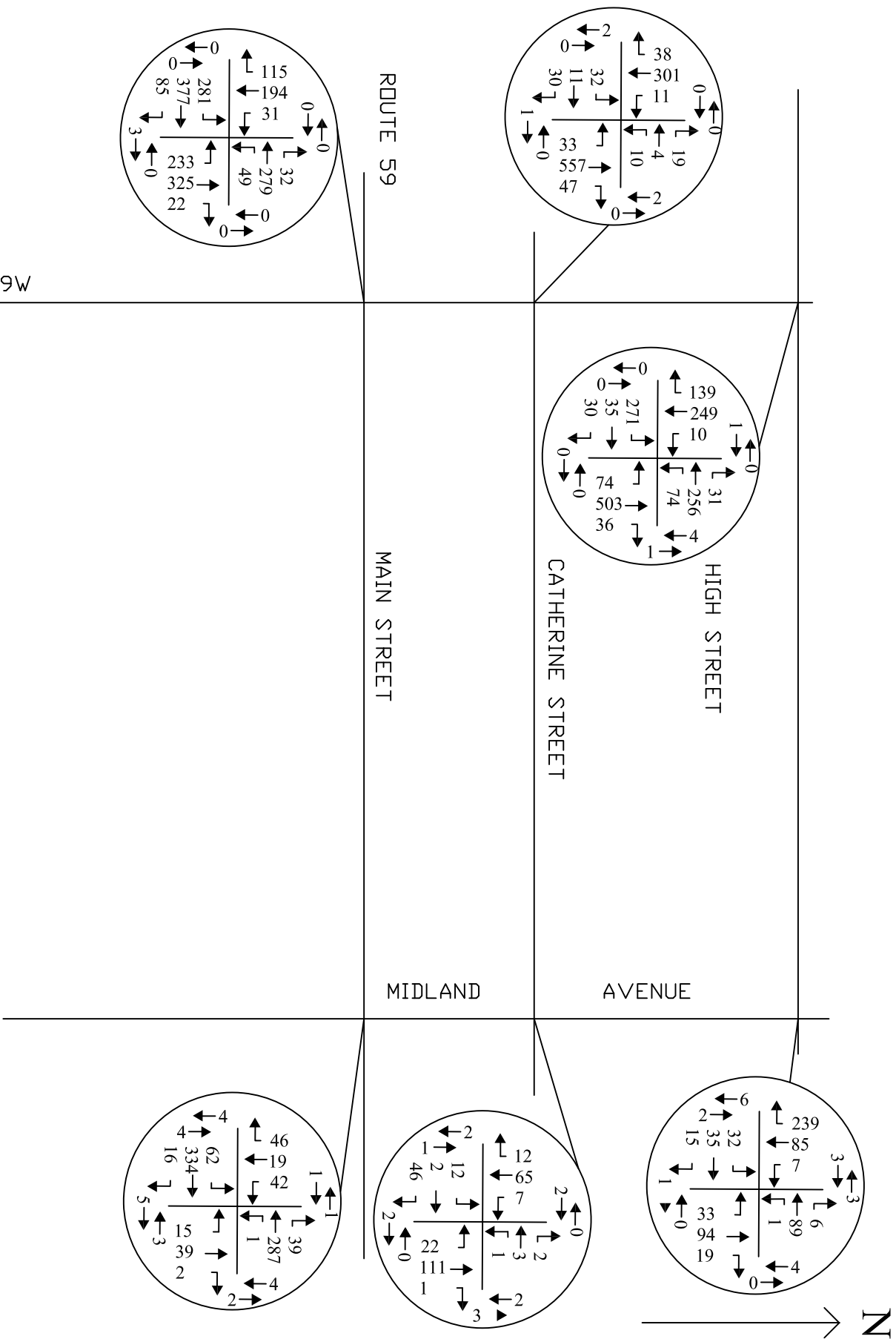




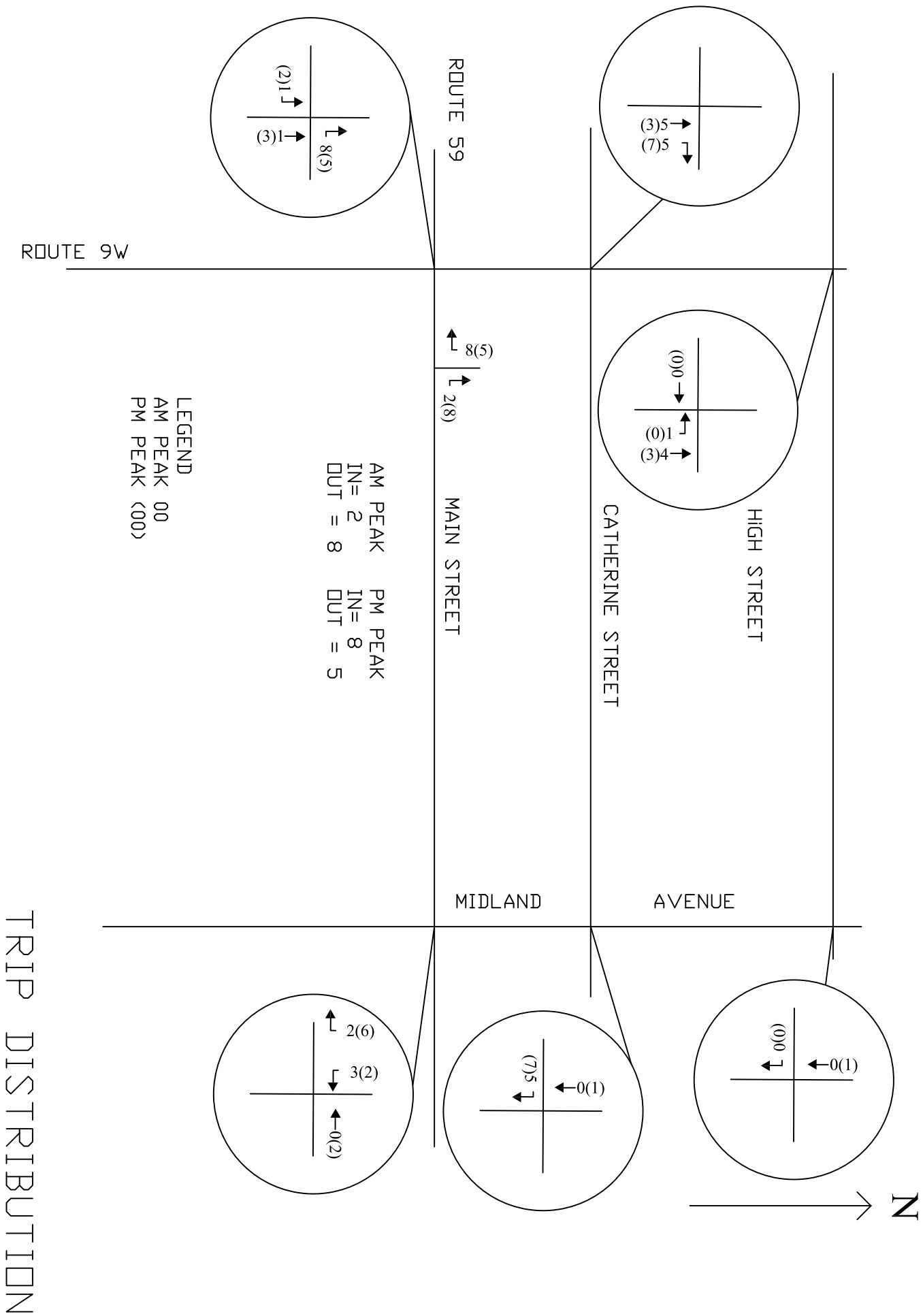
EXISTING PM PEAK HOUR TRAFFIC
4:00 PM - 5:00 PM
FIGURE 3



2029 NO-BUILD AM PEAK HOUR TRAFFIC
8:00 AM - 9:00 AM
FIGURE 4

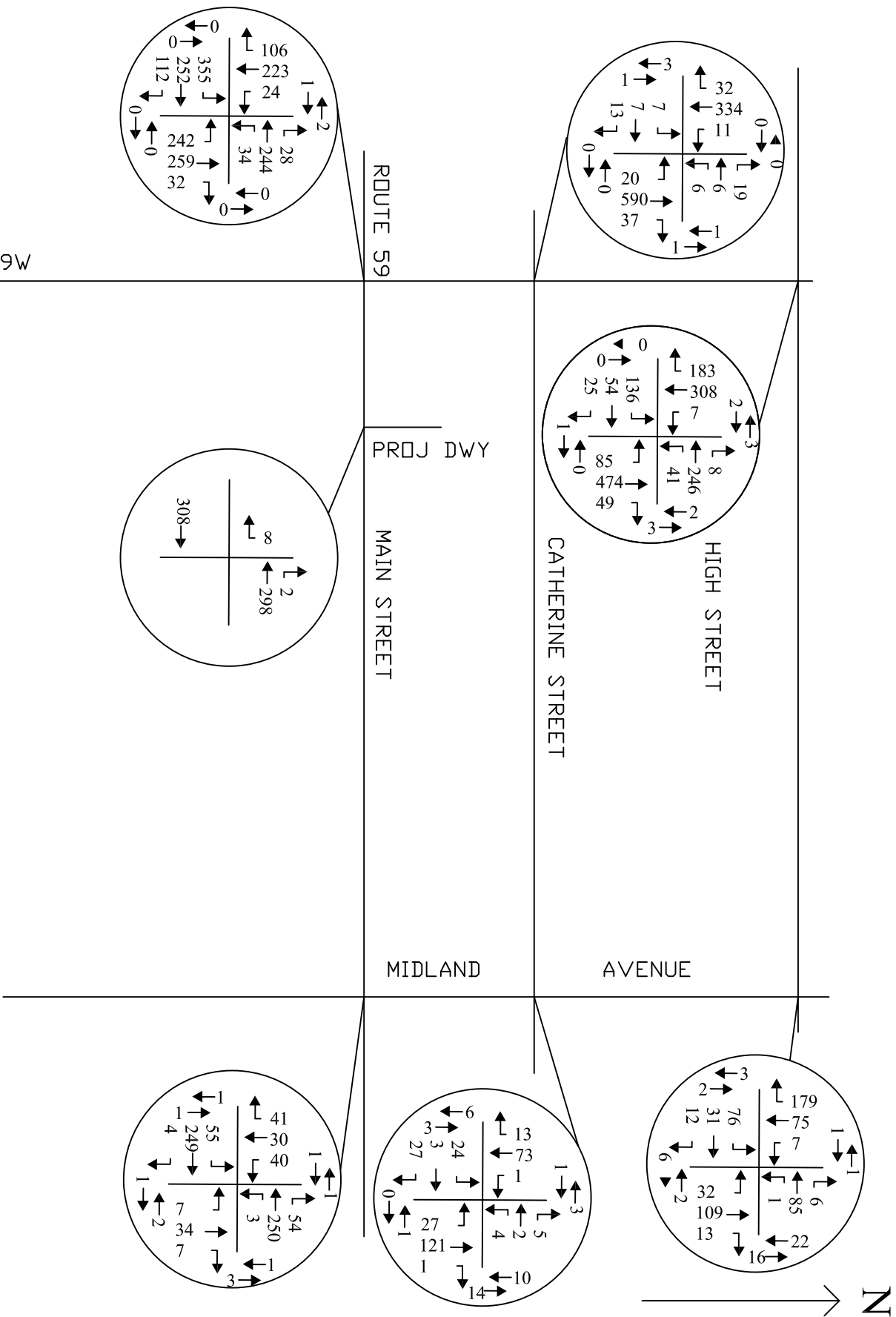


2029 NO-BUILD PM PEAK HOUR TRAFFIC
4:00 PM - 5:00 PM
FIGURE 5

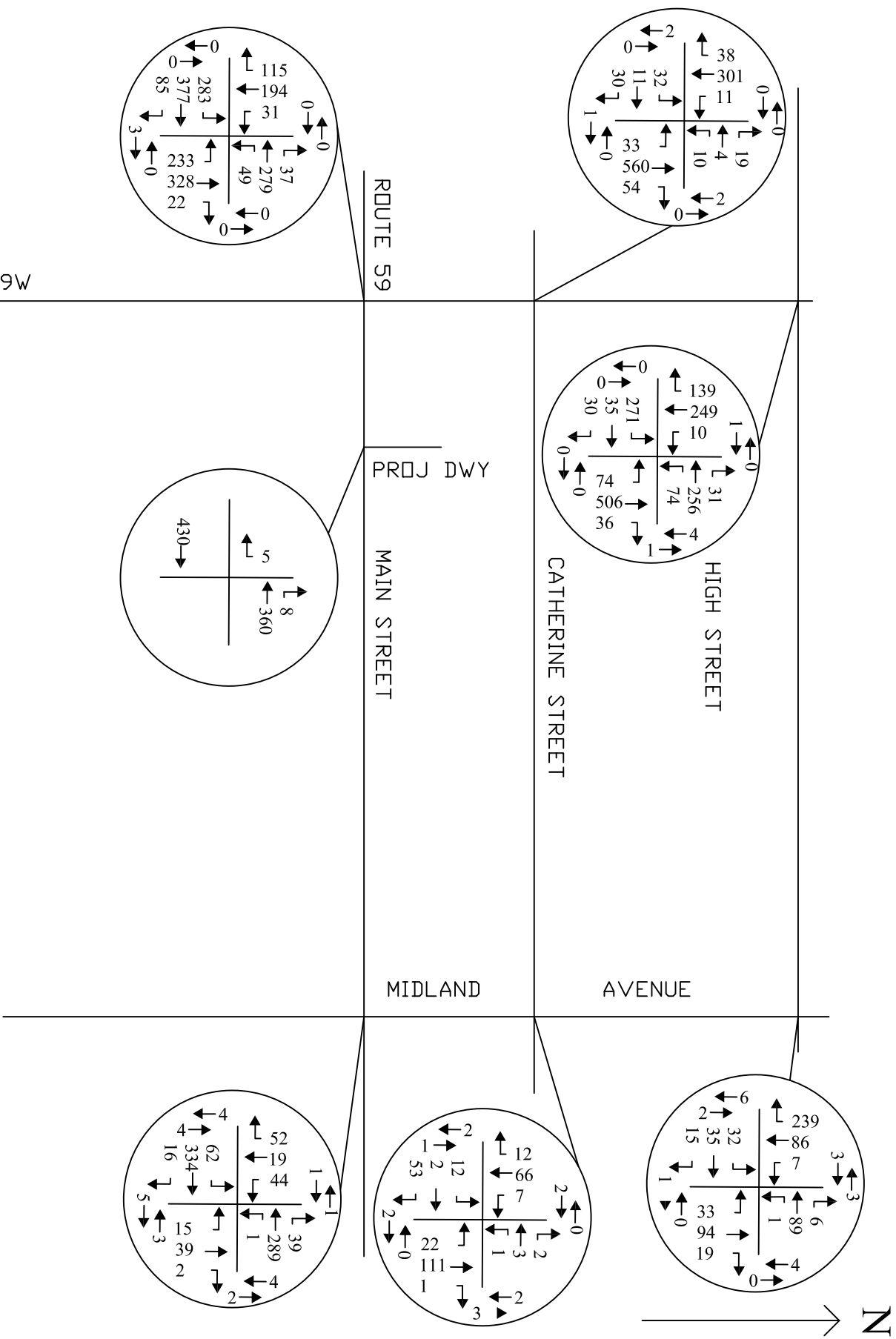


TRIP DISTRIBUTION

FIGURE 6



2029 BUILD AM PEAK HOUR TRAFFIC
8:00 AM - 9:00 AM
FIGURE 7



APPENDIX B

CAPACITY ANALYSIS SUMMARIES

CAPACITY ANALYSIS SUMMARY
EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	334	237	106	32	230	19	228	243	30	23	210	100
Future Volume (vph)	334	237	106	32	230	19	228	243	30	23	210	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	11	12	12	12	11	11	11
Grade (%)		-7%			7%			-8%			5%	
Storage Length (ft)	257		0	190		0	140		0	100		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt		0.954			0.988			0.983			0.951	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3419	1742	0	1578	1624	0	1788	1870	0	1636	1622	0
Flt Permitted	0.449			0.307			0.314			0.390		
Satd. Flow (perm)	1609	1742	0	510	1624	0	591	1870	0	672	1622	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			5			7			28	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		424			338			138			141	
Travel Time (s)		9.6			9.2			3.1			3.2	
Confl. Peds. (#/hr)	3					3						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	8%	7%	3%	8%	5%	5%	4%	3%	4%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	363	258	115	35	250	21	248	264	33	25	228	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	363	373	0	35	271	0	248	297	0	25	337	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.14	1.09	1.09	0.95	0.95	0.95	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		-5	-5	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	3		4	7		6	1		2	5	
Permitted Phases	3			7			1			5		
Detector Phase	8	3		4	7		6	1		2	5	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	24.0		8.0	24.0		8.0	24.0		8.0	24.0	
Total Split (s)	15.0	32.0		15.0	32.0		10.0	33.0		10.0	33.0	
Total Split (%)	16.7%	35.6%		16.7%	35.6%		11.1%	36.7%		11.1%	36.7%	
Maximum Green (s)	11.0	27.0		10.0	27.0		5.0	28.0		5.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	None		Max	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Don't Walk (s)		10.0			10.0			10.0			10.0	
Pedestrian Calls (#/hr)		2			0			2			2	
Act Effct Green (s)	29.8	25.6		24.9	18.0		23.8	17.5		28.1	19.7	
Actuated g/C Ratio	0.44	0.38		0.37	0.27		0.35	0.26		0.42	0.29	
v/c Ratio	0.39	0.55		0.12	0.62		0.78	0.61		0.06	0.68	
Control Delay (s/veh)	15.7	21.6		14.3	29.3		40.4	28.3		13.2	27.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	15.7	21.6		14.3	29.3		40.4	28.3		13.2	27.9	
LOS	B	C		B	C		D	C		B	C	
Approach Delay (s/veh)		18.7			27.6			33.8			26.9	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	46	102		7	98		62	104		5	110	
Queue Length 95th (ft)	89	269		27	206		#143	215		21	234	
Internal Link Dist (ft)		344			258			58			61	
Turn Bay Length (ft)	257			190			140			100		
Base Capacity (vph)	1152	765		403	702		318	838		399	739	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.32	0.49		0.09	0.39		0.78	0.35		0.06	0.46	
Intersection Summary												
Area Type: Other												
Cycle Length: 90												
Actuated Cycle Length: 67.5												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.78												
Intersection Signal Delay (s/veh): 25.8 Intersection LOS: C												
Intersection Capacity Utilization 66.1% ICU Level of Service C												
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

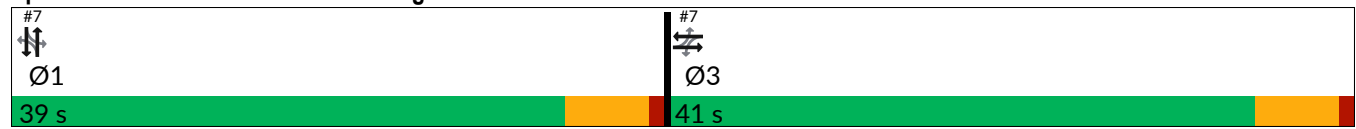
Splits and Phases: 3: Route 9W & Route 59/Main Street

