

WINDELS MARX

Windels
Marx
Lane &
Mittendorf, LLP

Lynn E. Weinig
212.237.1148
lweinig@windelsmarx.com

windelsmarx.com

156 West 56th Street | New York, NY 10019
T. 212.237.1000 | F. 212.262.1215

June 28, 2024

BY EMAIL

Honorable Anthony Caridi, Chairman
and Members of the Planning Board
Village of Montebello
One Montebello Road
Montebello, NY 10901

Re: FilBen Montebello Propco, LLC (“FilBen”) – Request to Amend Condition of Site Plan Regarding Access on a Temporary Basis

Dear Chairman and Members of the Board:

After a productive meeting with the Village CDRC on June 26, 2024, we would like to update the Planning Board members and clarify certain matters as set forth herein.

Route 59 Access

There is currently a gravel drive from Lot 1 through Lots 2 and 3 leading to Route 59. As seen on the enclosed plan entitled, “Temporary Access Plan Phase 1” prepared by Brooker Engineering, dated June 27, 2024 (the “Access Plan”), FilBen will install pavement and curbing up to the ROW line of Route 59 through lots 2 and 3 pursuant to an easement. Gravel will be placed between the ROW line and existing edge of pavement for Route 59 in accordance with NYSDOT Detail 209-05 (a copy of which is enclosed). This work was initially Montebello Crossings, LLC’s¹ (“MC”) obligation to construct, but FilBen agreed with MC to undertake the work in order to ensure that it would be completed in a timely manner. The pavement and curbing will be installed prior to FilBen’s request for a certificate of occupancy. Currently, there is gravel roadway with road drainage and approximately 80% of curbing has been installed. Landscaping and sidewalks will be the responsibility of the owner of Lots 2 and 3 to install.

FilBen is currently using Route 59 access as a construction entrance with an unlocked gate (the gate is locked off hours for security) at the entrance that can be opened to gain access. FilBen has applied for a permit from the New York State Department of Transportation (“DOT”) for the continued use as a construction entrance and as an emergency access point. A copy of the permit filed June 24, 2024, with the DOT is enclosed. It is anticipated that it will take the DOT approximately up to three (3) weeks from submission of the application to issue the permit. Once the DOT issues the permit, FilBen will in fact have a second entrance for emergency access. The

¹ Montebello Crossings, LLC is the prior owner of Lots 2 and 3.

unlocked gate will remain and a sign will be placed on the gate with notice as to its limited use for construction and emergency vehicles. This second access point will be maintained until the construction of the Route 59 access is completed. On this basis, we believe we have satisfied the concerns raised with respect to the requirement for two (2) access points to serve the FilBen property for emergency access.

Although Montebello Developments LLC has made application for a change to the site plan for Lots 2 and 3, they have expressed their willingness to assist with the sooner construction of the Route 59 access by submitting that as the first phase of their change request. The FilBen team, Brian Brooker, Michael Halpern of Montebello Developments LLC and Ira Emanuel met at the site to discuss the work to be done, and both parties are cooperating.

DOT Process for Route 59 Construction Work

The Route 59 access design documents have been approved by DOT and a DOT permit to construct the access to Route 59 and work in the right of way has been applied for by Montebello Developments LLC. Prior to construction, all that remains is for Montebello Developments LLC to deliver the required bond and insurance to DOT. A Memorandum dated June 26, 2024, from Colliers Engineering and Design detailing the DOT process required for the Route 59 construction is enclosed. I note that the changes to the entrance drive to Route 59, which includes a smaller island, shortened crosswalk and drive re-alignment, were mandated by DOT. The CDRC advised that it will recommend approval of that DOT condition.

Hemion Road Access

Hemion Road was approved by the Planning Board as a permanent access to the Braemar property. FilBen, at the suggestion of the CDRC, will include improvements to that access including a stop sign, a stop line and signage to indicate the Braemar assisted living facility, and is shown on the Access Plan.

Traffic Study

Also included with this letter is the Colliers traffic study dated June 26, 2024, that indicates the Hemion Road Access would operate at a Level of Service B with the Braemar property at full capacity as the main entrance for the property (temporary condition) without the Route 59 access in full operation. The study is based on 200 beds, which is what the facility has been approved for. However, FilBen, at this time, only intends to fill 186 beds.

Sidewalk to Adjacent Shopping Center

As required by the site plan approval, FilBen will construct part of the sidewalk to the adjacent shopping center up to its property line as shown on the Access Plan. The owner of lots 2 and 3 will be required to complete the construction of the sidewalk to the adjacent shopping center as part of the existing site plan requirements.

In sum, we believe that the CDRC's concerns and comments contained in the Nelson Pope Voorhis Memorandum dated June 17, 2024 have been addressed satisfactorily, and look forward to addressing any questions that the Planning Board has. We respectfully request that the Planning Board approve this temporary condition and authorize the issuance of a certificate of occupancy with this temporary condition.

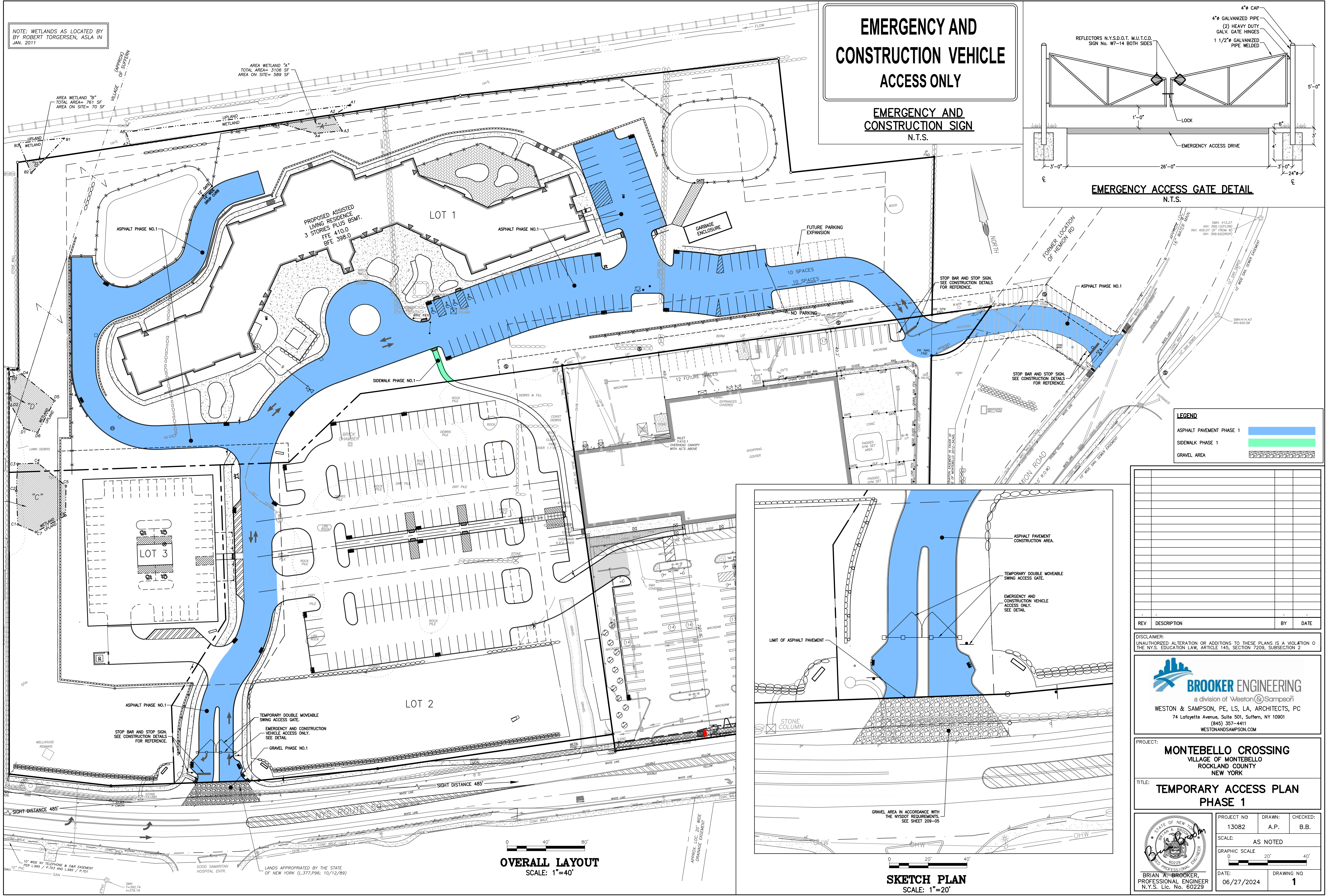
Very truly yours,



Lynn E. Weinig

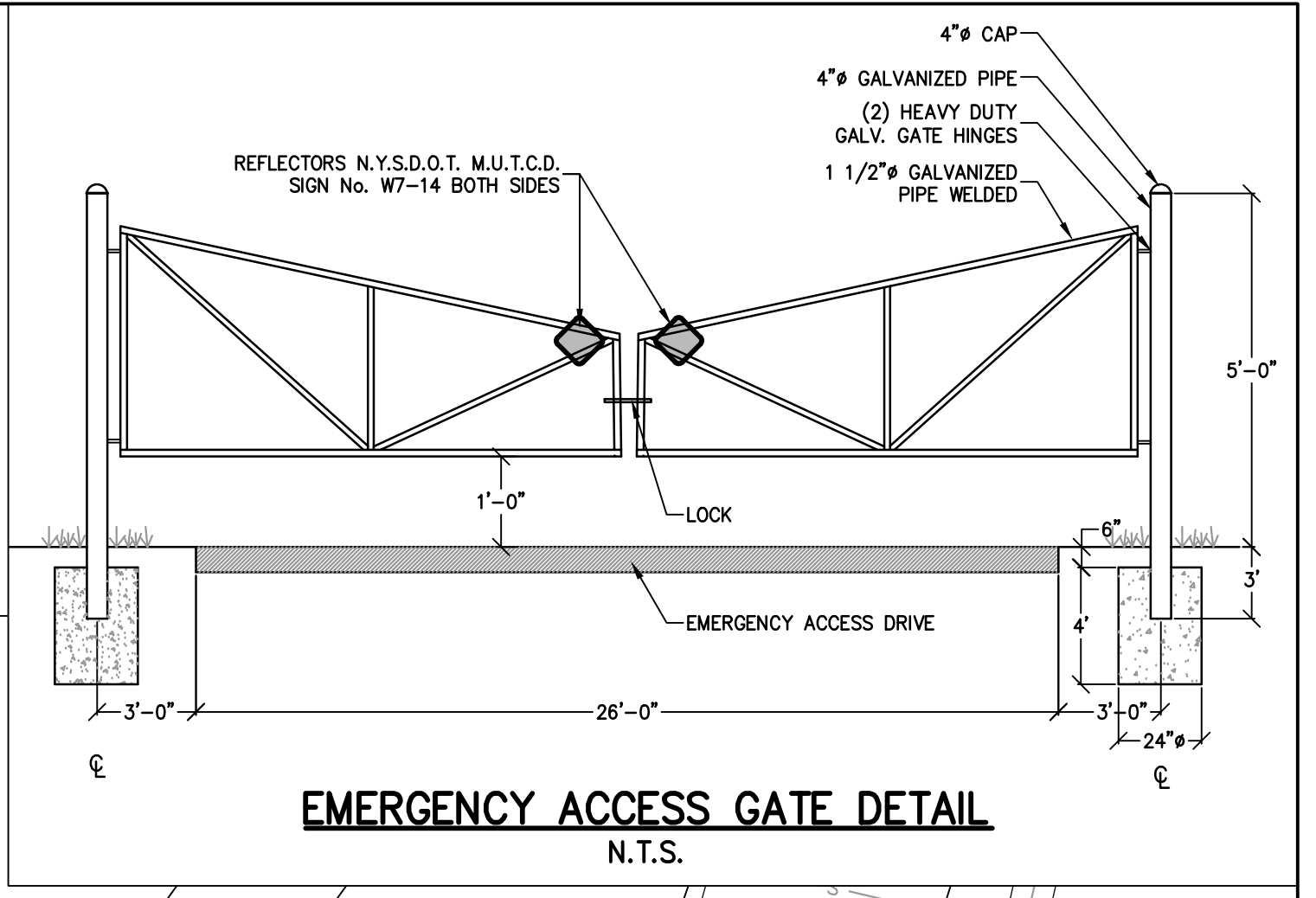
cc: (Via Email)
Alyse Terhune, Esq.
Martin Spence, P.E.
Johnathan Lockman, AICP
Adam Gordon, Building Inspector
Mr. Richard Filaski
Ms. Jessica Cotellese
Brian Brooker, PE
Ronald P. Rieman, Senior Project Manager
A. Peter Russillo, P.E., PTOE

NOTE: WETLANDS AS LOCATED BY
BY ROBERT TORGENSEN, ASLA IN
JAN. 2011



**EMERGENCY AND
CONSTRUCTION VEHICLE
ACCESS ONLY**

**EMERGENCY AND
CONSTRUCTION SIGN
N.T.S.**



LEGEND

ASPHALT PAVEMENT PHASE 1	
SIDEWALK PHASE 1	
GRAVEL AREA	

REV	DESCRIPTION	BY	DATE

BROOKER ENGINEERING
a division of Weston & Sampson
WESTON & SAMPSON, PE, LS, LA, ARCHITECTS, PC
74 Lafayette Avenue, Suite 501, Suffern, NY 10901
(845) 357-4411
WESTONANDSAMPSON.COM

PROJECT: **MONTEBELLO CROSSING**
VILLAGE OF MONTEBELLO
ROCKLAND COUNTY
NEW YORK

TITLE: **TEMPORARY ACCESS PLAN
PHASE 1**

PROJECT NO 13082	DRAWN A.P.	CHECKED B.B.
SCALE: AS NOTED		
GRAPHIC SCALE 0 20' 40'		
DATE 06/27/2024	DRAWING NO 1	

OVERALL LAYOUT
SCALE: 1"=40'

SKETCH PLAN
SCALE: 1"=20'

P:\BIBET\13082_Dwg\LOT 2 SITE PLAN\Rev 0\LOT 2 SITE PLAN - Temporary Construction.dwg, 6/28/2024 9:41:26 AM, Lajana.Hilda

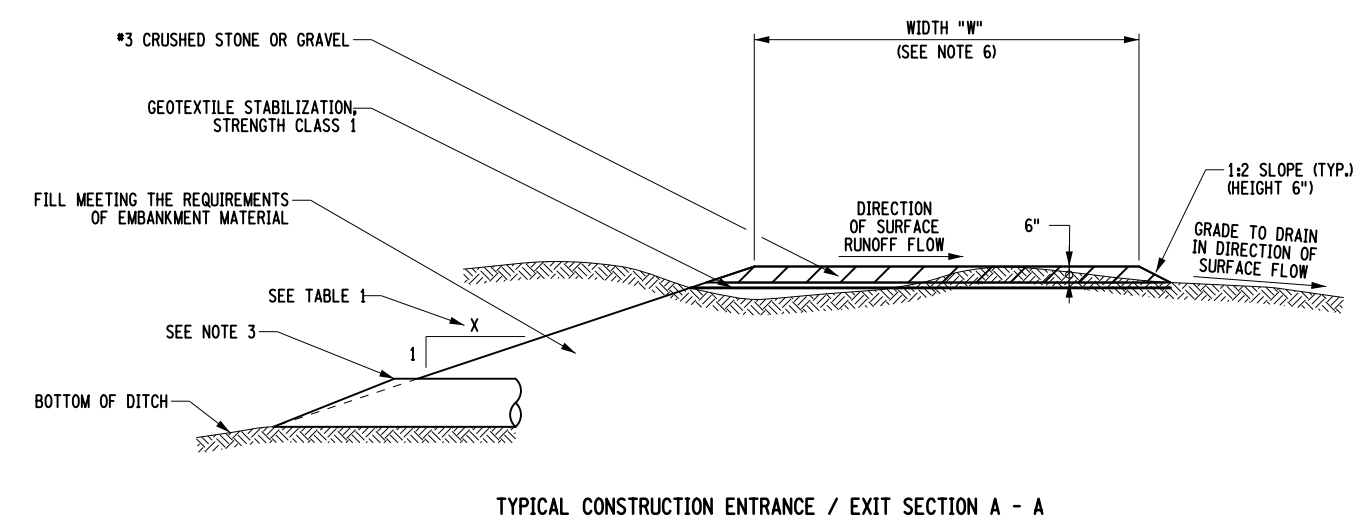
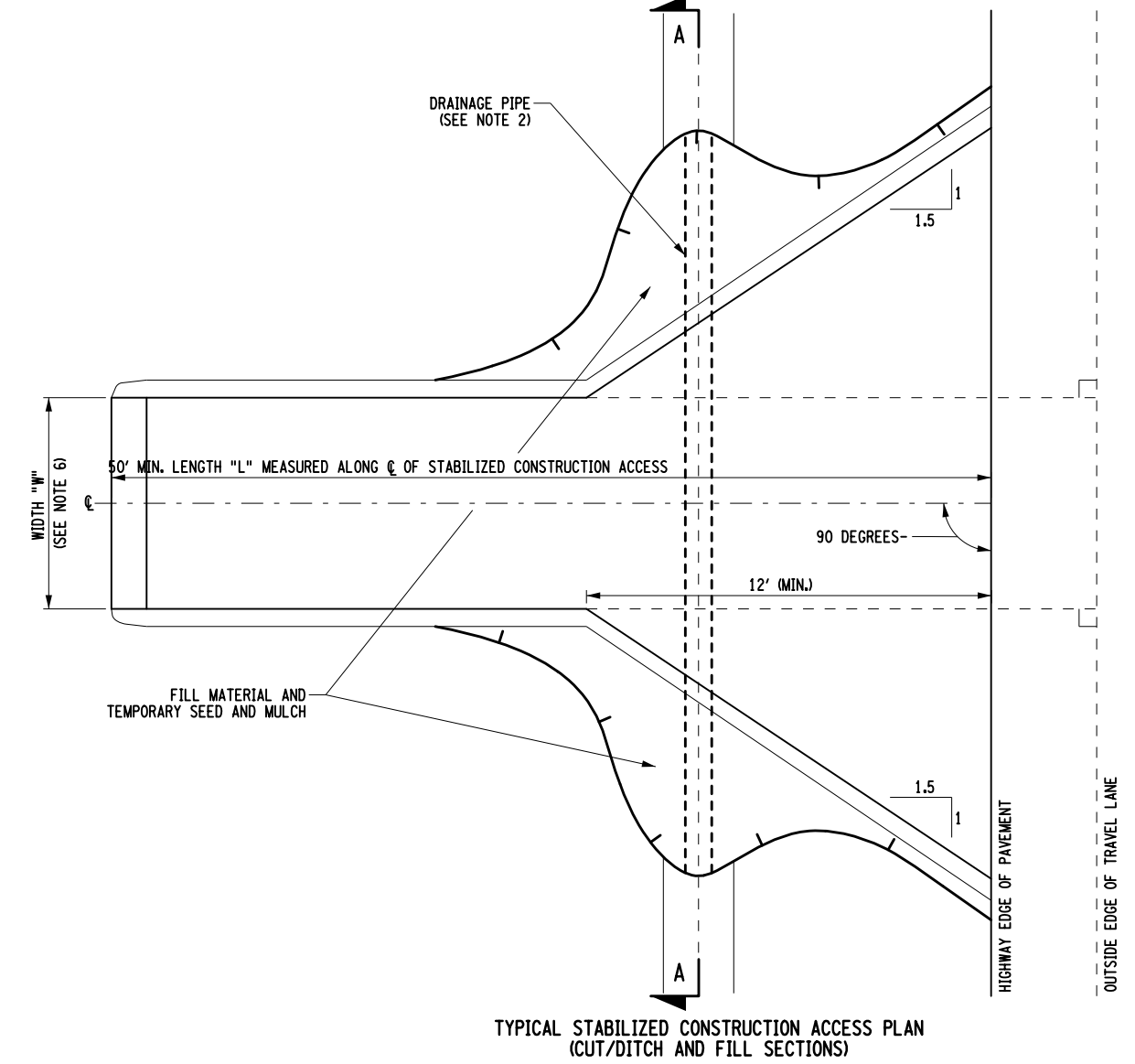
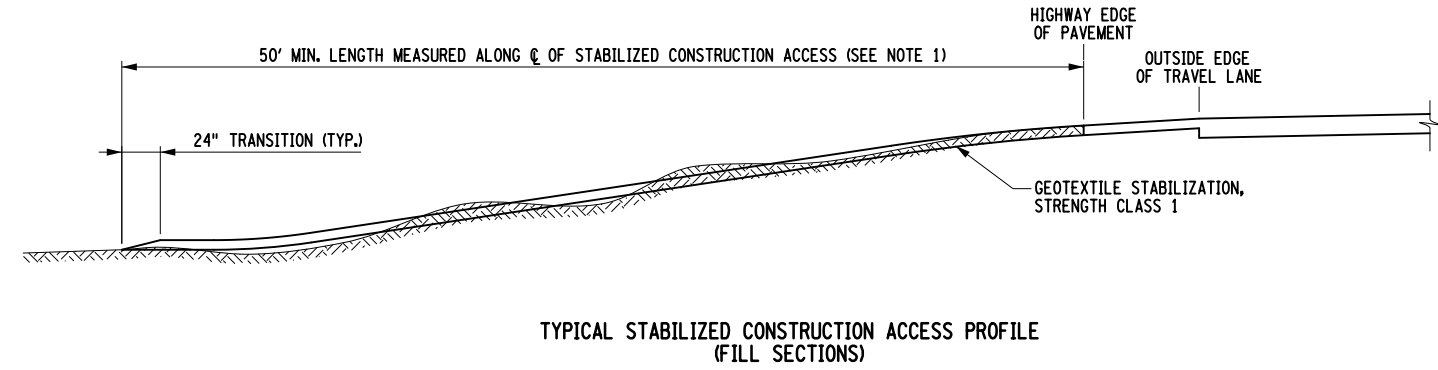
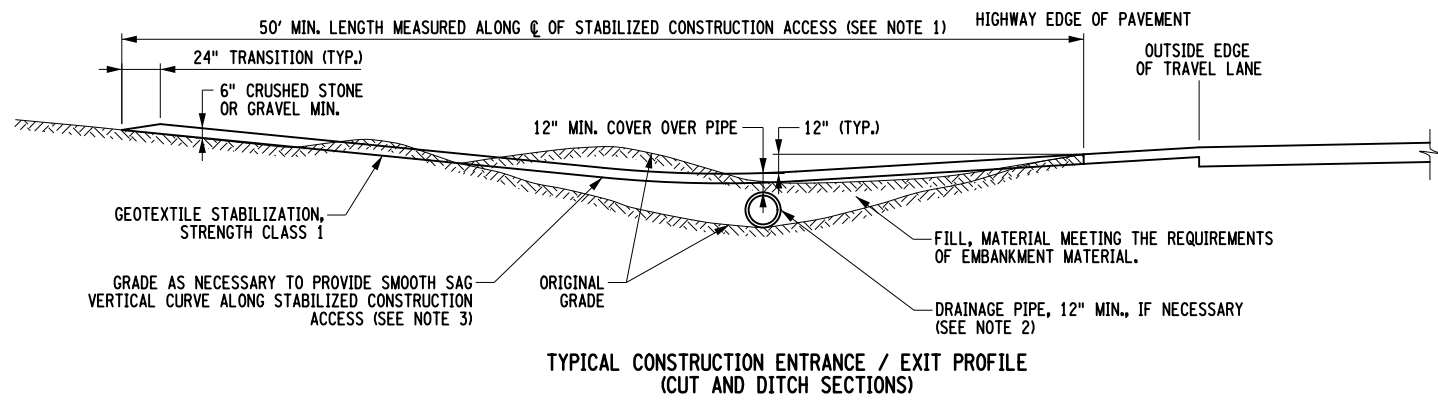



TABLE 1	
X	HIGHWAY SPEED CONDITION
2	ALL SPEEDS - PROTECTED BY BARRIER
3	< 50 MPH
6	≥ 50 MPH

- APPLICATION NOTES:
- A. THE PURPOSE OF A STABILIZED CONSTRUCTION ACCESS IS TO REDUCE OR ELIMINATE THE TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS OF WAY OR STREETS.
- GENERAL NOTES:
1. MODIFICATIONS MAY BE REQUIRED TO MATCH FIELD CONDITIONS.
 2. PROPOSED DRAINAGE PIPES SHALL BE SIZED WITH SUFFICIENT CAPACITY TO CARRY DITCH FLOWS (12" MIN.). ALTERNATIVE WAYS OF TRANSPORTING DITCH DRAINAGE ACROSS STABILIZED CONSTRUCTION ACCESS MAY BE PROPOSED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER.
 3. DRAINAGE PIPES OVER 20" DIA. THAT ARE NOT BEHIND A ROADSIDE BARRIER SHALL INCLUDE SAFETY END SECTIONS OR GRATING TO ENSURE TRAVERSABILITY.
 4. THE CONTRACTOR SHALL GRADE TO PREPARE AND SMOOTH ORIGINAL GROUND, PLACE GEOTEXTILE OVER THE ENTIRE AREA THEN PLACE 6" OF #3 CRUSHED STONE OR GRAVEL ENTRANCE MATERIAL UP TO THE EDGE OF PAVEMENT.
 5. LAYOUT DRIVEWAY OPENING PER TAPER METHOD OF LAYOUT FOR A MINOR COMMERCIAL DRIVEWAY ON STANDARD SHEET 608-03.
 6. DETERMINE DRIVEWAY WIDTH "W" FROM THE MINOR COMMERCIAL DRIVEWAY CLASSIFICATION OF TABLE 1 ON STANDARD SHEET 608-03.
 7. INSPECT THE STABILIZED CONSTRUCTION ACCESS AT LEAST WEEKLY FOR SEDIMENT ACCUMULATION WITHIN THE STONE SURFACE AND FOR GENERAL SURFACE CONDITION.
 8. PERIODIC MAINTENANCE IS REQUIRED IF SEDIMENT IS TRACKED ONTO PAVEMENT AND COST OF MAINTENANCE WILL BE INCLUDED IN THE UNIT PRICE BID.

