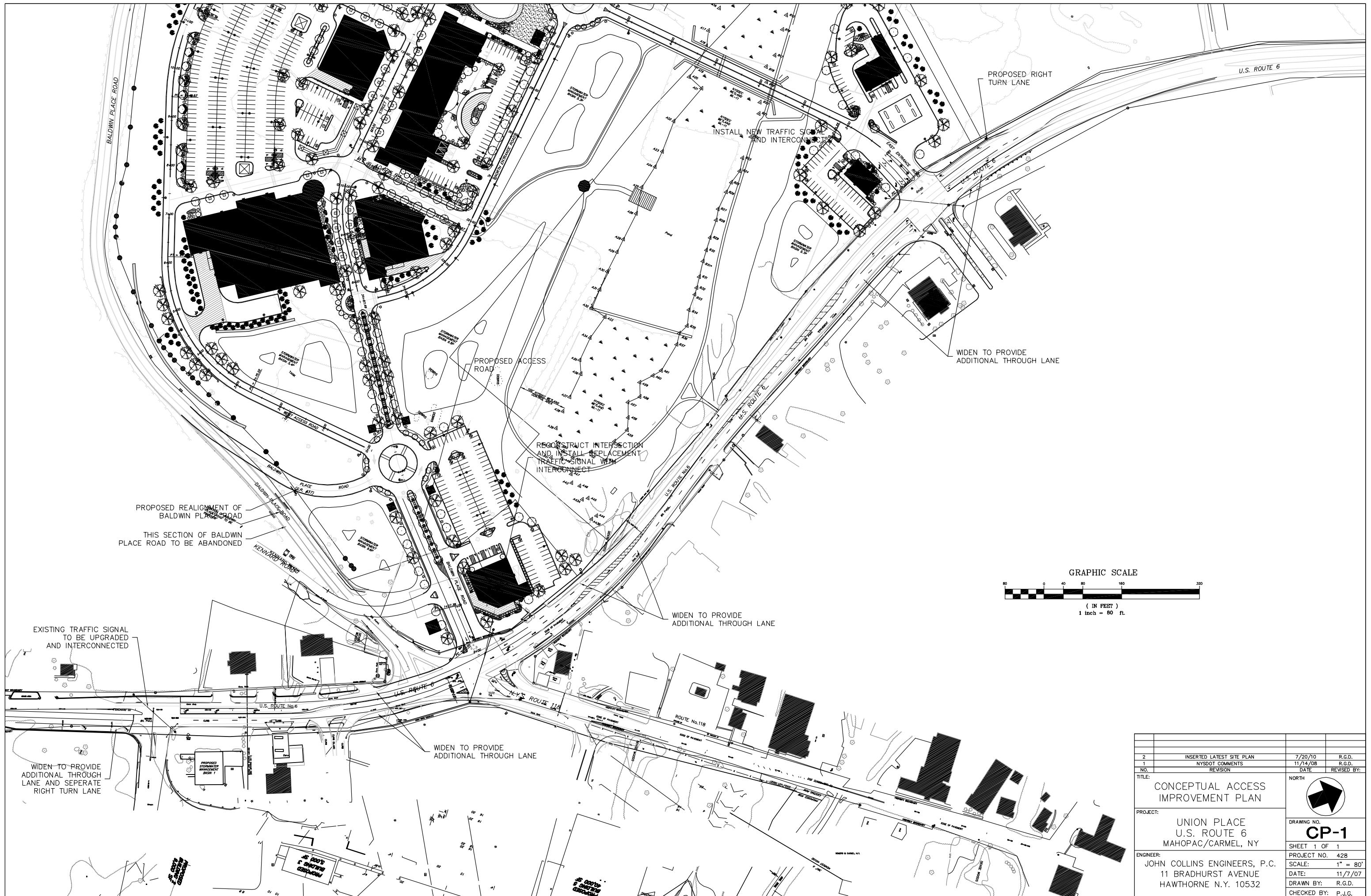


Appendix H

Shared Parking Accumulation Study  
and Traffic Impact Study





PROPOSED REALIGNMENT OF BALDWIN PLACE ROAD  
THIS SECTION OF BALDWIN PLACE ROAD TO BE ABANDONED

PROPOSED ACCESS ROAD

RECONSTRUCT INTERSECTION AND INSTALL REPLACEMENT TRAFFIC SIGNAL WITH INTERCONNECT

INSTALL NEW TRAFFIC SIGNALS AND INTERCONNECTS

PROPOSED RIGHT TURN LANE

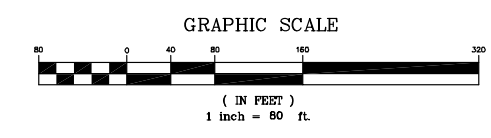
WIDEN TO PROVIDE ADDITIONAL THROUGH LANE

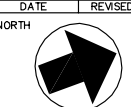
WIDEN TO PROVIDE ADDITIONAL THROUGH LANE

WIDEN TO PROVIDE ADDITIONAL THROUGH LANE

EXISTING TRAFFIC SIGNAL TO BE UPGRADED AND INTERCONNECTED

WIDEN TO PROVIDE ADDITIONAL THROUGH LANE AND SEPARATE RIGHT TURN LANE



2	INSERTED LATEST SITE PLAN	7/20/10	R.G.D.
1	NYSDOT COMMENTS	11/14/08	R.G.D.
NO.	REVISION	DATE	REVISED BY:
TITLE:		NORTH	
PROJECT:			
CONCEPTUAL ACCESS IMPROVEMENT PLAN		DRAWING NO. CP-1	
UNION PLACE U.S. ROUTE 6 MAHOPAC/CARMEI, NY		SHEET 1 OF 1	
ENGINEER:		PROJECT NO. 42B	
JOHN COLLINS ENGINEERS, P.C. 11 BRADHURST AVENUE HAWTHORNE N.Y. 10532		SCALE: 1" = 60'	
		DATE: 11/7/07	
		DRAWN BY: R.G.D.	
		CHECKED BY: P.J.G.	



**JOHN COLLINS**  
**ENGINEERS, P.C.** TRAFFIC • TRANSPORTATION ENGINEERS

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**TRAFFIC IMPACT STUDY**

\*\*\*\*\*

**UNION PLACE**

**U.S. ROUTE 6 & BALDWIN PLACE ROAD (CR 37)**

**TOWN OF CARMEL, NEW YORK**

**JOB NO. 1428**

**FEBRUARY 5, 2009**

**REVISED JANUARY 8, 2010**

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SECTION I  
INTRODUCTION

This report has been prepared to evaluate the potential traffic impacts associated with the proposed Union Place Development on the surrounding roadway network. The following sections provide a description of the Project and the tasks undertaken in completing our evaluation.

A. PROJECT DESCRIPTION AND LOCATION (Figure No. 1)

The Union Place Development is a proposed mixed use development consisting of a village main street with 230,000 sq. ft. of small format retail space, 263,000 sq. ft. of large format retail space, 125,000 sq. ft. of professional office space, 350,000 sq. ft. of corporate office space, 180 apartments, 10,000 sq.ft. of Community Center and a 90 room hotel. There will also be a residential community including 300 condominiums. As part of the development, there will be several community parks and recreational uses. The project is proposed to be developed on an approximately 300 acre piece of property located between U.S. Route 6 and Baldwin Place Road (CR 37) in the Town of Carmel, New York. As shown on Figure No. 1, access to the site is proposed via connections to U.S. Route 6 and Baldwin Place Road (CR 37). The connections to Route 6 will include locations opposite NYS Route 118, the Mahopac Village Shopping Center, and near the Mahopac Post Office at the north end of the site. The site is also proposed to be accessed by a connection to Baldwin Place Road forming a full movement intersection at Grand Meadow Drive. A more detailed description of the

proposed access and the planned new connector road from Route 6 to Baldwin Place Road is presented in Section III-C. A Design Year of 2016 has been utilized in completing the traffic analysis for the project.

## B. SCOPE OF STUDY

This study was prepared to evaluate the potential traffic impacts associated with the proposed Union Place development on the surrounding roadway network. The evaluation was completed based on the scoping document prepared by the Town of Carmel Planning Board.

Traffic counts collected by representatives of John Collins Engineers, P.C. were utilized to establish the Existing Traffic Volumes and in order to identify current conditions in the vicinity of the site for the study area intersections as outlined in the scoping document.

The Existing Traffic Volumes were then projected to a Year 2016 Design Year to take into account expected increases in traffic due to normal background traffic growth in the area. In addition, the traffic expected to be generated by other proposed and approved projects in the area was also added to the projected traffic volumes resulting in the Year 2016 No-Build Traffic Volumes.

Estimates of the traffic to be generated by the Union Place project were then made based on information published by the Institute of Transportation Engineers. These volumes were added to the Year 2016 No-Build Traffic Volumes to obtain the Year 2016 Build Traffic Volumes.



Based on the procedures contained in the Highway Capacity Manual and utilizing the SYNCHRO/SIM Traffic Software, the traffic volumes were then compared to roadway capacities to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were then made where necessary to address existing and future traffic conditions.



## SECTION II

### EXISTING ROADWAY AND TRAFFIC CONDITIONS

#### A. DESCRIPTION OF EXISTING ROADWAYS (Figure No. 1)

As shown on Figure No. 1, the Union Place project will be served by various area and local roadways including U.S. Route 6, NYS Route 118, Baldwin Place Road (CR 37), Miller Road, Mahopac Avenue, Union Valley Road & NYS Route 6N. The following is a brief description of each of these roadways. Copies of the capacity analysis which include lane widths, number of lanes, traffic control and signal timings (where appropriate) are contained in Appendix “C” of this study for each of the individual intersections studied.