#3 Ø1 33 s	#3 Ø2 10 s	#3 Ø3 32 s	#3 Ø4 15 s
#3 Ø5 33 s	#3 Ø6 10 s	#3 Ø7 32 s	#3 Ø8 15 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	51	24	39	232	8	79	443	46	7	290	172
Future Volume (vph)	128	51	24	39	232	8	79	443	46	7	290	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-5%			3%			3%			-4%	
Storage Length (ft)	120		0	0		0	85		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00			1.00			1.00	
Frt		0.951			0.996			0.986			0.950	
Flt Protected	0.950				0.993		0.950				0.999	
Satd. Flow (prot)	1697	1734	0	0	1724	0	1646	1761	0	0	1753	0
Flt Permitted	0.473				0.951		0.449				0.993	
Satd. Flow (perm)	840	1734	0	0	1650	0	778	1761	0	0	1743	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			3			8			46	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			571			238			193	
Travel Time (s)		9.8			15.6			6.5			5.3	
Confl. Peds. (#/hr)	5		1	1		5			5	5		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	10%	0%	5%	8%	0%	8%	5%	2%	14%	7%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	136	54	26	41	247	9	84	471	49	7	309	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	80	0	0	297	0	84	520	0	0	499	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.02	1.02	1.02	1.02	1.02	1.02	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		0	0			0	
Detector Template												
Leading Detector (ft)	83	83			83		0	0			0	
Trailing Detector (ft)	-5	-5			-5		0	0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	41.0	41.0		41.0	41.0		39.0	39.0		39.0	39.0	
Total Split (%)	51.3%	51.3%		51.3%	51.3%		48.8%	48.8%		48.8%	48.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0			-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Don't Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)	19.0	19.0			19.0		35.3	35.3			35.3	
Actuated g/C Ratio	0.30	0.30			0.30		0.57	0.57			0.57	
v/c Ratio	0.53	0.15			0.59		0.19	0.52			0.50	
Control Delay (s/veh)	25.8	11.5			22.9		9.8	11.9			10.7	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)	25.8	11.5			22.9		9.8	11.9			10.7	
LOS	C	B			C		A	B			B	
Approach Delay (s/veh)		20.5			22.9			11.6			10.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	45	16			98		15	109			94	
Queue Length 95th (ft)	96	43			167		49	251			227	
Internal Link Dist (ft)		279			491			158			113	
Turn Bay Length (ft)	120						85					
Base Capacity (vph)	502	1047			988		440	1000			1006	
Starvation Cap Reductn	0	0			0		0	0			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.27	0.08			0.30		0.19	0.52			0.50	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 62.3												
Natural Cycle: 50												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.59												
Intersection Signal Delay (s/veh): 14.6						Intersection LOS: B						
Intersection Capacity Utilization 85.9%						ICU Level of Service E						
Analysis Period (min) 15												

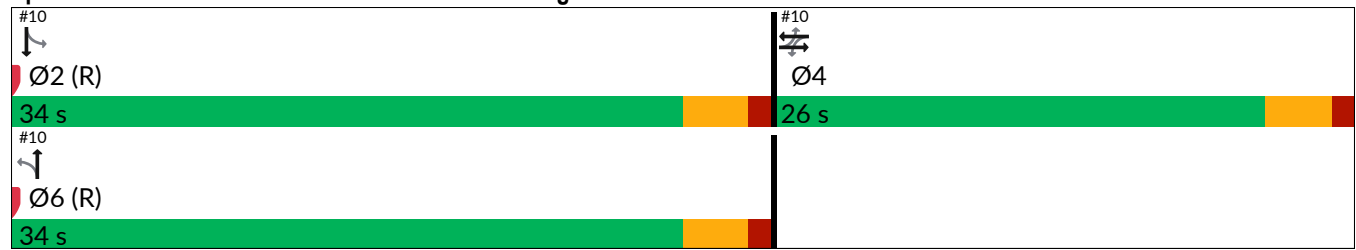
Splits and Phases: 7: Route 9W & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	29	11	1	80	6	30	103	12	7	71	169
Future Volume (vph)	72	29	11	1	80	6	30	103	12	7	71	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.98	
Frt		0.986			0.990			0.989			0.908	
Flt Protected		0.969			0.999			0.990			0.999	
Satd. Flow (prot)	0	1715	0	0	1688	0	0	1770	0	0	1583	0
Flt Permitted		0.790			0.999			0.913			0.994	
Satd. Flow (perm)	0	1396	0	0	1688	0	0	1631	0	0	1574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			7			11			192	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		571			404			273			183	
Travel Time (s)		15.6			11.0			7.4			5.0	
Confl. Peds. (#/hr)	2		8	8		2	5		38	38		5
Confl. Bikes (#/hr)			4			1			25			13
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	3%	18%	0%	9%	17%	0%	5%	0%	0%	11%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	33	13	1	91	7	34	117	14	8	81	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	99	0	0	165	0	0	281	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.02	1.02	1.02	1.01	1.01	1.01	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0			0			0			0	
Detector Template												
Leading Detector (ft)		0			0			0			0	
Trailing Detector (ft)		0			0			0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			6			2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		56.7%	56.7%		56.7%	56.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.0			22.0			30.0			30.0	
Actuated g/C Ratio		0.37			0.37			0.50			0.50	
v/c Ratio		0.25			0.16			0.20			0.32	
Control Delay (s/veh)		13.7			12.9			8.6			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		13.7			12.9			8.6			4.2	
LOS		B			B			A			A	
Approach Delay (s/veh)		13.7			12.9			8.6			4.2	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		29			23			30			17	
Queue Length 95th (ft)		62			52			58			53	
Internal Link Dist (ft)		491			324			193			103	
Turn Bay Length (ft)												
Base Capacity (vph)		518			623			821			883	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.16			0.20			0.32	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green												
Natural Cycle: 55												
Control Type: Pretimed												
Maximum v/c Ratio: 0.32												
Intersection Signal Delay (s/veh): 8.3							Intersection LOS: A					
Intersection Capacity Utilization 41.4%							ICU Level of Service A					
Analysis Period (min) 15												

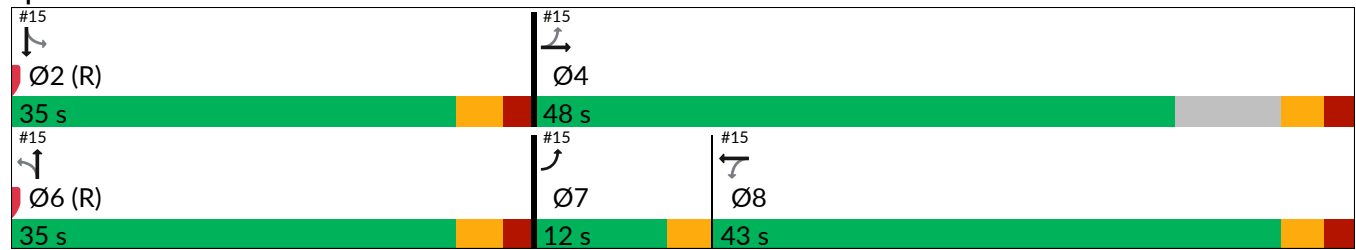
Splits and Phases: 10: N. Midland/N. Midlland & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	235	4	3	236	51	7	32	7	36	28	36
Future Volume (vph)	52	235	4	3	236	51	7	32	7	36	28	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-4%			6%			-3%			-2%	
Storage Length (ft)	70		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00			1.00			0.99	
Frt		0.997			0.976			0.980			0.951	
Flt Protected	0.950				0.999			0.993			0.982	
Satd. Flow (prot)	1841	1759	0	0	1653	0	0	1763	0	0	1626	0
Flt Permitted	0.438				0.997			0.967			0.892	
Satd. Flow (perm)	847	1759	0	0	1649	0	0	1715	0	0	1471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			15			8			34	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		184			497			195			91	
Travel Time (s)		5.0			13.6			5.3			2.5	
Confl. Peds. (#/hr)	2		3	3		2	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	10%	0%	0%	8%	12%	0%	6%	14%	11%	14%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	62	280	5	4	281	61	8	38	8	43	33	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	285	0	0	346	0	0	54	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.04	1.04	1.04	0.98	0.98	0.98	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0			0			0			0	
Detector Template												
Leading Detector (ft)	0	0			0			0			0	
Trailing Detector (ft)	0	0			0			0			0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	9.0	38.0		38.0	38.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	12.0	43.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (s)	12.0	48.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	13.3%	53.3%		47.8%	47.8%		38.9%	38.9%		38.9%	38.9%	
Maximum Green (s)	9.0	43.0		38.0	38.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	52.0	50.0			38.0			30.0			30.0	
Actuated g/C Ratio	0.58	0.56			0.42			0.33			0.33	
v/c Ratio	0.11	0.29			0.49			0.09			0.23	
Control Delay (s/veh)	8.8	11.5			21.0			18.8			16.8	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	8.8	11.5			21.0			18.8			16.8	
LOS	A	B			C			B			B	
Approach Delay (s/veh)		11.0			21.0			18.8			16.8	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	14	86			142			19			38	
Queue Length 95th (ft)	29	126			205			42			76	
Internal Link Dist (ft)		104			417			115			11	
Turn Bay Length (ft)	70											
Base Capacity (vph)	588	978			704			577			513	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.11	0.29			0.49			0.09			0.23	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green												
Natural Cycle: 90												
Control Type: Pretimed												
Maximum v/c Ratio: 0.49												
Intersection Signal Delay (s/veh): 16.3					Intersection LOS: B							
Intersection Capacity Utilization 70.7%					ICU Level of Service C							
Analysis Period (min) 15												

Splits and Phases: 15: S Midland/N Midland & Main St



																		
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (vph)	7	7	12	6	6	18	19	551	30	10	315	30						
Future Volume (vph)	7	7	12	6	6	18	19	551	30	10	315	30						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12						
Grade (%)	0%		0%				0%			0%								
Storage Length (ft)	0		0	0		0	65		0	25		0						
Storage Lanes	0		1	0		0	1		0	1		0						
Taper Length (ft)	25		25	25		25	25		25	25		25						
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor																		
Frt			0.850			0.917			0.992			0.987						
Flt Protected	0.976				0.990			0.950			0.950							
Satd. Flow (prot)	0	1733	1615	0	1725	0	1805	1781	0	1805	1789	0						
Flt Permitted	0.976				0.990			0.950			0.950							
Satd. Flow (perm)	0	1733	1615	0	1725	0	1805	1781	0	1805	1789	0						
Link Speed (mph)	20				25			25			25							
Link Distance (ft)	112				602			193			238							
Travel Time (s)	3.8				16.4			5.3			6.5							
Confl. Peds. (#/hr)							4	2		2	4							
Confl. Bikes (#/hr)																		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94						
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%						
Heavy Vehicles (%)	14%	0%	0%	0%	0%	0%	0%	6%	3%	0%	5%	3%						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0						
Parking (#/hr)																		
Mid-Block Traffic (%)	0%				0%			0%			0%							
Adj. Flow (vph)	7	7	13	6	6	19	20	586	32	11	335	32						
Shared Lane Traffic (%)																		
Lane Group Flow (vph)	0	14	13	0	31	0	20	618	0	11	367	0						
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right						
Median Width(ft)	0				0			12			12							
Link Offset(ft)	0				0			0			0							
Crosswalk Width(ft)	16				16			16			16							
Two way Left Turn Lane																		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15		9	15		9	15		9	15		9						
Sign Control	Stop				Stop			Free			Free							
Intersection Summary																		
Area Type:	Other																	
Control Type:	Unsignalized																	
Intersection Capacity Utilization	44.6%						ICU Level of Service A											
Analysis Period (min)	15																	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	3	21	4	2	5	25	114	1	1	69	12
Future Volume (vph)	23	3	21	4	2	5	25	114	1	1	69	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			6%			2%			-2%	
Storage Length (ft)	70		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.939			0.932			0.999			0.981	
Flt Protected		0.976			0.984			0.991			0.999	
Satd. Flow (prot)	0	1660	0	0	1690	0	0	1755	0	0	1690	0
Flt Permitted		0.976			0.984			0.991			0.999	
Satd. Flow (perm)	0	1660	0	0	1690	0	0	1755	0	0	1690	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		602			330			112			273	
Travel Time (s)		16.4			9.0			3.1			7.4	
Confl. Peds. (#/hr)	4		1	1		4	9		24	24		9
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	0%	10%	0%	0%	0%	16%	4%	0%	0%	12%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	26	3	24	4	2	6	28	128	1	1	78	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	12	0	0	157	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.4%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	7	12	6	6	18	19	551	30	10	315	30
Future Vol, veh/h	7	7	12	6	6	18	19	551	30	10	315	30
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	65	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	14	0	0	0	0	0	0	6	3	0	5	3
Mvmt Flow	7	7	13	6	6	19	20	586	32	11	335	32

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1006	1037	355	1005	1037	604	371	0	0	620	0	0
Stage 1	376	376	-	645	645	-	-	-	-	-	-	-
Stage 2	630	661	-	360	392	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	209	233	693	222	233	502	1199	-	-	970	-	-
Stage 1	621	620	-	464	471	-	-	-	-	-	-	-
Stage 2	450	463	-	662	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	189	226	691	205	226	501	1195	-	-	969	-	-
Mov Cap-2 Maneuver	189	226	-	205	226	-	-	-	-	-	-	-
Stage 1	612	611	-	456	462	-	-	-	-	-	-	-
Stage 2	420	454	-	635	601	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	17.6		17.21		0.26		0.25	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1195	-	-	206	691	327	969	-	-
HCM Lane V/C Ratio	0.017	-	-	0.072	0.018	0.098	0.011	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	23.9	10.3	17.2	8.8	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0.3	0	-	-

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	3	21	4	2	5	25	114	1	1	69	12
Future Vol, veh/h	23	3	21	4	2	5	25	114	1	1	69	12
Conflicting Peds, #/hr	4	0	1	1	0	4	9	0	24	24	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	6	-	-	2	-	-	-2	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	0	10	0	0	0	16	4	0	0	12	8
Mvmt Flow	26	3	24	4	2	6	28	128	1	1	78	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	285	305	94	291	311	157	100	0	0	153	0	0
Stage 1	96	96	-	209	209	-	-	-	-	-	-	-
Stage 2	189	209	-	82	102	-	-	-	-	-	-	-
Critical Hdwy	6.54	5.9	6	8.3	7.7	6.8	4.26	-	-	4.1	-	-
Critical Hdwy Stg 1	5.54	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.54	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.39	3.5	4	3.3	2.344	-	-	2.2	-	-
Pot Cap-1 Maneuver	696	644	948	603	547	871	1409	-	-	1440	-	-
Stage 1	921	833	-	744	684	-	-	-	-	-	-	-
Stage 2	834	759	-	906	787	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	665	612	941	560	520	851	1399	-	-	1411	-	-
Mov Cap-2 Maneuver	665	612	-	560	520	-	-	-	-	-	-	-
Stage 1	913	826	-	713	656	-	-	-	-	-	-	-
Stage 2	805	727	-	878	781	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.09		10.63		1.36		0.09	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	321	-	-	761	652	21	-
HCM Lane V/C Ratio	0.02	-	-	0.069	0.019	0.001	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.1	10.6	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-

Lanes, Volumes, Timings
3: Route 9W & Route 59/Main Street

Existing PM Pk Hr
06/02/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	335	80	46	263	30	220	306	21	29	183	108
Future Volume (vph)	265	335	80	46	263	30	220	306	21	29	183	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	11	12	12	12	11	11	11
Grade (%)		-7%			7%			-8%			5%	
Storage Length (ft)	257		0	190		0	140		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.971			0.985			0.990			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1814	1861	0	1594	1669	0	1840	1903	0	1701	1631	0
Flt Permitted	0.395			0.212			0.360			0.295		
Satd. Flow (perm)	754	1861	0	355	1669	0	697	1903	0	528	1631	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			7			4			35	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		424			338			138			141	
Travel Time (s)		9.6			9.2			3.1			3.2	
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	0%	2%	4%	10%	2%	3%	0%	0%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	285	360	86	49	283	32	237	329	23	31	197	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	285	446	0	49	315	0	237	352	0	31	313	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.14	1.09	1.09	0.95	0.95	0.95	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		-5	-5	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	3		4	7		6	1		2	5	
Permitted Phases	3			7			1			5		
Detector Phase	8	3		4	7		6	1		2	5	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	24.0		8.0	24.0		8.0	24.0		8.0	24.0	
Total Split (s)	15.0	32.0		15.0	32.0		10.0	33.0		10.0	33.0	
Total Split (%)	16.7%	35.6%		16.7%	35.6%		11.1%	36.7%		11.1%	36.7%	
Maximum Green (s)	11.0	27.0		10.0	27.0		5.0	28.0		5.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	None		Max	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Don't Walk (s)		10.0			10.0			10.0			10.0	
Pedestrian Calls (#/hr)		2			0			2			2	
Act Effct Green (s)	33.0	26.0		27.2	19.6		26.6	19.8		25.4	19.1	
Actuated g/C Ratio	0.47	0.37		0.38	0.28		0.38	0.28		0.36	0.27	
v/c Ratio	0.58	0.64		0.18	0.68		0.64	0.66		0.11	0.67	
Control Delay (s/veh)	23.0	26.2		16.2	31.5		30.0	30.0		16.1	29.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.0	26.2		16.2	31.5		30.0	30.0		16.1	29.1	
LOS	C	C		B	C		C	C		B	C	
Approach Delay (s/veh)		25.0			29.4			30.0			27.9	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	74	171		11	124		69	139		8	113	
Queue Length 95th (ft)	153	#353		34	243		#147	257		26	222	
Internal Link Dist (ft)		344			258			58			61	
Turn Bay Length (ft)	257			190			140			100		
Base Capacity (vph)	566	772		355	689		372	811		292	713	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.58		0.14	0.46		0.64	0.43		0.11	0.44	
Intersection Summary												
Area Type: Other												
Cycle Length: 90												
Actuated Cycle Length: 70.9												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay (s/veh): 27.7												
Intersection LOS: C												
Intersection Capacity Utilization 72.1%												
ICU Level of Service C												
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

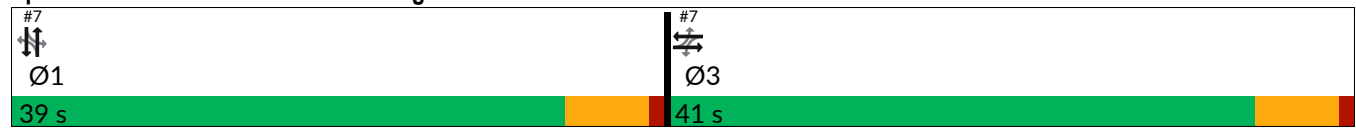
Splits and Phases: 3: Route 9W & Route 59/Main Street

#3 Ø1 33 s	#3 Ø2 10 s	#3 Ø3 32 s	#3 Ø4 15 s
#3 Ø5 33 s	#3 Ø6 10 s	#3 Ø7 32 s	#3 Ø8 15 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	33	28	70	241	29	70	474	34	9	235	131
Future Volume (vph)	225	33	28	70	241	29	70	474	34	9	235	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	15	15	15
Grade (%)		-5%			3%			3%			-4%	
Storage Length (ft)	120		0	0		0	85		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.931			0.988			0.990			0.953	
Flt Protected	0.950				0.990		0.950				0.999	
Satd. Flow (prot)	1676	1610	0	0	1671	0	1677	1798	0	0	1991	0
Flt Permitted	0.465				0.926		0.481				0.986	
Satd. Flow (perm)	820	1610	0	0	1563	0	849	1798	0	0	1965	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			8			6			43	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			571			238			193	
Travel Time (s)		9.8			15.6			6.5			5.3	
Confl. Peds. (#/hr)	1					1			5	5		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	6%	4%	4%	2%	0%	6%	3%	3%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	239	35	30	74	256	31	74	504	36	10	250	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	65	0	0	361	0	74	540	0	0	399	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.11	1.11	1.11	1.02	1.02	1.02	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		0	0			0	
Detector Template												
Leading Detector (ft)	83	83			83		0	0			0	
Trailing Detector (ft)	-5	-5			-5		0	0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	41.0	41.0		41.0	41.0		39.0	39.0		39.0	39.0	
Total Split (%)	51.3%	51.3%		51.3%	51.3%		48.8%	48.8%		48.8%	48.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0			-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Don't Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)	26.2	26.2			26.2		35.6	35.6			35.6	
Actuated g/C Ratio	0.37	0.37			0.37		0.51	0.51			0.51	
v/c Ratio	0.78	0.10			0.61		0.17	0.59			0.39	
Control Delay (s/veh)	36.8	8.3			21.4		13.6	17.4			12.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)	36.8	8.3			21.4		13.6	17.4			12.6	
LOS	D	A			C		B	B			B	
Approach Delay (s/veh)		30.7			21.4			17.0			12.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	89	10			119		17	159			90	
Queue Length 95th (ft)	176	31			197		53	327			195	
Internal Link Dist (ft)		279			491			158			113	
Turn Bay Length (ft)	120						85					
Base Capacity (vph)	440	879			844		432	917			1020	
Starvation Cap Reductn	0	0			0		0	0			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.54	0.07			0.43		0.17	0.59			0.39	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 69.9												
Natural Cycle: 50												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.78												
Intersection Signal Delay (s/veh): 19.3						Intersection LOS: B						
Intersection Capacity Utilization 83.6%						ICU Level of Service E						
Analysis Period (min) 15												