FILE NAME = 209-05-090117.dgn
 DATE/TIME = 07-SEP-2023 08:24
 USER = rfoote

 NEW YORK STATE OF OPPORTUNITY.		Department of Transportation	
U.S. CUSTOMARY STANDARD SHEET			
STABILIZED CONSTRUCTION ACCESS			
APPROVED JANUARY 26, 2017		ISSUED UNDER EB 17-001	
/S/ RICHARD WILDER, P.E.		209-05	
DEPUTY CHIEF ENGINEER (DESIGN)			

ERRATA 1 EFF. 01/01/23
 ISSUED WITH EB 23-029

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
HIGHWAY WORK PERMIT APPLICATION FOR NON-UTILITY WORK

Application is hereby made for a highway work permit:

Name Excavating Services Inc.
Address 5 Mountainsde Lane
City Stony Point State NY Zip 10980
Applicant Phone (845) 429-7711
Applicant Email Address office@cioffione.com
Emergency Contact Jerry Cioffi
Emergency Phone (914) 403-8342

For Joint application, name and address of Applicant 2 below:

Name
Address
City State Zip
Applicant 2 Phone
Applicant 2 Email Address

RETURN PERMIT TO: (if different from Permittee)

Name
Address
City State Zip

RETURN DEPOSIT/BOND TO: (if different from Permittee)

Name
Address
City State Zip

DESCRIPTION OF PROPOSED WORK:

Construct Temporary Access for construction and emergency access purposes.

Estimated cost of work being performed in highway right-of-way: \$ 4000.00

Anticipated duration of work: From July 1, 2024 to Sept. 30, 2024 (applies to the operations indicated on the reverse side)

WILL OVERHEAD OR UNDERGROUND (5'+) OPERATIONS BE INVOLVED IN THE PROPOSED WORK? YES NO

ATTACHED: Plans Specifications

LOCATION: State Route: 59 Located Between Reference Markers 59 8501 1026 and 59 8501 1027

City/Town/Village of Montebello County of Rockland

SEQR REVIEW (select one)

Type II Type I Unlisted LEAD AGENCY: DATE OF DETERMINATION:

Insurance (check one): General Liability Insurance Undertaking Insurance Fee (residential operations only)

NOTE: PERMIT IS ISSUED CONTINGENT UPON ALL LOCAL REQUIREMENTS BEING SATISFIED

ACKNOWLEDGMENT: ON BEHALF OF THE APPLICANT, I HEREBY REQUEST A HIGHWAY WORK PERMIT, AND DO ACKNOWLEDGE AND AGREE TO THE RESPONSIBILITIES OF PERMITTEE AND THE OTHER OBLIGATIONS SET FORTH IN THIS PERMIT AND WARRANT COMPLIANCE THEREWITH.

Applicant Signature

Date 6/21/24

Applicant 2 Signature

Date

Approval recommended by Resident Engineer Res No Date
Approved by Regional Traffic Engineer Reg No Date

Operational Type and Description		Permit Fee	Insurance Fee	Total Fees	\$ 200.00
DRIVEWAYS					
	5a1 Residential Driveway (includes field entrances)	15	25		
✓	5a6 Temporary access road or street	200		200	
<i>For Commercial Driveways and subdivisions streets, use form PERM 33-COM</i>					
IMPROVEMENTS					
	5b1 Residential	15	25		
	5b2a Commercial- Sidewalk, curb paving, drainage, etc.	200			
	5b2b Commercial – Grade, seed, improve land contour, clear brush	100			
	5b2c Commercial – Resurface existing road or driveway	50			
	5b2d1 Annual resurfacing of roadways and driveways – PER COUNTY	150			
	Number of counties:				
	5b2d2 Annual resurfacing of roadways and driveways – PER REGION	400			
TREE WORK					
	5c1 Residential	15	25		
	5c2a Commercial removal or planting	25			
	5c2b Commercial pruning, applying chemicals to stumps	25			
	5c3 Vegetation control for advertising signs – PER SIGN	150			
	Number of Signs:				
MISCELLANEOUS CONSTRUCTION AND WORK OPERATIONS					
	5d1 Beautify ROW (civic groups only)	N/C			
	5d2a Temporary signs, banners, décor (not-for-profit organizations)	N/C			
	5d2b Temporary signs, banners, décor (other organizations)	25			
	5d3 Traffic control signals	500			
	5d4 Warning and entrance signs	25			
	5d5 Miscellaneous – Requiring substantial review (describe below)	400			
	5d6 Miscellaneous (describe below)	25			
OTHER TYPES OF HIGHWAY WORK PERMITS					
	6 Encroachment caused by DOT acquisition of property	25			
	7a1 Compulsory permit required for demolition requested by DOT	N/C			
	7a2 Compulsory permit required for moving requested by DOT	N/C			
	7b Improvement to meet Department standards	N/C			
	8 Miscellaneous (describe below)	25			
	9 Adopt-a-Highway (exempt from insurance requirement)	N/C			
Description of Miscellaneous Operation:					

PERFORMANCE SECURITY (Select one): Guarantee Deposit - Cash Performance Bond Letter of Credit

Guarantee Deposit Amount: _____

Guarantee Deposit Check Number or Bond Number _____

(To be completed by NYSDOT issuing office)

Project Identification Number _____ Highway Work Permit No. _____

State Highway (SH) Number _____ Record ID Number _____



CERTIFICATE OF NYS WORKERS' COMPENSATION INSURANCE COVERAGE

Form with fields for: 1a. Legal Name & Address of Insured (Excavating Services Inc), 1b. Business Telephone Number of Insured, 1c. NYS Unemployment Insurance Employer Registration Number of Insured, 1d. Federal Employer Identification Number of Insured or Social Security Number (FEIN No. 99-0390320), 2. Name and Address of Entity Requesting Proof of Coverage (New York State Department of Transportation), 3a. Name of Insurance Carrier (Clear Spring Property and Casualty Company), 3b. Policy Number of Entity Listed in Box "1a" (Policy No.: CS-WC- 028104-01), 3c. Policy effective period (05/21/2024 to 05/21/2025), 3d. The Proprietor, Partners or Executive Officers are included/excluded.

This certifies that the insurance carrier indicated above in box "3" insures the business referenced above in box "1a" for workers' compensation under the New York State Workers' Compensation Law. (To use this form, New York (NY) must be listed under Item 3A on the INFORMATION PAGE of the workers' compensation insurance policy). The Insurance Carrier or its licensed agent will send this Certificate of Insurance to the entity listed above as the certificate holder in box "2".

The insurance carrier must notify the above certificate holder and the Workers' Compensation Board within 10 days IF a policy is canceled due to nonpayment of premiums or within 30 days IF there are reasons other than nonpayment of premiums that cancel the policy or eliminate the insured from the coverage indicated on this Certificate. (These notices may be sent by regular mail.) Otherwise, this Certificate is valid for one year after this form is approved by the insurance carrier or its licensed agent, or until the policy expiration date listed in box "3c", whichever is earlier.

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy listed, nor does it confer any rights or responsibilities beyond those contained in the referenced policy.

This certificate may be used as evidence of a Workers' Compensation contract of insurance only while the underlying policy is in effect.

Please Note: Upon cancellation of the workers' compensation policy indicated on this form, if the business continues to be named on a permit, license or contract issued by a certificate holder, the business must provide that certificate holder with a new Certificate of Workers' Compensation Coverage or other authorized proof that the business is complying with the mandatory coverage requirements of the New York State Workers' Compensation Law.

Under penalty of perjury, I certify that I am an authorized representative or licensed agent of the insurance carrier referenced above and that the named insured has the coverage as depicted on this form.

Approved by: Kathleen Carey (Print name of authorized representative or licensed agent of insurance carrier)

Approved by: Kathleen Carey (Signature) 06/20/24 (Date)

Title: Vice President, Underwriting Operations

Telephone Number of authorized representative or licensed agent of insurance carrier: (860) 272-4581

Please Note: Only insurance carriers and their licensed agents are authorized to issue Form C-105.2. Insurance brokers are NOT authorized to issue it.

Workers' Compensation Law

Section 57. Restriction on issue of permits and the entering into contracts unless compensation is secured.

1. The head of a state or municipal department, board, commission or office authorized or required by law to issue any permit for or in connection with any work involving the employment of employees in a hazardous employment defined by this chapter, and notwithstanding any general or special statute requiring or authorizing the issue of such permits, shall not issue such permit unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that compensation for all employees has been secured as provided by this chapter. Nothing herein, however, shall be construed as creating any liability on the part of such state or municipal department, board, commission or office to pay any compensation to any such employee if so employed.
2. The head of a state or municipal department, board, commission or office authorized or required by law to enter into any contract for or in connection with any work involving the employment of employees in a hazardous employment defined by this chapter, notwithstanding any general or special statute requiring or authorizing any such contract, shall not enter into any such contract unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that compensation for all employees has been secured as provided by this chapter.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
06/20/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Broadfield Insurance, a member of pcf ins services 68 Main Street Warwick NY 10990	CONTACT NAME: Raquel Raffa PHONE (A/C, No, Ext): (845) 986-2211 E-MAIL ADDRESS: rraffa@broadfieldinsurance.com FAX (A/C, No): (845) 986-0949
INSURED EXCAVATING SERVICES, INC. 5 MOUNTAINSIDE LANE STONY POINT NY 10980	INSURER(S) AFFORDING COVERAGE INSURER A: Selective Insurance Co. INSURER B: Clear Spring Property & Casualty INSURER C: INSURER D: INSURER E: INSURER F:
	NAIC # 15563

COVERAGES

CERTIFICATE NUMBER: CL246423757

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL/SUBR INSD/WVD		POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	Y		S 2636815	03/26/2024	03/26/2025	<input type="checkbox"/> EACH OCCURRENCE \$ 1,000,000 <input type="checkbox"/> DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 <input type="checkbox"/> MED EXP (Any one person) \$ 15,000 <input type="checkbox"/> PERSONAL & ADV INJURY \$ 1,000,000 <input type="checkbox"/> GENERAL AGGREGATE \$ 3,000,000 <input type="checkbox"/> PRODUCTS - COM/OP AGG \$ 3,000,000	
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			S 2636815	03/26/2024	03/26/2025	<input type="checkbox"/> COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 <input type="checkbox"/> BODILY INJURY (Per person) \$ <input type="checkbox"/> BODILY INJURY (Per accident) \$ <input type="checkbox"/> PROPERTY DAMAGE (Per accident) \$ <input type="checkbox"/> Medical Expense \$ 150,000	
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			S 2636815	03/26/2024	03/26/2025	<input type="checkbox"/> EACH OCCURRENCE \$ 2,000,000 <input type="checkbox"/> AGGREGATE \$ 2,000,000	
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY <input type="checkbox"/> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input type="checkbox"/>	N/A	CS-WC-028104-01	05/21/2024	05/21/2025	<input type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ <input type="checkbox"/> E.L. DISEASE - EA EMPLOYEE \$ <input type="checkbox"/> E.L. DISEASE - POLICY LIMIT \$	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The certificate holder is included as additional insured as required by written contract with regard to work being done by the insured. This certificate of insurance is issued subject to all policy terms, conditions, limitations, exclusions and language.

CERTIFICATE HOLDER

New York State Department of Transportation 275 Ridge Road New City NY 10956
--

CANCELLATION

<p>SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.</p> <p>AUTHORIZED REPRESENTATIVE </p>
--

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AGENCY CUSTOMER ID: _____



NEW YORK CONSTRUCTION CERTIFICATE OF LIABILITY INSURANCE ADDENDUM

DATE (MM/DD/YYYY)

THIS ADDENDUM SUMMARIZES SOME OF THE POLICY PROVISIONS IN THE REFERENCED INSURANCE POLICIES AND IS ISSUED AS A MATTER OF INFORMATION ONLY; IT CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. ALL TERMS, EXCLUSIONS AND CONDITIONS IN THE ACTUAL POLICY SHOULD BE CONSULTED FOR A MORE DETAILED ANALYSIS OF COVERAGE, AS THIS ADDENDUM DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES.

AGENCY Broadfield Insurance Company	NAMED INSURED(S) Excavating Services, Inc.		
POLICY NUMBER S2636815	EFFECTIVE DATE 3/26/24	CARRIER Selective Insurance Company of American	NAIC CODE 12572

ADDENDUM INFORMATION**CERTIFICATE NUMBER:****REVISION NUMBER:****A. Insurer**

- Admitted / authorized
 Excess line or free trade zone

B. General Liability (GL) policy form

- ISO / ISO modified
 Other

C. Specific operations excluded or restricted (GL policy)

- Location: _____
 Type of construction: _____
 Building height: _____
 Classifications [see attached declarations / endorsement]
 Designated work [see attached endorsement]

D. Additional insured endorsement (GL policy)

- CG 20 10 CG 20 26 CG 20 32 CG 20 33 CG 20 37 CG 20 38
 Other: #CG7300NY1023 Title: ElitePac General Liability Extension Endorsement

E. According to the terms of this GL policy, the additional insured has primary and noncontributory coverage

- Yes No and no other option is available with this insurer

F. Additional insured will receive advance notice if insurer cancels (GL policy)

- Yes No and no other option is available with this insurer

G. Blanket contractual liability located in the "insured contract" definition (Section V, Number 9, Item f. in the ISO CGL policy) is removed or restricted

- Yes and no other option is available with this insurer No changes made

H. "Insured contract" exception to the employers liability exclusion is removed or modified (GL policy)

- Yes and no other option is available with this insurer No changes made

I. GL policy (including endorsements) does not cover the additional insured for claims involving injury to employees of the named insured or subcontractors (not workers' compensation)

- Yes and no other option is available with this insurer No changes made

AGENCY CUSTOMER ID: _____

ADDENDUM INFORMATION (continued)

J. Earth movement, excavation or explosion / collapse / underground property damage is excluded or restricted (GL policy)

Yes and no other option is available with this insurer No changes made

K. Insured vs. insured suits (cross liability in the ISO CGL policy) are excluded or restricted (other than named insured vs. named insured)

Yes and no other option is available with this insurer No changes made

L. Property damage to work performed by subcontractors (exception to the "damage to your work" exclusion in the ISO CGL policy) is excluded or restricted

Yes and no other option is available with this insurer No changes made

M. Excess / umbrella policy is primary and non-contributory for additional insureds

Yes, by specific policy provision Yes, by endorsement No and no other option is available with this insurer

DocuSigned by:
Raquel Raffa
F7525C72CAF1492...

6/20/2024 | 12:05 PM

AUTHORIZED REPRESENTATIVE SIGNATURE

DATE (MM/DD/YYYY)



CERTIFICATE OF INSURANCE COVERAGE
NYS DISABILITY AND PAID FAMILY LEAVE BENEFITS LAW

PART 1. To be completed by NYS disability and Paid Family Leave benefits carrier or licensed insurance agent of that carrier

1a. Legal Name & Address of Insured (use street address only)
EXCAVATING SERVICES, INC.
5 MOUNTAINSIDE LANE
STONY POINT, NY 10980
1b. Business Telephone Number of Insured
845-429-7711
1c. Federal Employer Identification Number of Insured or Social Security Number
990390320

2. Name and Address of Entity Requesting Proof of Coverage (Entity Being Listed as the Certificate Holder)
New York State Department Transportation
275 Ridge Road
New City, NY 10956
3a. Name of Insurance Carrier
ShelterPoint Life Insurance Company
3b. Policy Number of Entity Listed in Box "1a"
DBL719502
3c. Policy effective period
05/21/2024 to 05/20/2025

4. Policy provides the following benefits:
[X] A. Both disability and paid family leave benefits.
[] B. Disability benefits only.
[] C. Paid family leave benefits only.
5. Policy covers:
[X] A. All of the employer's employees eligible under the NYS Disability and Paid Family Leave Benefits Law.
[] B. Only the following class or classes of employer's employees:

Under penalty of perjury, I certify that I am an authorized representative or licensed agent of the insurance carrier referenced above and that the named insured has NYS Disability and/or Paid Family Leave Benefits insurance coverage as described above.

Date Signed 6/20/2024 By [Signature]
Telephone Number 516-829-8100 Name and Title Leston Welsh, Chief Executive Officer

IMPORTANT: If Boxes 4A and 5A are checked, and this form is signed by the insurance carrier's authorized representative or NYS Licensed Insurance Agent of that carrier, this certificate is COMPLETE. Mail it directly to the certificate holder.
If Box 4B, 4C or 5B is checked, this certificate is NOT COMPLETE for purposes of Section 220, Subd. 8 of the NYS Disability and Paid Family Leave Benefits Law. It must be emailed to PAU@wcb.ny.gov or it can be mailed for completion to the Workers' Compensation Board, Plans Acceptance Unit, PO Box 5200, Binghamton, NY 13902-5200.

PART 2. To be completed by the NYS Workers' Compensation Board (Only if Box 4B, 4C or 5B have been checked)

State of New York Workers' Compensation Board
According to information maintained by the NYS Workers' Compensation Board, the above-named employer has complied with the NYS Disability and Paid Family Leave Benefits Law(Article 9 of the Workers' Compensation Law) with respect to all of their employees.
Date Signed By
Telephone Number Name and Title

Please Note: Only insurance carriers licensed to write NYS disability and paid family leave benefits insurance policies and NYS licensed insurance agents of those insurance carriers are authorized to issue Form DB-120.1. Insurance brokers are NOT authorized to issue this form.



Additional Instructions for Form DB-120.1

By signing this form, the insurance carrier identified in Box 3 on this form is certifying that it is insuring the business referenced in Box 1a for disability and/or Paid Family Leave benefits under the NYS Disability and Paid Family Leave Benefits Law. The insurance carrier or its licensed agent will send this Certificate of Insurance Coverage (Certificate) to the entity listed as the certificate holder in Box 2.

The insurance carrier must notify the above certificate holder and the Workers' Compensation Board within 10 days IF a policy is cancelled due to nonpayment of premiums or within 30 days IF there are reasons other than nonpayment of premiums that cancel the policy or eliminate the insured from coverage indicated on this Certificate. (These notices may be sent by regular mail.) Otherwise, this Certificate is valid for one year after this form is approved by the insurance carrier or its licensed agent, or until the policy expiration date listed in Box 3c, whichever is earlier.

This Certificate is issued as a matter of information only and confers no rights upon the certificate holder. This Certificate does not amend, extend or alter the coverage afforded by the policy listed, nor does it confer any rights or responsibilities beyond those contained in the referenced policy.

This Certificate may be used as evidence of a NYS disability and/or Paid Family Leave benefits contract of insurance only while the underlying policy is in effect.

Please Note: Upon the cancellation of the disability and/or Paid Family Leave benefits policy indicated on this form, if the business continues to be named on a permit, license or contract issued by a certificate holder, the business must provide that certificate holder with a new Certificate of Insurance Coverage for NYS disability and/or Paid Family Leave Benefits or other authorized proof that the business is complying with the mandatory coverage requirements of the NYS Disability and Paid Family Leave Benefits Law.

NYS DISABILITY AND PAID FAMILY LEAVE BENEFITS LAW

§220. Subd. 8

(a) The head of a state or municipal department, board, commission or office authorized or required by law to issue any permit for or in connection with any work involving the employment of employees in employment as defined in this article, and notwithstanding any general or special statute requiring or authorizing the issue of such permits, shall not issue such permit unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that the payment of disability benefits and after January first, two thousand and twenty-one, the payment of family leave benefits for all employees has been secured as provided by this article. Nothing herein, however, shall be construed as creating any liability on the part of such state or municipal department, board, commission or office to pay any disability benefits to any such employee if so employed.

(b) The head of a state or municipal department, board, commission or office authorized or required by law to enter into any contract for or in connection with any work involving the employment of employees in employment as defined in this article and notwithstanding any general or special statute requiring or authorizing any such contract, shall not enter into any such contract unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that the payment of disability benefits and after January first, two thousand eighteen, the payment of family leave benefits for all employees has been secured as provided by this article.

Memorandum

To: Anthony Caridi, Chairman and Planning Board Members

From: A. Peter Russillo, P.E., PTOE
Ronald P. Rieman, Senior Project Manager
Philip Gotthelf, Project Engineer

Date: June 26, 2024

Subject: Braemar at Montebello
Village of Montebello, Rockland County, New York

Project No.: 24006272A

Colliers Engineering & Design recently prepared an updated Traffic Impact Study (June 12, 2024) for amended site plan approval (Lots 2 and 3) for Montebello Developments LLC. The updated Traffic Impact Study includes the approved 200-bed assisted living facility, which is under construction and expected to be completed by September 2024.

It is our understanding that Filben Montebello Propco, LLC, the owner of Lot 1 at Montebello Crossing, is requesting the Planning Board amend the site plan approval (for the approved 200 bed assisted living facility, Lot 1) to permit a single access point using the Hemion Road access on a temporary basis until the Route 59 access is completed by Montebello Developments LLC. It is also our understanding that Braemar is currently proposed to have a full occupancy of 186 residents, although it has a license for 200 beds.

The following analysis has been prepared to support of an amendment to the site plan approval to permit a single access point using the Hemion Road access on a temporary basis and is conservatively based on the full occupancy (200 beds).

Montebello Crossing

Montebello Crossing was approved as a mixed-use project that includes a 200-bed assisted living facility, a 10,000 s.f. medical office building, and a 14,698 s.f. CVS/Pharmacy located on tax lot 55.10-1-2. The approval also required certain improvements to the adjacent Hemion Holdings (f/k/a Rube Goldberg) shopping center (tax lot 55.10-1-3). Since the time of approval, CVS abandoned its plan to occupy the approved space. The current development plan is for the previously approved assisted living facility (which is currently under construction and nearing completion), the elimination of the previously approved pharmacy building w/ drive-through window and an increase in square footage of the approved medical office for a total of 55,000 s.f. As discussed above, an updated Traffic Impact Study for amended site plan approval (Lots 2 and 3) has been prepared.

Access to the site will be provided via a NYSDOT approved driveway to NYS Route 59 situated opposite the existing Good Samaritan Hospital driveway. The access will be furnished with a separate eastbound left turn for entering left turns and a separate westbound right turn lane for entering right turns from NYS Route 59. The exit movement to NYS Route 59 is restricted to right turns only. An access will also be provided via a driveway connection to Hemion Road opposite the existing northerly driveway to the Indian Rock Shopping Center. In addition, an internal connection between the adjacent Hemion Holdings (f/k/a Rube Goldberg) shopping center (tax lot 55.10-1-3) as approved by the Planning Board will also be provided. It should be noted with the development of Montebello Crossing, the adjacent Shopping Plaza's existing two driveways to NYS Route 59 (right turn entry, right turn exit driveways) will be combined as one right turn in/ right turn out driveway. The Site Location is shown on Figure No. 1 (Attachment A).

Year 2024 Existing Traffic Volumes

In order to establish existing traffic conditions in the vicinity of the site, the Year 2023 Existing Traffic Volumes contained in the updated Montebello Crossing Traffic Impact Study were utilized.

The resulting Year 2023 Existing Traffic Volumes for the Weekday Peak AM Hour (8:15 AM – 9:15 AM) and Weekday Peak PM Hour (3:30 PM – 4:30 PM) are shown on Figures No. 2 and 3, respectively (Attachment A).

Year 2025 Projected Traffic Volumes

For the purpose of this evaluation for the temporary single access point using the Hemion Road access until the Route 59 access is completed, the Year 2023 Existing Traffic Volumes were increased by a growth factor of 1% per year (for a total background growth of 2%) to account for normal background growth resulting in the Year 2025 Projected Traffic Volumes, which are shown on Figures No. 4 and 5 for each of the Peak Hours, respectively. [It should be noted that the New York Metropolitan Transportation Council (NYMTC) has established a current growth factor of 0.77% per year for the NYS Route 59 Corridor – Functional Class 14].

Traffic for other future developments in the area were analyzed in the updated Montebello Crossing Traffic Impact Study for future conditions with the approved Route 59 access.

Site Generated Traffic Volumes

As discussed above, the Site has been approved for a 200-bed assisted living facility which is under construction and expected to be completed by September 2024.

As previously noted, Braemar is proposed to have a full occupancy of 186 residents, however the traffic analysis was based on the approved 200-bed assisted living facility. As shown on Table No. 1 (Attachment B), the approved 200-bed assisted living facility would generate 36 total trips (22 entering trips/14 exiting trips) during the Weekday Peak AM Hour and 48 total trips (19 entering trips/29 exiting trips) during the Weekday Peak PM Hour.

Year 2025 Build Traffic Volumes

The Site Generated Traffic Volumes were assigned to the roadway network based on the approved assisted living facility arrival/departure distribution adjusted for the temporary single access point using the Hemion Road access. The resulting arrival/departure distributions are shown on Figures No. 6 and 7 with the resulting Site Generated Traffic Volumes shown on Figures No. 8 and 9, respectively.

It should be noted that under this temporary condition, the Hemion Road access will result in an additional 5 vehicles during the Weekday Peak AM Hour and 50 less vehicles during the Weekday Peak PM Hour, than what was previously approved with both the 200 bed assisted living facility and Montebello Crossing Lots 2 & 3 until the Route 59 access is completed.