##### 1. U.S. Route 6

U.S. Route 6 is a major arterial throughout much of southeastern New York State beginning in Orange County and continuing through Rockland, Westchester and Putnam Counties and into Connecticut. In the immediate vicinity of the site, U.S. Route 6 generally consists of one lane in each direction and serves many existing retail uses. It has signalized intersections with NYS Route 6N/Curry Street, Mahopac Avenue, the southern Somers Commons access driveway, NYS Route 118/Baldwin Place Road, Miller Road/Jonathan Road and Union Valley Road. Access to the site is proposed via U.S. Route 6 at three locations as described in greater detail in Section III-C. Within the study area, the roadway has a posted speed limit

of 55 mph up to the Somers Commons intersection at which point the speed limit becomes 40 mph and continues into the Village of Mahopac. The roadway generally consists of two 12' lanes with 8' to 10' wide shoulders. Several of the study area intersections have additional separate turning lanes as well. Within the study area the pavement is generally in good condition.

2. NYS Route 118

NYS Route 118 is a state highway which originates at a signalized full movement intersection with U.S. Route 6 and Baldwin Place Road. NYS Route 118 is generally a north south roadway in northern Westchester County. In the vicinity of the site it serves mostly residential neighborhoods. The roadway consists of one lane in each direction and also has a signalized intersection with NYS Route 202. In the vicinity of the Somers Commons Shopping Center the roadway has a posted speed limit of 30 mph which changes to 40 mph after its intersection with Miller Road. The roadway generally consists of two 12' lanes with separate turning lanes at certain intersection and 6' to 8' wide shoulders. Within in the study area the pavement is in good condition.

3. Baldwin Place Road (CR 37)

Baldwin Place Road (CR 37) is a County Road which originates at a full movement signalized intersection with U.S. Route 6 and NYS Route 118. The roadway continues in a generally northerly direction past unsignalized intersections with Stillwater Road and Myrtle Avenue and terminates at a signalized "T" intersection with NYS Route 6N. Baldwin Place

Road consists of one lane in each direction for its entire length. The roadway has a posted speed limit of 40 mph, which is reduced to 30 mph in the vicinity of the Mahopac High School and Middle School located along the more northerly section of the roadway. The site is proposed to be accessed via Baldwin Place Road at a full movement intersection with Grand Meadow Drive. Also, approaching U.S. Route 6, Baldwin Place Road is proposed to be realigned to intersect with a new roadway within the site (see Section III-C). The roadway generally consists of two 12' lanes and 1' to 2' shoulders. The pavement is generally in good condition.

4. Miller Road

Miller Road is a Town Road which originates at a signalized full movement intersection with U.S. Route 6 and continues in a southerly direction to its termination point at an unsignalized "T" intersection with NYS Route 118. The roadway serves several small businesses as well as the Mahopac Village Center (A&P Shopping Center). Approaching its intersection with U.S. Route 6 the roadway has a grade of about 5%. It has a 30mph speed limit and consists of one lane in each direction. The roadway generally consists of two 12' lanes with no shoulders and the pavement is generally in good condition.

5. Mahopac Avenue

Mahopac Avenue is a Town roadway in Somers and originates at a signalized full movement intersection with U.S. Route 6. The roadway continues in a southerly direction to an unsignalized, full movement, "all way stop" controlled intersection with Granite Springs

Road and terminates at a signalized intersection with NYS Route 35. The roadway consists of one lane in each direction and has a posted speed limit of 30 mph for its entire length. The roadway generally consists of two 11' lanes and 1' to 2' shoulders. The pavement is in fair condition.

6. Union Valley Road

Union Valley Road is a Town roadway which originates at a signalized "T" type intersection with U.S. Route 6. The roadway traverses in generally an east/west direction intersecting with Lovell Street and terminates at an unsignalized intersection with Croton Falls Road. The roadway, which serves mostly residential land uses, consists of one lane in each direction and has a posted speed limit of 30 mph for its entire length. Union Valley Road serves as an alternate route for vehicles traveling to and from Interstate 684. In the vicinity of Route 6, the roadway generally consists of two 12' lanes with no shoulders and the pavement is in good condition.

7. NYS Route 6N

NYS Route 6N is a state roadway which originates at a signalized full movement intersection with U.S. Route 6 and Curry Street. The roadway traverses in generally a north/south direction for three quarters of its length then changes orientation to an east/west direction past Lake Mahopac to its termination point at another intersection with U.S. Route 6 in the Mahopac hamlet. The roadway, which serves mostly residential land uses, consists of one lane in each direction and has a posted speed limit of 30 mph for its entire length. NYS

Route 6N serves as an alternate route for vehicles traveling between Mahopac and Jefferson Valley in Yorktown. The roadway generally consists of two 12' lanes and 4' to 6' shoulders. The pavement is in good condition.

8. U.S. Route 202

U.S. Route 202 is a major east/west arterial throughout southeastern New York State beginning in northern New Jersey and traveling east through Rockland and Westchester Counties and finally into Connecticut. In the vicinity of site, the roadway has a signalized intersection with NYS Route 118. The roadway has a posted speed limit of 40 mph and generally consists of two 12' lanes with 5' shoulders. The pavement is in good condition.

9. Overhill Road

Overhill Road is a town roadway which originates at an unsignalized "T" shaped intersection with NYS Route 118. The roadway continues to the east through several unsignalized intersection and serving residential homes and changes designation to Tighe Road at a ninety degree turn to the south. The roadway consists of two 11' to 12' lanes with no shoulders. The pavement is generally in good condition and the speed limit is posted as 30 mph.

10. Stillwater Road

Stillwater Road is a town roadway serving generally residential land uses which originates at an unsignalized "T" shaped intersection with Baldwin Place Road. The roadway continues to the west to another unsignalized "T" intersection where the roadway splits to the north and

south. The roadway terminates at two unsignalized “T” intersections with NYS Route 6N. Stillwater Road generally consists of two 11’ lanes with no shoulders. The pavement is in good condition and the roadway has a posted speed limit of 30 mph.

11. Maple Drive

Maple Drive is a local town roadway which originates at an unsignalized “T” shaped intersection with Baldwin Place Road. The roadway continues west to an intersection with Grandview Drive and Summit Drive to its termination point at an unsignalized intersection with Hickory Road. The roadway, which serves residential homes, varies between 18’ and 20’ in width with no centerline striping and no shoulders. The pavement is in good condition and there is no posted speed limit for the roadway.

12. Kennards Drive

Kennards Drive is a town roadway which originates at an unsignalized “T” shaped intersection with Baldwin Place Road approximately 115’ west of U.S. Route 6. The roadway continues to the west past an unsignalized intersection with Spring Drive and Shore Drive. It terminates at an unsignalized intersection with Mahopac Avenue/Lake Baldwin Road. The roadway, which serves residential homes, varies from 18’ to 20’ in width with no centerline striping and no shoulders. The pavement is generally in good condition and the roadway has no posted speed limit.



13. Grand Meadow Drive

Grand Meadow Drive originates at an unsignalized “T” intersection with Baldwin Place Road. The roadway serves both a daycare/preschool as well as a residential development that is currently under construction. There is no outlet from this roadway. The roadway is approximately 22’ wide with no centerline striping or shoulders. The pavement is in good condition, however since the roadway is serving an active construction site, a final top course has not yet been applied. There is no posted speed limit on the roadway.

14. Jonathan Drive

Jonathan Drive is a town roadway which originates at a signalized intersection with U.S. Route 6 and Miller Road. The roadway serves a residential townhouse development with approximately 60 dwelling units. There is no other outlet from the development. Jonathan drive is approximately 26’ wide with no centerline striping and no shoulders. The pavement is in good condition and there is no posted speed limit on the roadway.

15. Somers Commons Access

The Somers Commons shopping center is accessed via four separate driveway connections. These include two connections to U.S. Route 6 south of the NYS Route 118/Baldwin Place Road intersection and two connections to NYS Route 118 to the east of the NYS Route 118/Baldwin Place Road intersection. The northern driveway on U.S. Route 6 and the western driveway on NYS Route 118 are each right turn entry, right turn exit only driveways with lane widths varying between 15’ and 17’. The southern driveway to U.S. Route 6 forms

a signalized “T” intersection. The entrance lane is approximately 20’ wide while the exit is formed by two 12’ lanes. Finally, the eastern access driveway to NYS Route 118 forms a “T” shaped unsignalized intersection. This driveway consists of two 15’ lanes. The pavement is in good condition at all of the driveways.

16. A & P Access

The A & P shopping center is accessed via a driveway connection to U.S. Route 6 and a connection to Miller Road. The access connection to U.S. Route 6 has a separate right turn entry lane northbound on U.S. Route 6 as well as a separate left turn lane for entry movements southbound on U.S. Route 6. The entry driveway is approximately 24’ wide. The exit driveway is also 24’ wide and is a right turn exit only driveway onto Route 6. The driveway connection to Miller Road forms an unsignalized “T” shaped intersection. This access is approximately 26’ wide with no centerline striping.

17. Mahopac High School

The Mahopac High School is accessed via separate entrance and exit driveway connections to Baldwin Place Road. The entrance driveway is approximately 24’ wide and is located approximately 275’ north of Muscoot Road. The exit driveway intersects Baldwin Place Road opposite Gleneida Boulevard forming an unsignalized full movement intersection. This driveway consists of two 11’ lanes.