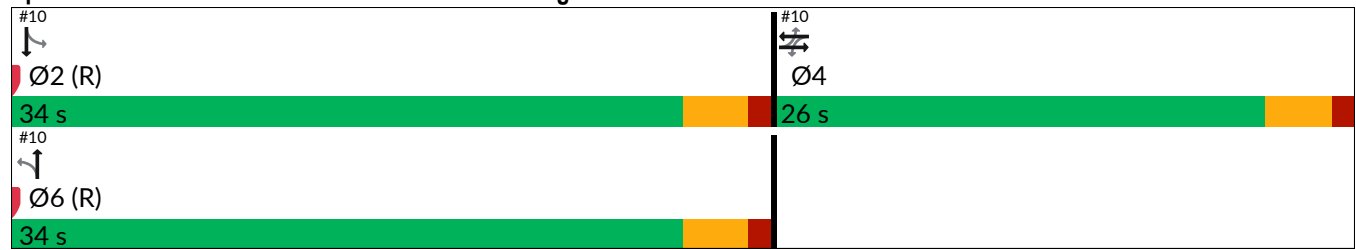
Splits and Phases: 7: Route 9W & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	33	14	1	84	6	31	89	18	7	80	225
Future Volume (vph)	30	33	14	1	84	6	31	89	18	7	80	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00			0.98	
Frt		0.975			0.991			0.983			0.902	
Flt Protected		0.981						0.989			0.999	
Satd. Flow (prot)	0	1768	0	0	1834	0	0	1800	0	0	1645	0
Flt Permitted		0.887			0.999			0.887			0.995	
Satd. Flow (perm)	0	1594	0	0	1832	0	0	1613	0	0	1639	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			7			18			268	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		571			404			273			183	
Travel Time (s)		15.6			11.0			7.4			5.0	
Confl. Peds. (#/hr)	6		1	1		6	8		4	4		8
Confl. Bikes (#/hr)			4			1			25			13
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	0%	0%	0%	1%	0%	0%	2%	0%	14%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	36	39	17	1	100	7	37	106	21	8	95	268
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	0	108	0	0	164	0	0	371	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.02	1.02	1.02	1.01	1.01	1.01	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0			0			0			0	
Detector Template												
Leading Detector (ft)		0			0			0			0	
Trailing Detector (ft)		0			0			0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			6			2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		56.7%	56.7%		56.7%	56.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.0			22.0			30.0			30.0	
Actuated g/C Ratio		0.37			0.37			0.50			0.50	
v/c Ratio		0.15			0.16			0.20			0.39	
Control Delay (s/veh)		11.7			12.8			8.2			4.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		11.7			12.8			8.2			4.1	
LOS		B			B			A			A	
Approach Delay (s/veh)		11.7			12.8			8.2			4.1	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		18			24			27			19	
Queue Length 95th (ft)		40			49			52			51	
Internal Link Dist (ft)		491			324			193			103	
Turn Bay Length (ft)												
Base Capacity (vph)		595			676			815			953	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.15			0.16			0.20			0.39	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green												
Natural Cycle: 55												
Control Type: Pretimed												
Maximum v/c Ratio: 0.39												
Intersection Signal Delay (s/veh): 7.2	Intersection LOS: A											
Intersection Capacity Utilization 41.1%	ICU Level of Service A											
Analysis Period (min) 15												

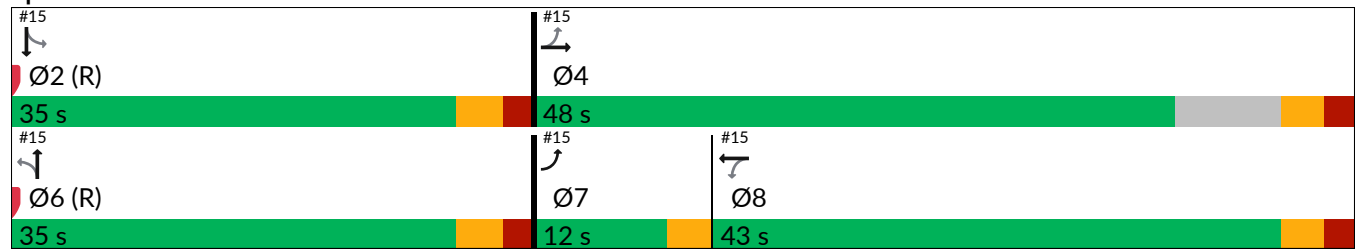
Splits and Phases: 10: N. Midland/N. Midlland & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	315	15	1	270	37	14	37	2	40	18	43
Future Volume (vph)	58	315	15	1	270	37	14	37	2	40	18	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	10	10	10	10	10	12	12	12
Grade (%)		-4%			6%			-3%			-2%	
Storage Length (ft)	70		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00			1.00			0.99			0.96	
Frt		0.993			0.984			0.995			0.942	
Flt Protected	0.950							0.987			0.980	
Satd. Flow (prot)	1718	1884	0	0	1645	0	0	1741	0	0	1680	0
Flt Permitted	0.452				0.999			0.932			0.882	
Satd. Flow (perm)	805	1884	0	0	1643	0	0	1626	0	0	1490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			9			2			45	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		184			497			195			91	
Travel Time (s)		5.0			13.6			5.3			2.5	
Confl. Peds. (#/hr)	14		20	20		14	18		14	14		18
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	14%	2%	5%	0%	2%	0%	8%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	62	335	16	1	287	39	15	39	2	43	19	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	351	0	0	327	0	0	56	0	0	108	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	0.97	0.97	1.14	1.14	1.14	1.07	1.07	1.07	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0			0			0			0	
Detector Template												
Leading Detector (ft)	0	0			0			0			0	
Trailing Detector (ft)	0	0			0			0			0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	9.0	38.0		38.0	38.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	12.0	43.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (s)	12.0	48.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	13.3%	53.3%		47.8%	47.8%		38.9%	38.9%		38.9%	38.9%	
Maximum Green (s)	9.0	43.0		38.0	38.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	52.0	50.0			38.0			30.0			30.0	
Actuated g/C Ratio	0.58	0.56			0.42			0.33			0.33	
v/c Ratio	0.11	0.33			0.47			0.10			0.21	
Control Delay (s/veh)	8.9	11.9			20.9			20.9			14.3	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	8.9	11.9			20.9			20.9			14.3	
LOS	A	B			C			C			B	
Approach Delay (s/veh)		11.4			20.9			20.9			14.3	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	14	102			128			21			25	
Queue Length 95th (ft)	31	158			205			49			62	
Internal Link Dist (ft)		104			417			115			11	
Turn Bay Length (ft)	70											
Base Capacity (vph)	556	1048			698			543			526	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.11	0.33			0.47			0.10			0.21	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green												
Natural Cycle: 90												
Control Type: Pretimed												
Maximum v/c Ratio: 0.47												
Intersection Signal Delay (s/veh): 15.8					Intersection LOS: B							
Intersection Capacity Utilization 79.3%					ICU Level of Service D							
Analysis Period (min) 15												

Splits and Phases: 15: S Midland/N Midland & Main St



Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	11	30	10	4	19	33	557	47	11	301	38
Future Vol, veh/h	32	11	30	10	4	19	33	557	47	11	301	38
Conflicting Peds, #/hr	0	0	1	1	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	65	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	3	2	0	4	0
Mvmt Flow	34	12	32	11	4	20	35	586	49	12	317	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1020	1069	340	1029	1065	613	359	0	0	638	0	0
Stage 1	362	362	-	683	683	-	-	-	-	-	-	-
Stage 2	658	707	-	347	382	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	217	223	707	214	225	496	1211	-	-	956	-	-
Stage 1	661	629	-	443	453	-	-	-	-	-	-	-
Stage 2	457	441	-	673	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	196	213	705	185	215	495	1209	-	-	954	-	-
Mov Cap-2 Maneuver	196	213	-	185	215	-	-	-	-	-	-	-
Stage 1	652	620	-	429	439	-	-	-	-	-	-	-
Stage 2	422	428	-	623	608	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	20.86		18.7		0.42		0.28	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1209	-	-	200	705	297	954	-	-
HCM Lane V/C Ratio	0.029	-	-	0.226	0.045	0.117	0.012	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	28.2	10.3	18.7	8.8	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.1	0.4	0	-	-

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	2	46	1	3	2	22	111	1	7	65	12
Future Vol, veh/h	12	2	46	1	3	2	22	111	1	7	65	12
Conflicting Peds, #/hr	2	0	2	2	0	2	3	0	5	5	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	6	-	-	2	-	-	-2	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	5	2	0	0	3	9
Mvmt Flow	14	2	52	1	3	2	25	126	1	8	74	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	279	282	86	275	288	134	91	0	0	132	0	0
Stage 1	100	100	-	182	182	-	-	-	-	-	-	-
Stage 2	180	182	-	93	106	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.9	5.9	8.3	7.7	6.8	4.15	-	-	4.1	-	-
Critical Hdwy Stg 1	5.5	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.245	-	-	2.2	-	-
Pot Cap-1 Maneuver	709	660	986	622	568	900	1486	-	-	1465	-	-
Stage 1	927	830	-	776	709	-	-	-	-	-	-	-
Stage 2	852	776	-	891	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	684	640	982	570	551	895	1482	-	-	1459	-	-
Mov Cap-2 Maneuver	684	640	-	570	551	-	-	-	-	-	-	-
Stage 1	919	823	-	759	693	-	-	-	-	-	-	-
Stage 2	829	759	-	835	776	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.39		10.72		1.23		0.62	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	295	-	-	888	636	145	-
HCM Lane V/C Ratio	0.017	-	-	0.077	0.011	0.005	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.4	10.7	7.5	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-

**CAPACITY ANALYSIS SUMMARY
2029 NO-BUILD CONDITIONS**

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	354	252	112	34	244	20	252	258	32	24	223	106
Future Volume (vph)	354	252	112	34	244	20	252	258	32	24	223	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	11	12	12	12	11	11	11
Grade (%)		-7%			7%			-8%			5%	
Storage Length (ft)	257		0	190		0	140		0	100		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt		0.954			0.989			0.983			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3419	1742	0	1578	1626	0	1788	1870	0	1636	1624	0
Flt Permitted	0.430			0.270			0.288			0.366		
Satd. Flow (perm)	1541	1742	0	449	1626	0	542	1870	0	630	1624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			5			7			28	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		424			338			138			141	
Travel Time (s)		9.6			9.2			3.1			3.2	
Confl. Peds. (#/hr)	3					3						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	8%	7%	3%	8%	5%	5%	4%	3%	4%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	385	274	122	37	265	22	274	280	35	26	242	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	385	396	0	37	287	0	274	315	0	26	357	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.14	1.09	1.09	0.95	0.95	0.95	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		-5	-5	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	3		4	7		6	1		2	5	
Permitted Phases	3			7			1			5		
Detector Phase	8	3		4	7		6	1		2	5	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	24.0		8.0	24.0		8.0	24.0		8.0	24.0	
Total Split (s)	15.0	32.0		15.0	32.0		10.0	33.0		10.0	33.0	
Total Split (%)	16.7%	35.6%		16.7%	35.6%		11.1%	36.7%		11.1%	36.7%	
Maximum Green (s)	11.0	27.0		10.0	27.0		5.0	28.0		5.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	None		Max	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Don't Walk (s)		10.0			10.0			10.0			10.0	
Pedestrian Calls (#/hr)		2			0			2			2	
Act Effct Green (s)	31.3	25.0		25.9	18.9		24.6	18.4		29.2	20.6	
Actuated g/C Ratio	0.45	0.36		0.37	0.27		0.35	0.26		0.42	0.29	
v/c Ratio	0.42	0.62		0.13	0.65		0.91	0.64		0.07	0.72	
Control Delay (s/veh)	16.5	25.0		15.3	30.7		61.0	29.8		13.9	30.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	16.5	25.0		15.3	30.7		61.0	29.8		13.9	30.1	
LOS	B	C		B	C		E	C		B	C	
Approach Delay (s/veh)		20.8			28.9			44.3			29.0	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	52	154		9	118		80	125		7	134	
Queue Length 95th (ft)	95	291		29	215		#189	227		22	252	
Internal Link Dist (ft)		344			258			58			61	
Turn Bay Length (ft)	257			190			140			100		
Base Capacity (vph)	1102	737		378	676		300	806		384	712	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.54		0.10	0.42		0.91	0.39		0.07	0.50	
Intersection Summary												
Area Type: Other												
Cycle Length: 90												
Actuated Cycle Length: 70.1												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.91												
Intersection Signal Delay (s/veh): 30.3 Intersection LOS: C												
Intersection Capacity Utilization 69.8% ICU Level of Service C												
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

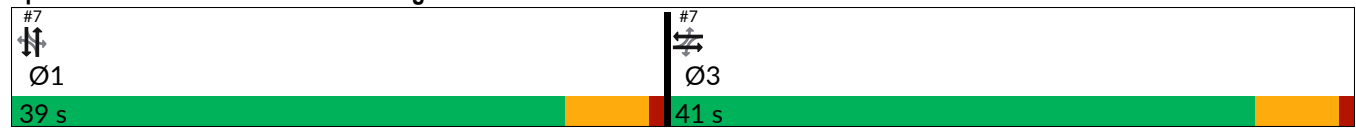
Splits and Phases: 3: Route 9W & Route 59/Main Street

#3 Ø1 33 s	#3 Ø2 10 s	#3 Ø3 32 s	#3 Ø4 15 s
#3 Ø5 33 s	#3 Ø6 10 s	#3 Ø7 32 s	#3 Ø8 15 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	54	25	41	246	8	84	470	49	7	308	183
Future Volume (vph)	136	54	25	41	246	8	84	470	49	7	308	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-5%			3%			3%			-4%	
Storage Length (ft)	120		0	0		0	85		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00			1.00			1.00	
Frt		0.952			0.996			0.986			0.950	
Flt Protected	0.950				0.993		0.950				0.999	
Satd. Flow (prot)	1697	1735	0	0	1724	0	1646	1761	0	0	1754	0
Flt Permitted	0.461				0.950		0.427				0.993	
Satd. Flow (perm)	819	1735	0	0	1649	0	740	1761	0	0	1743	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			2			8			47	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			571			238			193	
Travel Time (s)		9.8			15.6			6.5			5.3	
Confl. Peds. (#/hr)	5		1	1		5			5	5		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	10%	0%	5%	8%	0%	8%	5%	2%	14%	7%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	145	57	27	44	262	9	89	500	52	7	328	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	84	0	0	315	0	89	552	0	0	530	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.02	1.02	1.02	1.02	1.02	1.02	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		0	0			0	
Detector Template												
Leading Detector (ft)	83	83			83		0	0			0	
Trailing Detector (ft)	-5	-5			-5		0	0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	41.0	41.0		41.0	41.0		39.0	39.0		39.0	39.0	
Total Split (%)	51.3%	51.3%		51.3%	51.3%		48.8%	48.8%		48.8%	48.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0			-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Don't Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)	20.0	20.0			20.0		35.3	35.3			35.3	
Actuated g/C Ratio	0.32	0.32			0.32		0.56	0.56			0.56	
v/c Ratio	0.56	0.15			0.60		0.22	0.56			0.53	
Control Delay (s/veh)	26.7	11.2			23.0		10.9	13.2			11.9	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)	26.7	11.2			23.0		10.9	13.2			11.9	
LOS	C	B			C		B	B			B	
Approach Delay (s/veh)		21.0			23.0			12.9			11.9	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	49	16			106		16	123			107	
Queue Length 95th (ft)	103	44			178		56	294			265	
Internal Link Dist (ft)		279			491			158			113	
Turn Bay Length (ft)	120						85					
Base Capacity (vph)	482	1033			972		412	984			992	
Starvation Cap Reductn	0	0			0		0	0			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.30	0.08			0.32		0.22	0.56			0.53	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 63.4												
Natural Cycle: 50												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.60												
Intersection Signal Delay (s/veh): 15.5							Intersection LOS: B					
Intersection Capacity Utilization 91.1%							ICU Level of Service F					
Analysis Period (min) 15												

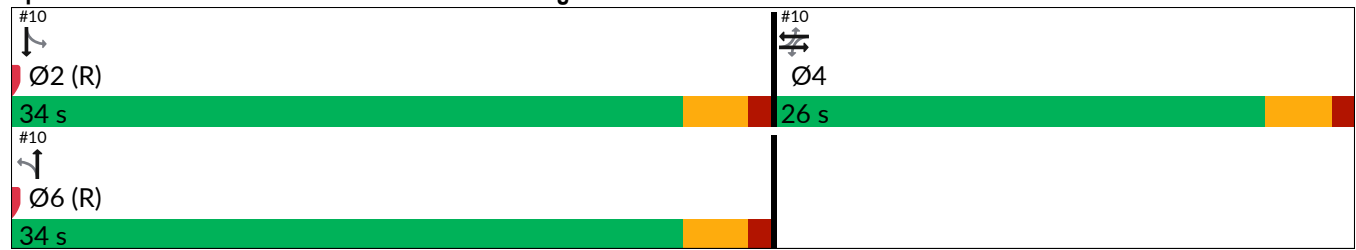
Splits and Phases: 7: Route 9W & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	31	12	1	85	6	32	109	13	7	75	179
Future Volume (vph)	76	31	12	1	85	6	32	109	13	7	75	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.98	
Frt		0.986			0.991			0.988			0.907	
Flt Protected		0.969						0.990			0.999	
Satd. Flow (prot)	0	1715	0	0	1692	0	0	1768	0	0	1581	0
Flt Permitted		0.785			0.999			0.909			0.994	
Satd. Flow (perm)	0	1387	0	0	1690	0	0	1622	0	0	1572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			7			11			203	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		571			404			273			183	
Travel Time (s)		15.6			11.0			7.4			5.0	
Confl. Peds. (#/hr)	2		8	8		2	5		38	38		5
Confl. Bikes (#/hr)			4			1			25			13
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	3%	18%	0%	9%	17%	0%	5%	0%	0%	11%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	86	35	14	1	97	7	36	124	15	8	85	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	105	0	0	175	0	0	296	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.02	1.02	1.02	1.01	1.01	1.01	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0			0			0			0	
Detector Template												
Leading Detector (ft)		0			0			0			0	
Trailing Detector (ft)		0			0			0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			6			2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		56.7%	56.7%		56.7%	56.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.0			22.0			30.0			30.0	
Actuated g/C Ratio		0.37			0.37			0.50			0.50	
v/c Ratio		0.26			0.17			0.21			0.33	
Control Delay (s/veh)		13.9			13.0			8.7			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		13.9			13.0			8.7			4.2	
LOS		B			B			A			A	
Approach Delay (s/veh)		13.9			13.0			8.7			4.2	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		31			25			32			18	
Queue Length 95th (ft)		66			54			62			54	
Internal Link Dist (ft)		491			324			193			103	
Turn Bay Length (ft)												
Base Capacity (vph)		515			624			816			887	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.17			0.21			0.33	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green												
Natural Cycle: 55												
Control Type: Pretimed												
Maximum v/c Ratio: 0.33												
Intersection Signal Delay (s/veh): 8.5							Intersection LOS: A					
Intersection Capacity Utilization 43.6%							ICU Level of Service A					
Analysis Period (min) 15												