Results of Analysis

In order to determine existing and future traffic operating conditions, it was necessary to perform a SYNCHRO analysis (capacity analyses). The following is a brief description of the analysis method utilized in this report:

Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition, and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

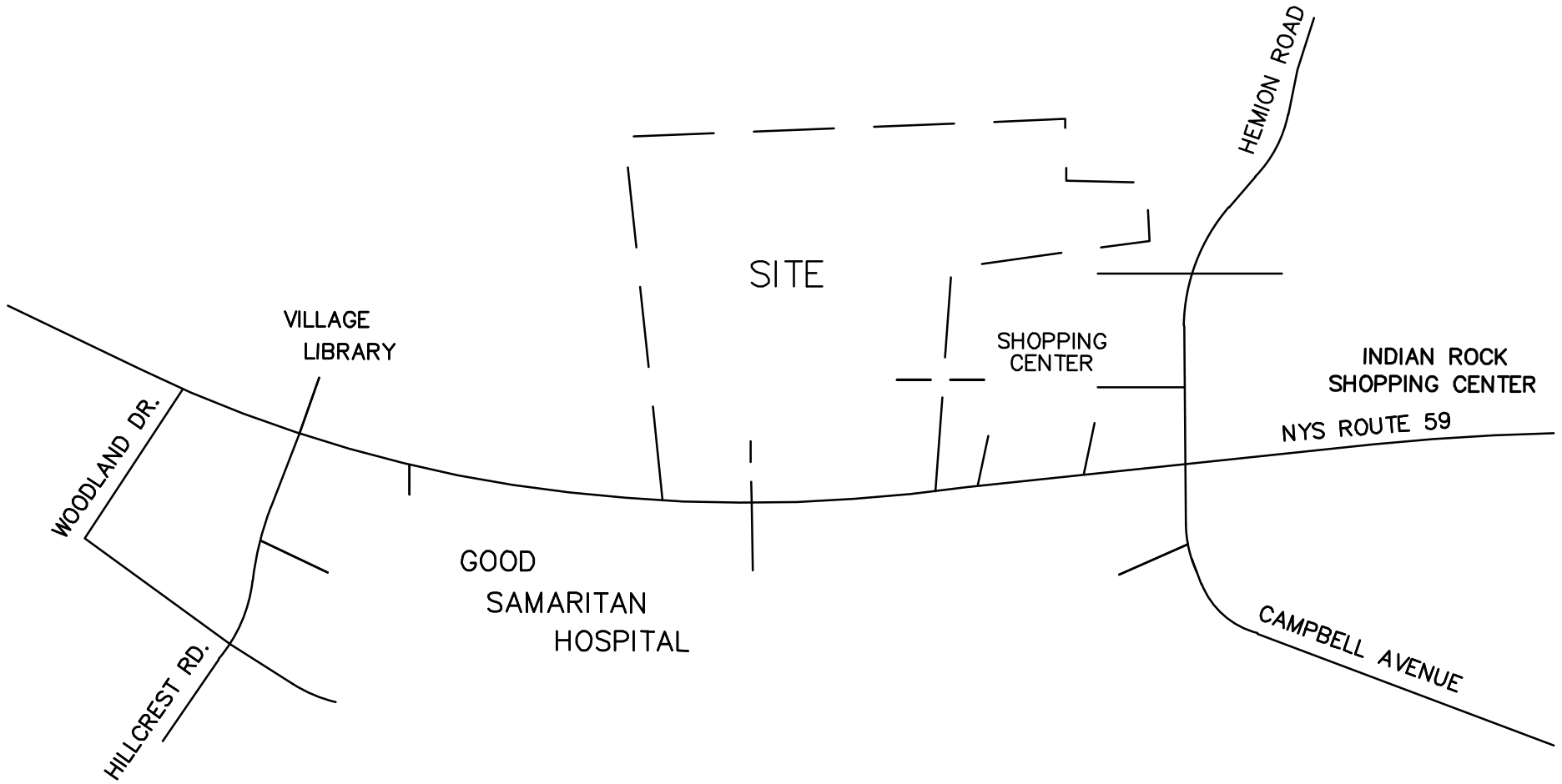
Additional information concerning signalized and unsignalized Levels of Service can be found in Attachment "C".

As shown on Table No. 2 (Attachment B), similar Levels of Service will be experienced at the Study Area Intersections under future No-Build and future Build Conditions with the temporary single access point using the Hemion Road access until the Route 59 access is completed, with the Hemion Road Access projected to operate at a Level of Service "B".

Traffic Attachment A

Traffic Volume Figures

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NOTE: LINE DIAGRAM NOT TO SCALE



BRAEMAR AT MONTEBELLO

NYS ROUTE 59

VILLAGE OF MONTEBELLO, ROCKLAND COUNTY, NY

Traffic Evaluation

24006272A

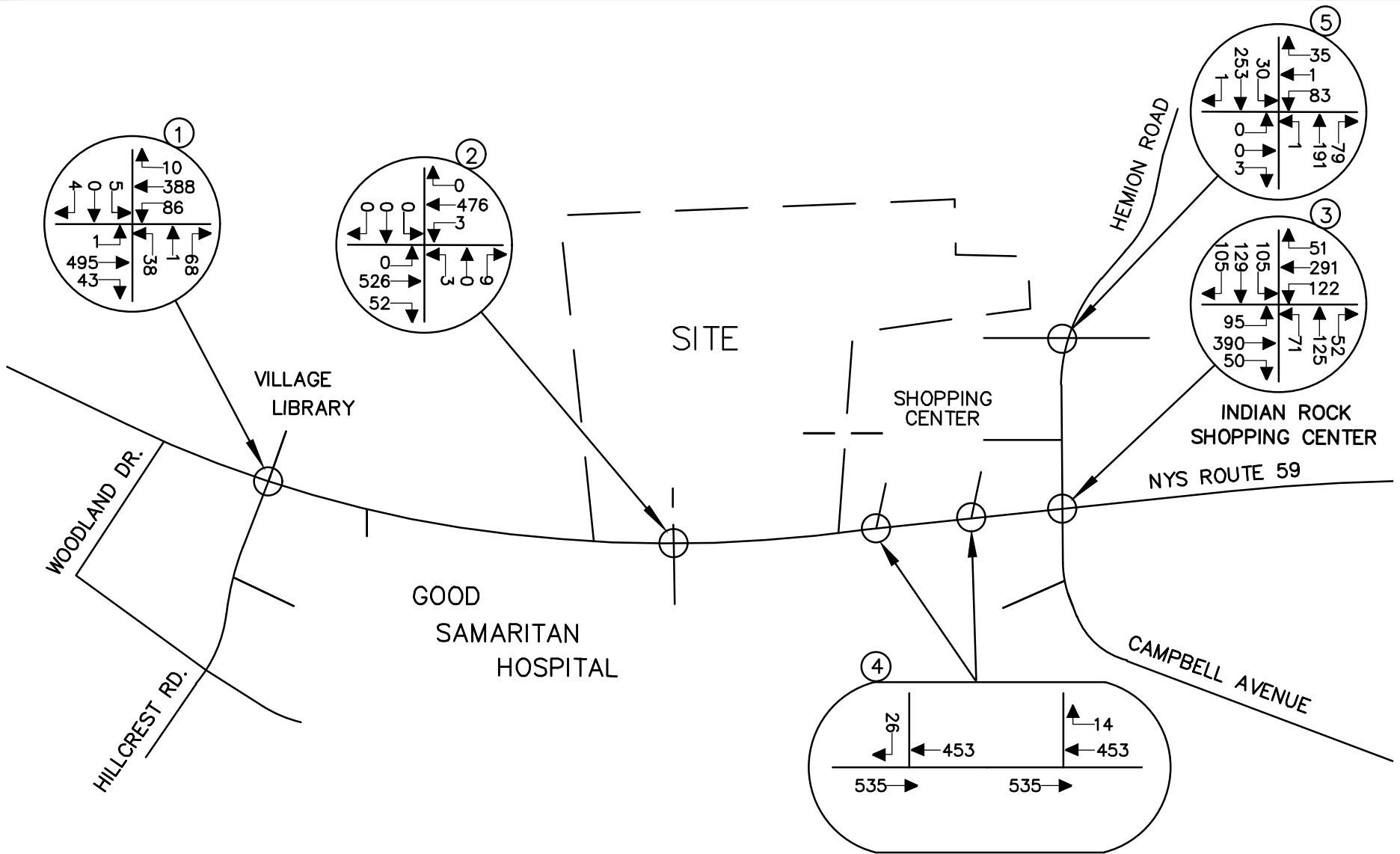
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SITE LOCATION MAP

FIGURE No. 1

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NOTE: LINE DIAGRAM NOT TO SCALE



BRAEMAR AT MONTEBELLO

NYS ROUTE 59

VILLAGE OF MONTEBELLO, ROCKLAND COUNTY, NY

Traffic Evaluation

24006272A

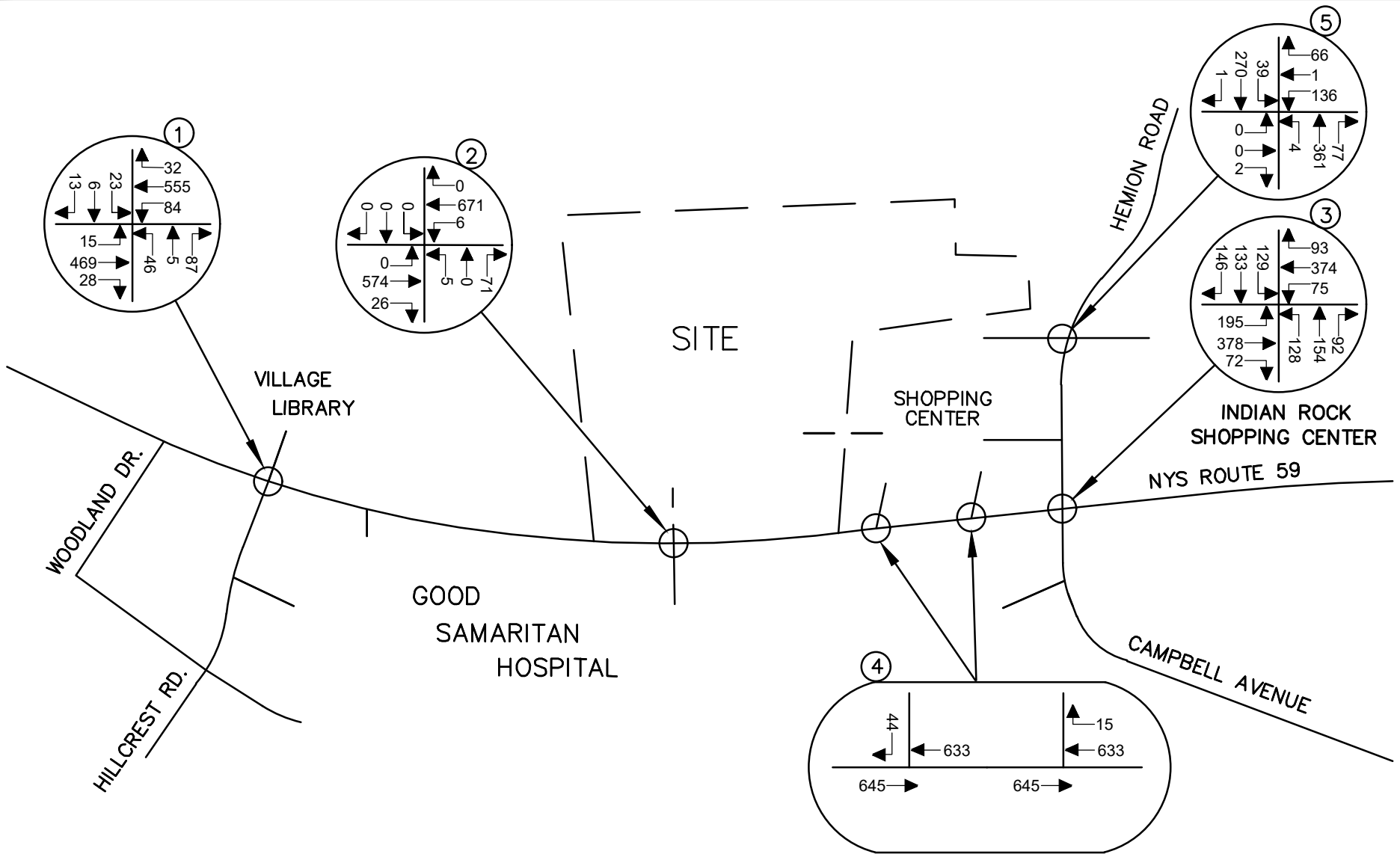
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2023 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

FIGURE No. 2

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NOTE: LINE DIAGRAM NOT TO SCALE



BRAEMAR AT MONTEBELLO

NYS ROUTE 59

VILLAGE OF MONTEBELLO, ROCKLAND COUNTY, NY

Traffic Evaluation

24006272A

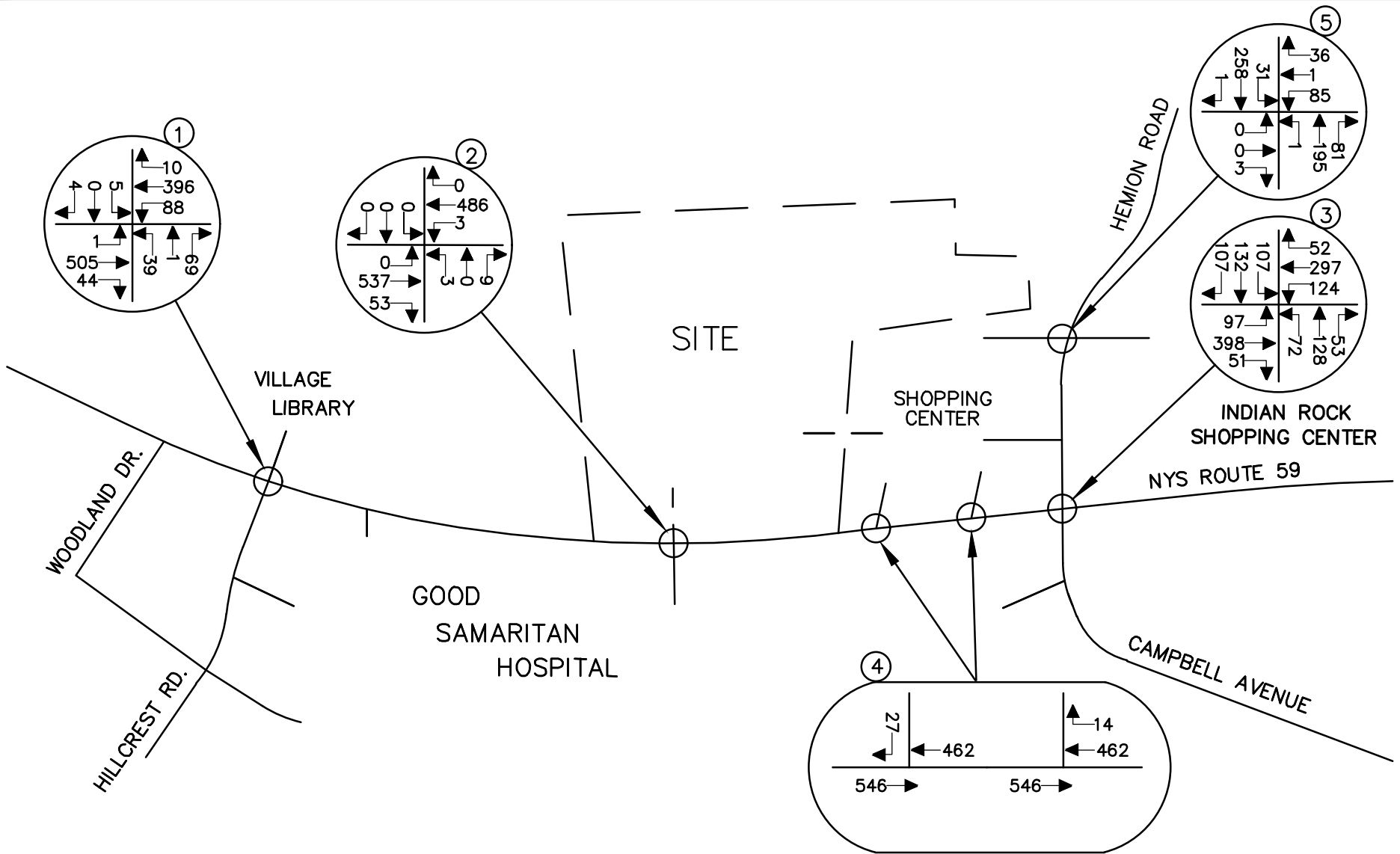
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2023 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

FIGURE No. 3

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NOTE: LINE DIAGRAM NOT TO SCALE



BRAEMAR AT MONTEBELLO

NYS ROUTE 59

VILLAGE OF MONTEBELLO, ROCKLAND COUNTY, NY

Traffic Evaluation

24006272A

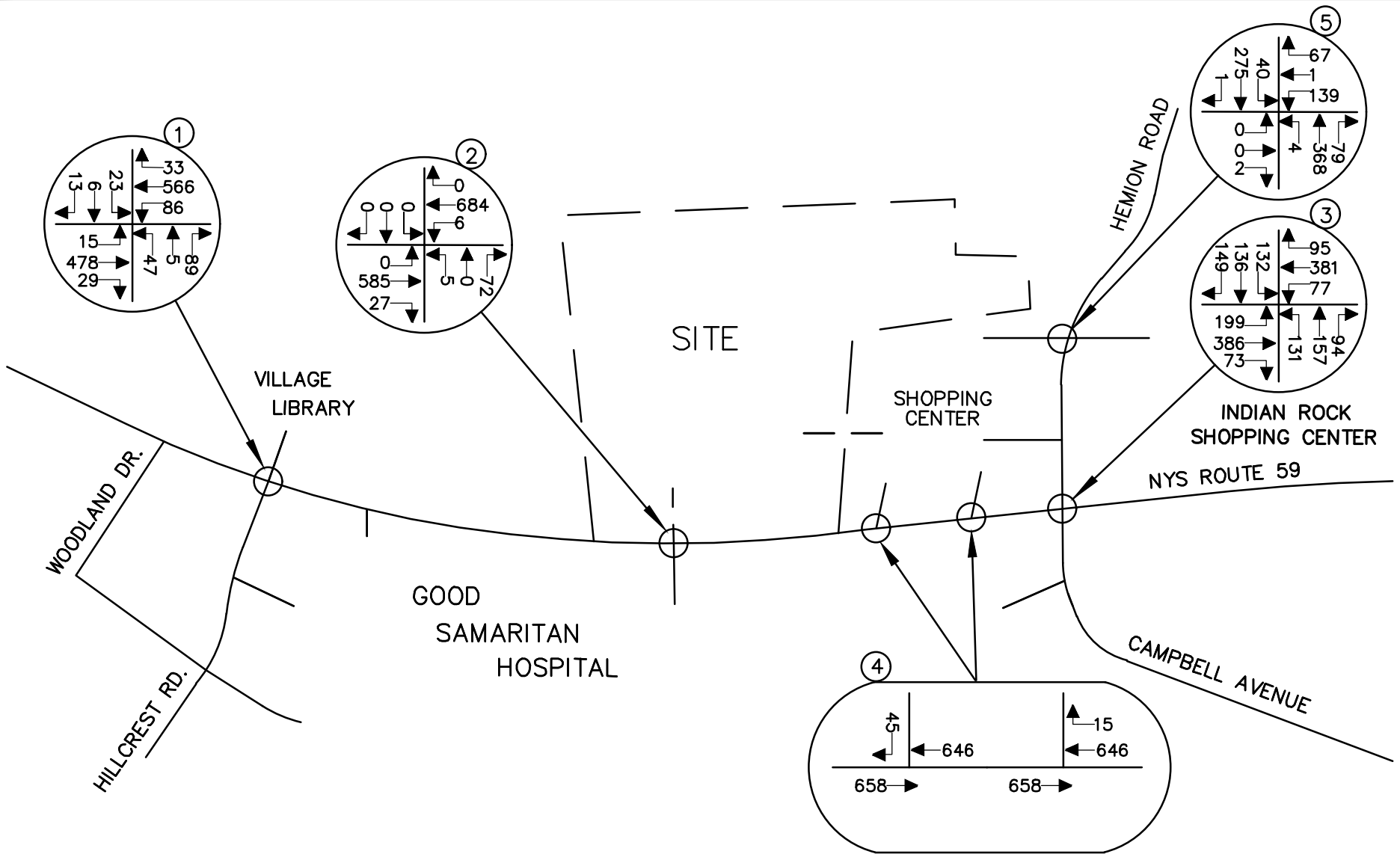
6/14/24



2025 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

FIGURE No. 4

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NOTE: LINE DIAGRAM NOT TO SCALE



BRAEMAR AT MONTEBELLO

NYS ROUTE 59

VILLAGE OF MONTEBELLO, ROCKLAND COUNTY, NY

Traffic Evaluation

24006272A

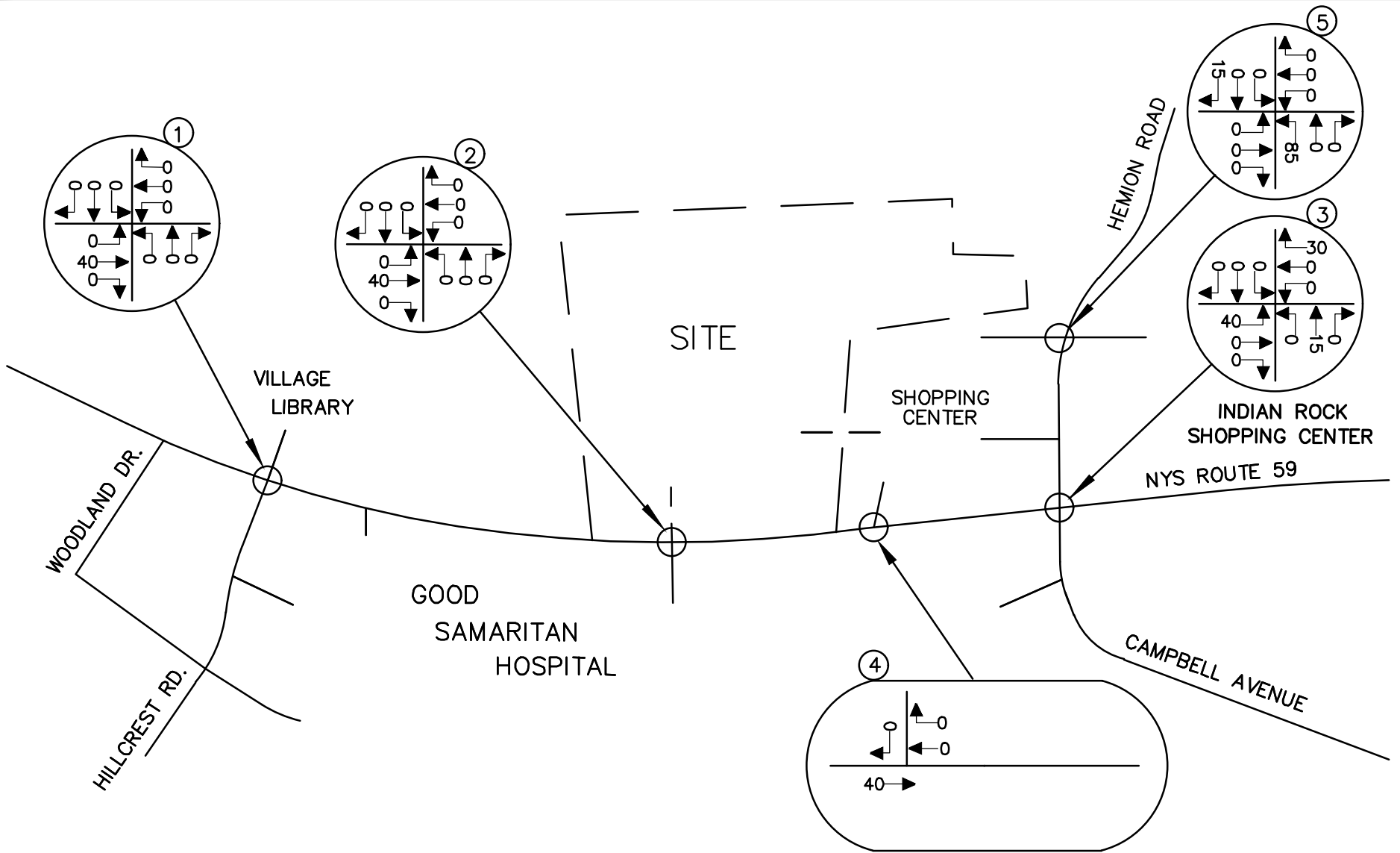
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2025 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

FIGURE No. 5

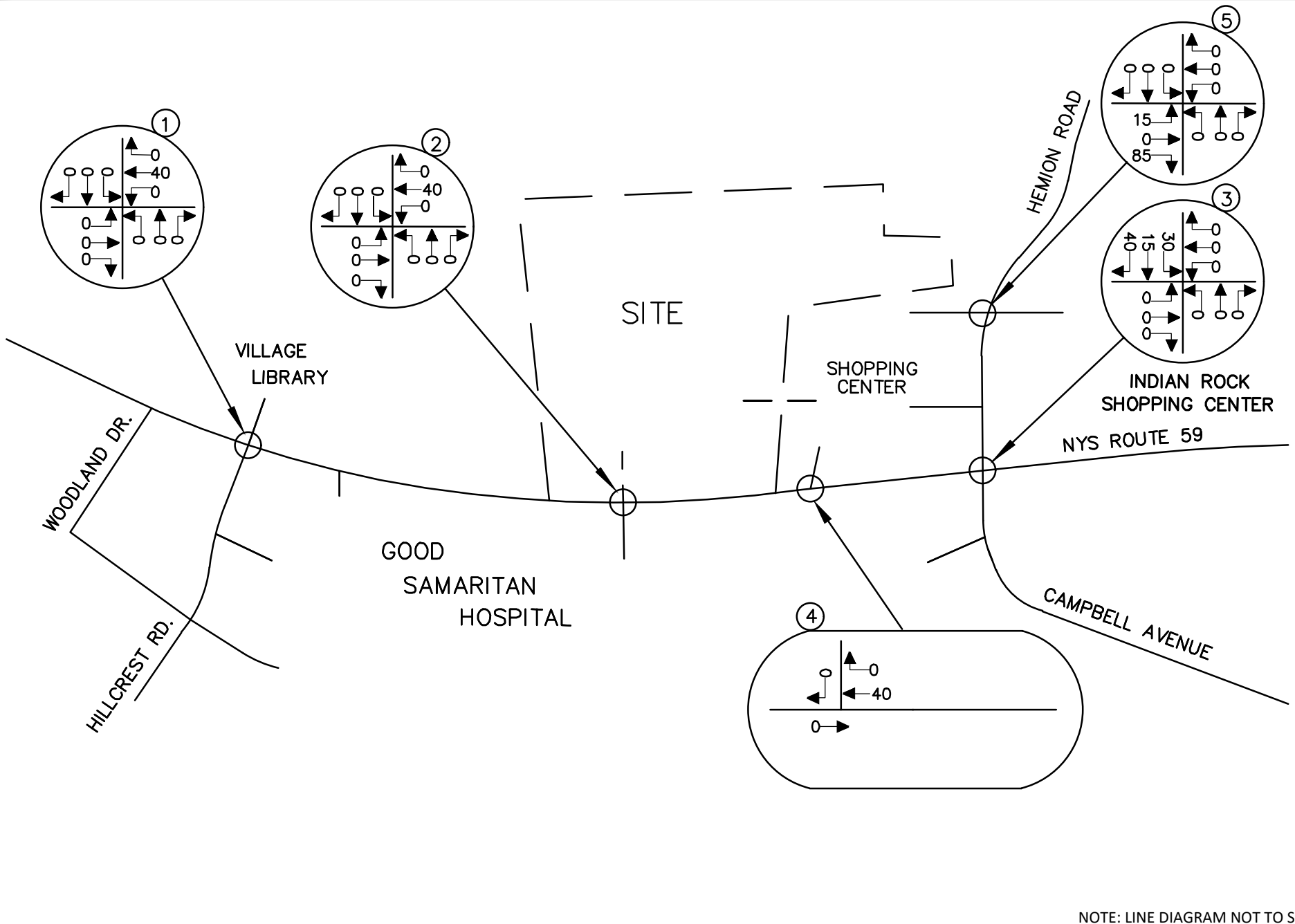
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NOTE: LINE DIAGRAM NOT TO SCALE