B. YEAR 2008 EXISTING TRAFFIC VOLUMES (Figures No. 2, 3 and 4)

Recent turning movement traffic counts were conducted by representatives of John Collins Engineers, P.C. during June and September of 2008 during normal weather conditions and while schools were in session in order to identify current traffic conditions in the vicinity of the site. These counts were also supplemented with traffic counts obtained from the NYSDOT as well as previous count data collected by our office for the area roadways during 2003, 2004, and 2005. Together this information was utilized to establish the Year 2008 Existing Traffic Volumes for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours at the following intersections as outlined in the Scoping Document:

- NYS Route 6N & Baldwin Place Road (CR 37)
- Baldwin Place Road (CR 37) & Mahopac High School Entrance/Exit
- Baldwin Place Road (CR 37) & Myrtle Avenue
- Baldwin Place Road (CR 37) & Grand Meadow Drive/Site Access
- Baldwin Place Road (CR 37) & Maple Drive
- Baldwin Place Road (CR 37) & Kennard Drive
- Baldwin Place Road (CR 37) (Realigned) & Internal Site Roadway
- U.S. Route 6 & NYS Route 6N/Curry Street
- U.S. Route 6 & Mahopac Avenue
- U.S. Route 6 & Somers Commons South Access
- U.S. Route 6 & Somers Commons North Access
- U.S. Route 6 & NYS Route 118/Baldwin Place Road (CR 37)
- U.S. Route 6 & A&P Shopping Center/Site Access
- U.S. Route 6 & Miller Road/Jonathan Drive
- U.S. Route 6 & Union Valley Road

- U.S. Route 6 & Residential Site Access
- NYS Route 118 & Somers Commons West Access
- NYS Route 118 & Somers Commons East Access
- NYS Route 118 & Miller Road
- NYS Route 118 & Overhill Road
- NYS Route 118 & NYS Route 202

Additional traffic counts were completed at the intersections of U.S. Route 6 and Mahopac Avenue and U.S. Route 6 and Miller Road/Jonathan Drive during December of 2009 verify that the 2008 Existing Traffic Volumes are still representative of current conditions. These traffic counts indicated that the traffic volumes as of December 2009 are consistent with the 2008 Existing Traffic Volumes used in the report therefore it is not necessary to apply an additional growth factor to the exiting volumes to account for the time that the original traffic counts were completed.

In addition, machine traffic counts were also collected for U.S. Route 6 along the site frontage, Baldwin Place Road (CR 37), NYS Route 118, and Mahopac Avenue for a one week period from Tuesday September 23, 2008 to Tuesday September 30, 2008 to document hourly and daily traffic variations. These machine counts include data collected on one Friday and one Saturday for each location. Copies of the machine counts are contained in Appendix "B".

The resulting Year 2008 Existing Traffic Volumes for each of the study intersections are shown on Figures No. 2, 3 and 4 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

C. ACCIDENT DATA (Table A and Appendix “E”)

All available accident data for the latest three year period for the area roadways were obtained from the NYSDOT. Copies of the reports are contained in Appendix “E”. This information is summarized in Table A.



SECTION III  
EVALUATION OF FUTURE TRAFFIC CONDITIONS

A. YEAR 2016 NO-BUILD TRAFFIC VOLUMES (Figures No. 5 through 13)

In order to account for normal traffic growth in the area, the Year 2008 Existing Traffic Volumes were projected to the 2016 Design Year by applying a background growth of 6%. The resulting Year 2016 Projected Traffic Volumes are shown on Figures No. 5, 6 and 7 for each of the Peak Hours, respectively. In addition, other traffic volumes which will be associated with other specific developments planned in the area were also identified. These developments included the Lupi Carwash and Grand Meadow Estates in Carmel as well as the Somers Realty Planned Hamlet Development and the Baldwin Place Golf Center redevelopment located in Somers. The Other Development Traffic Volumes are shown on Figures No. 8, 9 and 10 and are broken down for each of the individual developments on the A, B, C, and D plates respectively. These Other Development Traffic Volumes were then added to the Year 2016 Projected Traffic Volumes to obtain the Year 2016 No-Build Traffic Volumes. The Year 2016 No-Build Traffic Volumes are shown on Figures No. 11, 12 and 13 for the Weekday Peak AM and PM Hours and Saturday Peak Hours, respectively.

B. SITE GENERATED TRAFFIC VOLUMES (Table No. 1)

Estimates of the amount of traffic to be generated by the Union Place Development during each of the peak hours were developed based on data published by the Institute of Transportation Engineers (ITE) as contained in their publication entitled, Trip Generation, 8th Edition, 2008. Table No. 1 provides the Hourly Trip Generation Rates and Anticipated Site Generated Traffic Volumes for each of the Peak Hours.

It should also be noted that for a mixed use development such as this, a significant portion of the trips between the various uses remain internal to the project (i.e., between different land uses). In addition, for the commercial uses, a significant portion of these trips are attracted as “pass-by” or “diverted link” trips which represent trips which are already present on the roadway system. The ITE data indicates that the “pass-by”/“diverted link” trips can range from 20% to 50% depending on the specific commercial use. As indicated in Table 1, a “pass-by” credit of 25% has been considered for the retail portions of the development.

C. ARRIVAL/DEPARTURE DISTRIBUTION (Figures No. 14, 15, 16, and 17)

Associated with the construction of Union Place, a new road connection from Baldwin Place Road (CR 37) opposite Grand Meadow Drive extending through the project site and connecting to U.S. Route 6 opposite the driveway to the Mahopac Village Center is proposed as part of the development. This new road connector road will provide an alternate travel path for vehicles



destined from Baldwin Place Road to U.S. Route 6. This will result in a diversion of existing traffic which has been considered herein. In addition, a primary access from U.S. Route 6 opposite NYS Route 118 will serve as a major access to the project. This will allow the reconstruction of this intersection to a more typical four-way intersection. The provision of additional turn lanes and addition lane widening along this section of U.S. Route 6 between NYS Route 118 and Mahopac Village Center drive will be undertaken in association with the development. The new roadway network is considered in the distribution of trips to the roadway system.

An arrival and departure distribution was established based on the existing traffic volumes and from a review of the employment and population centers in the area to assign the site generated traffic volumes to the roadway network. Due to the layout of the site and the proposed access points separate arrival and departure distributions were established for the Retail/Office Land Uses and for the Residential Land Uses. The resulting arrival and departure distributions are shown on Figures No. 14 and 15 for the Retail/Office Land Uses and 16 and 17 for the Residential Land Uses.

D. YEAR 2016 BUILD TRAFFIC VOLUMES (Figures No. 18 through 23)

The site generated traffic volumes were assigned to the roadway network utilizing the above referenced arrival and departure distributions. The resulting total site generated traffic volumes are shown on Figures No. 18, 19 and 20 for each of the Peak Hours. The site generated traffic volumes based on the separate arrival and departure distributions are shown on the A and B plates respectively. These site generated traffic volumes were added to the Year 2016 No-Build Traffic

Volumes resulting in the Year 2016 Build Traffic Volumes which are shown on Figures No. 21, 22 and 23 for the Weekday Peak AM and PM Hours and Saturday Peak Hours, respectively.

#### E. DESCRIPTION OF ANALYSIS PROCEDURES

Capacity analyses were performed based on procedures from the 2000 Highway Capacity Manual in order to determine existing and future traffic operating conditions at the study area intersections,.

The following is a brief description of the analysis method utilized in this report:

##### o Signalized Intersection Capacity Analysis

The capacity analysis for the signalized intersection was performed in accordance with the procedures described in the 2000 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.

o 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 2000 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 Appendix "D" of this report.

F. RESULTS OF TRAFFIC ANALYSIS (Table No. 2)

Capacity analyses were performed at each of the study area intersections utilizing the procedures described above in order to evaluate current and future operating conditions. The SYNCHRO/SIM Traffic Software was also utilized in this evaluation to generate signal timings and coordination for traffic signals. Summarized below is a brief description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements. The analysis for each intersection includes the effect of trucks and heavy vehicles on the intersections Level of Service and Delay. Copies of the capacity analyses which summarize these are contained in Appendix "C" and "F".

Table No. 2 also summarizes the results of the capacity analysis (Levels of Service, delays, and v/c ratios) for the Year 2008 Existing, Year 2016 No-Build and Year 2016 Build Conditions. Copies of the capacity analysis for each of the individual intersections are contained in Appendix “C” of this report.

1. NYS Route 6N and Baldwin Place Road (CR 37)

Baldwin Place Road (CR 37) intersects with NYS Route 6N at a “T” shaped signalized intersection. Each of the approaches to the intersection consists of one lane.

The capacity analysis conducted at this location utilizing the Existing Traffic Volumes and existing traffic signal operations indicates that this intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM Hour, an overall Level of Service “D” with an average vehicle delay of 38.4 seconds during the Weekday Peak PM Hour and an overall Level of Service “C” during the Saturday Peak Hour.

The capacity analysis conducted utilizing the Year 2016 No-Build and Build Traffic Volumes indicates that the intersection will operate at an overall Level of Service “B” during the Weekday Peak AM Hour, overall Level of Service “F” with an average vehicle delay of 103.1 seconds during the PM Peak Hour, and overall Level of Service “E” with an average vehicle delay of 67.7 seconds during each the Saturday Peak Hours. To improve this operation, it is recommended that the northbound Baldwin Place Road approach be widened to provide a separate left turn and right turn lane and the traffic signal be upgraded

accordingly. With these improvements, overall Levels of Service “D” with an average vehicle delay of 42.2 seconds or better will be experienced for the No-Build and Build conditions.

2. Baldwin Place Road (CR 37) and Myrtle Avenue

Myrtle Avenue intersects Baldwin Place Road (CR 37) at a “T” shaped, unsignalized intersection. Each of the approaches consists of one lane and the Myrtle Avenue approach is “stop” sign controlled.

Capacity analysis conducted utilizing the Existing Traffic Volumes indicates that this intersection is currently operating at a Level of Service “C” or better during each of the Peak Hours.

Capacity analysis conducted utilizing the Year 2016 No-Build and Build Traffic Volumes indicates that the intersection will continue to operate at a Level of Service “D” with an average vehicle delay of 29.8 seconds or better during each of the peak periods. As discussed in the next section, a new traffic signal at the Baldwin Place Road and Stillwater Road intersection is anticipated and this will provide sufficient gaps in the traffic flow to allow the intersection of Baldwin Place Road and Myrtle Avenue to operate at acceptable Levels of Service.

3. Baldwin Place Road (CR 37) and Stillwater Road

Baldwin Place Road (CR 37) intersects with Stillwater Road to form an unsignalized, "T" shaped intersection. Each of the approaches consists of one lane and the westbound Stillwater Road approach is "stop" sign controlled.