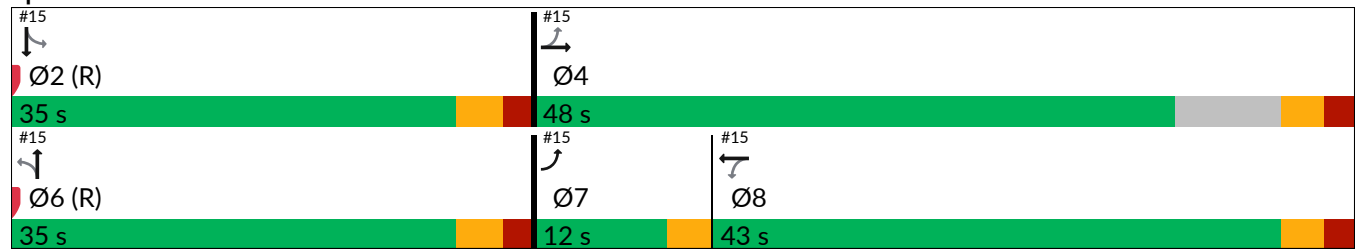
Splits and Phases: 10: N. Midland/N. Midlland & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	249	4	3	250	54	7	34	7	38	30	38
Future Volume (vph)	55	249	4	3	250	54	7	34	7	38	30	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-4%			6%			-3%			-2%	
Storage Length (ft)	70		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00			1.00			0.99	
Frt		0.998			0.976			0.981			0.952	
Flt Protected	0.950				0.999			0.993			0.982	
Satd. Flow (prot)	1841	1761	0	0	1653	0	0	1765	0	0	1627	0
Flt Permitted	0.422				0.997			0.967			0.891	
Satd. Flow (perm)	816	1761	0	0	1649	0	0	1717	0	0	1470	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			15			8			33	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		184			497			195			91	
Travel Time (s)		5.0			13.6			5.3			2.5	
Confl. Peds. (#/hr)	2		3	3		2	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	10%	0%	0%	8%	12%	0%	6%	14%	11%	14%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	65	296	5	4	298	64	8	40	8	45	36	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	301	0	0	366	0	0	56	0	0	126	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.04	1.04	1.04	0.98	0.98	0.98	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0			0			0			0	
Detector Template												
Leading Detector (ft)	0	0			0			0			0	
Trailing Detector (ft)	0	0			0			0			0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	9.0	38.0		38.0	38.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	12.0	43.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (s)	12.0	48.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	13.3%	53.3%		47.8%	47.8%		38.9%	38.9%		38.9%	38.9%	
Maximum Green (s)	9.0	43.0		38.0	38.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag		Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	52.0	50.0			38.0			30.0			30.0	
Actuated g/C Ratio	0.58	0.56			0.42			0.33			0.33	
v/c Ratio	0.11	0.31			0.52			0.10			0.25	
Control Delay (s/veh)	8.9	11.7			21.7			18.9			17.4	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	8.9	11.7			21.7			18.9			17.4	
LOS	A	B			C			B			B	
Approach Delay (s/veh)		11.2			21.7			18.9			17.4	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	15	92			153			19			41	
Queue Length 95th (ft)	30	133			219			44			81	
Internal Link Dist (ft)		104			417			115			11	
Turn Bay Length (ft)	70											
Base Capacity (vph)	573	979			704			577			512	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.11	0.31			0.52			0.10			0.25	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green												
Natural Cycle: 90												
Control Type: Pretimed												
Maximum v/c Ratio: 0.52												
Intersection Signal Delay (s/veh): 16.7						Intersection LOS: B						
Intersection Capacity Utilization 73.2%						ICU Level of Service D						
Analysis Period (min) 15												

Splits and Phases: 15: S Midland/N Midland & Main St



Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	7	13	6	6	19	20	585	32	11	334	32
Future Vol, veh/h	7	7	13	6	6	19	20	585	32	11	334	32
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	65	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	14	0	0	0	0	0	0	6	3	0	5	3
Mvmt Flow	7	7	14	6	6	20	21	622	34	12	355	34

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1068	1101	376	1066	1101	641	393	0	0	658	0	0
Stage 1	400	400	-	684	684	-	-	-	-	-	-	-
Stage 2	668	701	-	382	417	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	189	214	675	202	214	478	1176	-	-	939	-	-
Stage 1	603	605	-	442	452	-	-	-	-	-	-	-
Stage 2	428	444	-	644	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	206	672	185	206	477	1172	-	-	937	-	-
Mov Cap-2 Maneuver	170	206	-	185	206	-	-	-	-	-	-	-
Stage 1	594	596	-	433	443	-	-	-	-	-	-	-
Stage 2	397	435	-	615	585	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	18.52		18.2		0.26		0.26	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1172	-	-	186	672	306	937	-	-
HCM Lane V/C Ratio	0.018	-	-	0.08	0.021	0.108	0.012	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	26	10.5	18.2	8.9	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0.4	0	-	-

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	3	22	4	2	5	27	121	1	1	73	13
Future Vol, veh/h	24	3	22	4	2	5	27	121	1	1	73	13
Conflicting Peds, #/hr	4	0	1	1	0	4	9	0	24	24	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	6	-	-	2	-	-	-2	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	0	10	0	0	0	16	4	0	0	12	8
Mvmt Flow	27	3	25	4	2	6	30	136	1	1	82	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	302	322	99	308	329	165	106	0	0	161	0	0
Stage 1	101	101	-	221	221	-	-	-	-	-	-	-
Stage 2	202	222	-	87	108	-	-	-	-	-	-	-
Critical Hdwy	6.54	5.9	6	8.3	7.7	6.8	4.26	-	-	4.1	-	-
Critical Hdwy Stg 1	5.54	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.54	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.39	3.5	4	3.3	2.344	-	-	2.2	-	-
Pot Cap-1 Maneuver	679	631	943	585	532	861	1403	-	-	1430	-	-
Stage 1	916	830	-	730	673	-	-	-	-	-	-	-
Stage 2	823	751	-	899	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	648	599	935	541	504	841	1392	-	-	1402	-	-
Mov Cap-2 Maneuver	648	599	-	541	504	-	-	-	-	-	-	-
Stage 1	908	823	-	698	644	-	-	-	-	-	-	-
Stage 2	793	718	-	870	775	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.2		10.77		1.39		0.09	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	326	-	-	748	636	20	-
HCM Lane V/C Ratio	0.022	-	-	0.074	0.019	0.001	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.2	10.8	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	377	85	49	279	32	233	325	22	31	194	115
Future Volume (vph)	281	377	85	49	279	32	233	325	22	31	194	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	11	12	12	12	11	11	11
Grade (%)		-7%			7%			-8%			5%	
Storage Length (ft)	257		0	190		0	140		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.972			0.985			0.990			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1814	1862	0	1594	1669	0	1840	1903	0	1701	1631	0
Flt Permitted	0.367			0.195			0.330			0.265		
Satd. Flow (perm)	701	1862	0	327	1669	0	639	1903	0	475	1631	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			7			4			35	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		424			338			138			141	
Travel Time (s)		9.6			9.2			3.1			3.2	
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	0%	2%	4%	10%	2%	3%	0%	0%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	302	405	91	53	300	34	251	349	24	33	209	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	302	496	0	53	334	0	251	373	0	33	333	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.14	1.09	1.09	0.95	0.95	0.95	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		-5	-5	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	3		4	7		6	1		2	5	
Permitted Phases	3			7			1			5		
Detector Phase	8	3		4	7		6	1		2	5	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	24.0		8.0	24.0		8.0	24.0		8.0	24.0	
Total Split (s)	15.0	32.0		15.0	32.0		10.0	33.0		10.0	33.0	
Total Split (%)	16.7%	35.6%		16.7%	35.6%		11.1%	36.7%		11.1%	36.7%	
Maximum Green (s)	11.0	27.0		10.0	27.0		5.0	28.0		5.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	None		Max	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Don't Walk (s)		10.0			10.0			10.0			10.0	
Pedestrian Calls (#/hr)		2			0			2			2	
Act Effct Green (s)	34.3	27.2		28.5	20.5		27.6	20.7		26.3	20.1	
Actuated g/C Ratio	0.47	0.37		0.39	0.28		0.38	0.28		0.36	0.27	
v/c Ratio	0.63	0.71		0.20	0.71		0.71	0.69		0.12	0.70	
Control Delay (s/veh)	25.8	29.2		17.2	33.4		36.2	31.6		17.0	31.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	25.8	29.2		17.2	33.4		36.2	31.6		17.0	31.1	
LOS	C	C		B	C		D	C		B	C	
Approach Delay (s/veh)		27.9			31.2			33.5			29.8	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	82	205		13	146		82	164		9	134	
Queue Length 95th (ft)	163	#438		36	260		#181	275		28	240	
Internal Link Dist (ft)		344			258			58			61	
Turn Bay Length (ft)	257			190			140			100		
Base Capacity (vph)	548	746		339	666		352	784		274	690	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.55	0.66		0.16	0.50		0.71	0.48		0.12	0.48	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 73.3												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.71												
Intersection Signal Delay (s/veh): 30.4						Intersection LOS: C						
Intersection Capacity Utilization 75.7%						ICU Level of Service D						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 9W & Route 59/Main Street

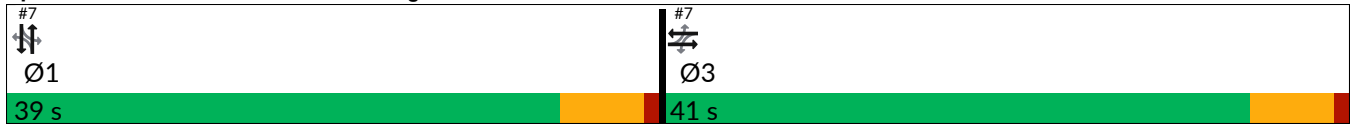
#3 Ø1 33 s	#3 Ø2 10 s	#3 Ø3 32 s	#3 Ø4 15 s
#3 Ø5 33 s	#3 Ø6 10 s	#3 Ø7 32 s	#3 Ø8 15 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	271	35	30	74	256	31	74	503	36	10	249	139
Future Volume (vph)	271	35	30	74	256	31	74	503	36	10	249	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	15	15	15
Grade (%)		-5%			3%			3%			-4%	
Storage Length (ft)	120		0	0		0	85		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.930			0.988			0.990			0.953	
Flt Protected	0.950				0.990		0.950				0.999	
Satd. Flow (prot)	1676	1609	0	0	1671	0	1677	1798	0	0	1991	0
Flt Permitted	0.464				0.924		0.445				0.984	
Satd. Flow (perm)	818	1609	0	0	1559	0	786	1798	0	0	1961	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			8			6			43	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			571			238			193	
Travel Time (s)		9.8			15.6			6.5			5.3	
Confl. Peds. (#/hr)	1					1			5	5		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	6%	4%	4%	2%	0%	6%	3%	3%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	288	37	32	79	272	33	79	535	38	11	265	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	288	69	0	0	384	0	79	573	0	0	424	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.11	1.11	1.11	1.02	1.02	1.02	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		0	0			0	
Detector Template												
Leading Detector (ft)	83	83			83		0	0			0	
Trailing Detector (ft)	-5	-5			-5		0	0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	41.0	41.0		41.0	41.0		39.0	39.0		39.0	39.0	
Total Split (%)	51.3%	51.3%		51.3%	51.3%		48.8%	48.8%		48.8%	48.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0			-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Don't Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)	30.6	30.6			30.6		35.4	35.4			35.4	
Actuated g/C Ratio	0.41	0.41			0.41		0.48	0.48			0.48	
v/c Ratio	0.85	0.10			0.59		0.21	0.66			0.44	
Control Delay (s/veh)	44.2	8.0			20.2		15.5	21.1			14.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)	44.2	8.0			20.2		15.5	21.1			14.6	
LOS	D	A			C		B	C			B	
Approach Delay (s/veh)		37.2			20.2			20.4			14.6	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	117	10			130		24	222			126	
Queue Length 95th (ft)	#258	33			212		57	357			211	
Internal Link Dist (ft)		279			491			158			113	
Turn Bay Length (ft)	120						85					
Base Capacity (vph)	413	828			791		375	862			959	
Starvation Cap Reductn	0	0			0		0	0			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.70	0.08			0.49		0.21	0.66			0.44	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 74												
Natural Cycle: 50												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.85												
Intersection Signal Delay (s/veh): 22.3						Intersection LOS: C						
Intersection Capacity Utilization 89.1%						ICU Level of Service E						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

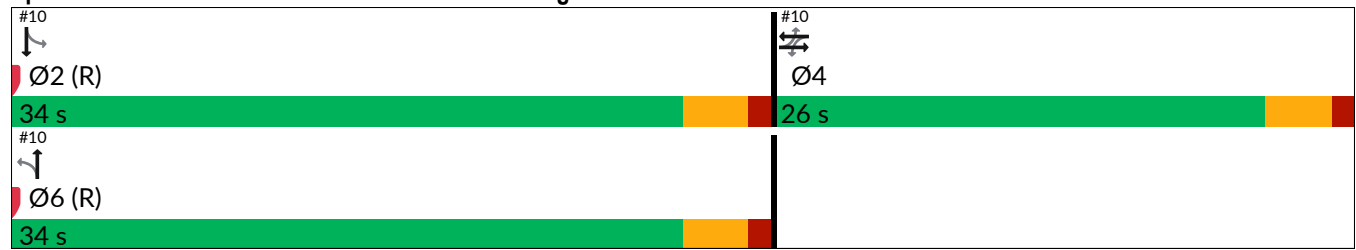
Splits and Phases: 7: Route 9W & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	35	15	1	89	6	33	94	19	7	85	239
Future Volume (vph)	32	35	15	1	89	6	33	94	19	7	85	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00			0.98	
Frt		0.975			0.992			0.982			0.902	
Flt Protected		0.981						0.989			0.999	
Satd. Flow (prot)	0	1769	0	0	1836	0	0	1798	0	0	1646	0
Flt Permitted		0.884			0.999			0.881			0.995	
Satd. Flow (perm)	0	1590	0	0	1834	0	0	1600	0	0	1639	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			6			18			285	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		571			404			273			183	
Travel Time (s)		15.6			11.0			7.4			5.0	
Confl. Peds. (#/hr)	6		1	1		6	8		4	4		8
Confl. Bikes (#/hr)			4			1			25			13
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	0%	0%	0%	1%	0%	0%	2%	0%	14%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	38	42	18	1	106	7	39	112	23	8	101	285
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	114	0	0	174	0	0	394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.02	1.02	1.02	1.01	1.01	1.01	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0			0			0			0	
Detector Template												
Leading Detector (ft)		0			0			0			0	
Trailing Detector (ft)		0			0			0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			6			2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		56.7%	56.7%		56.7%	56.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.0			22.0			30.0			30.0	
Actuated g/C Ratio		0.37			0.37			0.50			0.50	
v/c Ratio		0.16			0.17			0.22			0.41	
Control Delay (s/veh)		11.8			13.0			8.4			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		11.8			13.0			8.4			4.2	
LOS		B			B			A			A	
Approach Delay (s/veh)		11.8			13.0			8.4			4.2	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		19			26			29			20	
Queue Length 95th (ft)		42			51			55			53	
Internal Link Dist (ft)		491			324			193			103	
Turn Bay Length (ft)												
Base Capacity (vph)		594			676			809			962	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.16			0.17			0.22			0.41	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green												
Natural Cycle: 55												
Control Type: Pretimed												
Maximum v/c Ratio: 0.41												
Intersection Signal Delay (s/veh): 7.4							Intersection LOS: A					
Intersection Capacity Utilization 43.3%							ICU Level of Service A					
Analysis Period (min) 15												

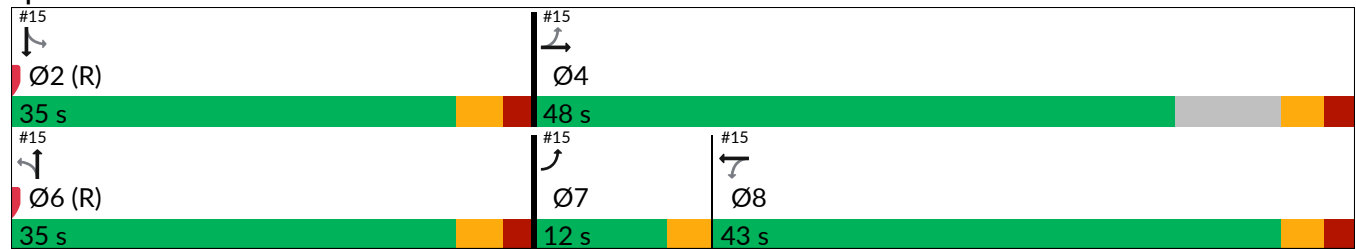
Splits and Phases: 10: N. Midland/N. Midland & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	334	16	1	287	39	15	39	2	42	19	46
Future Volume (vph)	62	334	16	1	287	39	15	39	2	42	19	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	10	10	10	10	10	12	12	12
Grade (%)		-4%			6%			-3%			-2%	
Storage Length (ft)	70		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00			0.99			0.96	
Fr _t		0.993			0.984			0.995			0.942	
Flt Protected	0.950							0.987			0.981	
Satd. Flow (prot)	1718	1884	0	0	1645	0	0	1741	0	0	1682	0
Flt Permitted	0.436				0.999			0.928			0.881	
Satd. Flow (perm)	777	1884	0	0	1644	0	0	1620	0	0	1489	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			9			2			45	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		184			497			195			91	
Travel Time (s)		5.0			13.6			5.3			2.5	
Confl. Peds. (#/hr)	14		20	20		14	18		14	14		18
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	14%	2%	5%	0%	2%	0%	8%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	66	355	17	1	305	41	16	41	2	45	20	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	372	0	0	347	0	0	59	0	0	114	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	0.97	0.97	1.14	1.14	1.14	1.07	1.07	1.07	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0			0			0			0	
Detector Template												
Leading Detector (ft)	0	0			0			0			0	
Trailing Detector (ft)	0	0			0			0			0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	9.0	38.0		38.0	38.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	12.0	43.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (s)	12.0	48.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	13.3%	53.3%		47.8%	47.8%		38.9%	38.9%		38.9%	38.9%	
Maximum Green (s)	9.0	43.0		38.0	38.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag		Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	52.0	50.0			38.0			30.0			30.0	
Actuated g/C Ratio	0.58	0.56			0.42			0.33			0.33	
v/c Ratio	0.12	0.35			0.50			0.11			0.22	
Control Delay (s/veh)	9.0	12.1			21.5			21.0			14.8	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	9.0	12.1			21.5			21.0			14.8	
LOS	A	B			C			C			B	
Approach Delay (s/veh)		11.7			21.5			21.0			14.8	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	15	110			139			23			27	
Queue Length 95th (ft)	33	169			220			51			67	
Internal Link Dist (ft)		104			417			115			11	
Turn Bay Length (ft)	70											
Base Capacity (vph)	543	1048			699			541			526	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.12	0.35			0.50			0.11			0.22	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green												
Natural Cycle: 90												
Control Type: Pretimed												
Maximum v/c Ratio: 0.50												
Intersection Signal Delay (s/veh): 16.2					Intersection LOS: B							
Intersection Capacity Utilization 82.6%					ICU Level of Service E							
Analysis Period (min) 15												

Splits and Phases: 15: S Midland/N Midland & Main St



Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	11	30	10	4	19	33	557	47	11	301	38
Future Vol, veh/h	32	11	30	10	4	19	33	557	47	11	301	38
Conflicting Peds, #/hr	0	0	1	1	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	65	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	3	2	0	4	0
Mvmt Flow	34	12	32	11	4	20	35	586	49	12	317	40

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1020	1069	340	1029	1065	613	359	0	0	638	0	0
Stage 1	362	362	-	683	683	-	-	-	-	-	-	-
Stage 2	658	707	-	347	382	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	217	223	707	214	225	496	1211	-	-	956	-	-
Stage 1	661	629	-	443	453	-	-	-	-	-	-	-
Stage 2	457	441	-	673	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	196	213	705	185	215	495	1209	-	-	954	-	-
Mov Cap-2 Maneuver	196	213	-	185	215	-	-	-	-	-	-	-
Stage 1	652	620	-	429	439	-	-	-	-	-	-	-
Stage 2	422	428	-	623	608	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	20.86		18.7		0.42		0.28	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1209	-	-	200	705	297	954	-	-
HCM Lane V/C Ratio	0.029	-	-	0.226	0.045	0.117	0.012	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	28.2	10.3	18.7	8.8	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.1	0.4	0	-	-