	<p align="center">BRAEMAR AT MONTEBELLO</p> <hr/> <p align="center">NYS ROUTE 59</p> <hr/> <p align="center">VILLAGE OF MONTEBELLO, ROCKLAND COUNTY, NY</p>	<p>Traffic Evaluation</p> <hr/> <p>24006272A</p> <hr/> <p>6/14/24</p>		<p align="center">ARRIVAL DISTRIBUTION (ACCESS VIA HEMION ROAD ONLY)</p> <hr/> <p align="center">FIGURE No. 6</p>
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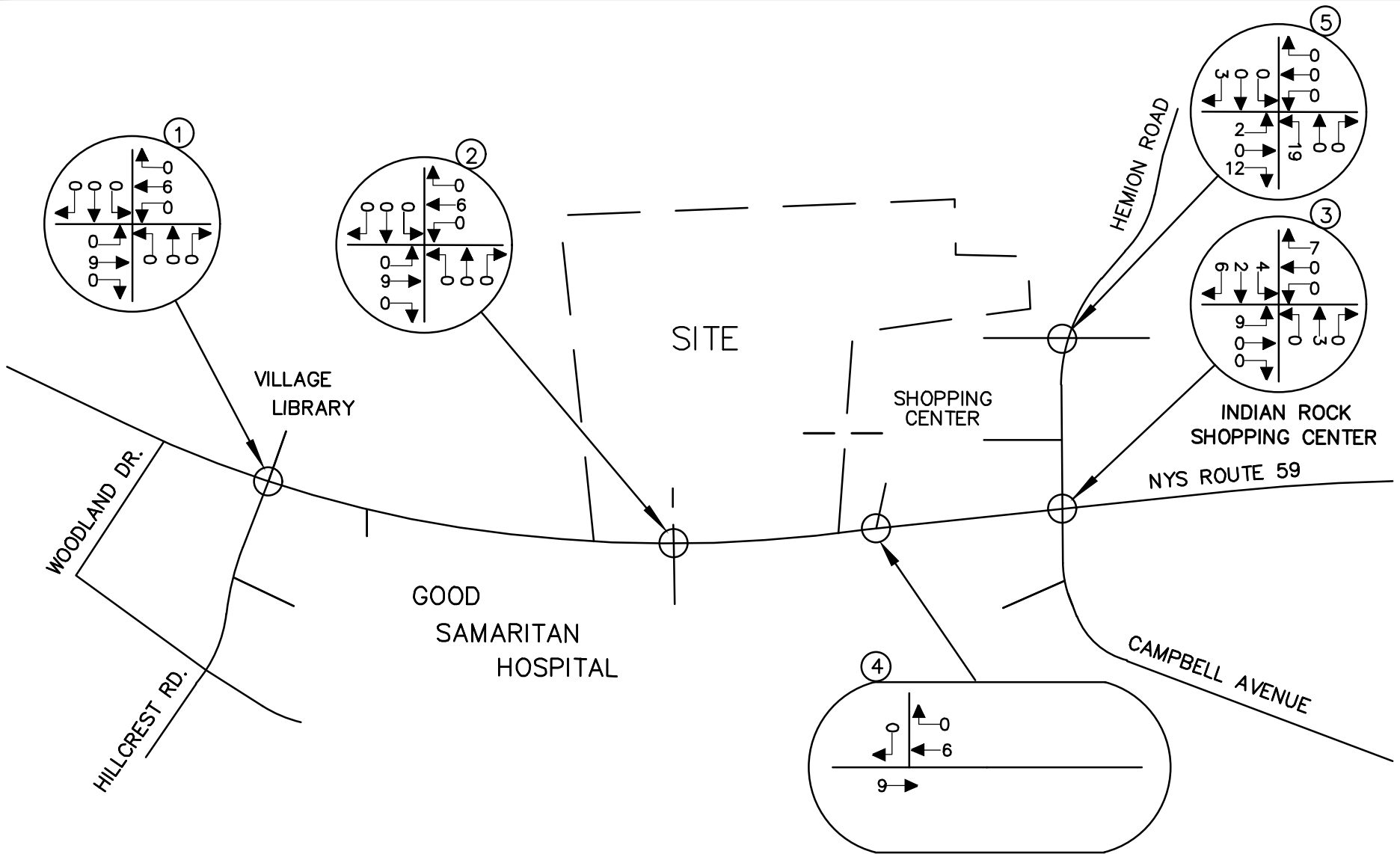
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NOTE: LINE DIAGRAM NOT TO SCALE

	BRAEMAR AT MONTEBELLO	Traffic Evaluation		DEPARTURE DISTRIBUTION (ACCESS VIA HEMION ROAD ONLY)
	NYS ROUTE 59	24006272A		
	VILLAGE OF MONTEBELLO, ROCKLAND COUNTY, NY	6/14/24		
FIGURE No. 7				

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NOTE: LINE DIAGRAM NOT TO SCALE



BRAEMAR AT MONTEBELLO

NYS ROUTE 59

VILLAGE OF MONTEBELLO, ROCKLAND COUNTY, NY

Traffic Evaluation

24006272A

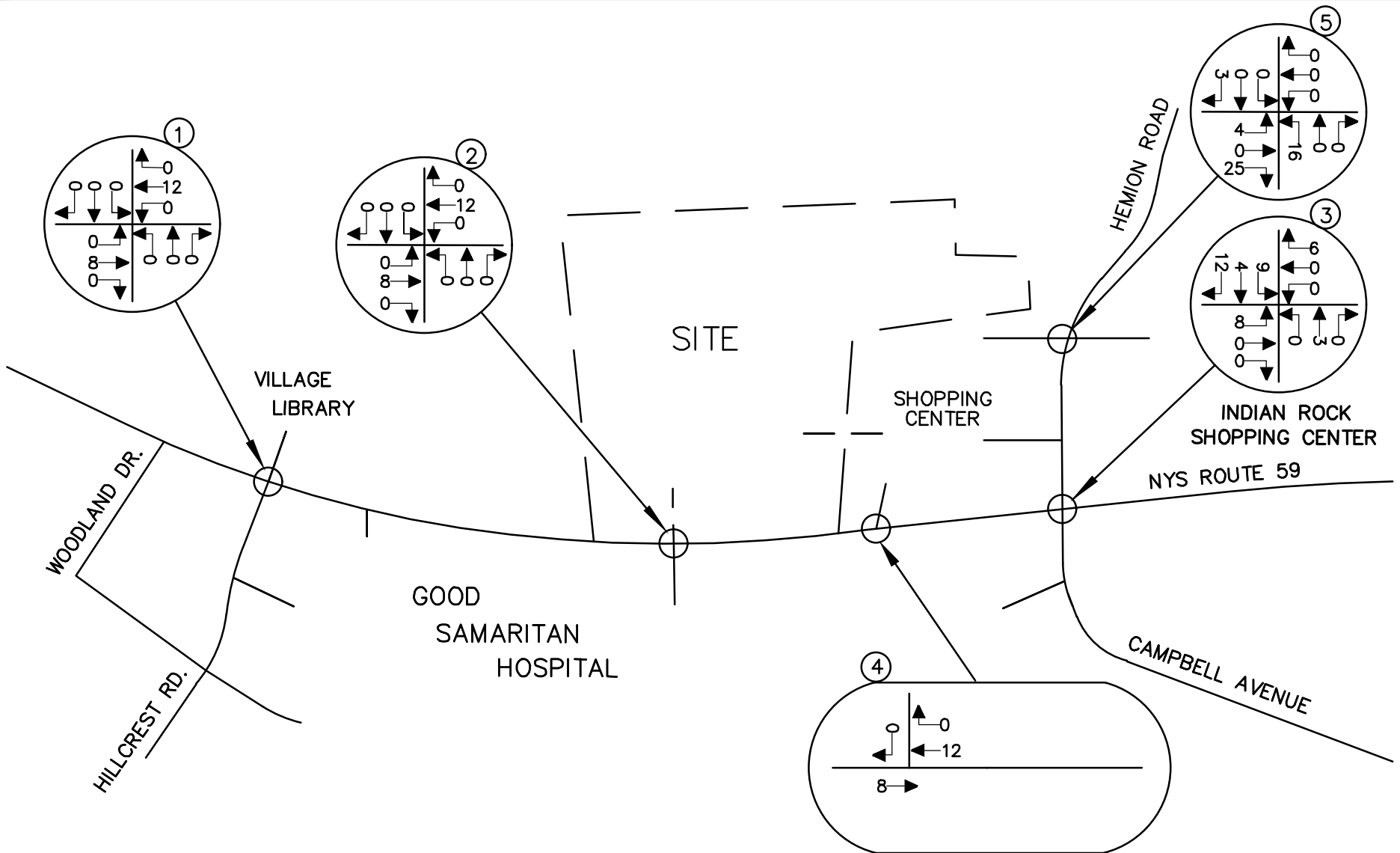
6/14/24



SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(ACCESS VIA HEMION ROAD ONLY)

FIGURE No. 8

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NOTE: LINE DIAGRAM NOT TO SCALE



BRAEMAR AT MONTEBELLO

NYS ROUTE 59

VILLAGE OF MONTEBELLO, ROCKLAND COUNTY, NY

Traffic Evaluation

24006272A

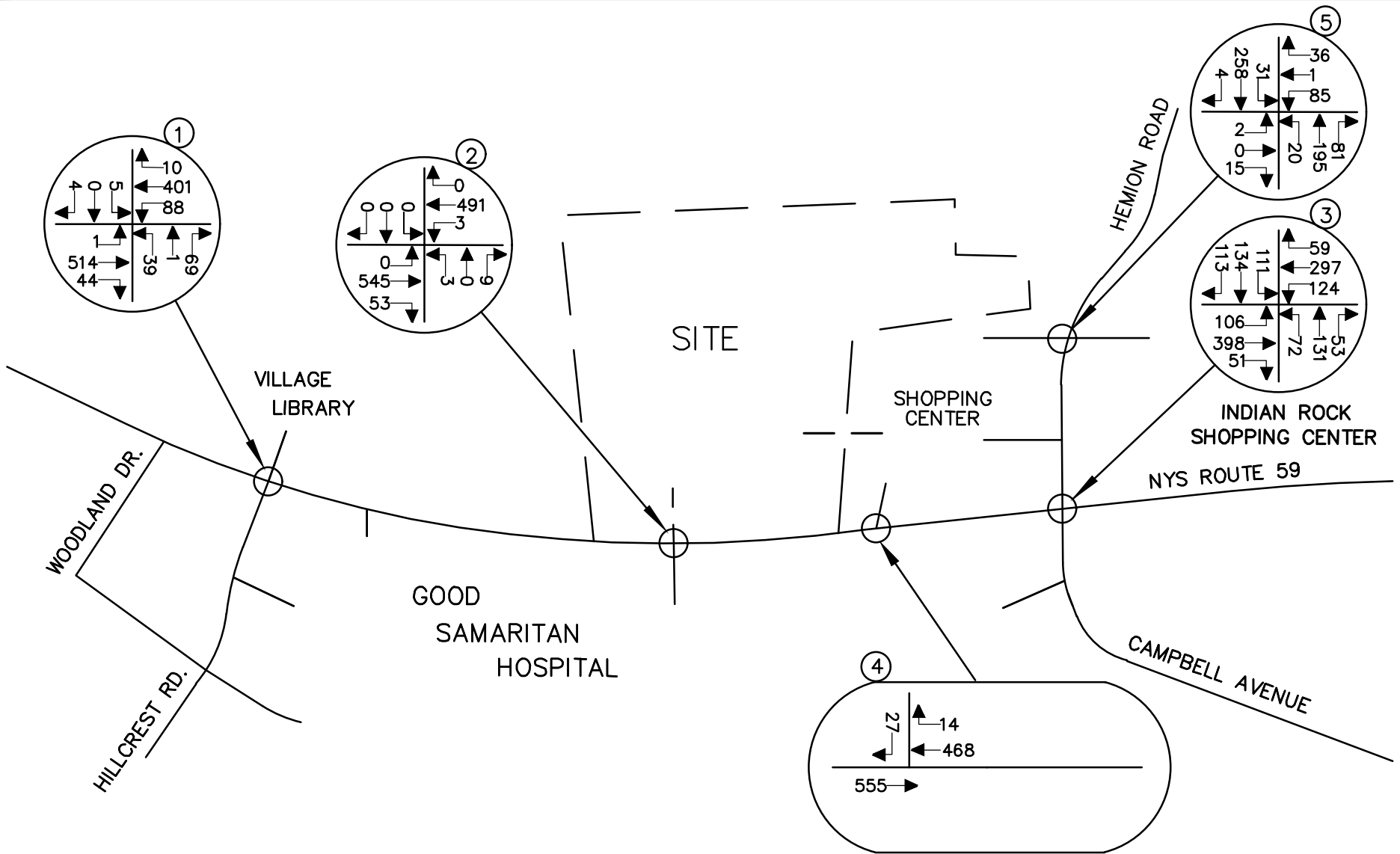
6/14/24



SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
(ACCESS VIA HEMION ROAD ONLY)

FIGURE No. 9

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NOTE: LINE DIAGRAM NOT TO SCALE



BRAEMAR AT MONTEBELLO

NYS ROUTE 59

VILLAGE OF MONTEBELLO, ROCKLAND COUNTY, NY

Traffic Evaluation

24006272A

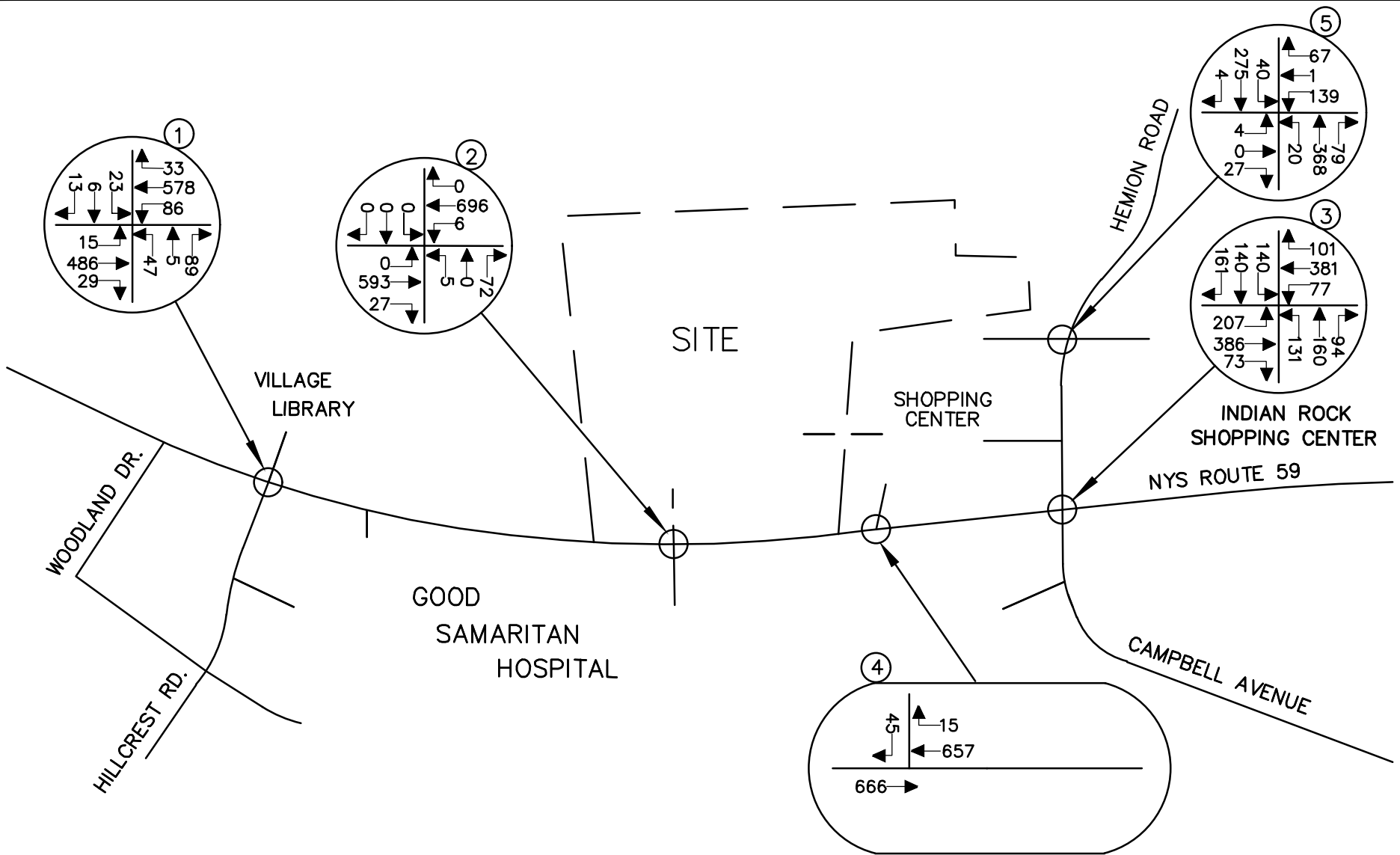
6/14/24



2025 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(ACCESS VIA HEMION ROAD ONLY)

FIGURE No. 10

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NOTE: LINE DIAGRAM NOT TO SCALE



BRAEMAR AT MONTEBELLO

NYS ROUTE 59

VILLAGE OF MONTEBELLO, ROCKLAND COUNTY, NY

Traffic Evaluation

24006272A

6/14/24



2025 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
(ACCESS VIA HEMION ROAD ONLY)

FIGURE No. 11

Traffic Attachment B

Tables

TABLE NO. 1
HOURLY TRIP GENERATION RATES (HTGR)
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES
WITH TEMPORARY ACCESS VIA HEMION ROAD ONLY

APPROVED ASSISTED LIVING	ENTRY		EXIT		TOTAL	
	HTGR	TOTAL ENTRY	HTGR	TOTAL EXIT	HTGR	TOTAL VOLUME
200 BEDS						
WEEKDAY PEAK AM HOUR	0.11	22	0.07	14	0.18	36
WEEKDAY PEAK PM HOUR	0.095	19	0.145	29	0.24	48

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)
 AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION
 ITE LAND USE 254 - ASSISTED LIVING

TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE



				2023 EXISTING						2025 PROJECTED						2025 BUILD (ACCESS VIA HEMION RD ONLY)								
				PEAK AM HOUR			PEAK PM HOUR			PEAK AM HOUR			PEAK PM HOUR			PEAK AM HOUR			PEAK PM HOUR					
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C			
1	NYS ROUTE 59 & HILLCREST ROAD / VILLAGE LIBRARY			SIGNALIZED																				
		EB	L	A	5.9	0.00	A	7.1	0.04	A	6.0	0.00	A	7.2	0.04	A	6.0	0.00	A	7.3	0.04			
			TR	B	10.9	0.56	B	11.2	0.52	B	11.2	0.57	B	11.5	0.54	B	11.3	0.58	B	11.6	0.54			
		EB APPROACH		B	10.9	-	B	11.1	-	B	11.2	-	B	11.4	-	B	11.3	-	B	11.5	-			
		WB	L	A	6.6	0.17	A	7.0	0.16	A	6.8	0.18	A	7.2	0.17	A	6.9	0.18	A	7.2	0.17			
			TR	A	6.8	0.34	A	9.8	0.52	A	6.9	0.35	B	10.0	0.53	A	6.9	0.35	B	10.2	0.54			
		WB APPROACH		A	6.8	-	A	9.5	-	A	6.9	-	A	9.7	-	A	6.9	-	A	9.8	-			
		NB	L	C	27.9	0.14	C	27.3	0.14	C	28.0	0.14	C	27.3	0.14	C	28.0	0.14	C	27.3	0.14			
			TR	C	26.1	0.27	C	25.8	0.31	C	26.1	0.27	C	25.8	0.32	C	26.1	0.27	C	25.8	0.32			
		NB APPROACH		C	26.8	-	C	26.3	-	C	26.8	-	C	26.3	-	C	26.8	-	C	26.3	-			
		SB	LTR	C	31.9	0.06	C	32.8	0.25	C	32.0	0.06	C	32.8	0.25	C	32.0	0.06	C	32.8	0.25			
	SB APPROACH		C	31.9	-	C	32.8	-	C	32.0	-	C	32.8	-	C	32.0	-	C	32.8	-				
	OVERALL		B	10.8	-	B	12.5	-	B	10.9	-	B	12.7	-	B	11.0	-	B	12.8	-				
2	NYS ROUTE 59 & GOOD SAMARITAN HOSPITAL PROPOSED SITE DRIVEWAY			UNSIGNALIZED																				
		WB	LT	B	10.1	0.005	A	8.9	0.007	B	10.2	0.005	A	8.9	0.007	B	10.2	0.005	A	9.0	0.007			
		EB	L	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		NB	R	C	16.0	0.038	C	16.6	0.211	C	16.3	0.039	C	17.0	0.218	C	16.5	0.040	C	17.2	0.222			
	SB	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	NYS ROUTE 59 & CAMPBELL AVENUE / HEMION ROAD			SIGNALIZED																				
		EB	L	B	14.1	0.25	B	18.0	0.56	B	14.2	0.26	B	18.4	0.58	B	14.4	0.28	B	18.9	0.60			
			T	C	21.6	0.82	C	22.0	0.69	C	21.9	0.83	C	22.5	0.70	C	22.2	0.83	C	23.0	0.70			
			R	B	13.4	0.11	B	13.4	0.13	B	13.5	0.11	B	13.5	0.13	B	13.7	0.11	B	13.9	0.13			
		EB APPROACH		B	19.5	-	B	19.8	-	B	19.7	-	C	20.3	-	B	19.9	-	C	20.7	-			
		WB	L	B	14.9	0.38	B	18.1	0.25	B	15.1	0.39	B	18.4	0.26	B	15.4	0.39	B	19.0	0.26			
			T	B	18.7	0.58	C	25.7	0.79	B	18.9	0.58	C	26.3	0.80	B	19.3	0.59	C	27.1	0.80			
			R	B	12.3	0.09	B	16.1	0.18	B	12.3	0.09	B	16.4	0.18	B	12.6	0.10	B	16.8	0.19			
		WB APPROACH		B	17.0	-	C	23.0	-	B	17.2	-	C	23.5	-	B	17.5	-	C	24.1	-			
		NB	L	B	18.3	0.25	C	20.1	0.44	B	18.6	0.25	C	20.5	0.45	B	18.7	0.26	C	20.9	0.46			
			TR	C	23.4	0.61	C	26.8	0.70	C	23.7	0.62	C	27.2	0.71	C	23.8	0.62	C	27.6	0.70			
		NB APPROACH		C	22.0	-	C	24.5	-	C	22.3	-	C	24.9	-	C	22.4	-	C	25.3	-			
		SB	L	B	17.8	0.30	B	19.7	0.40	B	18.0	0.31	B	20.0	0.41	B	18.0	0.32	C	20.2	0.43			
			TR	C	24.2	0.76	C	28.3	0.81	C	24.6	0.77	C	28.8	0.82	C	24.7	0.78	C	29.4	0.83			
	SB APPROACH		C	22.2	-	C	25.6	-	C	22.5	-	C	26.0	-	C	22.6	-	C	26.5	-				
	OVERALL		B	19.7	-	C	22.8	-	B	20.0	-	C	23.2	-	C	20.2	-	C	23.7	-				
4	NYS ROUTE 59 & SHOPPING PLAZA DRIVEWAY (RIGHT TURN ENTRY / RIGHT TURN EXIT)			UNSIGNALIZED			B	11.4	0.046	B	14.6	0.117	B	11.5	0.048	B	14.8	0.122	B	11.5	0.049	B	15.0	0.124
5	HEMION ROAD & INDIAN HILL SHOPPING CENTER DRIVEWAY			UNSIGNALIZED			A	7.8	0.001	A	7.8	0.001	A	7.8	0.003	A	7.8	0.017	A	7.9	0.016			
		SB	LTR	A	7.9	0.025	A	8.4	0.037	A	7.9	0.026	A	8.4	0.038	A	7.9	0.026	A	8.4	0.038			
		EXISTING NORTHERLY DRIVEWAY (SITE CONNECTION)		A	9.7	0.004	A	9.8	0.003	A	9.7	0.004	A	9.8	0.003	B	10.4	0.027	B	11.4	0.055			
		WB	LTR	C	15.3	0.268	D	29.4	0.603	C	15.6	0.279	D	31.5	0.630	C	16.9	0.303	E	38.0	0.688			

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY RATIO, B [10.9] (0.50), FOR THE ABOVE INTERSECTIONS