Capacity analysis conducted utilizing the Existing Traffic Volumes indicates that this intersection is currently operating at a Level of Service "C" or better during the AM and Saturday Peak Hours while it operates at an overall Level of Service "F" with an average vehicle delay of 54.1 seconds during the PM Peak Hour. These delays are expected to increase under the future No-Build conditions.

Capacity analysis conducted utilizing the Year 2016 Build Traffic Volumes indicates that the intersection will operate at a Level of Service "D" with an average vehicle delay of 25.6 seconds during the AM Peak Hour and at Level of Service "F" during both the PM and Saturday Peak Hours with average vehicle delays of 525.2 seconds and 84.0 seconds respectively without any intersection modifications.

It is recommended that a signal be installed at this intersection to accommodate expected traffic volume increases. Capacity analysis conducted utilizing the Year 2016 No-Build and Year 2016 Build Traffic Volumes indicates that with the signal, the intersection will operate at an overall Level of Service "D" with an average vehicle delay of 47.9 seconds or better

during each of the Peak Hours. A fair share contribution to this improvement should be provided by the Applicant.

4. Baldwin Place Road (CR 37) and Maple Drive

Maple Drive intersects Baldwin Place Road (CR 37) at an unsignalized “T” shaped intersection. Each of the approaches to the intersection consists of one lane and the Maple Drive approach is “stop” sign controlled.

Capacity analysis conducted utilizing the Year 2008 Existing Traffic Volumes indicates that this intersection is currently operating at a Level of Service “B” during the AM Peak Hour and at a Level of Service “C” during the PM and Saturday Peak Hour. Similar Levels of Service can also be expected for under the 2016 No-Build Scenario.

With the completion of the Union Place Project, the proposed new connector is expected to act as bypass roadways and divert traffic from the southern portion of Baldwin Place Road. Therefore, the volumes traveling through the Baldwin Place Road and Maple Drive intersection will be greatly reduced. Capacity analysis conducted utilizing the Year 2016 Build Traffic Volumes, which includes these diverted traffic volumes, indicates that the intersection will operate at a Level of Service “A” or during each of the Peak Hours.

5. U.S. Route 6 & Somers Commons South Access

The Somers Commons South Access intersects U.S. Route 6 at a signalized “T” shaped intersection. The U.S. Route 6 approaches each consist of one through lane with separate left and right turn lanes. The Somers Commons Access approach a separate left turn and right turn lane.

Capacity analysis conducted utilizing the Year 2008 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during each of the Peak Hours. Under the Year 2016 No-Build Condition the intersection is expected to experience similar levels of service during the Weekday Peak AM and PM Peak Hours, while the Saturday Peak Hour overall Level of Service is expected to be a “C”.

Capacity analysis conducted utilizing the Year 2016 Build Traffic Volumes indicates that several movements are expected to experience Levels of Service “E” or “F” with average vehicle delays of 96.5 seconds or better during the PM and Saturday Peak Hours. However, recommended improvements to nearby intersections as well as signal timing and coordination improvements along the corridor are expected to improve the traffic flow at this intersection.



6. U.S. Route 6 and NYS Route 6N/Curry Street

NYS Route 6N and Curry Street intersect U.S. Route 6 at a signalized full movement intersection. The southbound NYS Route 6N and northbound Curry Street approaches each consist of one lane. The eastbound and westbound U.S. Route 6 approaches each consist of two through lanes, of which the right lane is a shared through-right lane, and separate left turn lanes.

The capacity analysis conducted at this intersection indicates a Level of Service “D” with an average vehicle delay of 36.7 seconds or better is currently experienced during peak periods.

The analysis indicates that for the future No-Build and Build conditions the intersection will operate at a Level of Service “C” during the AM Peak Hour with the northbound and southbound approaches experiencing longer delays. During the PM Hour the intersection is expected to operate at an overall Level of Service “C” with the northbound approach experiencing the longest delays. During the Saturday Peak Hour the intersection is expected to operate at a Level of Service “F” with an average vehicle delay of 81.0 seconds. However, with signal timing improvements the intersection will operate at acceptable Levels of Service “D” with an average vehicle delay of 42.1 seconds during the Saturday Peak Hour.

7. U.S. Route 6 and Mahopac Avenue

Mahopac Avenue and U.S. Route 6 intersect at a signalized, full movement intersection. The northbound and southbound Mahopac Avenue approaches each consist of one lane. The U.S.

Route 6 approaches each consist of one shared through-right turn lane and separate left turn lanes. The Route 6 approaches also have steep grades approaching the intersection and limiting sight distance to see oncoming traffic for left turners.

Capacity analysis conducted at this intersection utilizing the 2008 Existing Traffic Volumes indicates that it is currently operating at an overall Level of Service “D” with an average vehicle delay of 46.3 seconds or better during each of the Peak Hours with certain movements operating at a Level of Service “E” with an average vehicle delay of 61.4 seconds or better.

Reanalyzing the intersection with the 2016 No-Build Traffic Volumes indicates that it will experience an overall Level of Service “D” with an average vehicle delay of 35.2 seconds during the AM Peak Hour while it will operate at an overall Level of Service “E” with an average vehicle delay of 78.6 seconds or better during the Weekday PM and Saturday Peak Hours in the future.

Therefore, to improve this to accommodate future No-Build Traffic Volumes, it is recommended that the eastbound approach be widened to provide two through lanes through the intersection and a northbound right turn lane. Analyzing the intersection with these improvements and the 2016 Build Traffic Volumes indicates an overall Level of Service “C” or better can be expected.

8. U.S. Route 6 and Somers Commons North Access

The Somers Commons North Access intersects with U.S. Route 6 at an unsignalized “T” shaped, right turn in, right turn out type intersection. Each of the approaches to the intersection currently consists of one lane. The westbound Somers Commons Access approach is controlled by a “yield” sign.

The capacity analysis conducted at this location utilizing the 2008 Existing Traffic Volumes indicates that this intersection is currently operating at a Level of Service “C” or better during each of the Peak Hours.

The capacity analysis conducted utilizing the Year 2016 No-Build and Year 2016 Build Traffic Volumes indicates that the intersection will operate at a Level of Service “C” or better during the AM Peak Hour and at a Level of Service “F” with an average vehicle delay of 269.9 or better during the PM and Saturday Peak Hours. However, proposed improvements along this section of U.S. Route 6 include two through lanes in the northbound direction through this intersection. Reanalyzing the intersection with the proposed improvements indicates the intersection will operate at a Level of Service “B” or better during each of the peak hours.

9. NYS Route 118 and Somers Commons West Access

The Somers Commons West Access intersects with NYS Route 118 at an unsignalized “T” shaped, right turn in, right turn out type intersection. Each of the approaches to the intersection currently consists of one lane. The northbound Somers Commons Access approach is controlled by a “yield” sign.

Capacity analysis conducted utilizing the Existing Traffic Volumes indicates that this intersection is currently operating at a Level of Service “B” or better during each of the Peak Hours. Reanalyzing the intersection with the 2016 No-Build and Build Traffic Volumes indicates the intersection will operate at similar Levels of Service in the future.

10. NYS Route 118 and Somers Commons East Access

NYS Route 118 and the Somers Commons East Access intersect at an unsignalized “T” shaped intersection. Each of the approaches consists of one lane and the northbound Somers Commons Access approach is “stop” sign controlled.

Capacity analysis conducted utilizing the Existing Traffic Volumes indicates that this intersection is currently operating at an overall Level of Service “D” with an average vehicle delay of 31.8 seconds or better during the AM and Saturday Peak Hours while it operates at a Level of Service “E” with an average vehicle delay of 44.2 seconds during the PM Peak Hour.

Capacity analysis conducted utilizing the Year 2016 No-Build and Build Traffic Volumes indicates that the intersection will operate at an Overall Level of Service “C” during the AM Peak Hour and an Overall Level of Service “F” with an average vehicle delay of 134.7 seconds or better during both the PM and Saturday Peak Hours without any intersection modifications. A new traffic signal would be required to improve this condition.

Therefore, it is recommended that the intersection be monitored to determine if a traffic signal will be warranted at this intersection. Capacity analysis conducted utilizing the Year 2016 No-Build and Year 2016 Build Traffic Volumes indicates that with the signal, the intersection will operate at an overall Level of Service “D” with an average vehicle delay of 54.2 seconds during the PM Peak Hour. During the AM and Saturday Peak Hour the intersection is expected to operate at an overall Level of Service “A” and “C” respectively.

11. NYS Route 118 and Miller Road

NYS Route 118 and Miller Road intersect at a signalized “T” shaped intersection. Each of the approaches consists of one lane and the southbound Miller Road approach is “stop” sign controlled. At the intersection NYS Route 118 makes a 90 degree turn in orientation from an east/west roadway to a north/south roadway. Because of this sharp turn sight distance is limited approaching the intersection on each of the NYS Route 118 approaches and therefore left turns from NYS Route 118 on to Miller Road are prohibited.

Capacity analysis conducted utilizing the Existing Traffic Volumes indicates that the Miller Road approach is currently operating at a Level of Service “D” with an average vehicle delay of 26.6 seconds during the AM Peak Hour while it operates at a Level of Service “F” with an average vehicle delay of 191.5 or better during the PM and Saturday Peak Hours.

Capacity analysis conducted utilizing the Year 2016 No-Build and Build Traffic Volumes indicates that the intersection will operate at a Level of Service “E” with an average vehicle delay of 46.0 during the AM Peak Hour and a of Service “F” with an average vehicle delay of 431.4 or better during both the PM and Saturday Peak Hours without any intersection modifications.

It is recommended that a signal be installed at this intersection to accommodate expected future traffic volumes. Capacity analysis conducted utilizing the Year 2016 No-Build and Year 2016 Build Traffic Volumes indicates that with the signal, the intersection will operate at an overall Level of Service “B” during the AM Peak Hour, an overall Level of Service “D” with an average vehicle delay of 41.3 seconds during the PM Peak Hour and at an overall Level of Service “C” Saturday Peak Hour.