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	2	46	1	3	2	22	111	1	7	65	12
Future Vol, veh/h	12	2	46	1	3	2	22	111	1	7	65	12
Conflicting Peds, #/hr	2	0	2	2	0	2	3	0	5	5	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	6	-	-	2	-	-	-2	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	5	2	0	0	3	9
Mvmt Flow	14	2	52	1	3	2	25	126	1	8	74	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	279	282	86	275	288	134	91	0	0	132	0	0
Stage 1	100	100	-	182	182	-	-	-	-	-	-	-
Stage 2	180	182	-	93	106	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.9	5.9	8.3	7.7	6.8	4.15	-	-	4.1	-	-
Critical Hdwy Stg 1	5.5	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.245	-	-	2.2	-	-
Pot Cap-1 Maneuver	709	660	986	622	568	900	1486	-	-	1465	-	-
Stage 1	927	830	-	776	709	-	-	-	-	-	-	-
Stage 2	852	776	-	891	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	684	640	982	570	551	895	1482	-	-	1459	-	-
Mov Cap-2 Maneuver	684	640	-	570	551	-	-	-	-	-	-	-
Stage 1	919	823	-	759	693	-	-	-	-	-	-	-
Stage 2	829	759	-	835	776	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.39		10.72		1.23		0.62	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	295	-	-	888	636	145	-
HCM Lane V/C Ratio	0.017	-	-	0.077	0.011	0.005	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.4	10.7	7.5	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-

**CAPACITY ANALYSIS SUMMARY
2029 BUILD CONDITIONS**

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	355	252	112	34	244	28	252	259	32	24	223	106
Future Volume (vph)	355	252	112	34	244	28	252	259	32	24	223	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	11	12	12	12	11	11	11
Grade (%)		-7%			7%			-8%			5%	
Storage Length (ft)	257		0	190		0	140		0	100		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt		0.954			0.985			0.983			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3419	1742	0	1578	1620	0	1788	1870	0	1636	1624	0
Flt Permitted	0.420			0.273			0.288			0.362		
Satd. Flow (perm)	1506	1742	0	454	1620	0	542	1870	0	623	1624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			7			7			28	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		424			124			138			333	
Travel Time (s)		9.6			3.4			3.1			7.6	
Confl. Peds. (#/hr)	3					3						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	8%	7%	3%	8%	5%	5%	4%	3%	4%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	386	274	122	37	265	30	274	282	35	26	242	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	386	396	0	37	295	0	274	317	0	26	357	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.14	1.09	1.09	0.95	0.95	0.95	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		-5	-5	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	3		4	7		6	1		2	5	
Permitted Phases	3			7			1			5		
Detector Phase	8	3		4	7		6	1		2	5	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	24.0		8.0	24.0		8.0	24.0		8.0	24.0	
Total Split (s)	15.0	32.0		15.0	32.0		10.0	33.0		10.0	33.0	
Total Split (%)	16.7%	35.6%		16.7%	35.6%		11.1%	36.7%		11.1%	36.7%	
Maximum Green (s)	11.0	27.0		10.0	27.0		5.0	28.0		5.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	None		Max	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Don't Walk (s)		10.0			10.0			10.0			10.0	
Pedestrian Calls (#/hr)		2			0			2			2	
Act Effct Green (s)	31.3	25.2		26.1	19.2		24.7	18.5		29.1	20.6	
Actuated g/C Ratio	0.45	0.36		0.37	0.27		0.35	0.26		0.41	0.29	
v/c Ratio	0.43	0.62		0.13	0.66		0.91	0.64		0.07	0.72	
Control Delay (s/veh)	16.8	24.9		15.2	30.8		60.8	29.9		13.9	30.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	16.8	24.9		15.2	30.8		60.8	29.9		13.9	30.2	
LOS	B	C		B	C		E	C		B	C	
Approach Delay (s/veh)		20.9			29.0			44.2			29.1	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	52	154		9	120		80	126		7	134	
Queue Length 95th (ft)	95	291		29	221		#188	227		22	252	
Internal Link Dist (ft)		344			44			58			253	
Turn Bay Length (ft)	257			190			140			100		
Base Capacity (vph)	1093	736		380	674		301	805		379	711	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.54		0.10	0.44		0.91	0.39		0.07	0.50	
Intersection Summary												
Area Type: Other												
Cycle Length: 90												
Actuated Cycle Length: 70.2												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.91												
Intersection Signal Delay (s/veh): 30.3 Intersection LOS: C												
Intersection Capacity Utilization 70.2% ICU Level of Service C												
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

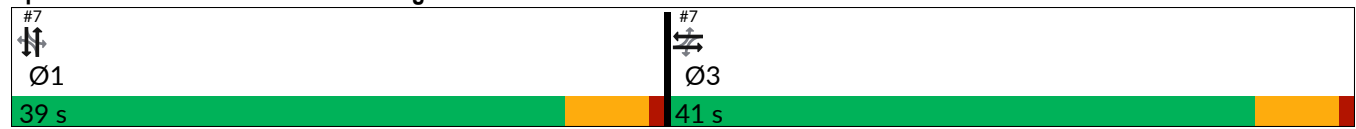
Splits and Phases: 3: Route 9W & Route 59/Main Street

#3 Ø1 33 s	#3 Ø2 10 s	#3 Ø3 32 s	#3 Ø4 15 s
#3 Ø5 33 s	#3 Ø6 10 s	#3 Ø7 32 s	#3 Ø8 15 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	54	25	41	246	8	85	474	49	7	308	183
Future Volume (vph)	136	54	25	41	246	8	85	474	49	7	308	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-5%			3%			3%			-4%	
Storage Length (ft)	120		0	0		0	85		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00			1.00			1.00	
Frt		0.952			0.996			0.986			0.950	
Flt Protected	0.950				0.993		0.950				0.999	
Satd. Flow (prot)	1697	1735	0	0	1724	0	1646	1761	0	0	1754	0
Flt Permitted	0.461				0.950		0.427				0.993	
Satd. Flow (perm)	819	1735	0	0	1649	0	740	1761	0	0	1743	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			2			8			47	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			571			238			193	
Travel Time (s)		9.8			15.6			6.5			5.3	
Confl. Peds. (#/hr)	5		1	1		5			5	5		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	10%	0%	5%	8%	0%	8%	5%	2%	14%	7%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	145	57	27	44	262	9	90	504	52	7	328	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	84	0	0	315	0	90	556	0	0	530	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.02	1.02	1.02	1.02	1.02	1.02	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		0	0			0	
Detector Template												
Leading Detector (ft)	83	83			83		0	0			0	
Trailing Detector (ft)	-5	-5			-5		0	0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	41.0	41.0		41.0	41.0		39.0	39.0		39.0	39.0	
Total Split (%)	51.3%	51.3%		51.3%	51.3%		48.8%	48.8%		48.8%	48.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0			-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Don't Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)	20.0	20.0			20.0		35.3	35.3			35.3	
Actuated g/C Ratio	0.32	0.32			0.32		0.56	0.56			0.56	
v/c Ratio	0.56	0.15			0.60		0.22	0.57			0.53	
Control Delay (s/veh)	26.7	11.2			23.0		11.0	13.3			11.9	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)	26.7	11.2			23.0		11.0	13.3			11.9	
LOS	C	B			C		B	B			B	
Approach Delay (s/veh)		21.0			23.0			13.0			11.9	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	49	16			106		16	125			107	
Queue Length 95th (ft)	103	44			178		56	297			265	
Internal Link Dist (ft)		279			491			158			113	
Turn Bay Length (ft)	120						85					
Base Capacity (vph)	482	1033			972		412	984			992	
Starvation Cap Reductn	0	0			0		0	0			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.30	0.08			0.32		0.22	0.57			0.53	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 63.4												
Natural Cycle: 50												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.60												
Intersection Signal Delay (s/veh): 15.6						Intersection LOS: B						
Intersection Capacity Utilization 91.8%						ICU Level of Service F						
Analysis Period (min) 15												

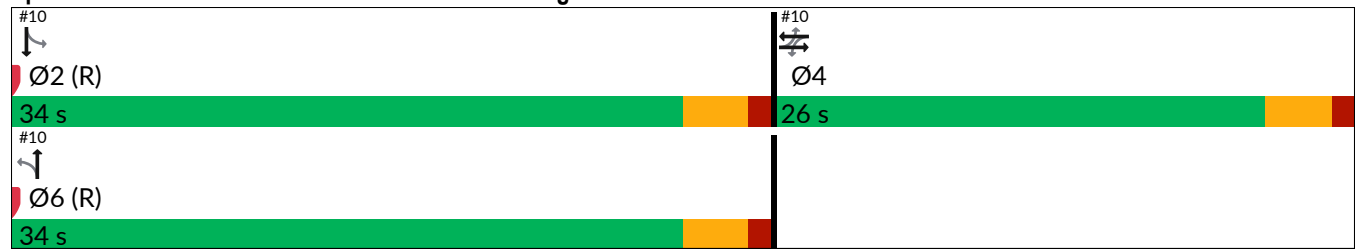
Splits and Phases: 7: Route 9W & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	31	12	1	85	6	32	109	13	7	75	179
Future Volume (vph)	76	31	12	1	85	6	32	109	13	7	75	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.98	
Frt		0.986			0.991			0.988			0.907	
Flt Protected		0.969						0.990			0.999	
Satd. Flow (prot)	0	1715	0	0	1692	0	0	1768	0	0	1581	0
Flt Permitted		0.785			0.999			0.909			0.994	
Satd. Flow (perm)	0	1387	0	0	1690	0	0	1622	0	0	1572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			7			11			203	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		571			404			273			183	
Travel Time (s)		15.6			11.0			7.4			5.0	
Confl. Peds. (#/hr)	2		8	8		2	5		38	38		5
Confl. Bikes (#/hr)			4			1			25			13
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	3%	18%	0%	9%	17%	0%	5%	0%	0%	11%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	86	35	14	1	97	7	36	124	15	8	85	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	105	0	0	175	0	0	296	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.02	1.02	1.02	1.01	1.01	1.01	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0			0			0			0	
Detector Template												
Leading Detector (ft)		0			0			0			0	
Trailing Detector (ft)		0			0			0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			6			2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		56.7%	56.7%		56.7%	56.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.0			22.0			30.0			30.0	
Actuated g/C Ratio		0.37			0.37			0.50			0.50	
v/c Ratio		0.26			0.17			0.21			0.33	
Control Delay (s/veh)		13.9			13.0			8.7			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		13.9			13.0			8.7			4.2	
LOS		B			B			A			A	
Approach Delay (s/veh)		13.9			13.0			8.7			4.2	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		31			25			32			18	
Queue Length 95th (ft)		66			54			62			54	
Internal Link Dist (ft)		491			324			193			103	
Turn Bay Length (ft)												
Base Capacity (vph)		515			624			816			887	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.17			0.21			0.33	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green												
Natural Cycle: 55												
Control Type: Pretimed												
Maximum v/c Ratio: 0.33												
Intersection Signal Delay (s/veh): 8.5							Intersection LOS: A					
Intersection Capacity Utilization 43.6%							ICU Level of Service A					
Analysis Period (min) 15												

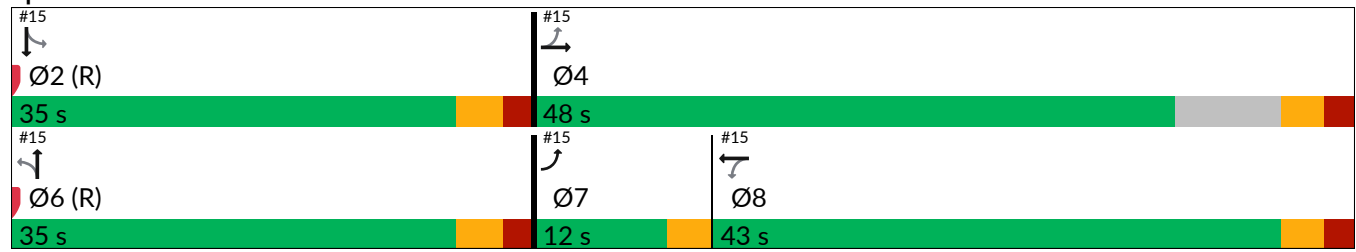
Splits and Phases: 10: N. Midland/N. Midlland & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	249	4	3	250	54	7	34	7	41	30	40
Future Volume (vph)	55	249	4	3	250	54	7	34	7	41	30	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-4%			6%			-3%			-2%	
Storage Length (ft)	70		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00			1.00			0.99	
Fr _t		0.998			0.976			0.981			0.951	
Fl _t Protected	0.950				0.999			0.993			0.982	
Satd. Flow (prot)	1841	1761	0	0	1653	0	0	1765	0	0	1626	0
Fl _t Permitted	0.422				0.997			0.967			0.885	
Satd. Flow (perm)	816	1761	0	0	1649	0	0	1717	0	0	1460	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			15			8			34	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		184			497			195			91	
Travel Time (s)		5.0			13.6			5.3			2.5	
Confl. Peds. (#/hr)	2		3	3		2	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	10%	0%	0%	8%	12%	0%	6%	14%	11%	14%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	65	296	5	4	298	64	8	40	8	49	36	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	301	0	0	366	0	0	56	0	0	133	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.04	1.04	1.04	0.98	0.98	0.98	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0			0			0			0	
Detector Template												
Leading Detector (ft)	0	0			0			0			0	
Trailing Detector (ft)	0	0			0			0			0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	9.0	38.0		38.0	38.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	12.0	43.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (s)	12.0	48.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	13.3%	53.3%		47.8%	47.8%		38.9%	38.9%		38.9%	38.9%	
Maximum Green (s)	9.0	43.0		38.0	38.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag			Lag					
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	52.0	50.0			38.0			30.0			30.0	
Actuated g/C Ratio	0.58	0.56			0.42			0.33			0.33	
v/c Ratio	0.11	0.31			0.52			0.10			0.26	
Control Delay (s/veh)	8.9	11.7			21.7			18.9			17.8	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	8.9	11.7			21.7			18.9			17.8	
LOS	A	B			C			B			B	
Approach Delay (s/veh)		11.2			21.7			18.9			17.8	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	15	92			153			19			44	
Queue Length 95th (ft)	30	133			219			44			86	
Internal Link Dist (ft)		104			417			115			11	
Turn Bay Length (ft)	70											
Base Capacity (vph)	573	979			704			577			509	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.11	0.31			0.52			0.10			0.26	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green												
Natural Cycle: 90												
Control Type: Pretimed												
Maximum v/c Ratio: 0.52												
Intersection Signal Delay (s/veh): 16.8					Intersection LOS: B							
Intersection Capacity Utilization 73.2%					ICU Level of Service D							
Analysis Period (min) 15												

Splits and Phases: 15: S Midland/N Midland & Main St



Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	634	0	0	0
Future Vol, veh/h	0	8	634	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	0	5
Mvmt Flow	0	9	689	0	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	689	0
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	449	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	449	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.17	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 449	-
HCM Lane V/C Ratio	- 0.019	-
HCM Ctrl Dly (s/v)	- 13.2	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	7	13	6	6	19	20	590	32	11	334	32
Future Vol, veh/h	7	7	13	6	6	19	20	590	32	11	334	32
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	65	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	14	0	0	0	0	0	0	6	3	0	5	3
Mvmt Flow	7	7	14	6	6	20	21	628	34	12	355	34

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1073	1106	376	1072	1106	647	393	0	0	664	0	0
Stage 1	400	400	-	689	689	-	-	-	-	-	-	-
Stage 2	673	706	-	382	417	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	188	212	675	200	212	475	1176	-	-	935	-	-
Stage 1	603	605	-	439	449	-	-	-	-	-	-	-
Stage 2	426	442	-	644	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	168	205	672	183	205	474	1172	-	-	933	-	-
Mov Cap-2 Maneuver	168	205	-	183	205	-	-	-	-	-	-	-
Stage 1	594	596	-	430	441	-	-	-	-	-	-	-
Stage 2	394	433	-	615	585	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	18.62		18.31		0.25		0.26	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1172	-	-	185	672	303	933	-	-
HCM Lane V/C Ratio	0.018	-	-	0.081	0.021	0.109	0.013	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	26.2	10.5	18.3	8.9	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0.4	0	-	-

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	3	27	4	2	5	27	121	1	1	73	13
Future Vol, veh/h	24	3	27	4	2	5	27	121	1	1	73	13
Conflicting Peds, #/hr	4	0	1	1	0	4	9	0	24	24	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	6	-	-	2	-	-	-2	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	0	10	0	0	0	16	4	0	0	12	8
Mvmt Flow	27	3	30	4	2	6	30	136	1	1	82	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	302	322	99	308	329	165	106	0	0	161	0	0
Stage 1	101	101	-	221	221	-	-	-	-	-	-	-
Stage 2	202	222	-	87	108	-	-	-	-	-	-	-
Critical Hdwy	6.54	5.9	6	8.3	7.7	6.8	4.26	-	-	4.1	-	-
Critical Hdwy Stg 1	5.54	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.54	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.39	3.5	4	3.3	2.344	-	-	2.2	-	-
Pot Cap-1 Maneuver	679	631	943	585	532	861	1403	-	-	1430	-	-
Stage 1	916	830	-	730	673	-	-	-	-	-	-	-
Stage 2	823	751	-	899	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	648	599	935	538	504	841	1392	-	-	1402	-	-
Mov Cap-2 Maneuver	648	599	-	538	504	-	-	-	-	-	-	-
Stage 1	908	823	-	698	644	-	-	-	-	-	-	-
Stage 2	793	718	-	865	775	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.14		10.79		1.39		0.09	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	326	-	-	762	634	20	-
HCM Lane V/C Ratio	0.022	-	-	0.08	0.019	0.001	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.1	10.8	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	308	292	2	0	8
Future Vol, veh/h	0	308	292	2	0	8
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	7	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	8	8	0	0	0
Mvmt Flow	0	335	317	2	0	9
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	653	318
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	-	435	727
Stage 1	0	-	-	-	742	-
Stage 2	0	-	-	-	729	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	435	727
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	729	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		10.01		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	727		
HCM Lane V/C Ratio	-	-	-	0.012		
HCM Ctrl Dly (s/v)	-	-	-	10		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	377	85	49	279	37	233	328	22	31	194	115
Future Volume (vph)	283	377	85	49	279	37	233	328	22	31	194	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	11	12	12	12	11	11	11
Grade (%)		-7%			7%			-8%			5%	
Storage Length (ft)	257		0	190		0	140		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.972			0.982			0.990			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1814	1862	0	1594	1662	0	1840	1903	0	1701	1631	0
Flt Permitted	0.361			0.192			0.330			0.258		
Satd. Flow (perm)	689	1862	0	322	1662	0	639	1903	0	462	1631	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			8			4			35	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		424			118			138			333	
Travel Time (s)		9.6			3.2			3.1			7.6	
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	0%	2%	4%	10%	2%	3%	0%	0%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	304	405	91	53	300	40	251	353	24	33	209	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	496	0	53	340	0	251	377	0	33	333	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.14	1.09	1.09	0.95	0.95	0.95	1.08	1.08	1.08
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		-5	-5	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	3		4	7		6	1		2	5	
Permitted Phases	3			7			1			5		
Detector Phase	8	3		4	7		6	1		2	5	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	24.0		8.0	24.0		8.0	24.0		8.0	24.0	
Total Split (s)	15.0	32.0		15.0	32.0		10.0	33.0		10.0	33.0	
Total Split (%)	16.7%	35.6%		16.7%	35.6%		11.1%	36.7%		11.1%	36.7%	
Maximum Green (s)	11.0	27.0		10.0	27.0		5.0	28.0		5.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	None		Max	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Don't Walk (s)		10.0			10.0			10.0			10.0	
Pedestrian Calls (#/hr)		2			0			2			2	
Act Effct Green (s)	34.5	27.4		28.8	20.8		27.8	20.9		26.4	20.2	
Actuated g/C Ratio	0.47	0.37		0.39	0.28		0.38	0.28		0.36	0.27	
v/c Ratio	0.64	0.71		0.20	0.72		0.71	0.70		0.12	0.71	
Control Delay (s/veh)	26.4	29.4		17.4	33.8		36.1	31.9		17.2	31.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	26.4	29.4		17.4	33.8		36.1	31.9		17.2	31.2	
LOS	C	C		B	C		D	C		B	C	
Approach Delay (s/veh)		28.3			31.5			33.6			30.0	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	84	205		13	149		82	166		9	134	
Queue Length 95th (ft)	164	#438		36	265		#181	279		28	240	
Internal Link Dist (ft)		344			38			58			253	
Turn Bay Length (ft)	257			190			140			100		
Base Capacity (vph)	541	741		337	660		354	779		270	686	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.56	0.67		0.16	0.52		0.71	0.48		0.12	0.49	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 73.7												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.72												
Intersection Signal Delay (s/veh): 30.7						Intersection LOS: C						
Intersection Capacity Utilization 76.1%						ICU Level of Service D						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 9W & Route 59/Main Street