IT SHOULD BE NOTED THAT FOR UNSIGNALIZED INTERSECTIONS IT IS NOT UNCOMMON FOR THE SIDE ROAD OR DRIVEWAY APPROACH TO OPERATE WITH DELAYS WHILE THE MAJOR ROAD OPERATES AT BETTER LEVELS OF SERVICE

Traffic Attachment C

Level of Service Criteria

Level of Service Standards

Level of Service for Signalized Intersections

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

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

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

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

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

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

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

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

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

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

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

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

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

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





















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

Traffic Attachment D

SYNCHRO analysis

2023 EXISTING TRAFFIC VOLUMES
1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	495	43	86	388	10	38	1	68	5	0	4
Future Volume (vph)	1	495	43	86	388	10	38	1	68	5	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-6%			-6%			0%	
Storage Length (ft)	125		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99			0.99			0.97			0.99	
Frt		0.988			0.996			0.852			0.940	
Flt Protected	0.950			0.950			0.950				0.973	
Satd. Flow (prot)	1796	1734	0	1788	1791	0	1721	1493	0	0	1738	0
Flt Permitted	0.513			0.315			0.679					
Satd. Flow (perm)	968	1734	0	593	1791	0	1230	1493	0	0	1781	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		4						30				30
Link Speed (mph)		30			30			30				30
Link Distance (ft)		238			885			707				225
Travel Time (s)		5.4			20.1			16.1				5.1
Confl. Peds. (#/hr)	2		1	1		2			2	2		
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
Heavy Vehicles (%)	0%	7%	14%	4%	9%	0%	8%	0%	9%	0%	0%	0%
Adj. Flow (vph)	1	532	46	92	417	11	41	1	73	5	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	578	0	92	428	0	41	74	0	0	9	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	1.01	1.01	1.01	0.96	0.96	0.96	0.96	0.96	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		2	1		2	2		1	1	
Detector Template										Left		
Leading Detector (ft)	83	0		83	0		83	83		50	45	
Trailing Detector (ft)	5	0		5	0		5	5		0	5	
Detector 1 Position(ft)	5	0		5	0		5	5		0	5	
Detector 1 Size(ft)	40	0		40	0		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43				
Detector 2 Size(ft)	40			40			40	40				
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel												

2023 EXISTING TRAFFIC VOLUMES
1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
06/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0				
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	15.0	45.0		15.0	45.0		15.0	40.0		25.0	25.0	
Total Split (s)	20.0	45.0		20.0	45.0		20.0	55.0		35.0	35.0	
Total Split (%)	16.7%	37.5%		16.7%	37.5%		16.7%	45.8%		29.2%	29.2%	
Maximum Green (s)	15.0	40.0		15.0	40.0		15.0	50.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
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		0.0	0.0				0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0				5.0
Lead/Lag	Lead	Lag		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	
Recall Mode	None	Max		None	Max		None	None		None	None	
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					15.0			15.0				
Pedestrian Calls (#/hr)					0			0				
v/c Ratio	0.00	0.52		0.16	0.32		0.17	0.34				0.05
Control Delay (s/veh)	5.0	13.4		4.7	7.0		28.2	31.9				34.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay (s/veh)	5.0	13.4		4.7	7.0		28.2	31.9				34.0
Queue Length 50th (ft)	0	144		9	50		16	30				4
Queue Length 95th (ft)	2	349		33	212		42	66				19
Internal Link Dist (ft)		158			805			627				145
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	902	1106		700	1327		384	1064				762
Starvation Cap Reductn	0	0		0	0		0	0				0
Spillback Cap Reductn	0	0		0	0		0	0				0
Storage Cap Reductn	0	0		0	0		0	0				0
Reduced v/c Ratio	0.00	0.52		0.13	0.32		0.11	0.07				0.01

Intersection Summary





















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 70.9
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59



2023 EXISTING TRAFFIC VOLUMES
1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
06/14/2024

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	495	43	86	388	10	38	1	68	5	0	4
Future Volume (veh/h)	1	495	43	86	388	10	38	1	68	5	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1790	1687	2076	2001	2136	2016	2136	2001	1900	1900	1900
Adj Flow Rate, veh/h	1	532	46	92	417	11	41	1	73	5	0	4
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
Percent Heavy Veh, %	0	7	14	4	9	0	8	0	9	0	0	0
Cap, veh/h	618	952	82	545	1217	32	301	4	271	110	0	22
Arrive On Green	0.00	0.59	0.59	0.04	0.63	0.63	0.04	0.15	0.15	0.05	0.00	0.03
Sat Flow, veh/h	1804	1624	140	1977	1940	51	1920	24	1778	791	0	633
Grp Volume(v), veh/h	1	0	578	92	0	428	41	0	74	9	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1765	1977	0	1992	1920	0	1802	1423	0	0
Q Serve(g_s), s	0.0	0.0	13.8	1.2	0.0	7.0	1.3	0.0	2.5	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	13.8	1.2	0.0	7.0	1.3	0.0	2.5	0.4	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.03	1.00		0.99	0.56		0.44
Lane Grp Cap(c), veh/h	618	0	1034	545	0	1249	301	0	274	152	0	0
V/C Ratio(X)	0.00	0.00	0.56	0.17	0.00	0.34	0.14	0.00	0.27	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1012	0	1034	896	0	1249	638	0	1320	728	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	0.0	8.7	6.5	0.0	6.0	27.7	0.0	25.6	31.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.2	0.1	0.0	0.7	0.2	0.0	0.5	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.9	0.4	0.0	2.5	0.6	0.0	1.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.9	0.0	10.9	6.6	0.0	6.8	27.9	0.0	26.1	31.9	0.0	0.0
LnGrp LOS	A		B	A		A	C		C	C		
Approach Vol, veh/h		579			520			115				9
Approach Delay, s/veh		10.9			6.8			26.8				31.9
Approach LOS		B			A			C				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	45.0	8.0	7.4	5.1	47.8		15.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	40.0	15.0	30.0	15.0	40.0		50.0				
Max Q Clear Time (g_c+I1), s	3.2	0.0	3.3	2.4	2.0	0.0		4.5				
Green Ext Time (p_c), s	0.2	0.0	0.1	0.0	0.0	0.0		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			10.8									
HCM 7th LOS			B									

2023 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK AM HOUR

2: GOOD SAMARITAN HOSPITAL/SITE ACCESS & NYS ROUTE 59

06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	526	52	3	476	0	3	0	9	0	0	0
Future Volume (vph)	0	526	52	3	476	0	3	0	9	0	0	0
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	16	16	16
Grade (%)		3%			-3%			0%			-2%	
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		0.988						0.896				
Flt Protected								0.989				
Satd. Flow (prot)	0	1724	0	0	1780	0	0	1552	0	0	2175	0
Flt Permitted								0.989				
Satd. Flow (perm)	0	1724	0	0	1780	0	0	1552	0	0	2175	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		885			640			571			277	
Travel Time (s)		20.1			14.5			13.0			0.0	
Confl. Peds. (#/hr)			1	1			1		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	8%	0%	67%	8%	0%	0%	0%	11%	0%	0%	0%
Adj. Flow (vph)	0	572	57	3	517	0	3	0	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	629	0	0	520	0	0	13	0	0	0	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			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.98	0.98	0.98	1.00	1.00	1.00	0.84	0.84	0.84
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	526	52	3	476	0	3	0	9	0	0	0
Future Vol, veh/h	0	526	52	3	476	0	3	0	9	0	0	0
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	-2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	67	8	0	0	0	11	0	0	0
Mvmt Flow	0	572	57	3	517	0	3	0	10	0	0	0
























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	517	0	0	629	0	0	1126	1125	602	1097	1153	518
Stage 1	-	-	-	-	-	-	601	601	-	524	524	-
Stage 2	-	-	-	-	-	-	525	524	-	573	629	-
Critical Hdwy	4.1	-	-	4.77	-	-	7.1	6.5	6.31	6.7	6.1	6
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Follow-up Hdwy	2.2	-	-	2.803	-	-	3.5	4	3.399	3.5	4	3.3
Pot Cap-1 Maneuver	1059	-	-	706	-	-	184	207	483	217	226	578
Stage 1	-	-	-	-	-	-	491	493	-	573	565	-
Stage 2	-	-	-	-	-	-	540	533	-	542	513	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1059	-	-	705	-	-	182	205	483	211	225	577
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	205	-	211	225	-
Stage 1	-	-	-	-	-	-	490	492	-	569	562	-
Stage 2	-	-	-	-	-	-	536	530	-	530	513	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0			0.06			15.95			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	342	1059	-	-	11	-	-	-
HCM Lane V/C Ratio	0.038	-	-	-	0.005	-	-	-
HCM Control Delay (s/veh)	16	0	-	-	10.1	0	-	0
HCM Lane LOS	C	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

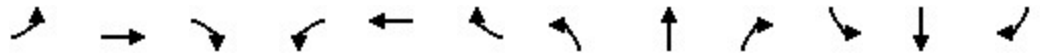
2023 EXISTING TRAFFIC VOLUMES
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	390	50	122	291	51	71	125	52	105	129	105
Future Volume (vph)	95	390	50	122	291	51	71	125	52	105	129	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-2%			0%			0%	
Storage Length (ft)	100		0	190		565	150		0	140		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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		0.97	0.99		0.97		0.99		0.99		
Frt			0.850			0.850		0.956			0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1783	1362	1704	1761	1510	1687	1632	0	1719	1620	0
Flt Permitted	0.553			0.264			0.557			0.456		
Satd. Flow (perm)	982	1783	1326	473	1761	1468	989	1632	0	822	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68			68		16			32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			1261			374			397	
Travel Time (s)		5.3			28.7			8.5			9.0	
Confl. Peds. (#/hr)	3		2	2		3			2	2		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	6%	18%	7%	9%	8%	7%	9%	14%	5%	9%	10%
Adj. Flow (vph)	99	406	52	127	303	53	74	130	54	109	134	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	406	52	127	303	53	74	184	0	109	243	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	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Position(ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

2023 EXISTING TRAFFIC VOLUMES
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	1	6	3	5	2	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	9.0	16.0	8.2	9.0	16.0	8.2	8.2	10.2		8.2	10.2	
Total Split (s)	21.0	46.0	20.2	21.0	46.0	20.2	20.2	45.2		20.2	45.2	
Total Split (%)	15.9%	34.7%	15.3%	15.9%	34.7%	15.3%	15.3%	34.1%		15.3%	34.1%	
Maximum Green (s)	15.0	40.0	15.0	15.0	40.0	15.0	15.0	40.0		15.0	40.0	
Yellow Time (s)	4.0	4.0	3.2	4.0	4.0	3.2	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.0	2.0	2.0	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	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.2	6.0	6.0	5.2	5.2	5.2		5.2	5.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min	None	None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		14.0			18.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.22	0.78	0.09	0.34	0.47	0.07	0.22	0.60		0.29	0.59	
Control Delay (s/veh)	13.7	38.5	2.9	14.9	25.2	2.2	21.4	38.8		21.9	33.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.7	38.5	2.9	14.9	25.2	2.2	21.4	38.8		21.9	33.5	
Queue Length 50th (ft)	24	176	0	31	117	0	23	74		35	93	
Queue Length 95th (ft)	63	356	14	78	242	13	67	178		91	219	
Internal Link Dist (ft)		152			1181			294			317	
Turn Bay Length (ft)	100			190		565	150			140		
Base Capacity (vph)	610	954	707	478	947	875	488	880		474	882	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.43	0.07	0.27	0.32	0.06	0.15	0.21		0.23	0.28	

Intersection Summary

























Area Type: Other
 Cycle Length: 132.4
 Actuated Cycle Length: 79.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

Ø1 21 s	Ø2 46 s	Ø3 20.2 s	Ø4 45.2 s
Ø5 21 s	Ø6 46 s	Ø7 20.2 s	Ø8 45.2 s

2023 EXISTING TRAFFIC VOLUMES
3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
06/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	390	50	122	291	51	71	125	52	105	129	105
Future Volume (veh/h)	95	390	50	122	291	51	71	125	52	105	129	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1805	1805	1627	1874	1844	1859	1796	1767	1693	1826	1767	1752
Adj Flow Rate, veh/h	99	406	52	127	303	53	74	130	54	109	134	109
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	6	18	7	9	8	7	9	14	5	9	10
Cap, veh/h	393	496	472	334	525	581	298	211	88	360	175	143
Arrive On Green	0.08	0.27	0.27	0.09	0.28	0.28	0.07	0.18	0.18	0.09	0.20	0.20
Sat Flow, veh/h	1719	1805	1372	1784	1844	1567	1711	1183	492	1739	899	731
Grp Volume(v), veh/h	99	406	52	127	303	53	74	0	184	109	0	243
Grp Sat Flow(s),veh/h/ln	1719	1805	1372	1784	1844	1567	1711	0	1675	1739	0	1631
Q Serve(g_s), s	2.4	12.6	1.5	2.9	8.4	1.3	2.0	0.0	6.1	2.9	0.0	8.4
Cycle Q Clear(g_c), s	2.4	12.6	1.5	2.9	8.4	1.3	2.0	0.0	6.1	2.9	0.0	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.45
Lane Grp Cap(c), veh/h	393	496	472	334	525	581	298	0	299	360	0	318
V/C Ratio(X)	0.25	0.82	0.11	0.38	0.58	0.09	0.25	0.00	0.61	0.30	0.00	0.76
Avail Cap(c_a), veh/h	694	1208	1014	628	1234	1184	609	0	1121	647	0	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	20.3	13.4	14.7	18.3	12.3	18.2	0.0	22.6	17.6	0.0	22.7
Incr Delay (d2), s/veh	0.1	1.3	0.0	0.3	0.4	0.0	0.2	0.0	0.8	0.2	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.0	0.4	1.1	3.3	0.4	0.8	0.0	2.3	1.1	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.1	21.6	13.4	14.9	18.7	12.3	18.3	0.0	23.4	17.8	0.0	24.2
LnGrp LOS	B	C	B	B	B	B	B		C	B		C
Approach Vol, veh/h		557			483			258				352
Approach Delay, s/veh		19.5			17.0			22.0				22.2
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	23.0	9.3	16.9	11.2	22.4	10.3	15.9				
Change Period (Y+Rc), s	6.0	6.0	5.2	5.2	6.0	6.0	5.2	5.2				
Max Green Setting (Gmax), s	15.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+I1), s	4.4	10.4	4.0	10.4	4.9	14.6	4.9	8.1				
Green Ext Time (p_c), s	0.2	1.2	0.1	0.8	0.2	1.6	0.2	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.7									
HCM 7th LOS			B									

2023 EXISTING TRAFFIC VOLUMES
4: NYS ROUTE 59 & SHOPPING PLAZA

WEEKDAY PEAK AM HOUR
06/14/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (vph)	0	535	453	14	0	26
Future Volume (vph)	0	535	453	14	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	16
Grade (%)		2%	-3%		0%	
Storage Length (ft)	75			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996			0.865
Flt Protected						
Satd. Flow (prot)	0	1800	1849	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1800	1849	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		640	232		155	
Travel Time (s)		14.5	5.3		3.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	8%	4%	0%	0%	0%
Adj. Flow (vph)	0	557	472	15	0	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	557	487	0	0	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	0.98	0.98	1.00	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	535	453	14	0	26
Future Vol, veh/h	0	535	453	14	0	26
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, %	-	2	-3	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	8	4	0	0	0
Mvmt Flow	0	557	472	15	0	27

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	-	0	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	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	591
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

















	EB	WB	SB
HCM Control Delay, s/v	0	0	11.39
HCM LOS			B

Minor Lane/Major Mvmt

	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	591
HCM Lane V/C Ratio	-	-	-	0.046
HCM Control Delay (s/veh)	-	-	-	11.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

2023 EXISTING TRAFFIC VOLUMES
 5: HEMION ROAD & SITE ACCESS/SHOPPING CENTER

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	83	1	35	1	191	79	30	253	1
Future Volume (vph)	0	0	3	83	1	35	1	191	79	30	253	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.865			0.960			0.961				
Fl _t Protected					0.966						0.995	
Satd. Flow (prot)	0	1644	0	0	1762	0	0	1728	0	0	1765	0
Fl _t Permitted					0.966						0.995	
Satd. Flow (perm)	0	1644	0	0	1762	0	0	1728	0	0	1765	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			143			397			202	
Travel Time (s)		3.6			3.3			9.0			4.6	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%
Adj. Flow (vph)	0	0	3	89	1	38	1	205	85	32	272	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	128	0	0	291	0	0	305	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												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	3	83	1	35	1	191	79	30	253	1
Future Vol, veh/h	0	0	3	83	1	35	1	191	79	30	253	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	8	0
Mvmt Flow	0	0	3	89	1	38	1	205	85	32	272	1





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	545	630	273	587	588	248	273	0	0	290	0	0
Stage 1	337	337	-	250	250	-	-	-	-	-	-	-
Stage 2	208	292	-	337	338	-	-	-	-	-	-	-
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	452	401	771	424	424	796	1302	-	-	1283	-	-
Stage 1	681	645	-	759	704	-	-	-	-	-	-	-
Stage 2	799	674	-	682	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	417	389	771	410	411	796	1302	-	-	1283	-	-
Mov Cap-2 Maneuver	417	389	-	410	411	-	-	-	-	-	-	-
Stage 1	661	626	-	758	703	-	-	-	-	-	-	-
Stage 2	759	674	-	659	625	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.69		15.26		0.03		0.83	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	6	-	-	771	478	190	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.268	0.025	-
HCM Control Delay (s/veh)	7.8	0	-	9.7	15.3	7.9	0
HCM Lane LOS	A	A	-	A	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0	1.1	0.1	-

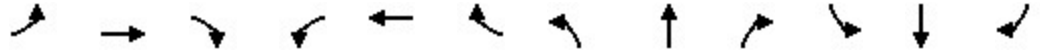
2023 EXISTING TRAFFIC VOLUMES
 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	469	28	84	555	32	46	5	87	23	6	13
Future Volume (vph)	15	469	28	84	555	32	46	5	87	23	6	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-6%			-6%			0%	
Storage Length (ft)	125		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99		0.99	0.97			0.99	
Frt		0.992			0.992			0.857			0.959	
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1796	1800	0	1823	1850	0	1788	1610	0	0	1763	0
Flt Permitted	0.347			0.326			0.686				0.776	
Satd. Flow (perm)	656	1800	0	625	1850	0	1288	1610	0	0	1403	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		3						30				30
Link Speed (mph)		30			30			30				30
Link Distance (ft)		238			885			707				225
Travel Time (s)		5.4			20.1			16.1				5.1
Confl. Peds. (#/hr)	7		7	7		7	1		1	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	2%	5%	0%	4%	0%	2%	0%	0%	0%
Adj. Flow (vph)	16	510	30	91	603	35	50	5	95	25	7	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	540	0	91	638	0	50	100	0	0	46	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	1.01	1.01	1.01	0.96	0.96	0.96	0.96	0.96	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		2	1		2	2		1	1	
Detector Template										Left		
Leading Detector (ft)	83	0		83	0		83	83		50	45	
Trailing Detector (ft)	5	0		5	0		5	5		0	5	
Detector 1 Position(ft)	5	0		5	0		5	5		0	5	
Detector 1 Size(ft)	40	0		40	0		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43				
Detector 2 Size(ft)	40			40			40	40				
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel												

2023 EXISTING TRAFFIC VOLUMES
 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0				
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0		3.0
Minimum Split (s)	15.0	45.0		15.0	45.0		15.0	40.0		25.0		25.0
Total Split (s)	20.0	45.0		20.0	45.0		20.0	55.0		35.0		35.0
Total Split (%)	16.7%	37.5%		16.7%	37.5%		16.7%	45.8%		29.2%		29.2%
Maximum Green (s)	15.0	40.0		15.0	40.0		15.0	50.0		30.0		30.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
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		0.0	0.0				0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0				5.0
Lead/Lag	Lead	Lag		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
Recall Mode	None	Max		None	Max		None	None		None		None
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					15.0			15.0				
Pedestrian Calls (#/hr)					0			0				
v/c Ratio	0.03	0.50		0.16	0.49		0.16	0.30				0.29
Control Delay (s/veh)	6.8	16.5		6.9	11.9		25.6	28.0				40.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay (s/veh)	6.8	16.5		6.9	11.9		25.6	28.0				40.0
Queue Length 50th (ft)	3	191		16	162		20	41				22
Queue Length 95th (ft)	11	342		38	406		48	84				57
Internal Link Dist (ft)		158			805			627				145
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	698	1078		689	1284		441	1123				590
Starvation Cap Reductn	0	0		0	0		0	0				0
Spillback Cap Reductn	0	0		0	0		0	0				0
Storage Cap Reductn	0	0		0	0		0	0				0
Reduced v/c Ratio	0.02	0.50		0.13	0.50		0.11	0.09				0.08

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 74.7
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59



2023 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK PM HOUR

1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

06/14/2024



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	469	28	84	555	32	46	5	87	23	6	13
Future Volume (veh/h)	15	469	28	84	555	32	46	5	87	23	6	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1835	1835	2106	2061	2136	2076	2136	2106	1900	1900	1900
Adj Flow Rate, veh/h	16	510	30	91	603	35	50	5	95	25	7	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	4	4	2	5	0	4	0	2	0	0	0
Cap, veh/h	456	975	57	561	1154	67	352	16	305	121	16	25
Arrive On Green	0.01	0.57	0.57	0.04	0.60	0.60	0.05	0.18	0.18	0.07	0.06	0.06
Sat Flow, veh/h	1804	1715	101	2006	1928	112	1977	91	1728	746	281	449
Grp Volume(v), veh/h	16	0	540	91	0	638	50	0	100	46	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1816	2006	0	2040	1977	0	1819	1476	0	0
Q Serve(g_s), s	0.3	0.0	12.9	1.3	0.0	12.9	1.6	0.0	3.4	1.8	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	12.9	1.3	0.0	12.9	1.6	0.0	3.4	2.1	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.05	1.00		0.95	0.54		0.30
Lane Grp Cap(c), veh/h	456	0	1032	561	0	1221	352	0	321	183	0	0
V/C Ratio(X)	0.04	0.00	0.52	0.16	0.00	0.52	0.14	0.00	0.31	0.25	0.00	0.00
Avail Cap(c_a), veh/h	819	0	1032	905	0	1221	675	0	1292	722	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	0.0	9.3	6.9	0.0	8.2	27.1	0.0	25.2	32.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.9	0.1	0.0	1.6	0.2	0.0	0.5	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.8	0.5	0.0	5.2	0.7	0.0	1.4	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.1	0.0	11.2	7.0	0.0	9.8	27.3	0.0	25.8	32.8	0.0	0.0
LnGrp LOS	A		B	A		A	C		C	C		
Approach Vol, veh/h		556			729			150				46
Approach Delay, s/veh		11.1			9.5			26.3				32.8
Approach LOS		B			A			C				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	45.0	8.5	9.0	5.8	47.1		17.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	40.0	15.0	30.0	15.0	40.0		50.0				
Max Q Clear Time (g_c+I1), s	3.3	0.0	3.6	4.1	2.3	0.0		5.4				
Green Ext Time (p_c), s	0.2	0.0	0.1	0.1	0.0	0.0		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.5									
HCM 7th LOS			B									

2023 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK PM HOUR

2: GOOD SAMARITAN HOSPITAL/SITE ACCESS & NYS ROUTE 59

06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	574	26	6	671	0	5	0	71	0	0	0
Future Volume (vph)	0	574	26	6	671	0	5	0	71	0	0	0
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	16	16	16
Grade (%)		3%			-3%			0%			-2%	
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		0.994						0.873				
Flt Protected								0.997				
Satd. Flow (prot)	0	1792	0	0	1837	0	0	1654	0	0	2175	0
Flt Permitted								0.997				
Satd. Flow (perm)	0	1792	0	0	1837	0	0	1654	0	0	2175	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		885			640			571			277	
Travel Time (s)		20.1			14.5			13.0			0.0	
Confl. Peds. (#/hr)	3		6	6		3	6		6	3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	624	28	7	729	0	5	0	77	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	652	0	0	736	0	0	82	0	0	0	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			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.98	0.98	0.98	1.00	1.00	1.00	0.84	0.84	0.84
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	574	26	6	671	0	5	0	71	0	0	0
Future Vol, veh/h	0	574	26	6	671	0	5	0	71	0	0	0
Conflicting Peds, #/hr	3	0	6	6	0	3	6	0	6	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	-2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	624	28	7	729	0	5	0	77	0	0	0

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	732	0	0	658	0	0	1392	1389	650	1375	1404	738
Stage 1	-	-	-	-	-	-	644	644	-	745	745	-
Stage 2	-	-	-	-	-	-	748	745	-	630	658	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	6.7	6.1	6
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	881	-	-	939	-	-	120	144	473	144	165	439
Stage 1	-	-	-	-	-	-	465	471	-	444	460	-
Stage 2	-	-	-	-	-	-	407	424	-	507	499	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	879	-	-	934	-	-	118	141	468	118	161	435
Mov Cap-2 Maneuver	-	-	-	-	-	-	118	141	-	118	161	-
Stage 1	-	-	-	-	-	-	462	469	-	438	453	-
Stage 2	-	-	-	-	-	-	401	417	-	422	497	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0			0.08			16.64			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	391	879	-	-	16	-	-	-
HCM Lane V/C Ratio	0.211	-	-	-	0.007	-	-	-
HCM Control Delay (s/veh)	16.6	0	-	-	8.9	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	-

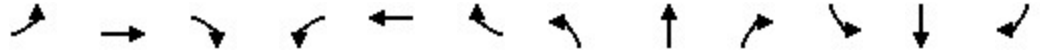
2023 EXISTING TRAFFIC VOLUMES
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	378	72	75	374	93	128	154	92	129	133	146
Future Volume (vph)	195	378	72	75	374	93	128	154	92	129	133	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-2%			0%				0%
Storage Length (ft)	100		0	190		565	150		0	140		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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		0.96	0.99		0.95	0.99	0.99		0.99	0.98	
Frt			0.850			0.850		0.944			0.921	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1761	1818	1502	1704	1845	1553	1703	1641	0	1719	1664	0
Flt Permitted	0.247			0.415			0.346			0.369		
Satd. Flow (perm)	454	1818	1453	742	1845	1482	617	1641	0	666	1664	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77			99			23			43
Link Speed (mph)		30			30			30				30
Link Distance (ft)		232			1261			374				397
Travel Time (s)		5.3			28.7			8.5				9.0
Confl. Peds. (#/hr)	10		4	4		10	4		2	2		4
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
Heavy Vehicles (%)	2%	4%	7%	7%	4%	5%	6%	6%	12%	5%	5%	2%
Adj. Flow (vph)	207	402	77	80	398	99	136	164	98	137	141	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	402	77	80	398	99	136	262	0	137	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)		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	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Position(ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