12. U.S. Route 6 and Mahopac Village Center (A&P Shopping Center) Access/Site Access

The A&P Shopping Center is currently accessed via an unsignalized “T” shaped intersection with U.S. Route 6. The A&P Shopping Center access approach consists of one lane for right turns only and is controlled by a “stop” sign. The northbound Route 6 approach consist of a

through lane a separate right turn lane while the southbound approach consists of a through lane and a separate left turn lane. Left turns out of the Shopping Center are currently prohibited.

Capacity analysis conducted utilizing the Year 2008 Existing Traffic Volumes indicates that the intersection is currently operating at a Level of Service “C” or better during each of the Peak Hours. Under the Year 2016 No-Build Condition the intersection is expected to experience similar levels of service during the Weekday Peak AM Hour, while the PM and Saturday Peak Hours Level of Service is expected to be a “D” with an average vehicle delay of 29.2 seconds or better.

As previously described, under the Build scenario access to the Union Place site is proposed via a new roadway connection to be located opposite the A&P Shopping Center Access. At the intersection with Route 6, the new roadway will consist of two left turn lanes and a through-right turn lane. Improvements to U.S. Route 6 will also be needed under this scenario including the widening of the roadway to include two through lanes in each direction and a separate right turn lane southbound. Also, with the installation of a traffic signal at this intersection, left turns out of the A&P Shopping Center will then be allowed. Capacity analysis conducted utilizing the Year 2016 Build Traffic Volumes indicates that the intersection will operate at an overall Level or Service “C” during the AM Peak Hour and an overall Level of Service “D” with an average vehicle delay of 40.8 seconds or better during the PM and Saturday Peak Hour.

13. U.S. Route 6 and Miller Road/Jonathan Drive

Miller Road intersects U.S. Route 6 opposite Jonathan Drive at a signalized full movement intersection. The northbound Miller Road and southbound Jonathan Drive approaches each consist of one lane. The eastbound and westbound U.S. Route 6 approaches each consist of a through-right turn lane and separate left turn lanes. The Miller Road approach has a grade of about 5% up to the intersection.

The capacity analysis conducted utilizing the 2008 Existing Traffic Volumes at this intersection indicates an overall Level of Service “C” is currently experienced during the AM and PM Peak Hours and an overall Level of Service “D” with an average vehicle delay of 41.0 seconds is currently experienced during the Saturday Peak Hour.

The analysis indicates that for the future No-Build and Build conditions the intersection will continue to operate at a Level of Service “C” during the AM Peak Hour while the PM and Saturday Peak Hours will experience an overall Level of Service “F” with an average vehicle delay of 154.3 seconds or better and the eastbound and westbound approaches experiencing the longest delays. The improvements at the Route 6 and Mahopac Village Center driveway which will also allow left turns exiting should help alleviate the traffic conditions at this intersection. The existing traffic signal should also be interconnected with the new signal at the new intersection.



14. U.S. Route 6 and Union Valley

Union Valley Road and U.S. Route 6 intersect at a signalized, “T” shaped intersection. Each of the approaches to the intersection currently consists of one lane.

Capacity analysis conducted at this intersection utilizing the 2008 Existing Traffic Volumes indicates that it is currently operating at an overall Level of Service “B” during each of the Peak Hours. Reanalyzing the intersection with the 2016 No-Build Traffic Volumes indicates that it will experience an overall Level of Service “C” or better during each of the Peak Hours in the future.

It is expected that this intersection, without any improvements, will operate at failing Levels of Service with an average vehicle delay of 136.3 seconds or better during the PM and Saturday Peak Hours while during the AM Peak Hour it will operate at a Level of Service “C”. Therefore it is recommended that the southbound approach be widened to provide a separate left turn lane and the westbound approach be widened to provide a separate right turn lane. Also the northbound approach should be restriped to provide a separate right turn lane. Reanalyzing the intersection with these improvements and the 2016 Build Traffic Volumes indicates an overall Level of Service “D” with an average vehicle delay of 49.1 seconds or better can be expected during the PM and Saturday Peak Hours while an overall Level of Service “C” will be maintained during the AM Peak Hour.

15. U.S. Route 6 and NYS Route 118/Baldwin Place Road (CR 37)/Site Access

NYS Route 118 currently intersects U.S. Route 6 opposite Baldwin Place Road (CR 37) at a full movement, signalized intersection. The northbound and southbound U.S. Route 6 approaches each consist of a separate left turn lane and a shared through-right turn lane. The westbound NYS Route 118 approach consist of a separate left turn lane, a through lane, and a separate channelized right turn lane that is controlled by a “yield” sign. The eastbound Baldwin Place Road approach consists of a shared left turn-through lane and a separate channelized right turn lane controlled by a “stop” sign. Due to the current alignment, and required traffic signal phasing, this intersection experiences delays.

The capacity analysis conducted at this location utilizing the 2008 Existing Traffic Volumes indicates that this intersection is currently operating at an overall Level of Service “D” with an average vehicle delay of 53.5 seconds or better during the AM and PM Peak Hours and at an overall Level of Service “E” with an average vehicle delay of 63.1 seconds during the Saturday Peak Hour.

The capacity analysis conducted utilizing the Year 2016 No-Build Traffic Volumes indicates that the intersection will continue to operate at an overall Level of Service “D” with an average vehicle delay of 53.7 seconds during the AM Peak hour and at an overall Level of Service “F” with an average vehicle delay of 130.6 seconds or better during the PM and Saturday Peak Hours.

Under the Build scenario it is proposed that Baldwin Place Road (CR 37) will be realigned into the site. This will allow the existing intersection to be reconstructed resulting in a new roadway that will intersect as the fourth leg of the intersection at a more conventional alignment opposite NYS Route 118. It is proposed that this approach will consist of one through lane with separate left turn and right turn lanes. It is also recommended that U.S. Route 6 be widened to provide two through lanes in each direction through the intersection. Reanalyzing the intersection with the proposed lane geometry indicates that an overall Level of Service “C” or better can be expected for each of the Peak Hours.

16. NYS Route 118 and Overhill Road

Overhill Road intersects with NYS Route 118 at an unsignalized “T” shaped intersection. Each of the approaches to the intersection currently consists of one lane and the westbound Overhill Road approach is “stop” sign controlled.

Capacity analysis conducted utilizing the Existing Traffic Volumes indicates that this intersection is currently operating at a Level of Service “C” or better during each of the Peak Hours. Reanalyzing the intersection with the 2016 No-Build Traffic Volumes indicates the intersection will operate at similar Levels of Service.

Reanalyzing the intersection utilizing the 2016 Build Traffic Volumes indicates the intersection is expected to operate at a Level of Service “C” during AM Peak Hour and at a

Level of Service “D” with an average vehicle delay of 33.4 seconds or better during the PM and Saturday Peak Hours.

17. NYS Route 118 and U.S. Route 202

NYS Route 118 and U.S. Route 202 intersect at a signalized, “T” shaped intersection. Each of the approaches consists of one lane and the northbound NYS Route 118 approach has a channelized right turn lane which is controlled by a “yield” sign.

Capacity analysis conducted utilizing the Existing Traffic Volumes indicates that this intersection is currently operating at an overall Level of Service “D” with an average vehicle delay of 54.0 seconds or better during the AM and Saturday Peak Hours while it operates at an overall Level of Service “E” with an average vehicle delay of 59.7 seconds during the PM Peak Hour. During both the PM and Saturday Peak Hours the southbound NYS Route 118 is currently operating at Level of Service “F” with an average vehicle delay of 102.1 seconds or better.

To improve operating conditions at this intersection it is recommended that the westbound U.S. Route 202 approach be widened to provide a separate right turn lane. With this improvement and corresponding signal upgrades, it is expected that the intersection will operate at an overall Level of Service “D” with an average vehicle delay of 44.7 seconds or better during the AM and Saturday Peak Hours and at an overall Level of Service “C” during the PM Peak Hour for future No-Build and Build conditions.

18. Baldwin Place Road (CR 37) and Kennard Drive

Baldwin Place Road (CR 37) and Kennard Drive intersect at an unsignalized, “T” shaped intersection. Each of the approaches consists of one lane and the northbound Kennard Drive approach is “stop” sign controlled.

Capacity analysis conducted utilizing the Existing Traffic Volumes indicates that the intersection is currently operating at Level of Service “B” during each of the Peak Hours. Similar Levels of Service are also expected under future No-Build conditions.

Under the Build Scenario it is proposed that Baldwin Place Road will realign to intersect with the new internal site roadway as previously discussed. With these improvements Kennard Drive will connect to U.S. Route 6 via a separate right turn in, right turn out access near the reconstructed intersection of NYS Route 118, U.S. Route 6 and the site access. It is expected that this intersection will operate at acceptable Levels of Service.

19. Baldwin Place Road (CR 37) and Grand Meadow Drive/Site Access

Baldwin Place Road (CR 37) and Grand Meadow Drive currently intersect at an unsignalized, “T” shaped intersection. Each of the approaches to the intersection consists of one lane and the Grand Meadow Drive approach is “stop” sign controlled. Grand Meadow Drive currently provides access to a preschool and daycare center and a new residential housing development which is currently under construction.

Capacity analysis conducted utilizing the Year 2008 Existing Traffic Volumes indicates that the intersection is currently operating at a Level of Service “B” during each of the Peak Hours. Under the Year 2016 No-Build Condition the intersection is expected to experience similar levels of service during the Weekday Peak AM Hour, while the PM and Saturday Peak Hours Level of Service is expected to be a “C”.

Under the Build scenario access to the Union Place site is proposed via a new roadway connection opposite the Grand Meadow Drive. The new roadway will consist of a shared through-left turn lane and a separate right turn lane. Improvements to Baldwin Place Road (CR 37) will also be needed under this scenario including the widening of the roadway to include a separate southbound left turn lane. The intersection will also be signalized upon completion of the Union Place development. Capacity analysis conducted utilizing the Year 2016 Build Traffic Volumes indicates that the intersection will operate at an overall Level of Service “B” during the AM Peak Hour and at an overall Level of Service “D” with an average vehicle delay of 35.7 seconds during the PM and Saturday Peak Hours.