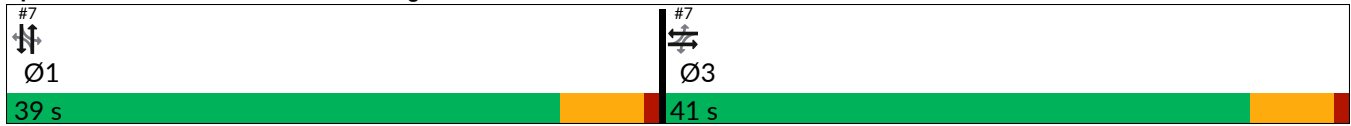
#3 Ø1 33 s	#3 Ø2 10 s	#3 Ø3 32 s	#3 Ø4 15 s
#3 Ø5 33 s	#3 Ø6 10 s	#3 Ø7 32 s	#3 Ø8 15 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	271	35	30	74	256	31	74	506	36	10	249	139
Future Volume (vph)	271	35	30	74	256	31	74	506	36	10	249	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	15	15	15
Grade (%)		-5%			3%			3%			-4%	
Storage Length (ft)	120		0	0		0	85		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.930			0.988			0.990			0.953	
Flt Protected	0.950				0.990		0.950				0.999	
Satd. Flow (prot)	1676	1609	0	0	1671	0	1677	1798	0	0	1991	0
Flt Permitted	0.464				0.924		0.445				0.984	
Satd. Flow (perm)	818	1609	0	0	1559	0	786	1798	0	0	1961	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			8			6			43	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			571			238			193	
Travel Time (s)		9.8			15.6			6.5			5.3	
Confl. Peds. (#/hr)	1					1			5	5		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	6%	4%	4%	2%	0%	6%	3%	3%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	288	37	32	79	272	33	79	538	38	11	265	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	288	69	0	0	384	0	79	576	0	0	424	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.11	1.11	1.11	1.02	1.02	1.02	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		0	0			0	
Detector Template												
Leading Detector (ft)	83	83			83		0	0			0	
Trailing Detector (ft)	-5	-5			-5		0	0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	41.0	41.0		41.0	41.0		39.0	39.0		39.0	39.0	
Total Split (%)	51.3%	51.3%		51.3%	51.3%		48.8%	48.8%		48.8%	48.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-2.0	-2.0			-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Don't Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)	30.6	30.6			30.6		35.4	35.4			35.4	
Actuated g/C Ratio	0.41	0.41			0.41		0.48	0.48			0.48	
v/c Ratio	0.85	0.10			0.59		0.21	0.67			0.44	
Control Delay (s/veh)	44.2	8.0			20.2		15.5	21.2			14.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)	44.2	8.0			20.2		15.5	21.2			14.6	
LOS	D	A			C		B	C			B	
Approach Delay (s/veh)		37.2			20.2			20.5			14.6	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	117	10			130		24	223			126	
Queue Length 95th (ft)	#258	33			212		57	360			211	
Internal Link Dist (ft)		279			491			158			113	
Turn Bay Length (ft)	120						85					
Base Capacity (vph)	413	828			791		375	862			959	
Starvation Cap Reductn	0	0			0		0	0			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.70	0.08			0.49		0.21	0.67			0.44	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 74												
Natural Cycle: 50												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.85												
Intersection Signal Delay (s/veh): 22.3						Intersection LOS: C						
Intersection Capacity Utilization 89.1%						ICU Level of Service E						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

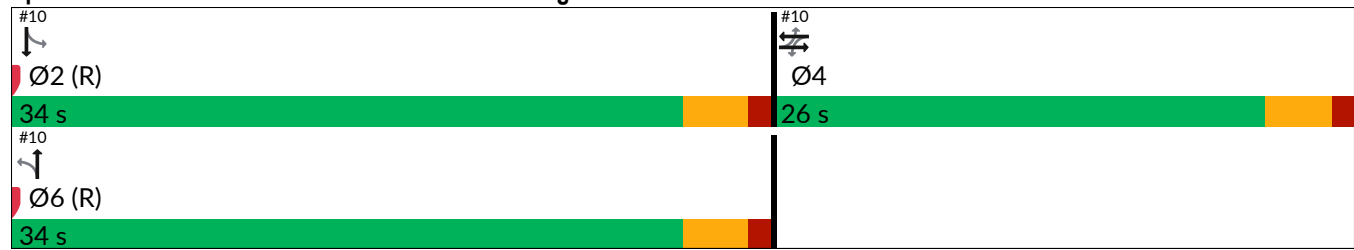
Splits and Phases: 7: Route 9W & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	35	15	1	89	6	33	94	19	7	86	239
Future Volume (vph)	32	35	15	1	89	6	33	94	19	7	86	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00			0.98	
Frt		0.975			0.992			0.982			0.903	
Flt Protected		0.981						0.989			0.999	
Satd. Flow (prot)	0	1769	0	0	1836	0	0	1798	0	0	1647	0
Flt Permitted		0.884			0.999			0.881			0.995	
Satd. Flow (perm)	0	1590	0	0	1834	0	0	1600	0	0	1641	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			6			18			285	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		571			404			273			183	
Travel Time (s)		15.6			11.0			7.4			5.0	
Confl. Peds. (#/hr)	6		1	1		6	8		4	4		8
Confl. Bikes (#/hr)			4			1			25			13
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	0%	0%	0%	1%	0%	0%	2%	0%	14%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	38	42	18	1	106	7	39	112	23	8	102	285
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	114	0	0	174	0	0	395	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.02	1.02	1.02	1.01	1.01	1.01	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0			0			0			0	
Detector Template												
Leading Detector (ft)		0			0			0			0	
Trailing Detector (ft)		0			0			0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			6			2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		56.7%	56.7%		56.7%	56.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.0			22.0			30.0			30.0	
Actuated g/C Ratio		0.37			0.37			0.50			0.50	
v/c Ratio		0.16			0.17			0.22			0.41	
Control Delay (s/veh)		11.8			13.0			8.4			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		11.8			13.0			8.4			4.2	
LOS		B			B			A			A	
Approach Delay (s/veh)		11.8			13.0			8.4			4.2	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		19			26			29			20	
Queue Length 95th (ft)		42			51			55			53	
Internal Link Dist (ft)		491			324			193			103	
Turn Bay Length (ft)												
Base Capacity (vph)		594			676			809			963	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.16			0.17			0.22			0.41	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green												
Natural Cycle: 55												
Control Type: Pretimed												
Maximum v/c Ratio: 0.41												
Intersection Signal Delay (s/veh): 7.4							Intersection LOS: A					
Intersection Capacity Utilization 43.3%							ICU Level of Service A					
Analysis Period (min) 15												

Splits and Phases: 10: N. Midland/N. Midland & High Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	334	16	1	289	39	15	39	2	44	19	52
Future Volume (vph)	62	334	16	1	289	39	15	39	2	44	19	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	10	10	10	10	10	12	12	12
Grade (%)		-4%			6%			-3%			-2%	
Storage Length (ft)	70		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00			0.99			0.96	
Frt		0.993			0.984			0.995			0.939	
Flt Protected	0.950							0.987			0.981	
Satd. Flow (prot)	1718	1884	0	0	1646	0	0	1741	0	0	1676	0
Flt Permitted	0.434				0.999			0.927			0.881	
Satd. Flow (perm)	773	1884	0	0	1644	0	0	1617	0	0	1484	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			9			2			49	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		184			497			195			91	
Travel Time (s)		5.0			13.6			5.3			2.5	
Confl. Peds. (#/hr)	14		20	20		14	18		14	14		18
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	14%	2%	5%	0%	2%	0%	8%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	66	355	17	1	307	41	16	41	2	47	20	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	372	0	0	349	0	0	59	0	0	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	0.97	0.97	1.14	1.14	1.14	1.07	1.07	1.07	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0			0			0			0	
Detector Template												
Leading Detector (ft)	0	0			0			0			0	
Trailing Detector (ft)	0	0			0			0			0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	9.0	38.0		38.0	38.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	12.0	43.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (s)	12.0	48.0		43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	13.3%	53.3%		47.8%	47.8%		38.9%	38.9%		38.9%	38.9%	
Maximum Green (s)	9.0	43.0		38.0	38.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	3.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag		Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	52.0	50.0			38.0			30.0			30.0	
Actuated g/C Ratio	0.58	0.56			0.42			0.33			0.33	
v/c Ratio	0.12	0.35			0.50			0.11			0.23	
Control Delay (s/veh)	9.0	12.1			21.6			21.0			14.7	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	9.0	12.1			21.6			21.0			14.7	
LOS	A	B			C			C			B	
Approach Delay (s/veh)		11.7			21.6			21.0			14.7	
Approach LOS		B			C			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 16.2

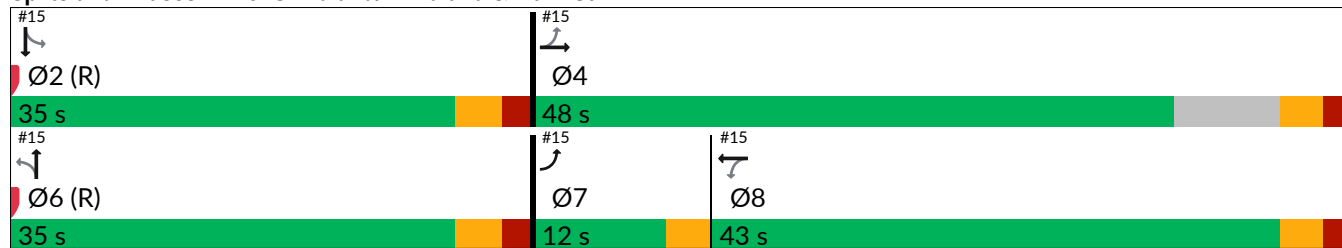
Intersection LOS: B

Intersection Capacity Utilization 82.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: S Midland/N Midland & MaiN St



Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗			↗
Traffic Vol, veh/h	0	5	643	0	0	340
Future Vol, veh/h	0	5	643	0	0	340
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	4
Mvmt Flow	0	5	691	0	0	366

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	691	0
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	448	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	448	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 448	-
HCM Lane V/C Ratio	- 0.012	-
HCM Ctrl Dly (s/v)	- 13.1	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	11	30	10	4	19	33	560	54	11	301	38
Future Vol, veh/h	32	11	30	10	4	19	33	560	54	11	301	38
Conflicting Peds, #/hr	0	0	1	1	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	65	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	3	2	0	4	0
Mvmt Flow	34	12	32	11	4	20	35	589	57	12	317	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1023	1080	340	1036	1071	620	359	0	0	648	0	0
Stage 1	362	362	-	689	689	-	-	-	-	-	-	-
Stage 2	661	718	-	347	382	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	216	220	707	211	222	492	1211	-	-	947	-	-
Stage 1	661	629	-	439	449	-	-	-	-	-	-	-
Stage 2	455	436	-	673	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	195	210	705	183	213	491	1209	-	-	946	-	-
Mov Cap-2 Maneuver	195	210	-	183	213	-	-	-	-	-	-	-
Stage 1	652	620	-	426	436	-	-	-	-	-	-	-
Stage 2	420	423	-	623	608	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	21		18.86		0.41		0.28	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1209	-	-	198	705	294	946	-	-
HCM Lane V/C Ratio	0.029	-	-	0.228	0.045	0.118	0.012	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	28.4	10.3	18.9	8.9	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.1	0.4	0	-	-

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	2	53	1	3	2	22	111	1	7	66	12
Future Vol, veh/h	12	2	53	1	3	2	22	111	1	7	66	12
Conflicting Peds, #/hr	2	0	2	2	0	2	3	0	5	5	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	6	-	-	2	-	-	-2	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	5	2	0	0	3	9
Mvmt Flow	14	2	60	1	3	2	25	126	1	8	75	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	281	283	87	276	289	134	92	0	0	132	0	0
Stage 1	101	101	-	182	182	-	-	-	-	-	-	-
Stage 2	180	182	-	94	108	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.9	5.9	8.3	7.7	6.8	4.15	-	-	4.1	-	-
Critical Hdwy Stg 1	5.5	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	4.9	-	7.3	6.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.245	-	-	2.2	-	-
Pot Cap-1 Maneuver	708	660	984	621	567	900	1484	-	-	1465	-	-
Stage 1	926	829	-	776	709	-	-	-	-	-	-	-
Stage 2	852	776	-	889	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	682	640	980	564	550	895	1481	-	-	1459	-	-
Mov Cap-2 Maneuver	682	640	-	564	550	-	-	-	-	-	-	-
Stage 1	918	823	-	759	693	-	-	-	-	-	-	-
Stage 2	829	758	-	826	775	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.39		10.74		1.23		0.62	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	295	-	-	896	634	144	-
HCM Lane V/C Ratio	0.017	-	-	0.085	0.011	0.005	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.4	10.7	7.5	0
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	430	360	8	0	5
Future Vol, veh/h	0	430	360	8	0	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	7	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	4	0	0	0
Mvmt Flow	0	462	387	9	0	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 854 391
Stage 1	-	-	- 391 -
Stage 2	-	-	- 462 -
Critical Hdwy	-	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	-	-	- 3.5 3.3
Pot Cap-1 Maneuver	0	-	- 332 662
Stage 1	0	-	- 688 -
Stage 2	0	-	- 638 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 332 662
Mov Cap-2 Maneuver	-	-	- 332 -
Stage 1	-	-	- 688 -
Stage 2	-	-	- 638 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.49
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	662
HCM Lane V/C Ratio	-	-	-	0.008
HCM Ctrl Dly (s/v)	-	-	-	10.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

APPENDIX C

TRAFFIC COUNTS

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: Route 9W
LOCATION 2: Main St/Route 59
BOROUGH CODE:
COLLECT DATE:
START DATE: 05/19/2026
START TIME: 7:00:00
END DATE: 05/19/2026
END TIME: 18:00:00
PERIOD: 2
INTERVAL (Min): 15
COMMENT:

		DIR	SB L	SB T	SB R	SB U	WB L	WB T	WB R	WB U	NB L	NB T	NB R	NB U	EB L	EB T	EB R	EB U			
From	To	Vehicle Class																			
7:00:00	7:15:00	Cars	0	41	36	0	6	32	5	0	32	27	3	0	55	29	10	0	276	293	
		Trucks	0	2	2	0	0	2	0	0	0	1	0	0	0	0	0	0	7		
		Bus	0	1	0	0	0	2	1	0	0	1	0	0	0	1	3	1	0		10
		Bicycle	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
7:15:00	7:30:00	Cars	4	32	37	0	8	35	1	0	40	45	3	0	51	15	10	0	281	305	
		Trucks	2	1	2	0	1	1	0	0	0	1	1	0	1	0	2	2	0		14
		Bus	0	2	2	0	0	2	0	0	0	0	0	0	0	1	3	0	0		10
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
7:30:00	7:45:00	Cars	2	61	33	0	8	32	4	0	39	58	8	0	57	23	13	0	338	355	
		Trucks	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		2
		Bus	0	1	0	0	0	2	0	0	4	1	1	0	1	5	0	0	0		15
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
7:45:00	8:00:00	Cars	1	53	32	0	6	41	7	0	51	60	9	0	76	41	13	0	390	428 1381	
		Trucks	0	0	3	0	0	2	0	0	0	3	0	0	2	0	0	0	0		10
		Bus	0	5	0	0	0	5	0	0	2	5	1	0	7	1	2	0	28		
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
8:00:00	8:15:00	Cars	4	43	19	0	8	46	2	0	56	74	8	0	62	38	19	0	379	414 1502	
		Trucks	1	3	1	0	0	1	1	0	1	0	0	0	2	2	1	0	13		
		Bus	0	1	0	0	0	4	0	0	2	5	1	0	3	5	1	0	22		
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
8:15:00	8:30:00	Cars	2	66	24	0	6	46	3	0	47	64	8	0	60	43	21	0	390	414 1611	
		Trucks	0	1	1	0	0	1	0	0	1	0	0	0	5	0	1	0	10		
		Bus	0	1	0	0	1	3	0	0	2	5	0	0	1	1	0	0	14		
		Bicycle	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0		5
8:30:00	8:45:00	Cars	5	37	25	0	9	62	5	0	45	51	7	0	98	71	33	0	448	479 1735	
		Trucks	0	5	1	0	0	2	0	0	2	0	0	0	6	4	2	0	22		
		Bus	0	0	0	0	0	3	0	0	2	0	0	0	0	4	0	0	9		
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
8:45:00	9:00:00	Cars	11	53	27	0	8	58	8	0	69	44	6	0	93	65	26	0	468	485 1792 0.92	
		Trucks	0	0	1	0	0	0	0	0	0	0	0	0	3	2	1	0	7		
		Bus	0	0	1	0	0	4	0	0	1	0	0	0	1	2	1	0	10		
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
16:00:00	16:15:00	Cars	5	52	29	0	18	72	9	0	65	87	3	0	50	84	17	0	491	510	
		Trucks	0	1	0	0	0	0	0	0	0	2	0	0	4	1	0	0	8		
		Bus	0	1	0	0	0	4	0	0	0	2	0	0	0	4	0	0	11		
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
16:15:00	16:30:00	Cars	14	45	23	0	11	70	4	0	52	62	5	0	71	87	28	0	472	486	
		Trucks	0	2	0	0	0	0	1	0	1	3	0	0	1	0	0	0	8		
		Bus	0	0	2	0	1	1	0	0	0	1	0	0	0	1	0	0	6		
		Bicycle	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
16:30:00	16:45:00	Cars	5	42	32	0	9	48	2	0	52	65	9	0	65	82	14	0	425	437	
		Trucks	0	1	0	0	0	1	1	0	1	0	0	0	1	0	0	0	5		
		Bus	0	0	0	0	0	2	0	0	1	0	0	0	1	3	0	0	7		
		Bicycle	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
16:45:00	17:00:00	Cars	5	37	21	0	7	63	12	0	47	82	4	0	72	91	21	0	462	473 1906 0.93	
		Trucks	0	1	1	0	0	0	0	0	0	2	0	0	0	0	1	0	0		5
		Bus	0	1	0	0	0	2	1	0	1	0	0	0	0	0	1	0	0		6
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
17:00:00	17:15:00	Cars	5	43	25	0	8	72	7	0	56	58	7	0	71	71	26	0	449	459 1855	
		Trucks	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0		3
		Bus	0	0	0	0	0	3	0	0	0	1	0	0	0	0	3	0	7		
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
17:15:00	17:30:00	Cars	4	53	29	0	11	67	1	0	57	53	7	0	85	67	17	0	451	465 1834	
		Trucks	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	1	0		6
		Bus	0	0	3	0	0	2	0	0	0	0	0	0	0	0	3	0	0		8
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
17:30:00	17:45:00	Cars	11	52	21	0	16	80	7	0	59	66	3	0	73	92	23	0	503	512 1909	
		Trucks	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	6		
		Bus	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3		
		Bicycle	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
17:45:00	18:00:00	Cars	9	46	21	0	11	49	5	0	30	78	7	0	70	73	15	0	414	424 1860	
		Trucks	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	4		
		Bus	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	6		
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
8:00-9:00			SB L	SB T	SB R		WB L	WB T	WB R		NB L	NB T	NB R		EB L	EB T	EB R		Totals		
		Cars	22	199	95		31	212	18		217	233	29		313	217	99		1685		
		Trucks	1	9	4		0	4	1		4	0	0		16	8	5		52		
		Bus	0	2	1		1	14	0		7	10	1		5	12	2		55		
		Total	23	210	100		32	230	19		228	243	30		334	237	106		1792		
		% HV	4%	5%	5%		3%	8%	5%		5%	4%	3%		6%	8%	7%		6%		
		PHF	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92		
4:00-5:00			SB L	SB T	SB R		WB L	WB T	WB R		NB L	NB T	NB R		EB L	EB T	EB R		Totals		
		Cars	29	176	105		45	253	27		216	296	21		258	344	80		1850		
		Trucks	0	5	1		0	1	2		2	7	0		6	2	0		26		
		Bus	0	2	2		1	9	1		2	3	0		1	9	0		30		
		Total	29	183	108		46	263	30		220	306	21		265	355	80		1906		
		% HV	0%	4%	3%		2%	4%	10%		2%	3%	0%		3%	3%	0%		3%		
		PHF	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93		