2023 EXISTING TRAFFIC VOLUMES
3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
06/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	1	6	3	5	2	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	9.0	16.0	8.2	9.0	16.0	8.2	8.2	10.2		8.2	10.2	
Total Split (s)	21.0	46.0	20.2	21.0	46.0	20.2	20.2	45.2		20.2	45.2	
Total Split (%)	15.9%	34.7%	15.3%	15.9%	34.7%	15.3%	15.3%	34.1%		15.3%	34.1%	
Maximum Green (s)	15.0	40.0	15.0	15.0	40.0	15.0	15.0	40.0		15.0	40.0	
Yellow Time (s)	4.0	4.0	3.2	4.0	4.0	3.2	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.0	2.0	2.0	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	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.2	6.0	6.0	5.2	5.2	5.2		5.2	5.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min	None	None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		14.0			18.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.56	0.62	0.10	0.23	0.78	0.14	0.43	0.71		0.39	0.73	
Control Delay (s/veh)	21.4	31.5	3.6	16.7	42.4	4.0	24.2	42.8		23.1	40.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	21.4	31.5	3.6	16.7	42.4	4.0	24.2	42.8		23.1	40.6	
Queue Length 50th (ft)	63	185	0	22	194	0	47	119		47	125	
Queue Length 95th (ft)	145	372	24	62	391	29	113	260		113	280	
Internal Link Dist (ft)		152			1181			294			317	
Turn Bay Length (ft)	100			190		565	150			140		
Base Capacity (vph)	452	898	837	510	899	760	431	811		446	833	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.46	0.45	0.09	0.16	0.44	0.13	0.32	0.32		0.31	0.36	

Intersection Summary

























Area Type: Other
 Cycle Length: 132.4
 Actuated Cycle Length: 87.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

Ø1 21 s	Ø2 46 s	Ø3 20.2 s	Ø4 45.2 s
Ø5 21 s	Ø6 46 s	Ø7 20.2 s	Ø8 45.2 s

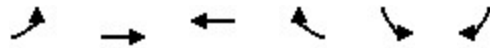
2023 EXISTING TRAFFIC VOLUMES
3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
06/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	378	72	75	374	93	128	154	92	129	133	146
Future Volume (veh/h)	195	378	72	75	374	93	128	154	92	129	133	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1835	1790	1874	1919	1904	1811	1811	1722	1826	1826	1870
Adj Flow Rate, veh/h	207	402	77	80	398	99	136	164	98	137	141	155
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	4	7	7	4	5	6	6	12	5	5	2
Cap, veh/h	367	582	610	324	506	562	309	233	139	340	174	191
Arrive On Green	0.11	0.32	0.32	0.06	0.26	0.26	0.09	0.22	0.22	0.09	0.22	0.22
Sat Flow, veh/h	1776	1835	1493	1784	1919	1583	1725	1058	632	1739	791	869
Grp Volume(v), veh/h	207	402	77	80	398	99	136	0	262	137	0	296
Grp Sat Flow(s),veh/h/ln	1776	1835	1493	1784	1919	1583	1725	0	1690	1739	0	1660
Q Serve(g_s), s	5.9	13.8	2.3	2.3	13.9	3.1	4.2	0.0	10.3	4.2	0.0	12.2
Cycle Q Clear(g_c), s	5.9	13.8	2.3	2.3	13.9	3.1	4.2	0.0	10.3	4.2	0.0	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.52
Lane Grp Cap(c), veh/h	367	582	610	324	506	562	309	0	372	340	0	365
V/C Ratio(X)	0.56	0.69	0.13	0.25	0.79	0.18	0.44	0.00	0.70	0.40	0.00	0.81
Avail Cap(c_a), veh/h	534	1021	967	587	1067	1025	513	0	940	547	0	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	21.5	13.3	17.9	24.6	16.0	19.8	0.0	25.9	19.4	0.0	26.6
Incr Delay (d2), s/veh	0.5	0.6	0.0	0.1	1.0	0.1	0.4	0.0	0.9	0.3	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.6	0.7	0.9	6.1	1.1	1.6	0.0	4.0	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.0	22.0	13.4	18.1	25.7	16.1	20.1	0.0	26.8	19.7	0.0	28.3
LnGrp LOS	B	C	B	B	C	B	C		C	B		C
Approach Vol, veh/h		686			577			398				433
Approach Delay, s/veh		19.8			23.0			24.5				25.6
Approach LOS		B			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	25.0	11.7	21.0	10.4	28.8	11.7	21.0				
Change Period (Y+Rc), s	6.0	6.0	5.2	5.2	6.0	6.0	5.2	5.2				
Max Green Setting (Gmax), s	15.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+I1), s	7.9	15.9	6.2	14.2	4.3	15.8	6.2	12.3				
Green Ext Time (p_c), s	0.4	1.7	0.2	1.1	0.1	1.7	0.2	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				22.8								
HCM 7th LOS				C								

2023 EXISTING TRAFFIC VOLUMES
4: NYS ROUTE 59 & SHOPPING PLAZA

WEEKDAY PEAK PM HOUR
06/14/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (vph)	0	645	633	15	0	44
Future Volume (vph)	0	645	633	15	0	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	16
Grade (%)		2%	-3%		0%	
Storage Length (ft)	75			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	1869	1850	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1869	1850	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		640	232		155	
Travel Time (s)		14.5	5.3		3.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	4%	4%	0%	0%	0%
Adj. Flow (vph)	0	733	719	17	0	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	733	736	0	0	50
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	0.98	0.98	1.00	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	645	633	15	0	44
Future Vol, veh/h	0	645	633	15	0	44
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, %	-	2	-3	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	4	4	0	0	0
Mvmt Flow	0	733	719	17	0	50

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	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	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	427
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.55
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	427
HCM Lane V/C Ratio	-	-	-	0.117
HCM Control Delay (s/veh)	-	-	-	14.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

2023 EXISTING TRAFFIC VOLUMES
 5: HEMION ROAD & SITE ACCESS/SHOPPING CENTER

WEEKDAY PEAK PM HOUR
 06/14/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	2	136	1	66	4	361	77	39	270	1
Future Volume (vph)	0	0	2	136	1	66	4	361	77	39	270	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.865			0.956			0.976				
Fl _t Protected					0.968						0.994	
Satd. Flow (prot)	0	1644	0	0	1758	0	0	1825	0	0	1825	0
Fl _t Permitted					0.968						0.994	
Satd. Flow (perm)	0	1644	0	0	1758	0	0	1825	0	0	1825	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			143			397			202	
Travel Time (s)		3.6			3.3			9.0			4.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	0	0	2	143	1	69	4	380	81	41	284	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	213	0	0	465	0	0	326	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												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	136	1	66	4	361	77	39	270	1
Future Vol, veh/h	0	0	2	136	1	66	4	361	77	39	270	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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, %	-	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	2	0	0	4	0
Mvmt Flow	0	0	2	143	1	69	4	380	81	41	284	1





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	756	836	285	795	796	421	285	0	0	461	0	0
Stage 1	367	367	-	429	429	-	-	-	-	-	-	-
Stage 2	389	469	-	366	367	-	-	-	-	-	-	-
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	327	305	759	308	322	637	1289	-	-	1111	-	-
Stage 1	657	626	-	608	588	-	-	-	-	-	-	-
Stage 2	639	564	-	657	625	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	277	291	759	292	306	637	1289	-	-	1111	-	-
Mov Cap-2 Maneuver	277	291	-	292	306	-	-	-	-	-	-	-
Stage 1	628	598	-	605	585	-	-	-	-	-	-	-
Stage 2	566	561	-	627	598	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s/v	9.76		29.4		0.07		1.05			
HCM LOS	A		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	16	-	-	759	355	226	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.603	0.037	-
HCM Control Delay (s/veh)	7.8	0	-	9.8	29.4	8.4	0
HCM Lane LOS	A	A	-	A	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0	3.7	0.1	-

2025 PROJECTED TRAFFIC VOLUMES
1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	505	44	88	396	10	39	1	69	5	0	4
Future Volume (vph)	1	505	44	88	396	10	39	1	69	5	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-6%			-6%			0%	
Storage Length (ft)	125		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99			0.99			0.97			0.99	
Frt		0.988			0.996			0.852			0.940	
Flt Protected	0.950			0.950			0.950				0.973	
Satd. Flow (prot)	1796	1734	0	1788	1791	0	1721	1493	0	0	1738	0
Flt Permitted	0.509			0.308			0.679					
Satd. Flow (perm)	961	1734	0	580	1791	0	1230	1493	0	0	1781	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		4						30				30
Link Speed (mph)		30			30			30				30
Link Distance (ft)		238			885			707				225
Travel Time (s)		5.4			20.1			16.1				5.1
Confl. Peds. (#/hr)	2		1	1		2			2	2		
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
Heavy Vehicles (%)	0%	7%	14%	4%	9%	0%	8%	0%	9%	0%	0%	0%
Adj. Flow (vph)	1	543	47	95	426	11	42	1	74	5	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	590	0	95	437	0	42	75	0	0	9	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	1.01	1.01	1.01	0.96	0.96	0.96	0.96	0.96	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		2	1		2	2		1	1	
Detector Template												Left
Leading Detector (ft)	83	0		83	0		83	83		50	45	
Trailing Detector (ft)	5	0		5	0		5	5		0	5	
Detector 1 Position(ft)	5	0		5	0		5	5		0	5	
Detector 1 Size(ft)	40	0		40	0		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43				
Detector 2 Size(ft)	40			40			40	40				
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel												

2025 PROJECTED TRAFFIC VOLUMES
 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024

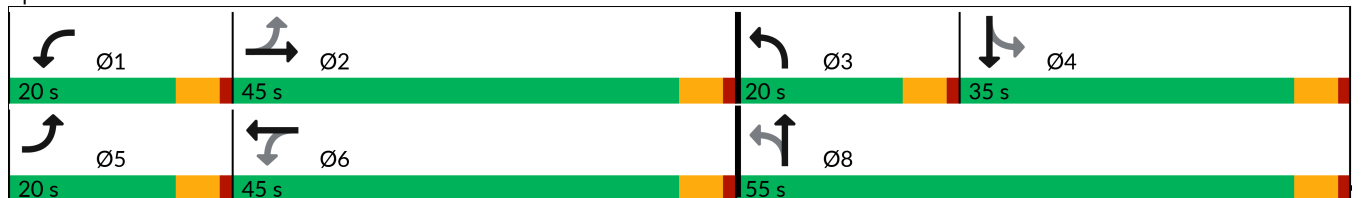


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0				
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	15.0	45.0		15.0	45.0		15.0	40.0		25.0	25.0	
Total Split (s)	20.0	45.0		20.0	45.0		20.0	55.0		35.0	35.0	
Total Split (%)	16.7%	37.5%		16.7%	37.5%		16.7%	45.8%		29.2%	29.2%	
Maximum Green (s)	15.0	40.0		15.0	40.0		15.0	50.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
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		0.0	0.0				0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0				5.0
Lead/Lag	Lead	Lag		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	
Recall Mode	None	Max		None	Max		None	None		None	None	
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					15.0			15.0				
Pedestrian Calls (#/hr)					0			0				
v/c Ratio	0.00	0.53		0.17	0.32		0.18	0.34				0.05
Control Delay (s/veh)	5.0	13.7		4.7	7.1		28.3	31.9				34.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay (s/veh)	5.0	13.7		4.7	7.1		28.3	31.9				34.1
Queue Length 50th (ft)	0	150		9	52		17	30				4
Queue Length 95th (ft)	2	362		34	218		43	67				19
Internal Link Dist (ft)		158			805			627				145
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	898	1104		692	1327		384	1063				761
Starvation Cap Reductn	0	0		0	0		0	0				0
Spillback Cap Reductn	0	0		0	0		0	0				0
Storage Cap Reductn	0	0		0	0		0	0				0
Reduced v/c Ratio	0.00	0.53		0.14	0.33		0.11	0.07				0.01

Intersection Summary





















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 71
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59



















2025 PROJECTED TRAFFIC VOLUMES
1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
06/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	505	44	88	396	10	39	1	69	5	0	4
Future Volume (veh/h)	1	505	44	88	396	10	39	1	69	5	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1790	1687	2076	2001	2136	2016	2136	2001	1900	1900	1900
Adj Flow Rate, veh/h	1	543	47	95	426	11	42	1	74	5	0	4
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
Percent Heavy Veh, %	0	7	14	4	9	0	8	0	9	0	0	0
Cap, veh/h	611	949	82	535	1218	31	302	4	272	109	0	22
Arrive On Green	0.00	0.58	0.58	0.04	0.63	0.63	0.04	0.15	0.15	0.05	0.00	0.03
Sat Flow, veh/h	1804	1624	141	1977	1942	50	1920	24	1778	790	0	632
Grp Volume(v), veh/h	1	0	590	95	0	437	42	0	75	9	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1765	1977	0	1992	1920	0	1802	1423	0	0
Q Serve(g_s), s	0.0	0.0	14.3	1.3	0.0	7.2	1.4	0.0	2.5	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	14.3	1.3	0.0	7.2	1.4	0.0	2.5	0.4	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.03	1.00		0.99	0.56		0.44
Lane Grp Cap(c), veh/h	611	0	1032	535	0	1249	302	0	276	152	0	0
V/C Ratio(X)	0.00	0.00	0.57	0.18	0.00	0.35	0.14	0.00	0.27	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1004	0	1032	883	0	1249	637	0	1317	726	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	0.0	8.9	6.6	0.0	6.1	27.8	0.0	25.6	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.3	0.2	0.0	0.8	0.2	0.0	0.5	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.1	0.4	0.0	2.6	0.6	0.0	1.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.0	0.0	11.2	6.8	0.0	6.9	28.0	0.0	26.1	32.0	0.0	0.0
LnGrp LOS	A		B	A		A	C		C	C		
Approach Vol, veh/h	591		532				117		9			
Approach Delay, s/veh	11.2		6.9				26.8		32.0			
Approach LOS	B		A				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	8.0	45.0	8.1	7.4	5.1	47.9	15.5					
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0					
Max Green Setting (Gmax), s	15.0	40.0	15.0	30.0	15.0	40.0	50.0					
Max Q Clear Time (g_c+I1), s	3.3	0.0	3.4	2.4	2.0	0.0	4.5					
Green Ext Time (p_c), s	0.3	0.0	0.1	0.0	0.0	0.0	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh			10.9									
HCM 7th LOS			B									

2025 PROJECTED TRAFFIC VOLUMES
 2: GOOD SAMARITAN HOSPITAL/SITE ACCESS & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	537	53	3	486	0	3	0	9	0	0	0
Future Volume (vph)	0	537	53	3	486	0	3	0	9	0	0	0
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	16	16	16
Grade (%)		3%			-3%			0%			-2%	
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		0.988						0.896				
Flt Protected								0.989				
Satd. Flow (prot)	0	1724	0	0	1780	0	0	1552	0	0	2175	0
Flt Permitted								0.989				
Satd. Flow (perm)	0	1724	0	0	1780	0	0	1552	0	0	2175	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		885			640			571			277	
Travel Time (s)		20.1			14.5			13.0			0.0	
Confl. Peds. (#/hr)			1	1			1		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	8%	0%	67%	8%	0%	0%	0%	11%	0%	0%	0%
Adj. Flow (vph)	0	584	58	3	528	0	3	0	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	642	0	0	531	0	0	13	0	0	0	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			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.98	0.98	0.98	1.00	1.00	1.00	0.84	0.84	0.84
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	537	53	3	486	0	3	0	9	0	0	0
Future Vol, veh/h	0	537	53	3	486	0	3	0	9	0	0	0
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	-2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	67	8	0	0	0	11	0	0	0
Mvmt Flow	0	584	58	3	528	0	3	0	10	0	0	0

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	528	0	0	642	0	0	1149	1148	615	1119	1177	529
Stage 1	-	-	-	-	-	-	614	614	-	535	535	-
Stage 2	-	-	-	-	-	-	536	535	-	585	642	-
Critical Hdwy	4.1	-	-	4.77	-	-	7.1	6.5	6.31	6.7	6.1	6
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Follow-up Hdwy	2.2	-	-	2.803	-	-	3.5	4	3.399	3.5	4	3.3
Pot Cap-1 Maneuver	1049	-	-	697	-	-	177	200	475	210	220	570
Stage 1	-	-	-	-	-	-	483	486	-	566	560	-
Stage 2	-	-	-	-	-	-	532	527	-	534	507	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1049	-	-	696	-	-	176	199	475	204	218	569
Mov Cap-2 Maneuver	-	-	-	-	-	-	176	199	-	204	218	-
Stage 1	-	-	-	-	-	-	483	486	-	562	556	-
Stage 2	-	-	-	-	-	-	528	524	-	523	506	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0			0.06			16.25			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	333	1049	-	-	11	-	-	-
HCM Lane V/C Ratio	0.039	-	-	-	0.005	-	-	-
HCM Control Delay (s/veh)	16.3	0	-	-	10.2	0	-	0
HCM Lane LOS	C	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

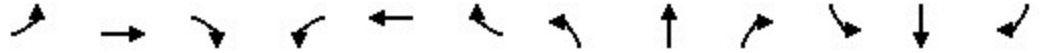
2025 PROJECTED TRAFFIC VOLUMES
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	398	51	124	297	52	72	128	53	107	132	107
Future Volume (vph)	97	398	51	124	297	52	72	128	53	107	132	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-2%			0%				0%
Storage Length (ft)	100		0	190		565	150		0	140		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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		0.97			0.97		0.99		0.99		
Frt			0.850			0.850		0.956				0.933
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1783	1362	1704	1761	1510	1687	1632	0	1719	1620	0
Flt Permitted	0.544			0.258			0.540			0.445		
Satd. Flow (perm)	967	1783	1326	463	1761	1468	959	1632	0	802	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68			68		16				31
Link Speed (mph)		30			30			30				30
Link Distance (ft)		232			1261			374				397
Travel Time (s)		5.3			28.7			8.5				9.0
Confl. Peds. (#/hr)	3		2	2		3			2	2		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	6%	18%	7%	9%	8%	7%	9%	14%	5%	9%	10%
Adj. Flow (vph)	101	415	53	129	309	54	75	133	55	111	138	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	415	53	129	309	54	75	188	0	111	249	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	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Position(ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

2025 PROJECTED TRAFFIC VOLUMES
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	1	6	3	5	2	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	9.0	16.0	8.2	9.0	16.0	8.2	8.2	10.2		8.2	10.2	
Total Split (s)	21.0	46.0	20.2	21.0	46.0	20.2	20.2	45.2		20.2	45.2	
Total Split (%)	15.9%	34.7%	15.3%	15.9%	34.7%	15.3%	15.3%	34.1%		15.3%	34.1%	
Maximum Green (s)	15.0	40.0	15.0	15.0	40.0	15.0	15.0	40.0		15.0	40.0	
Yellow Time (s)	4.0	4.0	3.2	4.0	4.0	3.2	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.0	2.0	2.0	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	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.2	6.0	6.0	5.2	5.2	5.2		5.2	5.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min	None	None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		14.0			18.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.22	0.78	0.09	0.35	0.48	0.07	0.23	0.61		0.30	0.60	
Control Delay (s/veh)	13.9	38.7	3.0	15.1	25.4	2.3	22.0	39.6		22.4	34.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.9	38.7	3.0	15.1	25.4	2.3	22.0	39.6		22.4	34.6	
Queue Length 50th (ft)	25	184	0	32	121	0	24	78		36	99	
Queue Length 95th (ft)	65	370	15	80	251	14	68	185		95	230	
Internal Link Dist (ft)		152			1181			294			317	
Turn Bay Length (ft)	100			190		565	150			140		
Base Capacity (vph)	606	932	708	471	929	877	479	861		466	862	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.45	0.07	0.27	0.33	0.06	0.16	0.22		0.24	0.29	

Intersection Summary

























Area Type: Other
 Cycle Length: 132.4
 Actuated Cycle Length: 81.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

Ø1 21 s	Ø2 46 s	Ø3 20.2 s	Ø4 45.2 s
Ø5 21 s	Ø6 46 s	Ø7 20.2 s	Ø8 45.2 s

2025 PROJECTED TRAFFIC VOLUMES
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	398	51	124	297	52	72	128	53	107	132	107
Future Volume (veh/h)	97	398	51	124	297	52	72	128	53	107	132	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1805	1805	1627	1874	1844	1859	1796	1767	1693	1826	1767	1752
Adj Flow Rate, veh/h	101	415	53	129	309	54	75	133	55	111	138	111
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	6	18	7	9	8	7	9	14	5	9	10
Cap, veh/h	392	503	477	331	532	588	294	215	89	358	179	144
Arrive On Green	0.08	0.28	0.28	0.09	0.29	0.29	0.07	0.18	0.18	0.09	0.20	0.20
Sat Flow, veh/h	1719	1805	1372	1784	1844	1567	1711	1185	490	1739	904	727
Grp Volume(v), veh/h	101	415	53	129	309	54	75	0	188	111	0	249
Grp Sat Flow(s),veh/h/ln	1719	1805	1372	1784	1844	1567	1711	0	1675	1739	0	1631
Q Serve(g_s), s	2.5	13.1	1.6	3.0	8.7	1.4	2.1	0.0	6.3	3.0	0.0	8.8
Cycle Q Clear(g_c), s	2.5	13.1	1.6	3.0	8.7	1.4	2.1	0.0	6.3	3.0	0.0	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.45
Lane Grp Cap(c), veh/h	392	503	477	331	532	588	294	0	303	358	0	323
V/C Ratio(X)	0.26	0.83	0.11	0.39	0.58	0.09	0.25	0.00	0.62	0.31	0.00	0.77
Avail Cap(c_a), veh/h	685	1187	997	617	1213	1166	598	0	1102	638	0	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	20.6	13.5	14.9	18.5	12.3	18.4	0.0	23.0	17.8	0.0	23.1
Incr Delay (d2), s/veh	0.1	1.3	0.0	0.3	0.4	0.0	0.2	0.0	0.8	0.2	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.2	0.5	1.1	3.4	0.4	0.8	0.0	2.4	1.1	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.2	21.9	13.5	15.1	18.9	12.3	18.6	0.0	23.7	18.0	0.0	24.6
LnGrp LOS	B	C	B	B	B	B	B		C	B		C
Approach Vol, veh/h		569			492			263			360	
Approach Delay, s/veh		19.7			17.2			22.3			22.5	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	23.6	9.4	17.2	11.2	22.9	10.4	16.2				
Change Period (Y+Rc), s	6.0	6.0	5.2	5.2	6.0	6.0	5.2	5.2				
Max Green Setting (Gmax), s	15.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+I1), s	4.5	10.7	4.1	10.8	5.0	15.1	5.0	8.3				
Green Ext Time (p_c), s	0.2	1.2	0.1	0.9	0.2	1.6	0.2	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.0									
HCM 7th LOS			B									

2025 PROJECTED TRAFFIC VOLUMES
4: NYS ROUTE 59 & SHOPPING PLAZA

WEEKDAY PEAK AM HOUR
06/14/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↗			↙
Traffic Volume (vph)	0	546	462	14	0	27
Future Volume (vph)	0	546	462	14	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	16
Grade (%)		2%	-3%		0%	
Storage Length (ft)	75			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996			0.865
Flt Protected						
Satd. Flow (prot)	0	1800	1849	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1800	1849	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		640	232		155	
Travel Time (s)		14.5	5.3		3.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	8%	4%	0%	0%	0%
Adj. Flow (vph)	0	569	481	15	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	569	496	0	0	28
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	0.98	0.98	1.00	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	546	462	14	0	27
Future Vol, veh/h	0	546	462	14	0	27
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, %	-	2	-3	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	8	4	0	0	0
Mvmt Flow	0	569	481	15	0	28

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	-	0	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	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	583
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

















	EB	WB	SB
HCM Control Delay, s/v	0	0	11.48
HCM LOS			B

Minor Lane/Major Mvmt

	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	583
HCM Lane V/C Ratio	-	-	-	0.048
HCM Control Delay (s/veh)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

2025 PROJECTED TRAFFIC VOLUMES
 5: HEMION ROAD & SITE ACCESS/SHOPPING CENTER

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	85	1	36	1	195	81	31	258	1
Future Volume (vph)	0	0	3	85	1	36	1	195	81	31	258	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.865			0.960			0.961				
Fl _t Protected					0.966						0.995	
Satd. Flow (prot)	0	1644	0	0	1762	0	0	1728	0	0	1765	0
Fl _t Permitted					0.966						0.995	
Satd. Flow (perm)	0	1644	0	0	1762	0	0	1728	0	0	1765	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			143			397			202	
Travel Time (s)		3.6			3.3			9.0			4.6	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%
Adj. Flow (vph)	0	0	3	91	1	39	1	210	87	33	277	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	131	0	0	298	0	0	311	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												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	3	85	1	36	1	195	81	31	258	1
Future Vol, veh/h	0	0	3	85	1	36	1	195	81	31	258	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	8	0
Mvmt Flow	0	0	3	91	1	39	1	210	87	33	277	1