20. Baldwin Place Road (CR 37) and Gleneida Boulevard/Mahopac High School Exit Driveway

Gleneida Boulevard intersects Baldwin Place Road (CR 37) opposite the Mahopac High School Exit only Driveway at an unsignalized intersection. The Mahopac High School Driveway approach consists of a shared through-left turn lane and a separate right turn lane. The other approaches are single lane approaches. The Gleneida Boulevard and High School Driveway approaches are “stop” sign controlled. Also, since the High School Driveway is an

exit only driveway northbound left turns, southbound right turns, and westbound through movements are prohibited.

The capacity analysis conducted utilizing the 2008 Existing Traffic Volumes at this intersection indicates a Level of Service “B” or better is currently experienced on all approaches during each of the Peak Hours. The analysis also indicates that similar Levels of Service can be expected under the 2016 No-Build Scenario

Reanalyzing the intersection with the 2016 Build Traffic Volumes Indicates that the intersection is expected to operate at Level of Service “B” or better during the AM and Saturday Peak Hours, and at Level of Service “C” or better during the PM Peak Hour.

21. Baldwin Place Road (CR 37) and Mahopac High School Entrance Driveway

Baldwin Place Road (CR 37) and the Mahopac High School Entrance Driveway intersect at an unsignalized, “T” shaped intersection. Each of the approaches to the intersection currently consists of one lane.

Capacity analysis conducted at this intersection utilizing the 2008 Existing Traffic Volumes indicates that it is currently operating at a Level of Service “A” during each of the Peak Hours.

Reanalyzing the intersection with the 2016 No-Build and Build Traffic Volumes indicates that it will continue to operate at a Level of Service “A” during each of the Peak Hours in the future.

22. U.S. Route 6 and Proposed Residential Site Access

The residential portion of the site, which includes 300 townhouse units, is proposed to be accessed via the construction of a new roadway connection to U.S. Route 6 forming a “T” shaped intersection and located in the vicinity of the Mahopac Post Office north of Union Valley Road. It is proposed that the new roadway approach to U.S. Route 6 consist of two lanes and the northbound U.S. Route 6 approach be widened to provide a separate left turn lane.

Capacity analysis conducted utilizing the Year 2016 Build Traffic Volumes indicates that the intersection will experience a Level of Service “E” with an average vehicle delay of 37.4 during the AM Peak Hour and a Level of Service “F” with an average vehicle delay of 193.6 or better during both the PM and Saturday Peak Hours. Therefore, it is also recommended that this new intersection be monitored for potential future signalization. The analysis conducted as a signalized intersection indicates that the intersection will experience Level of Service “C” or better during peak periods.



## H. SYNCHRO SYSTEMS ANALYSIS (Appendix “F”)

A SYNCHRO-SIM traffic systems analysis was prepared for the various intersections analyzed. This analysis was prepared for the Existing, No-Build and Build conditions. SYNCHRO is a simulation model that can be used to optimize signal timing parameters for isolated intersections as well as generate coordinated traffic signal timing plans for arterials and networks. SYNCHRO also optimizes cycle lengths and performs coordination analysis. SYNCHRO also calculates intersection Levels of Service, approach delays, volume-to-capacity (v/c) ratios, and queue lengths each of which are described in more detail below.

- o Levels of Service

Level of Service (LOS) is a rating system defined in terms of capacity (the maximum hourly rate at which a vehicle can pass through an intersection) and delay, which is a measure of travel time for signalized intersections. Six Levels of Service are defined ranging from “A” to “F”, with LOS “A” representing the best (operating conditions) and LOS “F” the worst. Each Level of Service represents a range of delays (operating conditions), measured in seconds, experienced by drivers. Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "D" of this report.

- o Volume-To-Capacity (v/c) Ratio

The volume-to-capacity (v/c) ratio is an approximate indicator of the overall sufficiency on an intersection. The volume-to-capacity (v/c) ratio is based on a comparison of the volume to

capacity of individual movements as well as for the overall intersection and can help determine if an individual movement or the overall intersection is near or at capacity.

- o Queueing

Queueing is another performance measure to determine the number of vehicles that are queued depending on arrival patterns of vehicles and vehicles that do not clear the intersection. Queues are generally measured in feet, however queue lengths can be presented in terms of number of vehicles using the assumption that on average a vehicle occupies 25 feet.

It should be noted that the SYNCHRO analysis was used to generate the signal timings and coordination scenarios for the signalized intersections. While SYNCHRO does generally follow the analysis methods of the 2000 Highway Capacity Manual there are some differences thus the SYNCHRO analyses were used to generate the HCS analyses for each intersection. The analysis supports the need to provide a coordinated and interconnected signal system to provide the most efficient operations along this corridor. The SYNCHRO files are contained in Appendix “F”.

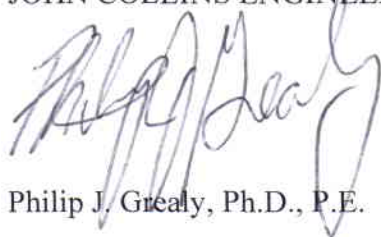
## K. SUMMARY AND CONCLUSION

As summarized in this report, several intersections in the surrounding area currently experience significant peak hour delays. Some of these will require area wide improvements. Several improvements are also proposed in association with the development including the construction of a

new connecting roadway from Baldwin Place Road near Grand Meadow Drive to U.S. Route 6 opposite the Mahopac Village Center. With the completion of the recommended improvements, the traffic generated by the Union Place Development can be accommodated on the roadway system in the vicinity of the site.

Respectfully submitted,

JOHN COLLINS ENGINEERS, P.C.

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

Philip J. Grealy, Ph.D., P.E.

A handwritten signature in cursive script, appearing to read "Richard G. D'Andrea".

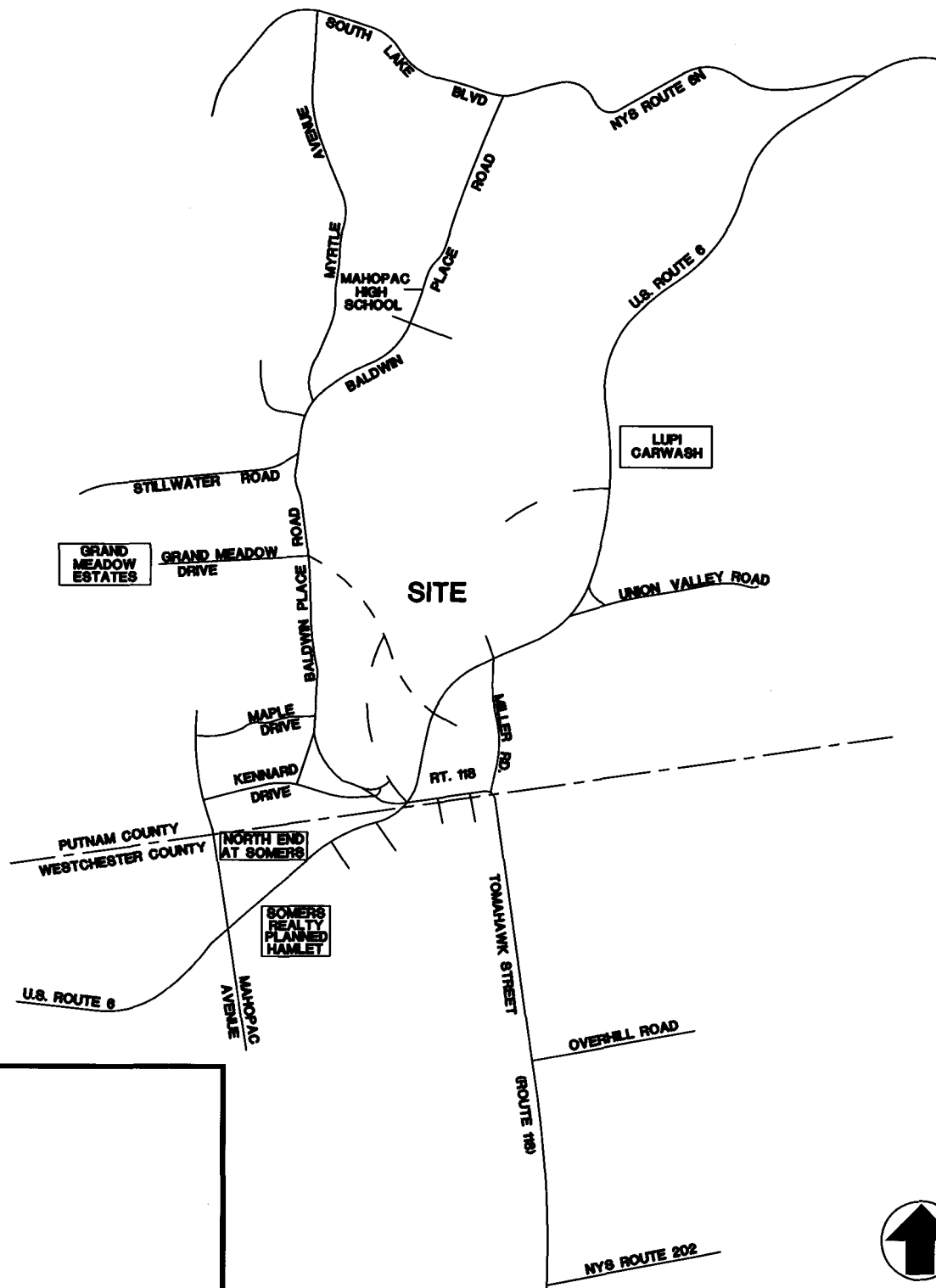
Richard G. D'Andrea, E.I.T.