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: Route 9W
LOCATION 2: Catherine St/Driveway
BOROUGH CODE:
COLLECT DATE:
START DATE: 05/19/2026
START TIME: 7:00:00
END DATE: 05/19/2026
END TIME: 18:00:00
PERIOD: 2
INTERVAL (Min): 15
COMMENT:

		DIR	SB L	SB T	SB R	SB U	WB L	WB T	WB R	WB U	NB L	NB T	NB R	NB U	EB L	EB T	EB R	EB U				
From	To	Vehicle Class																				
7:00:00	7:15:00	Cars	3	65	6	0	3	0	7	0	1	86	1	0	1	0	1	0	174	183		
		Trucks	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5			
		Bus	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15:00	7:30:00	Cars	1	70	8	0	5	2	2	0	2	92	3	0	0	0	2	4	0	191	203	
		Trucks	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	7			
		Bus	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30:00	7:45:00	Cars	1	90	6	0	2	2	2	0	2	101	13	0	3	0	1	0	223	230		
		Trucks	1	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	4			
		Bus	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45:00	8:00:00	Cars	3	79	6	0	3	2	3	0	2	131	9	0	3	0	1	0	242	266	882	
		Trucks	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	7			
		Bus	0	4	0	0	0	0	0	0	0	12	1	0	0	0	0	0	17			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00:00	8:15:00	Cars	3	64	4	0	3	0	9	0	5	127	10	0	0	1	8	0	234	253	952	
		Trucks	0	5	1	0	0	0	0	0	0	3	0	0	1	0	0	0	10			
		Bus	0	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	9			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15:00	8:30:00	Cars	0	81	9	0	1	0	3	0	4	119	4	0	2	1	1	0	225	239	988	
		Trucks	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	7			
		Bus	0	1	0	0	0	0	0	0	0	5	1	0	0	0	0	0	7			
		Bicycle	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5			
8:30:00	8:45:00	Cars	5	66	7	0	1	1	4	0	4	136	11	0	3	1	0	0	239	251	1009	
		Trucks	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	12			
		Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45:00	9:00:00	Cars	2	87	9	0	1	5	2	0	6	138	4	0	1	4	3	0	262	268	1011	0.94
		Trucks	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4			
		Bus	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2			
		Bicycle	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
16:00:00	16:15:00	Cars	2	75	7	0	4	2	7	0	3	129	13	0	8	3	7	0	260	271		
		Trucks	0	1	0	0	0	0	0	0	0	5	1	0	0	0	0	0	7			
		Bus	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:15:00	16:30:00	Cars	4	76	9	0	1	0	3	0	7	117	11	0	8	3	10	0	249	258		
		Trucks	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	7			
		Bus	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2			
		Bicycle	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
16:30:00	16:45:00	Cars	3	69	9	0	2	0	3	0	7	116	10	0	7	2	2	0	230	234		
		Trucks	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3			
		Bus	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:45:00	17:00:00	Cars	1	54	11	0	2	2	5	0	14	145	9	0	7	2	9	0	261	266	1029	0.95
		Trucks	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3			
		Bus	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:00:00	17:15:00	Cars	2	66	8	0	0	0	1	0	7	117	10	0	8	5	7	0	231	237	995	
		Trucks	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4			
		Bus	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:15:00	17:30:00	Cars	2	78	4	0	4	1	1	0	7	121	6	0	5	2	2	0	233	237	974	
		Trucks	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2			
		Bus	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:30:00	17:45:00	Cars	3	73	6	0	5	2	6	0	7	134	12	0	4	1	8	0	261	266	1006	
		Trucks	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3			
		Bus	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2			
		Bicycle	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2			
17:45:00	18:00:00	Cars	2	63	11	0	2	2	1	0	7	134	12	0	6	5	7	0	252	254	994	
		Trucks	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2			
		Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Bicycle	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:00-9:00			SB L	SB T	SB R		WB L	WB T	WB R		NB L	NB T	NB R		EB L	EB T	EB R		Totals			
		Cars	10	298	29		6	6	18		19	520	29		6	7	12		960			
		Trucks	0	14	1		0	0	0		0	17	0		1	0	0		33			
		Bus	0	3	0		0	0	0		0	14	1		0	0	0		18			
		Total	10	315	30		6	6	18		19	551	30		7	7	12		1011			
		% HV	0%	5%	3%		0%	0%	0%		0%	6%	3%		14%	0%	0%		5%			
		PHF	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94			
			SB L	SB T	SB R		WB L	WB T	WB R		NB L	NB T	NB R		EB L	EB T	EB R		Totals			
	4:00-5:00	Cars	10	274	36		9	4	18		31	507	43		30	10	28		1000			
		Trucks	0	6	0		0	0	0		0	13	1		0	0	0		20			
		Bus	0	4	0		0	0	0		0	5	0		0	0	0		9			
		Total	10	284	36		9	4	18		31	525	44		30	10	28		1029			
		% HV	0%	4%	0%		0%	0%	0%		0%	3%	2%		0%	0%	0%		3%			
		PHF	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95			

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: Route 9W
LOCATION 2: High Ave
BOROUGH CODE:
COLLECT DATE:
START DATE: 05/19/2026
START TIME: 7:00:00
END DATE: 05/19/2026
END TIME: 18:00:00
PERIOD: 2
INTERVAL (Min): 15
COMMENT:

		DIR	Vehicle	SB L	SB T	SB R	SB U	WB L	WB T	WB R	WB U	NB L	NB T	NB R	NB U	EB L	EB T	EB R	EB U			
From	To	Class																				
7:00:00	7:15:00	Cars		1	63	39	0	8	40	2	0	9	81	6	0	29	8	5	0	291		
		Trucks		0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6		
		Bus		0	1	0	0	0	1	0	0	1	2	0	0	0	0	0	0	5	302	
		Bicycle		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
7:15:00	7:30:00	Cars		4	69	48	0	8	45	1	0	7	79	6	0	37	7	1	0	312		
		Trucks		1	2	0	0	0	0	0	0	0	3	0	0	1	0	2	0	9		
		Bus		0	4	0	0	0	0	0	0	0	1	0	0	1	0	0	0	6	327	
		Bicycle		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30:00	7:45:00	Cars		5	92	54	0	8	36	2	0	11	91	5	0	24	8	2	0	338		
		Trucks		0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	4		
		Bus		1	2	0	0	0	2	0	0	0	1	0	0	2	1	0	0	9	351	
		Bicycle		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45:00	8:00:00	Cars		1	72	40	0	6	53	4	0	14	103	15	0	38	24	1	0	371		
		Trucks		0	3	0	0	0	0	0	0	1	3	1	0	0	0	0	0	8		
		Bus		0	2	0	0	0	5	0	0	0	11	1	0	4	1	2	0	26	405	1385
		Bicycle		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00:00	8:15:00	Cars		1	60	45	0	5	59	2	0	25	97	13	0	36	14	9	0	366		
		Trucks		0	8	0	0	0	2	0	0	0	2	1	0	2	0	0	0	15		
		Bus		0	1	1	0	0	10	0	0	2	6	0	0	0	1	0	0	21	402	1485
		Bicycle		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15:00	8:30:00	Cars		2	76	43	0	7	41	4	0	19	91	12	0	34	8	3	0	340		
		Trucks		0	2	0	0	0	0	0	0	1	4	0	0	1	0	0	0	8		
		Bus		1	1	0	0	0	1	0	0	1	4	0	0	4	2	0	0	14	362	1520
		Bicycle		0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5		
8:30:00	8:45:00	Cars		2	62	42	0	7	55	0	0	18	118	10	0	22	12	7	0	355		
		Trucks		0	5	0	0	2	1	0	0	2	2	0	0	0	0	0	0	12		
		Bus		0	0	1	0	0	2	0	0	0	0	0	0	0	1	0	0	4	371	1540
		Bicycle		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45:00	9:00:00	Cars		1	73	40	0	18	58	2	0	11	117	10	0	25	12	5	0	372		
		Trucks		0	1	0	0	0	1	0	0	0	2	0	0	2	1	0	0	7		
		Bus		0	1	0	0	0	2	0	0	0	0	0	0	2	0	0	0	5	384	1519 0.94
		Bicycle		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
16:00:00	16:15:00	Cars		5	59	32	0	19	76	2	0	19	112	9	0	53	13	7	0	406		
		Trucks		0	0	2	0	1	1	0	0	2	3	0	0	4	2	0	0	15		
		Bus		0	1	0	0	0	1	0	0	0	2	0	0	0	0	1	0	5	426	
		Bicycle		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:15:00	16:30:00	Cars		2	61	34	0	18	59	10	0	19	108	8	0	68	8	7	0	402		
		Trucks		0	1	0	0	1	0	0	0	1	4	0	0	1	0	0	0	8		
		Bus		0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	412	
		Bicycle		0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
16:30:00	16:45:00	Cars		1	51	26	0	20	57	7	0	10	108	5	0	71	5	9	0	370		
		Trucks		0	2	0	0	0	1	0	0	1	0	1	0	0	0	0	0	5		
		Bus		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	376	
		Bicycle		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:45:00	17:00:00	Cars		1	59	37	0	10	44	10	0	18	133	11	0	56	5	4	0	388		
		Trucks		0	0	0	0	0	2	0	0	0	1	0	0	2	0	0	0	5		
		Bus		0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	395	1609 0.94
		Bicycle		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00:00	17:15:00	Cars		3	51	33	0	15	61	5	0	14	107	6	0	73	7	14	0	389		
		Trucks		0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3		
		Bus		0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	395	1578
		Bicycle		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:15:00	17:30:00	Cars		4	57	27	0	18	52	1	0	9	104	9	0	61	9	5	0	356		
		Trucks		0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3		
		Bus		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	360	1526
		Bicycle		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:30:00	17:45:00	Cars		3	60	30	0	14	51	7	0	18	120	8	0	46	9	4	0	370		
		Trucks		0	0	1	0	0	1	0	0	1	1	0	0	1	0	0	0	5		
		Bus		0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	377	1527
		Bicycle		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
17:45:00	18:00:00	Cars		5	52	26	0	12	33	7	0	13	110	14	0	83	6	10	0	371		
		Trucks		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
		Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	372	1504
		Bicycle		0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
	8:00-9:00		SB L	SB T	SB R			WB L	WB T	WB R		NB L	NB T	NB R		EB L	EB T	EB R		Totals		
		Cars		6	271	170		37	213	8		73	423	45		117	46	24		1433		
		Trucks		0	16	0		2	4	0		3	10	1		5	1	0		42		
		Bus		1	3	2		0	15	0		3	10	0		6	4	0		44		
		Total		7	290	172		39	232	8		79	443	46		128	51	24		1519		
		% HV		14%	7%	1%		5%	8%	0%		8%	5%	2%		9%	10%	0%		6%		
		PHF		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94		
	4:00-5:00		SB L	SB T	SB R			WB L	WB T	WB R		NB L	NB T	NB R		EB L	EB T	EB R		Totals		
		Cars		9	230	129		67	236	29		66	461	33		248	31	27		1566		
		Trucks		0	3	2		2	4	0		4	8	1		7	2	0		33		
		Bus		0	2	0		1	1	0		0	5	0		0	0	1		10		
		Total		9	235	131		70	241	29		70	474	34		255	33	28		1609		
		% HV		0%	2%	2%		4%	2%	0%		6%	3%	3%		3%	6%	4%		3%		
		PHF		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94		

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: N. Midland Ave/S. Midland Ave
LOCATION 2: Main ST
BOROUGH CODE:
COLLECT DATE:
START DATE: 05/19/2026
START TIME: 7:00:00
END DATE: 05/19/2026
END TIME: 18:00:00
PERIOD: 2
INTERVAL (Min): 15
COMMENT:

From	To	DIR Vehicle Class	SB L	SB T	SB R	SB U	WB L	WB T	WB R	WB U	NB L	NB T	NB R	NB U	EB L	EB T	EB R	EB U			
7:00:00	7:15:00	Cars	4	5	9	0	0	29	9	0	2	7	1	0	6	21	2	0	95		
		Trucks	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3		
		Bus	1	0	0	0	0	3	0	0	0	1	0	0	0	3	0	0	8	106	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15:00	7:30:00	Cars	4	1	9	0	2	26	7	0	1	6	2	0	3	16	0	0	77		
		Trucks	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	6		
		Bus	0	0	0	0	0	1	1	0	0	1	0	0	1	1	0	0	5	88	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30:00	7:45:00	Cars	9	9	15	0	1	33	6	0	1	6	0	0	7	28	1	0	116		
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Bus	0	0	0	0	0	2	0	0	0	1	0	0	2	4	0	0	9	125	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45:00	8:00:00	Cars	4	11	8	0	0	45	9	0	1	5	0	0	17	29	0	0	129		
		Trucks	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3		
		Bus	0	0	0	0	0	5	0	0	0	0	0	0	1	1	0	0	7	139	458
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00:00	8:15:00	Cars	8	6	8	0	0	44	12	0	3	5	2	0	11	37	1	0	137		
		Trucks	0	0	1	0	0	1	2	0	0	0	0	0	0	3	0	0	7		
		Bus	0	0	0	0	0	4	0	0	0	1	0	0	0	6	0	0	11	155	507
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15:00	8:30:00	Cars	6	6	6	0	1	40	10	0	2	6	2	0	15	42	0	0	136		
		Trucks	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	5		
		Bus	1	0	1	0	0	4	0	0	0	0	1	0	0	1	0	0	8	149	568
		Bicycle	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2		
8:30:00	8:45:00	Cars	3	5	9	0	1	79	16	0	1	8	1	0	14	60	2	0	199		
		Trucks	1	2	0	0	0	1	0	0	0	0	0	0	0	4	0	0	8		
		Bus	1	0	0	0	0	3	1	0	0	1	0	0	0	4	0	0	10	217	660
		Bicycle	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2		
8:45:00	9:00:00	Cars	15	7	11	0	1	54	7	0	1	11	1	0	12	73	1	0	194		
		Trucks	1	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	5		
		Bus	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7	206	727 0.84
		Bicycle	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1		
16:00:00	16:15:00	Cars	7	6	15	0	0	79	7	0	3	11	0	0	19	72	3	0	222		
		Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2		
		Bus	0	0	0	0	0	4	1	0	0	0	0	0	0	4	0	0	9	233	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:15:00	16:30:00	Cars	9	3	14	0	0	57	9	0	5	8	0	0	14	83	2	0	204		
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Bus	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	4	208	
		Bicycle	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3		
16:30:00	16:45:00	Cars	13	2	4	0	1	50	7	0	3	8	0	0	15	73	5	0	181		
		Trucks	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2		
		Bus	1	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	6	189	
		Bicycle	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
16:45:00	17:00:00	Cars	9	7	10	0	0	70	11	0	3	10	1	0	10	77	5	0	213		
		Trucks	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	3		
		Bus	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	220	850 0.91
		Bicycle	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2		
17:00:00	17:15:00	Cars	7	4	11	0	1	61	13	0	2	7	1	0	12	70	4	0	193		
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Bus	0	0	0	0	0	3	3	0	0	1	0	0	0	4	0	0	11	204	821
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:15:00	17:30:00	Cars	9	11	17	0	0	69	15	0	2	8	1	0	10	60	2	0	204		
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Bus	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5	209	822
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:30:00	17:45:00	Cars	10	5	10	0	1	78	15	0	2	6	2	0	14	72	5	0	220		
		Trucks	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	3		
		Bus	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	224	857
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45:00	18:00:00	Cars	18	8	3	0	1	68	9	0	2	2	2	0	21	70	1	0	205		
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		
		Bus	1	0	0	0	0	3	1	0	0	0	0	0	0	3	0	0	8	214	851
		Bicycle	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2		
8:00-9:00		SB L	SB T	SB R	WB L	WB T	WB R	NB L	NB T	NB R	EB L	EB T	EB R	Totals							
		Cars	32	24	34	3	217	45	7	30	6	52	212	4	666						
		Trucks	2	4	1	0	4	5	0	0	0	0	9	0	25						
		Bus	2	0	1	0	15	1	0	2	1	0	14	0	36						
		Total	36	28	36	3	236	51	7	32	7	52	235	4	727						
		% HV	11%	14%	6%	0%	8%	12%	0%	6%	14%	0%	10%	0%	8%						
		PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84						
4:00-5:00		SB L	SB T	SB R	WB L	WB T	WB R	NB L	NB T	NB R	EB L	EB T	EB R	Totals							
		Cars	38	18	43	1	256	34	14	37	1	58	305	15	820						
		Trucks	0	0	0	0	3	1	0	0	1	0	2	0	7						
		Bus	2	0	0	0	11	2	0	0	0	0	8	0	23						
		Total	40	18	43	1	270	37	14	37	2	58	315	15	850						
		% HV	5%	0%	0%	0%	5%	8%	0%	0%	50%	0%	3%	0%	4%						
		PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91						

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: Midland Ave
LOCATION 2: Catherine ST/Driveway
BOROUGH CODE:
COLLECT DATE:
START DATE: 05/19/2026
START TIME: 7:00:00
END DATE: 05/19/2026
END TIME: 18:00:00
PERIOD: 2
INTERVAL (Min): 15
COMMENT:

From	To	DIR Vehicle Class	SB L	SB T	SB R	SB U	WB L	WB T	WB R	WB U	NB L	NB T	NB R	NB U	EB L	EB T	EB R	EB H	EB U	
7:00:00	7:15:00	Cars	0	12	2	0	0	2	0	0	7	16	0	0	3	0	3	0	0	45
		Trucks	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
		Bus	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	49	
		Bicycle	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15:00	7:30:00	Cars	1	14	1	0	0	1	0	0	5	14	0	0	3	1	2	0	41	
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Bus	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	44	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30:00	7:45:00	Cars	1	24	1	0	0	1	2	0	1	16	0	0	6	0	1	0	52	
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
		Bus	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	56	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45:00	8:00:00	Cars	0	19	1	1	2	0	2	0	4	28	2	0	4	0	3	0	66	
		Trucks	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	
		Bus	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	71	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220	
8:00:00	8:15:00	Cars	0	12	2	0	0	2	2	0	2	28	0	0	4	0	6	0	58	
		Trucks	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	4	
		Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233	
8:15:00	8:30:00	Cars	1	9	0	0	1	0	0	0	5	26	0	0	5	0	7	0	53	
		Trucks	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	
		Bus	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	60	
		Bicycle	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	249	
8:30:00	8:45:00	Cars	0	11	5	0	2	0	1	0	7	32	1	1	7	3	3	0	73	
		Trucks	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	
		Bus	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	79	
		Bicycle	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	272	
8:45:00	9:00:00	Cars	0	29	4	0	1	0	2	0	7	24	0	0	6	0	3	0	76	
		Trucks	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	
		Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	
		Bicycle	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	280	
16:00:00	16:15:00	Cars	2	15	3	1	0	0	1	0	4	33	0	0	2	0	15	0	0.89	
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	
		Bus	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	75	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
16:15:00	16:30:00	Cars	4	14	0	0	1	0	0	0	5	22	1	0	3	0	11	0	57	
		Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
		Bus	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	59	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30:00	16:45:00	Cars	1	8	2	1	0	2	0	0	5	23	0	0	2	0	13	0	56	
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Bus	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	
		Bicycle	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
16:45:00	17:00:00	Cars	0	22	5	0	0	1	1	0	6	25	0	0	4	2	4	0	70	
		Trucks	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
		Bus	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263	
17:00:00	17:15:00	Cars	1	13	2	1	2	0	1	0	5	28	1	0	5	0	7	0	0.88	
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	
		Bus	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	
17:15:00	17:30:00	Cars	0	26	3	0	0	0	2	0	2	25	0	0	6	0	10	0	257	
		Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
		Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273	
17:30:00	17:45:00	Cars	0	16	4	0	0	1	0	0	10	30	0	0	2	0	12	0	75	
		Trucks	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	
		Bus	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	294	
17:45:00	18:00:00	Cars	0	20	2	0	1	0	1	0	6	27	1	0	3	1	9	0	71	
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Bus	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	73	
		Bicycle	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	295	
	8:00-9:00	SB L	SB T	SB R	WB L	WB T	WB R	NB L	NB T	NB R	EB L	EB T	EB R	Totals						
		Cars	1	61	11	4	2	5	21	110	1	22	3	19	260					
		Trucks	0	5	1	0	0	0	4	1	0	0	0	2	13					
		Bus	0	3	0	0	0	0	0	3	0	1	0	0	7					
		Total	1	69	12	4	2	5	25	114	1	23	3	21	280					
		% HV	0%	12%	8%	0%	0%	0%	16%	4%	0%	4%	0%	10%	7%					
		PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89					
	4:00-5:00	SB L	SB T	SB R	WB L	WB T	WB R	NB L	NB T	NB R	EB L	EB T	EB R	Totals						
		Cars	7	59	10	1	3	2	20	103	1	11	2	43	262					
		Trucks	0	0	1	0	0	0	1	0	0	0	0	0	2					
		Bus	0	2	0	0	0	0	0	2	0	0	0	0	4					
		Total	7	61	11	1	3	2	21	105	1	11	2	43	268					
		% HV	0%	3%	9%	0%	0%	0%	5%	2%	0%	0%	0%	0%	2%					
		PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88					

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: Midland Ave
LOCATION 2: High Street
BOROUGH CODE:
COLLECT DATE:
START DATE: 05/19/2026
START TIME: 7:00:00
END DATE: 05/19/2026
END TIME: 18:00:00
PERIOD: 2
INTERVAL (Min): 15
COMMENT:

		DIR	SB L	SB T	SB R	SB U	WB L	WB T	WB R	WB U	NB L	NB T	NB R	NB U	EB L	EB T	EB R	EB U				
From	To	Vehicle Class																				
7:00:00	7:15:00	Cars	2	12	43	0	1	7	2	0	3	13	1	0	6	3	2	0	95	100		
		Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2			
		Bus	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3			
		Bicycle	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3			
7:15:00	7:30:00	Cars	3	14	40	0	0	10	5	0	3	15	1	0	7	8	1	0	107	112		
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
		Bus	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30:00	7:45:00	Cars	5	23	35	0	1	9	0	0	4	13	5	0	13	7	2	0	117	126		
		Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1			
		Bus	0	1	2	0	0	0	0	0	0	3	0	0	2	0	0	0	8			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45:00	8:00:00	Cars	1	14	35	0	3	18	2	0	8	29	0	0	29	4	4	0	147	160	498	
		Trucks	0	0	0	0	1	0	0	0	0	2	0	0	1	0	0	0	4			
		Bus	0	0	2	0	0	3	0	0	0	2	0	0	2	0	0	0	9			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00:00	8:15:00	Cars	1	13	35	0	0	21	0	0	9	22	5	0	24	6	2	0	138	153	551	
		Trucks	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	5			
		Bus	0	0	4	0	0	6	0	0	0	0	0	0	0	0	0	0	10			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15:00	8:30:00	Cars	3	10	35	0	0	11	0	0	7	21	4	0	15	7	0	0	113	122	561	
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1			
		Bus	0	2	1	0	0	0	0	0	0	2	0	0	3	0	0	0	8			
		Bicycle	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3			
8:30:00	8:45:00	Cars	2	12	39	0	0	16	3	0	7	29	1	0	15	9	3	0	136	148	583	
		Trucks	0	2	3	0	0	0	1	0	0	0	0	0	0	0	0	0	6			
		Bus	0	1	2	0	0	0	0	0	0	2	0	0	1	0	0	0	6			
		Bicycle	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1			
8:45:00	9:00:00	Cars	1	28	46	0	1	25	2	0	7	26	2	0	13	6	4	0	161	168	591	0.88
		Trucks	0	1	1	0	0	0	0	0	0	1	0	0	0	0	1	0	4			
		Bus	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	3			
		Bicycle	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2			
16:00:00	16:15:00	Cars	2	20	73	0	0	20	2	0	5	31	5	0	8	10	3	0	179	184		
		Trucks	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3			
		Bus	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:15:00	16:30:00	Cars	0	21	50	0	0	32	2	0	8	22	4	0	10	8	4	0	161	166		
		Trucks	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3			
		Bus	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:30:00	16:45:00	Cars	2	14	53	0	1	15	2	0	7	13	5	0	4	7	2	0	125	128		
		Trucks	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2			
		Bus	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:45:00	17:00:00	Cars	2	22	42	0	0	16	0	0	11	21	4	0	5	8	5	0	136	140	618	0.84
		Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
		Bus	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:00:00	17:15:00	Cars	0	13	46	0	1	24	3	0	8	23	4	0	2	11	5	0	140	144	578	
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Bus	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:15:00	17:30:00	Cars	0	26	42	0	2	26	0	0	4	21	4	0	10	11	2	0	148	149	561	
		Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
		Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:30:00	17:45:00	Cars	5	15	36	0	0	20	4	0	15	24	4	0	1	7	4	0	135	139	572	
		Trucks	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2			
		Bus	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
		Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:45:00	18:00:00	Cars	0	23	28	0	0	18	3	0	3	23	3	0	12	13	3	0	129	130	562	
		Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Bus	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1			
		Bicycle	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1			
8:00-9:00			SB L	SB T	SB R		WB L	WB T	WB R		NB L	NB T	NB R		EB L	EB T	EB R		Totals			
		Cars	7	63	155		1	73	5		30	98	12		67	28	9		548			
		Trucks	0	5	6		0	0	1		0	1	0		0	1	2		16			
		Bus	0	3	8		0	7	0		0	4	0		5	0	0		27			
		Total	7	71	169		1	80	6		30	103	12		72	29	11		591			
		% HV	0%	11%	8%		0%	9%	17%		0%	5%	0%		7%	3%	18%		7%			
		PHF	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88			
4:00-5:00			SB L	SB T	SB R		WB L	WB T	WB R		NB L	NB T	NB R		EB L	EB T	EB R		Totals			
		Cars	6	77	218		1	83	6		31	87	18		27	33	14		601			
		Trucks	0	1	6		0	0	0		0	0	0		3	0	0		10			
		Bus	1	2	1		0	1	0		0	2	0		0	0	0		7			
		Total	7	80	225		1	84	6		31	89	18		30	33	14		618			
		% HV	14%	4%	3%		0%	1%	0%		0%	2%	0%		10%	0%	0%		3%			
		PHF	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84			

APPENDIX D
CRASH SUMMARY TABLE

Crash Level Details											
Crash Date	Crash Time	Crash Severity	Collision Type	Light Conditions	Road Characteristics	Road Surface Conditions	Weather Conditions	Intersection Indicator	Closest Cross Street	Direction From	Distance From (Meters)
2023-09-11T00:00:00	8:18 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	WET	CLOUDY	AT-INTERSECTION	NORTH HIGHLAND AVENUE	EAST	14
2023-11-07T00:00:00	2:00 PM	INJURY	OTHER	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	NORTH HIGHLAND AVENUE	EAST	48
2023-01-08T00:00:00	8:08 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	STRAIGHT AT HILLCREST	DRY	CLEAR	AT-INTERSECTION	ROUTE 59	EAST	31
2023-02-08T00:00:00	10:11 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	WET	CLEAR	INTERSECTION-RELATED	SOUTH MIDLAND AVENUE	EAST	41
2023-03-12T00:00:00	2:50 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	AT-INTERSECTION	NORTH HIGHLAND AVENUE	EAST	11
2023-03-25T00:00:00	12:35 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AT HILLCREST	WET	RAIN	INTERSECTION-RELATED	NORTH MIDLAND AVENUE	EAST	60
2023-05-01T00:00:00	10:56 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	STRAIGHT AT HILLCREST	DRY	CLEAR	INTERSECTION-RELATED	SOUTH MIDLAND AVENUE	WEST	74
2023-06-02T00:00:00	6:07 PM	PROPERTY DAMAGE	RIGHT TURN (AGAINST OTHER CAR)	DAYLIGHT	STRAIGHT/ GRADE	WET	RAIN	INTERSECTION-RELATED	NORTH HIGHLAND AVENUE	EAST	100
2023-08-20T00:00:00	7:04 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	NORTH HIGHLAND AVENUE	EAST	68
2023-11-25T00:00:00	11:57 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	AT-INTERSECTION	NORTH HIGHLAND AVENUE	EAST	15
2023-02-15T00:00:00	8:52 AM	INJURY	OTHER	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	HIGH AVENUE	SOUTH	0
2023-04-13T00:00:00	6:56 PM	PROPERTY DAMAGE	REAR END	DUSK	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	CATHERINE STREET	NORTH	21
2023-05-02T00:00:00	10:36 PM	INJURY	LEFT TURN (AGAINST OTHER CAR)	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	MAIN STREET	NORTH	18
2023-05-29T00:00:00	1:00 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	CATHERINE STREET	SOUTH	0
2023-08-22T00:00:00	3:15 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	AT-INTERSECTION	MAIN STREET	NORTH	28
2023-11-03T00:00:00	3:56 PM	INJURY	RIGHT ANGLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	HIGH AVENUE	NORTH	24
2023-11-08T00:00:00	2:50 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	AT-INTERSECTION	MAIN STREET	NORTH	18
2023-12-05T00:00:00	5:45 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	CATHERINE STREET	SOUTH	69
2023-10-28T00:00:00	6:18 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	ROCKLAND GARDEN	NORTH	12
2023-11-09T00:00:00	12:22 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLOUDY	INTERSECTION-RELATED	HIGH AVENUE	SOUTH	49
2023-04-06T00:00:00	8:08 PM	PROPERTY DAMAGE	OTHER	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	MAIN STREET	WEST	55
2023-06-15T00:00:00	1:30 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	MAIN STREET	WEST	55
2023-07-11T00:00:00	7:47 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	MAIN STREET	WEST	100
2023-05-09T00:00:00	6:47 PM	INJURY	REAR END	DAYLIGHT	STRAIGHT AT HILLCREST	DRY	CLEAR	AT-INTERSECTION	MAIN STREET	SOUTH	0
2023-05-19T00:00:00	7:45 AM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	INTERSECTION-RELATED	NORTH HIGHLAND AVENUE	SOUTH	93
2023-06-18T00:00:00	11:51 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	MAIN STREET	SOUTH	0
2023-06-01T00:00:00	1:26 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	MAIN STREET	SOUTH	25
2023-08-07T00:00:00	8:32 PM	PROPERTY DAMAGE	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	INTERSECTION-RELATED	MAIN STREET	SOUTH	39

Crash Date	Crash Time	Crash Severity	Collision Type	Light Conditions	Road Characteristics	Road Surface Conditions	Weather Conditions	Intersection Indicator	Closest Cross Street	Direction From	Distance From (Meters)
2024-01-10T00:00:00	11:51 AM	INJURY	OTHER	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLOUDY	AT-INTERSECTION	MAIN STREET	SOUTH	19
2024-01-08T00:00:00	4:15 PM	INJURY	OVERTAKING	DAYLIGHT	STRAIGHT/ GRADE	WET	CLEAR	INTERSECTION-RELATED	NORTH HIGHLAND AVENUE	WEST	95
2024-02-24T00:00:00	8:37 PM	PROPERTY DAMAGE	SIDESWIPE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	NORTH HIGHLAND AVENUE	EAST	90
2024-03-05T00:00:00	11:08 AM	PROPERTY DAMAGE	OTHER	DAYLIGHT	STRAIGHT/ GRADE	WET	RAIN	INTERSECTION-RELATED	SOUTH MIDLAND AVENUE	WEST	100
2024-06-16T00:00:00	3:30 PM	PROPERTY DAMAGE	OTHER	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	AT-INTERSECTION	NORTH MIDLAND AVENUE	EAST	22
2024-11-21T00:00:00	3:03 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	STRAIGHT/ GRADE	WET	RAIN	INTERSECTION-RELATED	ROUTE 59	EAST	68
2024-01-14T00:00:00	2:44 PM	PROPERTY DAMAGE	RIGHT TURN (AGAINST OTHER CAR)	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	HIGH AVENUE	SOUTH	0
2024-01-17T00:00:00	10:14 PM	INJURY	RIGHT ANGLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	HIGH AVENUE	SOUTH	0
2024-04-03T00:00:00	12:12 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT/ GRADE	WET	RAIN	INTERSECTION-RELATED	HIGH AVENUE	NORTH	50
2024-04-07T00:00:00	12:02 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	HIGH AVENUE	NORTH	62
2024-04-13T00:00:00	5:13 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	HIGH AVENUE	SOUTH	99
2024-07-26T00:00:00	4:57 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	HIGH AVENUE	SOUTH	75
2024-09-10T00:00:00	1:29 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	HIGH AVENUE	SOUTH	0
2024-10-22T00:00:00	3:46 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	HIGH AVENUE	SOUTH	0
2024-12-05T00:00:00	8:00 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	SNOW	INTERSECTION-RELATED	HIGH AVENUE	SOUTH	46
2024-04-13T00:00:00	3:49 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	WET	RAIN	AT-INTERSECTION	MAIN STREET	NORTH	7
2024-07-24T00:00:00	4:39 PM	PROPERTY DAMAGE	RIGHT TURN (WITH OTHER CAR)	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	HIGH AVENUE	SOUTH	0
2024-08-11T00:00:00	1:24 PM	INJURY	OTHER	DAYLIGHT	STRAIGHT AT HILLCREST	DRY	CLEAR	AT-INTERSECTION	HIGH AVENUE	SOUTH	5
2024-08-20T00:00:00	1:39 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	AT-INTERSECTION	HIGH AVENUE	SOUTH	0
2024-09-05T00:00:00	10:06 PM	PROPERTY DAMAGE	RIGHT TURN (WITH OTHER CAR)	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	HIGH AVENUE	SOUTH	32
2024-01-30T00:00:00	5:47 PM	PROPERTY DAMAGE	RIGHT ANGLE	DARK-ROAD LIGHTED	STRAIGHT AT HILLCREST	DRY	CLEAR	AT-INTERSECTION	MAIN STREET	WEST	14
2024-04-05T00:00:00	2:24 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	INTERSECTION-RELATED	NORTH HIGHLAND AVENUE	WEST	100
2024-04-28T00:00:00	6:40 AM	PROPERTY DAMAGE	OTHER	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	INTERSECTION-RELATED	NORTH HIGHLAND AVENUE	WEST	53
2024-06-02T00:00:00	10:10 PM	INJURY	OTHER	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	MAIN STREET	WEST	21
2024-08-09T00:00:00	12:15 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	WET	CLOUDY	INTERSECTION-RELATED	MAIN STREET	WEST	100
2024-09-05T00:00:00	5:12 PM	INJURY	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	MAIN STREET	WEST	38
2024-11-19T00:00:00	6:17 PM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	MAIN STREET	SOUTH	6
2024-12-18T00:00:00	6:32 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	AT-INTERSECTION	MAIN STREET	SOUTH	0
2023-01-10T00:00:00	11:51 AM	INJURY	OTHER	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	AT-INTERSECTION	MAIN STREET	SOUTH	0
2024-08-02T00:00:00	11:00 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT AT HILLCREST	DRY	CLOUDY	AT-INTERSECTION	NORTH MIDLAND AVENUE	SOUTH	0
2024-08-21T00:00:00	6:46 PM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DAYLIGHT	STRAIGHT AT HILLCREST	DRY	CLEAR	AT-INTERSECTION	NORTH MIDLAND AVENUE	SOUTH	0

Crash Date	Crash Time	Crash Severity	Collision Type	Light Conditions	Road Characteristics	Road Surface Conditions	Weather Conditions	Intersection Indicator	Closest Cross Street	Direction From	Distance From (Meters)
2025-01-04T00:00:00	12:02 PM	INJURY	RIGHT ANGLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	AT-INTERSECTION	HIGH AVENUE	SOUTH	5
2025-01-24T00:00:00	7:37 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	NORTH HIGHLAND AVENUE	EAST	50
2025-02-14T00:00:00	5:48 PM	PROPERTY DAMAGE	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	INTERSECTION-RELATED	SOUTH HIGHLAND AVENUE	EAST	100
2025-05-27T00:00:00	2:35 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	INTERSECTION-RELATED	ROUTE 59	EAST	90
2025-05-25T00:00:00	5:15 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	AT-INTERSECTION	SOUTH MIDLAND AVENUE	EAST	8
2025-09-15T00:00:00	8:12 AM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	AT-INTERSECTION	ROUTE 59	EAST	5
2025-11-13T00:00:00	11:42 PM	INJURY	RIGHT ANGLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	CLEAR	AT-INTERSECTION	NORTH MIDLAND AVENUE	WEST	5
2025-03-17T00:00:00	2:30 PM	INJURY	RIGHT ANGLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	RAIN	AT-INTERSECTION	CATHERINE STREET	SOUTH	0
2025-05-24T00:00:00	4:32 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	HIGH AVENUE	SOUTH	96
2025-10-03T00:00:00	11:32 AM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	SOUTH HIGHLAND AVENUE	NORTH	18
2025-07-13T00:00:00	1:44 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	SOUTH MIDLAND AVENUE	NORTH	17
2025-03-25T00:00:00	1:11 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	MAIN STREET	WEST	100
2025-05-11T00:00:00	11:03 PM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	CLEAR	INTERSECTION-RELATED	NORTH HIGHLAND AVENUE	WEST	33
2025-05-30T00:00:00	12:34 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	SOUTH HIGHLAND AVENUE	WEST	19
2025-07-29T00:00:00	10:25 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	INTERSECTION-RELATED	MAIN STREET	WEST	50
2025-10-23T00:00:00	6:09 PM	PROPERTY DAMAGE	OVERTAKING	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	SOUTH HIGHLAND AVENUE	WEST	14
2025-01-15T00:00:00	7:37 PM	INJURY	HEAD ON	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	AT-INTERSECTION	NORTH HIGHLAND AVENUE	SOUTH	0
2025-01-15T00:00:00	7:37 PM	PROPERTY DAMAGE	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	AT-INTERSECTION	MAIN STREET	SOUTH	0
2025-05-05T00:00:00	3:01 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	STRAIGHT AND LEVEL	WET	RAIN	INTERSECTION-RELATED	NORTH HIGHLAND AVENUE	SOUTH	50
2025-11-19T00:00:00	6:18 PM	PROPERTY DAMAGE	SIDESWIPE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	CLEAR	AT-INTERSECTION	MAIN STREET	SOUTH	6
2025-04-13T00:00:00	11:47 AM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	AT-INTERSECTION	MAIN STREET	SOUTH	22
2025-10-30T00:00:00	12:03 PM	INJURY	RIGHT ANGLE	DAYLIGHT	STRAIGHT/ GRADE	WET	RAIN	AT-INTERSECTION	MAIN STREET	SOUTH	3