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	557	644	278	599	601	253	278	0	0	297	0	0
Stage 1	345	345	-	255	255	-	-	-	-	-	-	-
Stage 2	212	299	-	344	345	-	-	-	-	-	-	-
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	444	394	766	416	417	790	1296	-	-	1276	-	-
Stage 1	675	640	-	754	700	-	-	-	-	-	-	-
Stage 2	794	670	-	676	640	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	408	382	766	401	404	790	1296	-	-	1276	-	-
Mov Cap-2 Maneuver	408	382	-	401	404	-	-	-	-	-	-	-
Stage 1	654	620	-	753	699	-	-	-	-	-	-	-
Stage 2	754	669	-	652	620	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.72		15.62		0.03		0.84	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	6	-	-	766	469	192	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.279	0.026	-
HCM Control Delay (s/veh)	7.8	0	-	9.7	15.6	7.9	0
HCM Lane LOS	A	A	-	A	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0	1.1	0.1	-

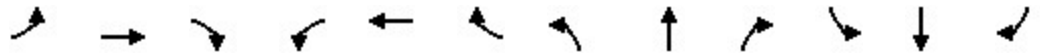
2025 PROJECTED TRAFFIC VOLUMES
1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	478	29	86	566	33	47	5	89	23	6	13
Future Volume (vph)	15	478	29	86	566	33	47	5	89	23	6	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-6%			-6%			0%	
Storage Length (ft)	125		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99		0.99	0.97			0.99	
Frt		0.991			0.992			0.857			0.959	
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1796	1798	0	1823	1850	0	1788	1610	0	0	1763	0
Flt Permitted	0.337			0.318			0.686				0.775	
Satd. Flow (perm)	637	1798	0	610	1850	0	1288	1610	0	0	1401	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		3						30				30
Link Speed (mph)		30			30			30				30
Link Distance (ft)		238			885			707				225
Travel Time (s)		5.4			20.1			16.1				5.1
Confl. Peds. (#/hr)	7		7	7		7	1		1	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	2%	5%	0%	4%	0%	2%	0%	0%	0%
Adj. Flow (vph)	16	520	32	93	615	36	51	5	97	25	7	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	552	0	93	651	0	51	102	0	0	46	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	1.01	1.01	1.01	0.96	0.96	0.96	0.96	0.96	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		2	1		2	2		1	1	
Detector Template										Left		
Leading Detector (ft)	83	0		83	0		83	83		50	45	
Trailing Detector (ft)	5	0		5	0		5	5		0	5	
Detector 1 Position(ft)	5	0		5	0		5	5		0	5	
Detector 1 Size(ft)	40	0		40	0		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43				
Detector 2 Size(ft)	40			40			40	40				
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel												

2025 PROJECTED TRAFFIC VOLUMES
 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0				
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	15.0	45.0		15.0	45.0		15.0	40.0		25.0	25.0	
Total Split (s)	20.0	45.0		20.0	45.0		20.0	55.0		35.0	35.0	
Total Split (%)	16.7%	37.5%		16.7%	37.5%		16.7%	45.8%		29.2%	29.2%	
Maximum Green (s)	15.0	40.0		15.0	40.0		15.0	50.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
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		0.0	0.0				0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0				5.0
Lead/Lag	Lead	Lag		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	
Recall Mode	None	Max		None	Max		None	None		None	None	
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					15.0			15.0				
Pedestrian Calls (#/hr)					0			0				
v/c Ratio	0.03	0.51		0.17	0.50		0.16	0.30				0.29
Control Delay (s/veh)	6.9	16.9		6.9	12.2		25.6	28.1				39.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay (s/veh)	6.9	16.9		6.9	12.2		25.6	28.1				39.9
Queue Length 50th (ft)	3	198		16	168		20	42				23
Queue Length 95th (ft)	11	354		39	418		48	85				57
Internal Link Dist (ft)		158			805			627				145
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	691	1075		684	1284		447	1121				597
Starvation Cap Reductn	0	0		0	0		0	0				0
Spillback Cap Reductn	0	0		0	0		0	0				0
Storage Cap Reductn	0	0		0	0		0	0				0
Reduced v/c Ratio	0.02	0.51		0.14	0.51		0.11	0.09				0.08

Intersection Summary





















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 74.3
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59



















2025 PROJECTED TRAFFIC VOLUMES
 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	478	29	86	566	33	47	5	89	23	6	13
Future Volume (veh/h)	15	478	29	86	566	33	47	5	89	23	6	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1835	1835	2106	2061	2136	2076	2136	2106	1900	1900	1900
Adj Flow Rate, veh/h	16	520	32	93	615	36	51	5	97	25	7	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	4	4	2	5	0	4	0	2	0	0	0
Cap, veh/h	447	970	60	551	1153	68	353	16	307	121	16	25
Arrive On Green	0.01	0.57	0.57	0.04	0.60	0.60	0.05	0.18	0.18	0.07	0.06	0.06
Sat Flow, veh/h	1804	1710	105	2006	1927	113	1977	89	1730	744	282	449
Grp Volume(v), veh/h	16	0	552	93	0	651	51	0	102	46	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1815	2006	0	2040	1977	0	1819	1475	0	0
Q Serve(g_s), s	0.3	0.0	13.3	1.3	0.0	13.3	1.6	0.0	3.4	1.8	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	13.3	1.3	0.0	13.3	1.6	0.0	3.4	2.1	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.06	1.00		0.95	0.54		0.30
Lane Grp Cap(c), veh/h	447	0	1030	551	0	1221	353	0	322	183	0	0
V/C Ratio(X)	0.04	0.00	0.54	0.17	0.00	0.53	0.14	0.00	0.32	0.25	0.00	0.00
Avail Cap(c_a), veh/h	810	0	1030	892	0	1221	674	0	1290	720	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	0.0	9.5	7.0	0.0	8.3	27.1	0.0	25.3	32.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.0	0.1	0.0	1.7	0.2	0.0	0.6	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.0	0.5	0.0	5.3	0.8	0.0	1.5	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	0.0	11.5	7.2	0.0	10.0	27.3	0.0	25.8	32.8	0.0	0.0
LnGrp LOS	A		B	A		B	C		C	C		
Approach Vol, veh/h		568			744			153			46	
Approach Delay, s/veh		11.4			9.7			26.3			32.8	
Approach LOS		B			A			C			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	45.0	8.5	9.0	5.8	47.2		17.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	40.0	15.0	30.0	15.0	40.0		50.0				
Max Q Clear Time (g_c+I1), s	3.3	0.0	3.6	4.1	2.3	0.0		5.4				
Green Ext Time (p_c), s	0.3	0.0	0.1	0.1	0.0	0.0		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.7									
HCM 7th LOS			B									

2025 PROJECTED TRAFFIC VOLUMES
 2: GOOD SAMARITAN HOSPITAL/SITE ACCESS & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	585	27	6	684	0	5	0	72	0	0	0
Future Volume (vph)	0	585	27	6	684	0	5	0	72	0	0	0
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	16	16	16
Grade (%)		3%			-3%			0%			-2%	
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		0.994						0.873				
Flt Protected								0.997				
Satd. Flow (prot)	0	1792	0	0	1837	0	0	1654	0	0	2175	0
Flt Permitted								0.997				
Satd. Flow (perm)	0	1792	0	0	1837	0	0	1654	0	0	2175	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		885			640			571			277	
Travel Time (s)		20.1			14.5			13.0			0.0	
Confl. Peds. (#/hr)	3		6	6		3	6		6	3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	636	29	7	743	0	5	0	78	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	665	0	0	750	0	0	83	0	0	0	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			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.98	0.98	0.98	1.00	1.00	1.00	0.84	0.84	0.84
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	585	27	6	684	0	5	0	72	0	0	0
Future Vol, veh/h	0	585	27	6	684	0	5	0	72	0	0	0
Conflicting Peds, #/hr	3	0	6	6	0	3	6	0	6	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	-2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	636	29	7	743	0	5	0	78	0	0	0

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	746	0	0	671	0	0	1419	1416	663	1401	1431	752
Stage 1	-	-	-	-	-	-	657	657	-	760	760	-
Stage 2	-	-	-	-	-	-	763	760	-	642	671	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	6.7	6.1	6
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	871	-	-	929	-	-	115	139	465	139	159	431
Stage 1	-	-	-	-	-	-	457	465	-	437	454	-
Stage 2	-	-	-	-	-	-	400	418	-	500	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	868	-	-	924	-	-	113	136	460	113	156	427
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	136	-	113	156	-
Stage 1	-	-	-	-	-	-	455	463	-	430	447	-
Stage 2	-	-	-	-	-	-	393	411	-	413	491	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0			0.08			16.98			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	868	-	-	16	-	-	-
HCM Lane V/C Ratio	0.218	-	-	-	0.007	-	-	-
HCM Control Delay (s/veh)	17	0	-	-	8.9	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	-

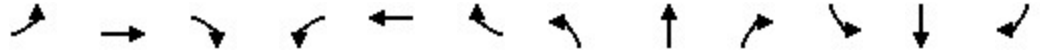
2025 PROJECTED TRAFFIC VOLUMES
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	386	73	77	381	95	131	157	94	132	136	149
Future Volume (vph)	199	386	73	77	381	95	131	157	94	132	136	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-2%			0%				0%
Storage Length (ft)	100		0	190		565	150		0	140		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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		0.96			0.95	0.99	0.99		0.99	0.98	
Frt			0.850			0.850		0.944			0.922	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1761	1818	1502	1704	1845	1553	1703	1641	0	1719	1666	0
Flt Permitted	0.237			0.403			0.330			0.360		
Satd. Flow (perm)	435	1818	1453	723	1845	1482	588	1641	0	650	1666	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78			101		23			43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			1261			374			397	
Travel Time (s)		5.3			28.7			8.5			9.0	
Confl. Peds. (#/hr)	10		4	4		10	4		2	2		4
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
Heavy Vehicles (%)	2%	4%	7%	7%	4%	5%	6%	6%	12%	5%	5%	2%
Adj. Flow (vph)	212	411	78	82	405	101	139	167	100	140	145	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	212	411	78	82	405	101	139	267	0	140	304	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	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Position(ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

2025 PROJECTED TRAFFIC VOLUMES
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	1	6	3	5	2	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	9.0	16.0	8.2	9.0	16.0	8.2	8.2	10.2		8.2	10.2	
Total Split (s)	21.0	46.0	20.2	21.0	46.0	20.2	20.2	45.2		20.2	45.2	
Total Split (%)	15.9%	34.7%	15.3%	15.9%	34.7%	15.3%	15.3%	34.1%		15.3%	34.1%	
Maximum Green (s)	15.0	40.0	15.0	15.0	40.0	15.0	15.0	40.0		15.0	40.0	
Yellow Time (s)	4.0	4.0	3.2	4.0	4.0	3.2	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.0	2.0	2.0	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	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.2	6.0	6.0	5.2	5.2	5.2		5.2	5.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min	None	None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		14.0			18.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.58	0.63	0.10	0.23	0.78	0.15	0.45	0.71		0.40	0.74	
Control Delay (s/veh)	22.3	32.2	3.6	17.1	43.4	4.0	24.8	43.4		23.5	41.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	22.3	32.2	3.6	17.1	43.4	4.0	24.8	43.4		23.5	41.6	
Queue Length 50th (ft)	65	193	0	23	202	0	49	124		49	133	
Queue Length 95th (ft)	150	389	24	65	403	30	116	267		116	292	
Internal Link Dist (ft)		152			1181			294			317	
Turn Bay Length (ft)	100			190		565	150			140		
Base Capacity (vph)	443	883	835	501	883	759	422	797		439	819	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.48	0.47	0.09	0.16	0.46	0.13	0.33	0.34		0.32	0.37	

Intersection Summary

























Area Type: Other
 Cycle Length: 132.4
 Actuated Cycle Length: 89.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

Ø1 21 s	Ø2 46 s	Ø3 20.2 s	Ø4 45.2 s
Ø5 21 s	Ø6 46 s	Ø7 20.2 s	Ø8 45.2 s

2025 PROJECTED TRAFFIC VOLUMES
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	386	73	77	381	95	131	157	94	132	136	149
Future Volume (veh/h)	199	386	73	77	381	95	131	157	94	132	136	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1835	1790	1874	1919	1904	1811	1811	1722	1826	1826	1870
Adj Flow Rate, veh/h	212	411	78	82	405	101	139	167	100	140	145	159
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	4	7	7	4	5	6	6	12	5	5	2
Cap, veh/h	364	587	615	319	509	566	306	237	142	340	177	194
Arrive On Green	0.12	0.32	0.32	0.06	0.27	0.27	0.09	0.22	0.22	0.09	0.22	0.22
Sat Flow, veh/h	1776	1835	1494	1784	1919	1583	1725	1057	633	1739	792	868
Grp Volume(v), veh/h	212	411	78	82	405	101	139	0	267	140	0	304
Grp Sat Flow(s),veh/h/ln	1776	1835	1494	1784	1919	1583	1725	0	1690	1739	0	1660
Q Serve(g_s), s	6.2	14.4	2.4	2.4	14.5	3.2	4.4	0.0	10.7	4.4	0.0	12.8
Cycle Q Clear(g_c), s	6.2	14.4	2.4	2.4	14.5	3.2	4.4	0.0	10.7	4.4	0.0	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.52
Lane Grp Cap(c), veh/h	364	587	615	319	509	566	306	0	378	340	0	371
V/C Ratio(X)	0.58	0.70	0.13	0.26	0.80	0.18	0.45	0.00	0.71	0.41	0.00	0.82
Avail Cap(c_a), veh/h	521	999	950	573	1044	1007	502	0	920	537	0	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.9	21.9	13.5	18.3	25.2	16.3	20.1	0.0	26.3	19.7	0.0	27.1
Incr Delay (d2), s/veh	0.5	0.6	0.0	0.2	1.1	0.1	0.4	0.0	0.9	0.3	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.9	0.8	0.9	6.4	1.1	1.7	0.0	4.2	1.7	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.4	22.5	13.5	18.4	26.3	16.4	20.5	0.0	27.2	20.0	0.0	28.8
LnGrp LOS	B	C	B	B	C	B	C		C	B		C
Approach Vol, veh/h		701			588			406				444
Approach Delay, s/veh		20.3			23.5			24.9				26.0
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	25.5	11.9	21.6	10.5	29.5	11.8	21.6				
Change Period (Y+Rc), s	6.0	6.0	5.2	5.2	6.0	6.0	5.2	5.2				
Max Green Setting (Gmax), s	15.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+I1), s	8.2	16.5	6.4	14.8	4.4	16.4	6.4	12.7				
Green Ext Time (p_c), s	0.4	1.8	0.2	1.1	0.1	1.7	0.2	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.2									
HCM 7th LOS			C									

2025 PROJECTED TRAFFIC VOLUMES
4: NYS ROUTE 59 & SHOPPING PLAZA

WEEKDAY PEAK PM HOUR
06/14/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (vph)	0	658	646	15	0	45
Future Volume (vph)	0	658	646	15	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	16
Grade (%)		2%	-3%		0%	
Storage Length (ft)	75			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	1869	1850	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1869	1850	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		640	232		155	
Travel Time (s)		14.5	5.3		3.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	4%	4%	0%	0%	0%
Adj. Flow (vph)	0	748	734	17	0	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	748	751	0	0	51
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	0.98	0.98	1.00	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	658	646	15	0	45
Future Vol, veh/h	0	658	646	15	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-3	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	4	4	0	0	0
Mvmt Flow	0	748	734	17	0	51

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	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	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	419
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.79
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	419
HCM Lane V/C Ratio	-	-	-	0.122
HCM Control Delay (s/veh)	-	-	-	14.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

2025 PROJECTED TRAFFIC VOLUMES
 5: HEMION ROAD & SITE ACCESS/SHOPPING CENTER

WEEKDAY PEAK PM HOUR
 06/14/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	2	139	1	67	4	368	79	40	275	1
Future Volume (vph)	0	0	2	139	1	67	4	368	79	40	275	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.865			0.956			0.976				
Fl _t Protected					0.968						0.994	
Satd. Flow (prot)	0	1644	0	0	1758	0	0	1825	0	0	1825	0
Fl _t Permitted					0.968						0.994	
Satd. Flow (perm)	0	1644	0	0	1758	0	0	1825	0	0	1825	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			143			397			202	
Travel Time (s)		3.6			3.3			9.0			4.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	0	0	2	146	1	71	4	387	83	42	289	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	218	0	0	474	0	0	332	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												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	139	1	67	4	368	79	40	275	1
Future Vol, veh/h	0	0	2	139	1	67	4	368	79	40	275	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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, %	-	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	2	0	0	4	0
Mvmt Flow	0	0	2	146	1	71	4	387	83	42	289	1





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	771	853	290	811	812	429	291	0	0	471	0	0
Stage 1	374	374	-	437	437	-	-	-	-	-	-	-
Stage 2	396	479	-	374	375	-	-	-	-	-	-	-
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	320	299	754	300	315	630	1283	-	-	1102	-	-
Stage 1	651	621	-	602	583	-	-	-	-	-	-	-
Stage 2	633	558	-	651	621	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	269	284	754	285	300	630	1283	-	-	1102	-	-
Mov Cap-2 Maneuver	269	284	-	285	300	-	-	-	-	-	-	-
Stage 1	621	593	-	599	580	-	-	-	-	-	-	-
Stage 2	559	556	-	620	592	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s/v	9.79		31.53		0.07		1.06			
HCM LOS	A		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	15	-	-	754	346	228	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.63	0.038	-
HCM Control Delay (s/veh)	7.8	0	-	9.8	31.5	8.4	0
HCM Lane LOS	A	A	-	A	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0	4.1	0.1	-

2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	514	44	88	401	10	39	1	69	5	0	4
Future Volume (vph)	1	514	44	88	401	10	39	1	69	5	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-6%			-6%			0%	
Storage Length (ft)	125		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99			0.99			0.97			0.99	
Frt		0.988			0.996			0.852			0.940	
Flt Protected	0.950			0.950			0.950				0.973	
Satd. Flow (prot)	1796	1734	0	1788	1791	0	1721	1493	0	0	1738	0
Flt Permitted	0.506			0.301			0.679					
Satd. Flow (perm)	955	1734	0	566	1791	0	1230	1493	0	0	1781	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		4						30				30
Link Speed (mph)		30			30			30				30
Link Distance (ft)		238			885			707				225
Travel Time (s)		5.4			20.1			16.1				5.1
Confl. Peds. (#/hr)	2		1	1		2			2	2		
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
Heavy Vehicles (%)	0%	7%	14%	4%	9%	0%	8%	0%	9%	0%	0%	0%
Adj. Flow (vph)	1	553	47	95	431	11	42	1	74	5	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	600	0	95	442	0	42	75	0	0	9	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	1.01	1.01	1.01	0.96	0.96	0.96	0.96	0.96	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		2	1		2	2		1	1	
Detector Template												Left
Leading Detector (ft)	83	0		83	0		83	83		50	45	
Trailing Detector (ft)	5	0		5	0		5	5		0	5	
Detector 1 Position(ft)	5	0		5	0		5	5		0	5	
Detector 1 Size(ft)	40	0		40	0		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43				
Detector 2 Size(ft)	40			40			40	40				
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0				
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	15.0	45.0		15.0	45.0		15.0	40.0		25.0	25.0	
Total Split (s)	20.0	45.0		20.0	45.0		20.0	55.0		35.0	35.0	
Total Split (%)	16.7%	37.5%		16.7%	37.5%		16.7%	45.8%		29.2%	29.2%	
Maximum Green (s)	15.0	40.0		15.0	40.0		15.0	50.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
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		0.0	0.0				0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0				5.0
Lead/Lag	Lead	Lag		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	
Recall Mode	None	Max		None	Max		None	None		None	None	
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					15.0			15.0				
Pedestrian Calls (#/hr)					0			0				
v/c Ratio	0.00	0.54		0.17	0.33		0.18	0.34				0.05
Control Delay (s/veh)	5.0	13.9		4.8	7.1		28.3	31.9				34.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay (s/veh)	5.0	13.9		4.8	7.1		28.3	31.9				34.1
Queue Length 50th (ft)	0	154		9	53		17	30				4
Queue Length 95th (ft)	2	372		34	221		43	67				19
Internal Link Dist (ft)		158			805			627				145
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	895	1104		685	1327		384	1063				761
Starvation Cap Reductn	0	0		0	0		0	0				0
Spillback Cap Reductn	0	0		0	0		0	0				0
Storage Cap Reductn	0	0		0	0		0	0				0
Reduced v/c Ratio	0.00	0.54		0.14	0.33		0.11	0.07				0.01

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 71

Natural Cycle: 100




















Control Type: Semi Act-Uncoord

Splits and Phases: 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59



















2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	514	44	88	401	10	39	1	69	5	0	4
Future Volume (veh/h)	1	514	44	88	401	10	39	1	69	5	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1790	1687	2076	2001	2136	2016	2136	2001	1900	1900	1900
Adj Flow Rate, veh/h	1	553	47	95	431	11	42	1	74	5	0	4
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
Percent Heavy Veh, %	0	7	14	4	9	0	8	0	9	0	0	0
Cap, veh/h	607	951	81	528	1218	31	302	4	272	109	0	22
Arrive On Green	0.00	0.58	0.58	0.04	0.63	0.63	0.04	0.15	0.15	0.05	0.00	0.03
Sat Flow, veh/h	1804	1627	138	1977	1942	50	1920	24	1778	790	0	632
Grp Volume(v), veh/h	1	0	600	95	0	442	42	0	75	9	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1765	1977	0	1992	1920	0	1802	1423	0	0
Q Serve(g_s), s	0.0	0.0	14.6	1.3	0.0	7.3	1.4	0.0	2.5	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	14.6	1.3	0.0	7.3	1.4	0.0	2.5	0.4	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.02	1.00		0.99	0.56		0.44
Lane Grp Cap(c), veh/h	607	0	1032	528	0	1249	302	0	276	152	0	0
V/C Ratio(X)	0.00	0.00	0.58	0.18	0.00	0.35	0.14	0.00	0.27	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1000	0	1032	875	0	1249	637	0	1317	726	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	0.0	8.9	6.7	0.0	6.1	27.8	0.0	25.6	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.4	0.2	0.0	0.8	0.2	0.0	0.5	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.3	0.4	0.0	2.7	0.6	0.0	1.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.0	0.0	11.3	6.9	0.0	6.9	28.0	0.0	26.1	32.0	0.0	0.0
LnGrp LOS	A		B	A		A	C		C	C		
Approach Vol, veh/h		601			537			117				9
Approach Delay, s/veh		11.3			6.9			26.8				32.0
Approach LOS		B			A			C				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	45.0	8.1	7.4	5.1	47.9		15.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	40.0	15.0	30.0	15.0	40.0		50.0				
Max Q Clear Time (g_c+I1), s	3.3	0.0	3.4	2.4	2.0	0.0		4.5				
Green Ext Time (p_c), s	0.3	0.0	0.1	0.0	0.0	0.0		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			11.0									
HCM 7th LOS			B									

2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 2: GOOD SAMARITAN HOSPITAL/SITE ACCESS & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	545	53	3	491	0	3	0	9	0	0	0
Future Volume (vph)	0	545	53	3	491	0	3	0	9	0	0	0
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	16	16	16
Grade (%)		3%			-3%			0%			-2%	
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		0.988						0.896				
Flt Protected								0.989				
Satd. Flow (prot)	0	1723	0	0	1780	0	0	1552	0	0	2175	0
Flt Permitted								0.989				
Satd. Flow (perm)	0	1723	0	0	1780	0	0	1552	0	0	2175	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		885			640			571			277	
Travel Time (s)		20.1			14.5			13.0			0.0	
Confl. Peds. (#/hr)			1	1			1		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	8%	0%	67%	8%	0%	0%	0%	11%	0%	0%	0%
Adj. Flow (vph)	0	592	58	3	534	0	3	0	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	650	0	0	537	0	0	13	0	0	0	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			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.98	0.98	0.98	1.00	1.00	1.00	0.84	0.84	0.84
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	545	53	3	491	0	3	0	9	0	0	0
Future Vol, veh/h	0	545	53	3	491	0	3	0	9	0	0	0
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	-2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	67	8	0	0	0	11	0	0	0
Mvmt Flow	0	592	58	3	534	0	3	0	10	0	0	0

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	651	0	0	1163	1162	623	1134	1191	535
Stage 1	-	-	-	-	-	-	622	622	-	540	540	-
Stage 2	-	-	-	-	-	-	541	540	-	593	651	-
Critical Hdwy	4.1	-	-	4.77	-	-	7.1	6.5	6.31	6.7	6.1	6
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Follow-up Hdwy	2.2	-	-	2.803	-	-	3.5	4	3.399	3.5	4	3.3
Pot Cap-1 Maneuver	1044	-	-	691	-	-	173	197	470	206	216	566
Stage 1	-	-	-	-	-	-	478	482	-	562	557	-
Stage 2	-	-	-	-	-	-	529	524	-	529	503	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1044	-	-	690	-	-	172	195	469	200	214	566
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	195	-	200	214	-
Stage 1	-	-	-	-	-	-	477	481	-	558	553	-
Stage 2	-	-	-	-	-	-	525	521	-	518	502	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0			0.06			16.45			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	327	1044	-	-	11	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-	0.005	-	-	-
HCM Control Delay (s/veh)	16.5	0	-	-	10.2	0	-	0
HCM Lane LOS	C	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