APPENDIX "A"

FIGURES



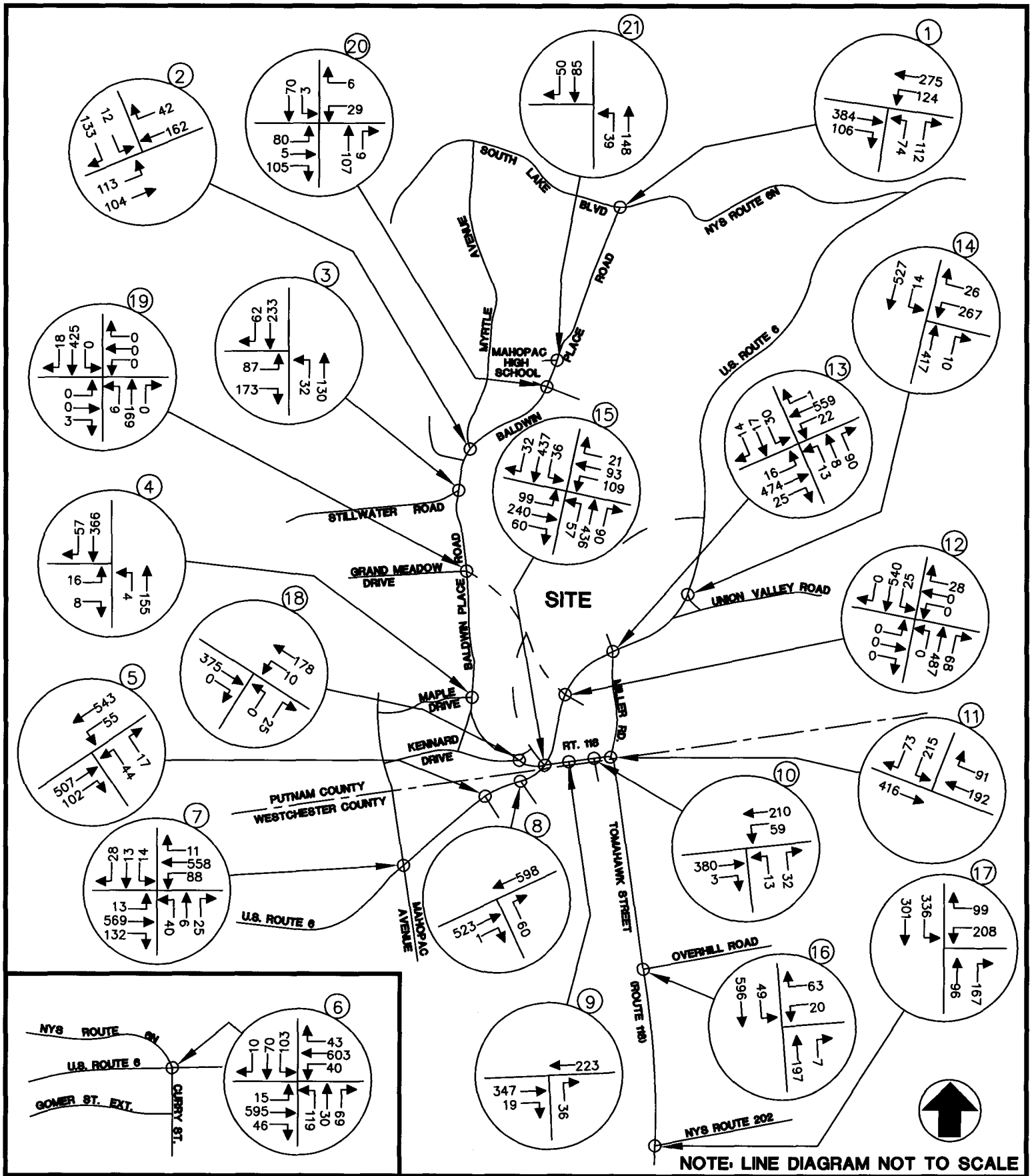


NOTE: LINE DIAGRAM NOT TO SCALE

**UNION PLACE  
CARMEL, NEW YORK**

**SITE LOCATION MAP**

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HAWTHORNE, NEW YORK**

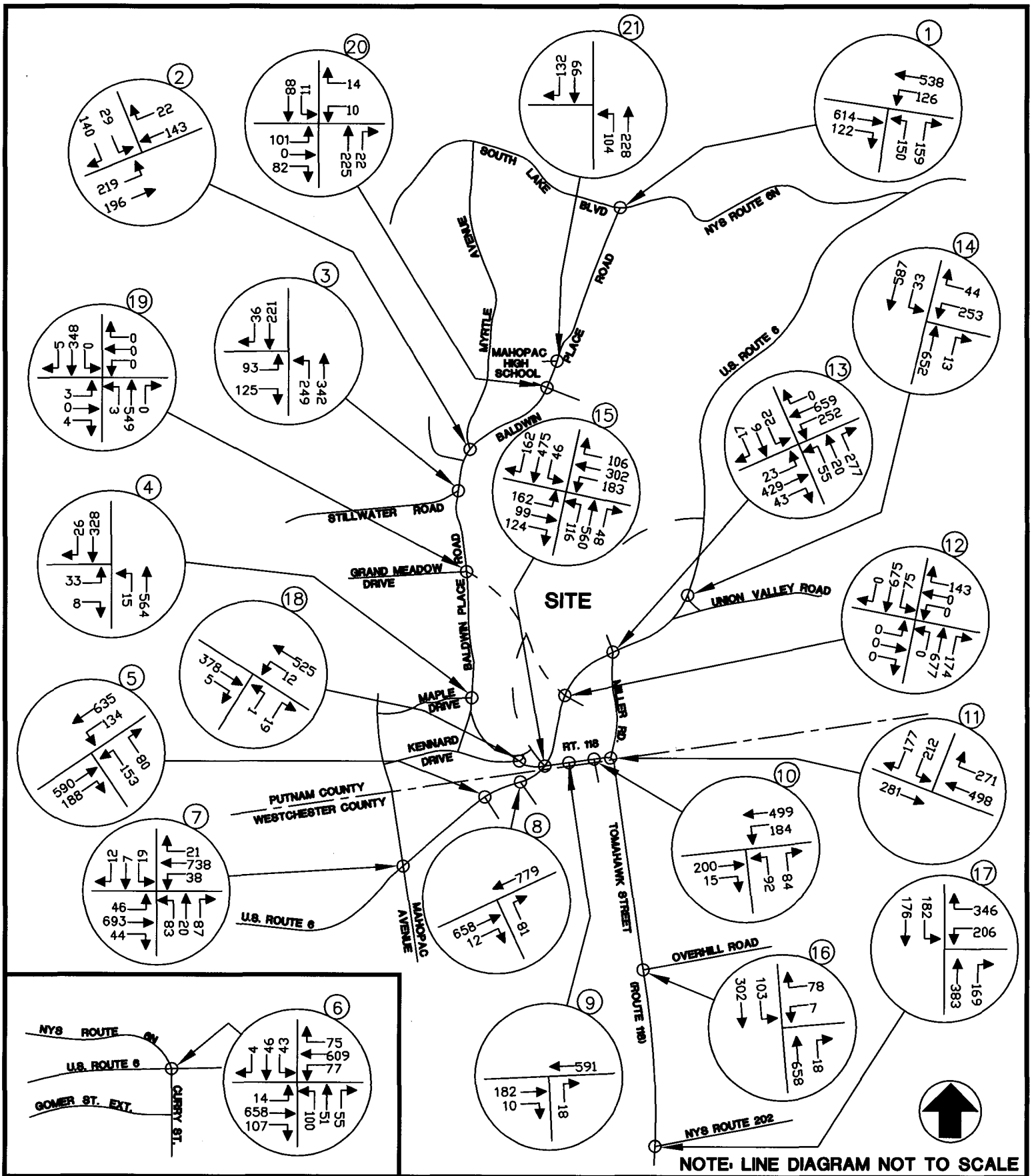


**UNION PLACE  
CARMEL, NEW YORK**

**2008 EXISTING TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR**

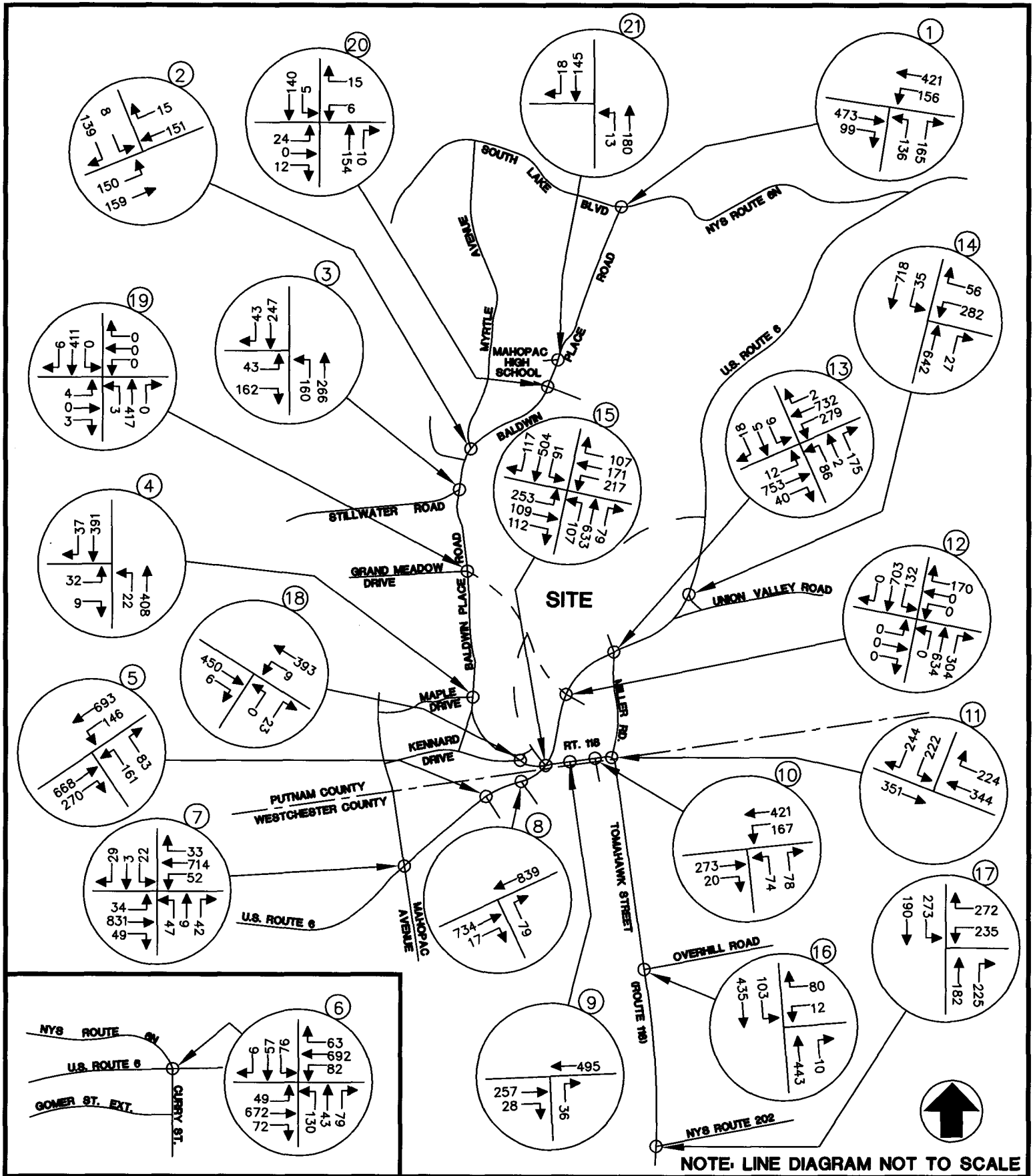