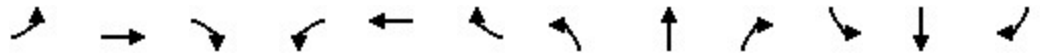
2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	398	51	124	297	59	72	131	53	111	134	113
Future Volume (vph)	106	398	51	124	297	59	72	131	53	111	134	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-2%			0%				0%
Storage Length (ft)	100		0	190		565	150		0	140		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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		0.97			0.97		0.99		0.99		
Frt			0.850			0.850		0.957				0.931
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1783	1362	1704	1761	1510	1687	1634	0	1719	1616	0
Flt Permitted	0.486			0.258			0.539			0.444		
Satd. Flow (perm)	863	1783	1326	463	1761	1468	957	1634	0	800	1616	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68			68		16				33
Link Speed (mph)		30			30			30				30
Link Distance (ft)		232			1261			374				397
Travel Time (s)		5.3			28.7			8.5				9.0
Confl. Peds. (#/hr)	3		2	2		3			2	2		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	6%	18%	7%	9%	8%	7%	9%	14%	5%	9%	10%
Adj. Flow (vph)	110	415	53	129	309	61	75	136	55	116	140	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	415	53	129	309	61	75	191	0	116	258	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	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Position(ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	1	6	3	5	2	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	9.0	16.0	8.2	9.0	16.0	8.2	8.2	10.2		8.2	10.2	
Total Split (s)	21.0	46.0	20.2	21.0	46.0	20.2	20.2	45.2		20.2	45.2	
Total Split (%)	15.9%	34.7%	15.3%	15.9%	34.7%	15.3%	15.3%	34.1%		15.3%	34.1%	
Maximum Green (s)	15.0	40.0	15.0	15.0	40.0	15.0	15.0	40.0		15.0	40.0	
Yellow Time (s)	4.0	4.0	3.2	4.0	4.0	3.2	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.0	2.0	2.0	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	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.2	6.0	6.0	5.2	5.2	5.2		5.2	5.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min	None	None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		14.0			18.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.26	0.78	0.09	0.37	0.54	0.08	0.23	0.61		0.31	0.61	
Control Delay (s/veh)	14.5	39.0	3.0	15.6	27.9	3.0	22.0	39.7		22.4	34.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.5	39.0	3.0	15.6	27.9	3.0	22.0	39.7		22.4	34.6	
Queue Length 50th (ft)	28	186	0	33	124	0	24	80		38	103	
Queue Length 95th (ft)	71	374	15	82	256	17	69	189		99	238	
Internal Link Dist (ft)		152			1181			294			317	
Turn Bay Length (ft)	100			190		565	150			140		
Base Capacity (vph)	573	926	706	468	923	811	481	856		468	855	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.19	0.45	0.08	0.28	0.33	0.08	0.16	0.22		0.25	0.30	

Intersection Summary
























Area Type: Other
 Cycle Length: 132.4
 Actuated Cycle Length: 81.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

Ø1 21 s	Ø2 46 s	Ø3 20.2 s	Ø4 45.2 s
Ø5 21 s	Ø6 46 s	Ø7 20.2 s	Ø8 45.2 s

2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	398	51	124	297	59	72	131	53	111	134	113
Future Volume (veh/h)	106	398	51	124	297	59	72	131	53	111	134	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1805	1805	1627	1874	1844	1859	1796	1767	1693	1826	1767	1752
Adj Flow Rate, veh/h	110	415	53	129	309	61	75	136	55	116	140	118
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	6	18	7	9	8	7	9	14	5	9	10
Cap, veh/h	390	502	476	328	524	584	292	220	89	362	180	151
Arrive On Green	0.08	0.28	0.28	0.09	0.28	0.28	0.07	0.18	0.18	0.09	0.20	0.20
Sat Flow, veh/h	1719	1805	1372	1784	1844	1567	1711	1194	483	1739	884	745
Grp Volume(v), veh/h	110	415	53	129	309	61	75	0	191	116	0	258
Grp Sat Flow(s),veh/h/ln	1719	1805	1372	1784	1844	1567	1711	0	1677	1739	0	1628
Q Serve(g_s), s	2.7	13.3	1.6	3.0	8.9	1.6	2.1	0.0	6.4	3.2	0.0	9.2
Cycle Q Clear(g_c), s	2.7	13.3	1.6	3.0	8.9	1.6	2.1	0.0	6.4	3.2	0.0	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.46
Lane Grp Cap(c), veh/h	390	502	476	328	524	584	292	0	309	362	0	331
V/C Ratio(X)	0.28	0.83	0.11	0.39	0.59	0.10	0.26	0.00	0.62	0.32	0.00	0.78
Avail Cap(c_a), veh/h	673	1175	987	610	1200	1158	592	0	1091	633	0	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	20.8	13.7	15.1	18.9	12.6	18.5	0.0	23.1	17.8	0.0	23.2
Incr Delay (d2), s/veh	0.1	1.4	0.0	0.3	0.4	0.0	0.2	0.0	0.8	0.2	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.3	0.5	1.1	3.5	0.5	0.8	0.0	2.4	1.2	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	22.2	13.7	15.4	19.3	12.6	18.7	0.0	23.8	18.0	0.0	24.7
LnGrp LOS	B	C	B	B	B	B	B		C	B		C
Approach Vol, veh/h		578			499			266			374	
Approach Delay, s/veh		19.9			17.5			22.4			22.6	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	23.5	9.4	17.7	11.3	23.1	10.6	16.5				
Change Period (Y+Rc), s	6.0	6.0	5.2	5.2	6.0	6.0	5.2	5.2				
Max Green Setting (Gmax), s	15.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+I1), s	4.7	10.9	4.1	11.2	5.0	15.3	5.2	8.4				
Green Ext Time (p_c), s	0.2	1.3	0.1	0.9	0.2	1.6	0.2	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.2									
HCM 7th LOS			C									

2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 4: NYS ROUTE 59 & SHOPPING PLAZA

WEEKDAY PEAK AM HOUR
 06/14/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↗			↙
Traffic Volume (vph)	0	555	468	14	0	27
Future Volume (vph)	0	555	468	14	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	16
Grade (%)		2%	-3%		0%	
Storage Length (ft)	75			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996			0.865
Flt Protected						
Satd. Flow (prot)	0	1800	1849	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1800	1849	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		640	232		155	
Travel Time (s)		14.5	5.3		3.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	8%	4%	0%	0%	0%
Adj. Flow (vph)	0	578	488	15	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	578	503	0	0	28
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	0.98	0.98	1.00	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	555	468	14	0	27
Future Vol, veh/h	0	555	468	14	0	27
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, %	-	2	-3	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	8	4	0	0	0
Mvmt Flow	0	578	488	15	0	28

















Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	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	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	579
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.54
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	579
HCM Lane V/C Ratio	-	-	-	0.049
HCM Control Delay (s/veh)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 5: HEMION ROAD & SITE ACCESS/SHOPPING CENTER

WEEKDAY PEAK AM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	15	85	1	36	20	195	81	31	258	4
Future Volume (vph)	2	0	15	85	1	36	20	195	81	31	258	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.880			0.960			0.963			0.998	
Flt Protected		0.994			0.966			0.997			0.995	
Satd. Flow (prot)	0	1662	0	0	1762	0	0	1733	0	0	1762	0
Flt Permitted		0.994			0.966			0.997			0.995	
Satd. Flow (perm)	0	1662	0	0	1762	0	0	1733	0	0	1762	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			143			397			202	
Travel Time (s)		3.6			3.3			9.0			4.6	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%
Adj. Flow (vph)	2	0	16	91	1	39	22	210	87	33	277	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	131	0	0	319	0	0	314	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												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	15	85	1	36	20	195	81	31	258	4
Future Vol, veh/h	2	0	15	85	1	36	20	195	81	31	258	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	8	0
Mvmt Flow	2	0	16	91	1	39	22	210	87	33	277	4





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	599	686	280	640	645	253	282	0	0	297	0	0
Stage 1	346	346	-	296	296	-	-	-	-	-	-	-
Stage 2	253	340	-	344	348	-	-	-	-	-	-	-
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	416	373	764	391	394	790	1292	-	-	1276	-	-
Stage 1	674	639	-	717	672	-	-	-	-	-	-	-
Stage 2	756	643	-	676	637	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	375	354	764	363	374	790	1292	-	-	1276	-	-
Mov Cap-2 Maneuver	375	354	-	363	374	-	-	-	-	-	-	-
Stage 1	653	619	-	702	658	-	-	-	-	-	-	-
Stage 2	703	630	-	641	618	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.43		16.92	0.53	0.84
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	115	-	-	681	432	190	-
HCM Lane V/C Ratio	0.017	-	-	0.027	0.303	0.026	-
HCM Control Delay (s/veh)	7.8	0	-	10.4	16.9	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	1.3	0.1	-

2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	486	29	86	578	33	47	5	89	23	6	13
Future Volume (vph)	15	486	29	86	578	33	47	5	89	23	6	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-6%			-6%			0%	
Storage Length (ft)	125		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99		0.99	0.97			0.99	
Frt		0.991			0.992			0.857			0.959	
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1796	1798	0	1823	1850	0	1788	1610	0	0	1763	0
Flt Permitted	0.328			0.312			0.686				0.775	
Satd. Flow (perm)	620	1798	0	599	1850	0	1288	1610	0	0	1401	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		3						30				30
Link Speed (mph)		30			30			30				30
Link Distance (ft)		238			885			707				225
Travel Time (s)		5.4			20.1			16.1				5.1
Confl. Peds. (#/hr)	7		7	7		7	1		1	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	2%	5%	0%	4%	0%	2%	0%	0%	0%
Adj. Flow (vph)	16	528	32	93	628	36	51	5	97	25	7	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	560	0	93	664	0	51	102	0	0	46	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	1.01	1.01	1.01	0.96	0.96	0.96	0.96	0.96	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		2	1		2	2		1	1	
Detector Template												Left
Leading Detector (ft)	83	0		83	0		83	83		50	45	
Trailing Detector (ft)	5	0		5	0		5	5		0	5	
Detector 1 Position(ft)	5	0		5	0		5	5		0	5	
Detector 1 Size(ft)	40	0		40	0		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43				
Detector 2 Size(ft)	40			40			40	40				
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0				
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	15.0	45.0		15.0	45.0		15.0	40.0		25.0	25.0	
Total Split (s)	20.0	45.0		20.0	45.0		20.0	55.0		35.0	35.0	
Total Split (%)	16.7%	37.5%		16.7%	37.5%		16.7%	45.8%		29.2%	29.2%	
Maximum Green (s)	15.0	40.0		15.0	40.0		15.0	50.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
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		0.0	0.0				0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0				5.0
Lead/Lag	Lead	Lag		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	
Recall Mode	None	Max		None	Max		None	None		None	None	
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					15.0			15.0				
Pedestrian Calls (#/hr)					0			0				
v/c Ratio	0.03	0.52		0.17	0.51		0.16	0.30				0.29
Control Delay (s/veh)	6.9	17.0		7.0	12.4		25.6	28.1				39.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay (s/veh)	6.9	17.0		7.0	12.4		25.6	28.1				39.9
Queue Length 50th (ft)	3	202		16	173		20	42				23
Queue Length 95th (ft)	11	361		39	431		48	85				57
Internal Link Dist (ft)		158			805			627				145
Turn Bay Length (ft)	125			200								
Base Capacity (vph)	683	1075		679	1284		447	1121				597
Starvation Cap Reductn	0	0		0	0		0	0				0
Spillback Cap Reductn	0	0		0	0		0	0				0
Storage Cap Reductn	0	0		0	0		0	0				0
Reduced v/c Ratio	0.02	0.52		0.14	0.52		0.11	0.09				0.08

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 74.3

Natural Cycle: 100

Control Type: Semi Act-Uncoord

















Splits and Phases: 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59



2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 1: HILLCREST ROAD/VILLAGE LIBRARY & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	486	29	86	578	33	47	5	89	23	6	13
Future Volume (veh/h)	15	486	29	86	578	33	47	5	89	23	6	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1835	1835	2106	2061	2136	2076	2136	2106	1900	1900	1900
Adj Flow Rate, veh/h	16	528	32	93	628	36	51	5	97	25	7	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	4	4	2	5	0	4	0	2	0	0	0
Cap, veh/h	439	971	59	545	1155	66	353	16	307	121	16	25
Arrive On Green	0.01	0.57	0.57	0.04	0.60	0.60	0.05	0.18	0.18	0.07	0.06	0.06
Sat Flow, veh/h	1804	1712	104	2006	1930	111	1977	89	1730	744	282	449
Grp Volume(v), veh/h	16	0	560	93	0	664	51	0	102	46	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1815	2006	0	2040	1977	0	1819	1475	0	0
Q Serve(g_s), s	0.3	0.0	13.6	1.3	0.0	13.7	1.6	0.0	3.4	1.8	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	13.6	1.3	0.0	13.7	1.6	0.0	3.4	2.1	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.05	1.00		0.95	0.54		0.30
Lane Grp Cap(c), veh/h	439	0	1030	545	0	1221	353	0	322	183	0	0
V/C Ratio(X)	0.04	0.00	0.54	0.17	0.00	0.54	0.14	0.00	0.32	0.25	0.00	0.00
Avail Cap(c_a), veh/h	802	0	1030	886	0	1221	674	0	1290	720	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.3	0.0	9.5	7.1	0.0	8.4	27.1	0.0	25.3	32.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.1	0.1	0.0	1.7	0.2	0.0	0.6	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.1	0.5	0.0	5.5	0.8	0.0	1.5	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.3	0.0	11.6	7.2	0.0	10.2	27.3	0.0	25.8	32.8	0.0	0.0
LnGrp LOS	A		B	A		B	C		C	C		
Approach Vol, veh/h		576			757			153			46	
Approach Delay, s/veh		11.5			9.8			26.3			32.8	
Approach LOS		B			A			C			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	45.0	8.5	9.0	5.8	47.2		17.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	40.0	15.0	30.0	15.0	40.0		50.0				
Max Q Clear Time (g_c+I1), s	3.3	0.0	3.6	4.1	2.3	0.0		5.4				
Green Ext Time (p_c), s	0.3	0.0	0.1	0.1	0.0	0.0		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.8									
HCM 7th LOS			B									

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	593	27	6	696	0	5	0	72	0	0	0
Future Volume (vph)	0	593	27	6	696	0	5	0	72	0	0	0
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	16	16	16
Grade (%)		3%			-3%			0%			-2%	
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		0.994						0.873				
Flt Protected								0.997				
Satd. Flow (prot)	0	1792	0	0	1837	0	0	1654	0	0	2175	0
Flt Permitted								0.997				
Satd. Flow (perm)	0	1792	0	0	1837	0	0	1654	0	0	2175	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		885			640			571			277	
Travel Time (s)		20.1			14.5			13.0			0.0	
Confl. Peds. (#/hr)	3		6	6		3	6		6	3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	645	29	7	757	0	5	0	78	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	674	0	0	764	0	0	83	0	0	0	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			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.98	0.98	0.98	1.00	1.00	1.00	0.84	0.84	0.84
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	593	27	6	696	0	5	0	72	0	0	0
Future Vol, veh/h	0	593	27	6	696	0	5	0	72	0	0	0
Conflicting Peds, #/hr	3	0	6	6	0	3	6	0	6	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	-2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	645	29	7	757	0	5	0	78	0	0	0

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	760	0	0	680	0	0	1441	1438	671	1423	1452	766
Stage 1	-	-	-	-	-	-	665	665	-	773	773	-
Stage 2	-	-	-	-	-	-	776	773	-	651	680	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	6.7	6.1	6
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	861	-	-	922	-	-	112	134	460	134	155	424
Stage 1	-	-	-	-	-	-	452	461	-	430	449	-
Stage 2	-	-	-	-	-	-	394	412	-	495	489	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	858	-	-	917	-	-	109	132	455	109	152	420
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	132	-	109	152	-
Stage 1	-	-	-	-	-	-	450	458	-	424	442	-
Stage 2	-	-	-	-	-	-	387	405	-	408	487	-

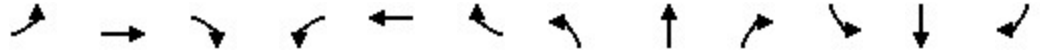
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0			0.08			17.24			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	377	858	-	-	15	-	-	-
HCM Lane V/C Ratio	0.222	-	-	-	0.007	-	-	-
HCM Control Delay (s/veh)	17.2	0	-	-	9	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	-

2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	386	73	77	381	101	131	160	94	140	140	161
Future Volume (vph)	207	386	73	77	381	101	131	160	94	140	140	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-2%			0%				0%
Storage Length (ft)	100		0	190		565	150		0	140		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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		0.96			0.95	0.99	0.99		0.99	0.98	
Frt			0.850			0.850		0.944			0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1761	1818	1502	1704	1845	1553	1703	1642	0	1719	1662	0
Flt Permitted	0.232			0.405			0.314			0.354		
Satd. Flow (perm)	426	1818	1453	726	1845	1482	560	1642	0	639	1662	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78			107		23			45	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			1261			374			397	
Travel Time (s)		5.3			28.7			8.5			9.0	
Confl. Peds. (#/hr)	10		4	4		10	4		2	2		4
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
Heavy Vehicles (%)	2%	4%	7%	7%	4%	5%	6%	6%	12%	5%	5%	2%
Adj. Flow (vph)	220	411	78	82	405	107	139	170	100	149	149	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	220	411	78	82	405	107	139	270	0	149	320	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	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Position(ft)	5	5	5	5	5	5	5	5		5	5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2	7	3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	1	6	3	5	2	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	9.0	16.0	8.2	9.0	16.0	8.2	8.2	10.2		8.2	10.2	
Total Split (s)	21.0	46.0	20.2	21.0	46.0	20.2	20.2	45.2		20.2	45.2	
Total Split (%)	15.9%	34.7%	15.3%	15.9%	34.7%	15.3%	15.3%	34.1%		15.3%	34.1%	
Maximum Green (s)	15.0	40.0	15.0	15.0	40.0	15.0	15.0	40.0		15.0	40.0	
Yellow Time (s)	4.0	4.0	3.2	4.0	4.0	3.2	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.0	2.0	2.0	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	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.2	6.0	6.0	5.2	5.2	5.2		5.2	5.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min	None	None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		14.0			18.0			17.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.60	0.63	0.10	0.24	0.79	0.16	0.46	0.71		0.42	0.76	
Control Delay (s/veh)	23.4	32.8	3.8	17.7	44.7	4.1	25.1	43.2		23.8	42.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.4	32.8	3.8	17.7	44.7	4.1	25.1	43.2		23.8	42.6	
Queue Length 50th (ft)	70	198	0	24	208	0	50	129		54	144	
Queue Length 95th (ft)	161	398	25	66	412	31	115	271		122	307	
Internal Link Dist (ft)		152			1181			294			317	
Turn Bay Length (ft)	100			190		565	150			140		
Base Capacity (vph)	435	867	831	495	866	754	414	783		436	804	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.51	0.47	0.09	0.17	0.47	0.14	0.34	0.34		0.34	0.40	

Intersection Summary

























Area Type: Other
 Cycle Length: 132.4
 Actuated Cycle Length: 91.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

Ø1 21 s	Ø2 46 s	Ø3 20.2 s	Ø4 45.2 s
Ø5 21 s	Ø6 46 s	Ø7 20.2 s	Ø8 45.2 s

2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 3: CAMPBELL AVENUE/HEMION ROAD & NYS ROUTE 59

WEEKDAY PEAK PM HOUR
 06/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	386	73	77	381	101	131	160	94	140	140	161
Future Volume (veh/h)	207	386	73	77	381	101	131	160	94	140	140	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1835	1790	1874	1919	1904	1811	1811	1722	1826	1826	1870
Adj Flow Rate, veh/h	220	411	78	82	405	107	139	170	100	149	149	171
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	4	7	7	4	5	6	6	12	5	5	2
Cap, veh/h	364	589	615	316	505	568	299	243	143	346	179	205
Arrive On Green	0.12	0.32	0.32	0.06	0.26	0.26	0.09	0.23	0.23	0.09	0.23	0.23
Sat Flow, veh/h	1776	1835	1494	1784	1919	1583	1725	1065	627	1739	772	886
Grp Volume(v), veh/h	220	411	78	82	405	107	139	0	270	149	0	320
Grp Sat Flow(s),veh/h/ln	1776	1835	1494	1784	1919	1583	1725	0	1692	1739	0	1657
Q Serve(g_s), s	6.5	14.8	2.5	2.5	14.9	3.5	4.5	0.0	11.1	4.8	0.0	13.9
Cycle Q Clear(g_c), s	6.5	14.8	2.5	2.5	14.9	3.5	4.5	0.0	11.1	4.8	0.0	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.53
Lane Grp Cap(c), veh/h	364	589	615	316	505	568	299	0	386	346	0	384
V/C Ratio(X)	0.60	0.70	0.13	0.26	0.80	0.19	0.46	0.00	0.70	0.43	0.00	0.83
Avail Cap(c_a), veh/h	507	973	928	563	1018	990	488	0	897	529	0	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	22.4	13.8	18.8	25.9	16.7	20.5	0.0	26.7	19.9	0.0	27.6
Incr Delay (d2), s/veh	0.6	0.6	0.0	0.2	1.1	0.1	0.4	0.0	0.9	0.3	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.1	0.8	1.0	6.6	1.2	1.8	0.0	4.4	1.9	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.9	23.0	13.9	19.0	27.1	16.8	20.9	0.0	27.6	20.2	0.0	29.4
LnGrp LOS	B	C	B	B	C	B	C		C	C		C
Approach Vol, veh/h		709			594			409				469
Approach Delay, s/veh		20.7			24.1			25.3				26.5
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	25.9	11.9	22.7	10.6	30.2	12.2	22.4				
Change Period (Y+Rc), s	6.0	6.0	5.2	5.2	6.0	6.0	5.2	5.2				
Max Green Setting (Gmax), s	15.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+I1), s	8.5	16.9	6.5	15.9	4.5	16.8	6.8	13.1				
Green Ext Time (p_c), s	0.4	1.8	0.2	1.1	0.1	1.7	0.2	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.7									
HCM 7th LOS			C									



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (vph)	0	666	657	15	0	45
Future Volume (vph)	0	666	657	15	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	16
Grade (%)		2%	-3%		0%	
Storage Length (ft)	75			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	1869	1850	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1869	1850	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		640	232		155	
Travel Time (s)		14.5	5.3		3.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	4%	4%	0%	0%	0%
Adj. Flow (vph)	0	757	747	17	0	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	757	764	0	0	51
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	0.98	0.98	1.00	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	666	657	15	0	45
Future Vol, veh/h	0	666	657	15	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-3	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	4	4	0	0	0
Mvmt Flow	0	757	747	17	0	51

















Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	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	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	412
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.98
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	412
HCM Lane V/C Ratio	-	-	-	0.124
HCM Control Delay (s/veh)	-	-	-	15
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

2025 BUILD TRAFFIC VOLUMES (ACCESS VIA HEMION RD ONLY)
 5: HEMION ROAD & SITE ACCESS/SHOPPING CENTER

WEEKDAY PEAK PM HOUR
 06/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	27	139	1	67	20	368	79	40	275	4
Future Volume (vph)	4	0	27	139	1	67	20	368	79	40	275	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.882			0.956			0.977			0.998	
Flt Protected		0.994			0.968			0.998			0.994	
Satd. Flow (prot)	0	1666	0	0	1758	0	0	1824	0	0	1822	0
Flt Permitted		0.994			0.968			0.998			0.994	
Satd. Flow (perm)	0	1666	0	0	1758	0	0	1824	0	0	1822	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			143			397			202	
Travel Time (s)		3.6			3.3			9.0			4.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	4	0	28	146	1	71	21	387	83	42	289	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	218	0	0	491	0	0	335	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												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	27	139	1	67	20	368	79	40	275	4
Future Vol, veh/h	4	0	27	139	1	67	20	368	79	40	275	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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, %	-	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	2	0	0	4	0
Mvmt Flow	4	0	28	146	1	71	21	387	83	42	289	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	806	888	292	845	849	429	294	0	0	471	0	0
Stage 1	376	376	-	471	471	-	-	-	-	-	-	-
Stage 2	430	513	-	374	378	-	-	-	-	-	-	-
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	303	285	752	285	300	630	1279	-	-	1102	-	-
Stage 1	650	620	-	577	563	-	-	-	-	-	-	-
Stage 2	607	539	-	651	619	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	250	266	752	256	280	630	1279	-	-	1102	-	-
Mov Cap-2 Maneuver	250	266	-	256	280	-	-	-	-	-	-	-
Stage 1	620	592	-	564	550	-	-	-	-	-	-	-
Stage 2	526	527	-	598	590	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v11.37		38.02	0.34	1.05
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	74	-	-	597	317	225	-
HCM Lane V/C Ratio	0.016	-	-	0.055	0.688	0.038	-
HCM Control Delay (s/veh)	7.9	0	-	11.4	38	8.4	0
HCM Lane LOS	A	A	-	B	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	4.8	0.1	-

Memorandum

To: Lynn E. Weinig
From: A. Peter Russillo, P.E., PTOE
cc: R. Rieman
Date: June 26, 2024
Subject: Montebello Crossing Permitting - NYS Route 59 Montebello, NY
Project No.: 24006272A

The permitting process for the mitigation measures along NYS Route 59 associated with the approved Montebello Crossing is in the administrative stage where certain forms have already been submitted and others are still to be completed and submitted to the New York State Department of Transportation (NYSDOT) for permit issuance. Listed below are the items already in NYSDOT's possession and those items that still need to be completed and submitted:

Items Submitted to NYSDOT

- Full Set of Design Documents
- PERM 33-COM Stages 1 & 2 Highway Work Permit Application for Non-Utility Work
- PERM 36 Consultant Inspection Agreement
- PERM 50 Inspection and/or Supervision Payment Agreement
- PERM 51 Pavement Agreement for Highway Work Permits Design Review
- PERM 55a Special Conditions for Commercial-Major Non-Utility Highway Work Permits
- Permit Fee Check # 7732 - \$2,000.00

Items Still to Be Submitted to NYSDOT

- PERM 33 -COM Stage 3 with contractor identified as co-applicant
- Insurance Forms
 - ACORD 25 Certificate of Liability and Protective Liability
 - ACORD 855 NY Construction Liability Addendum
- U26.3 Workers' Compensation
- DB 120.1 Workers' Disability
- Surety Bond

Once all forms, insurances, and bonds are received by the NYSDOT, it will take approximately 3 weeks to process and for the Applicant to receive a "Notice to Permittee" instructing the Applicant to contact the NYSDOT to set up a pre-construction meeting. This meeting is usually held within 2 weeks of the request by the Applicant.

NOTE: As a gas line is proposed to be installed, a Temporary Use and Occupancy Permit will need to be acquired until such time as the utility takes possession of the service.

The Use and Occupancy Permit must be obtained prior to issuance of the Highway Work Permit. At this point in time, the following has been submitted to the State:

- GIBNY-23-2929 Recorded Deed
- GIBNY-23-2930 Recorded Deed
- Completed Use & Occupancy Application
- W-9 Form
- Gas Line Trenching Plan

The State has requested and has not yet received, a confirmation of the size of the proposed gas line.