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HAWTHORNE, NEW YORK**





**UNION PLACE  
CARMEL, NEW YORK**

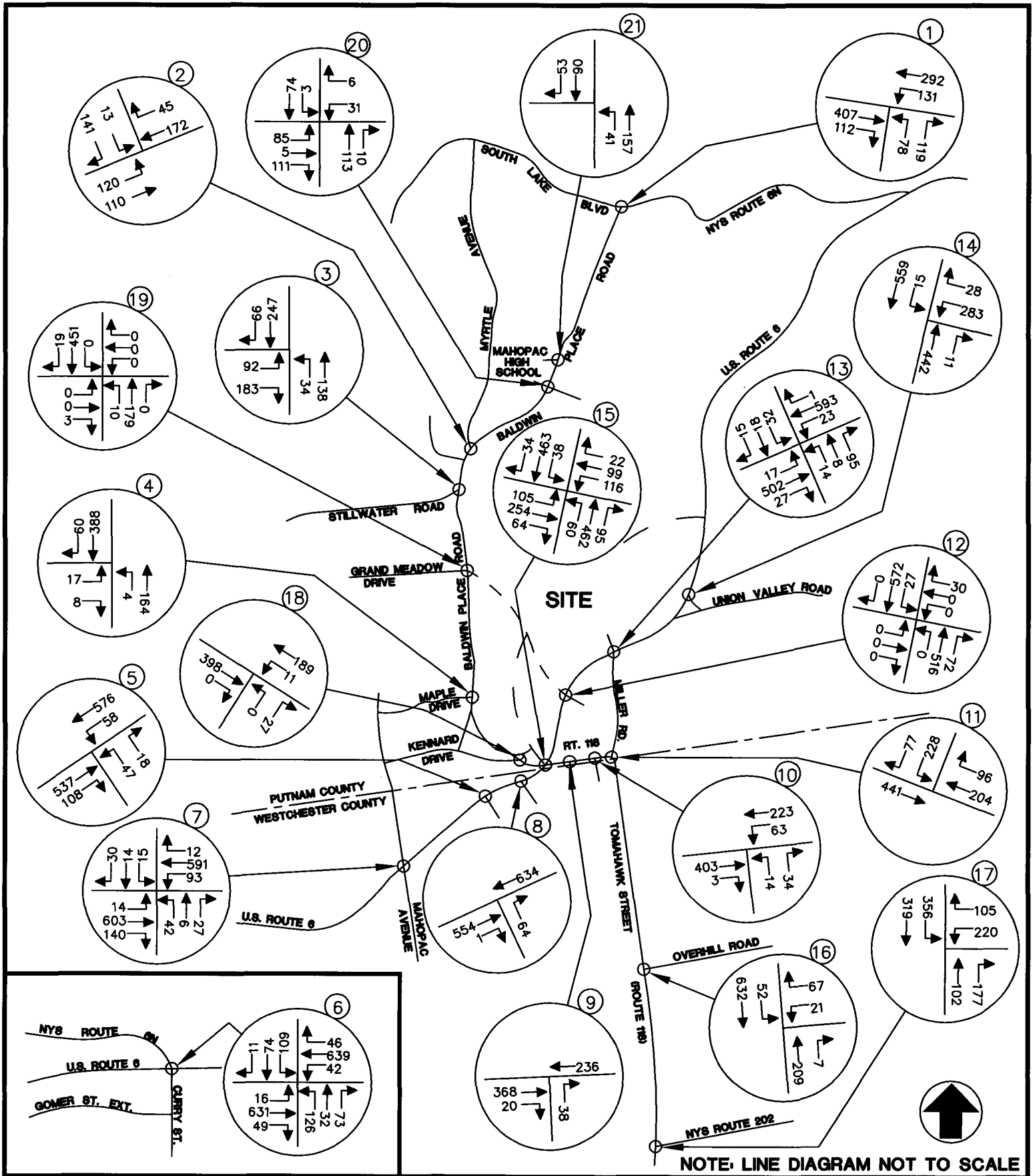
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**UNION PLACE  
CARMEL, NEW YORK**

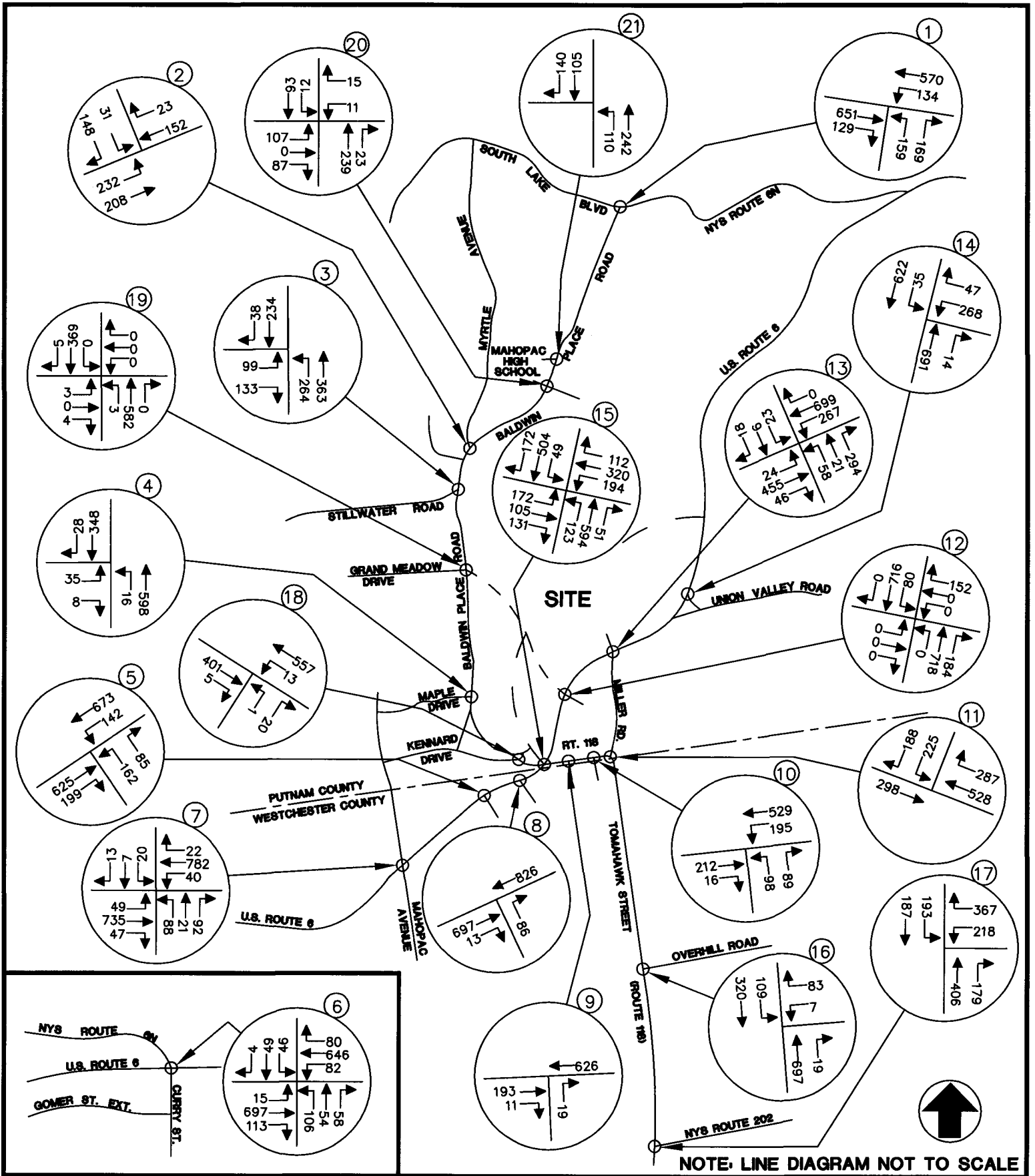
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**2008 EXISTING TRAFFIC VOLUMES  
SATURDAY PEAK HOUR**



**UNION PLACE  
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HAWTHORNE, NEW YORK**

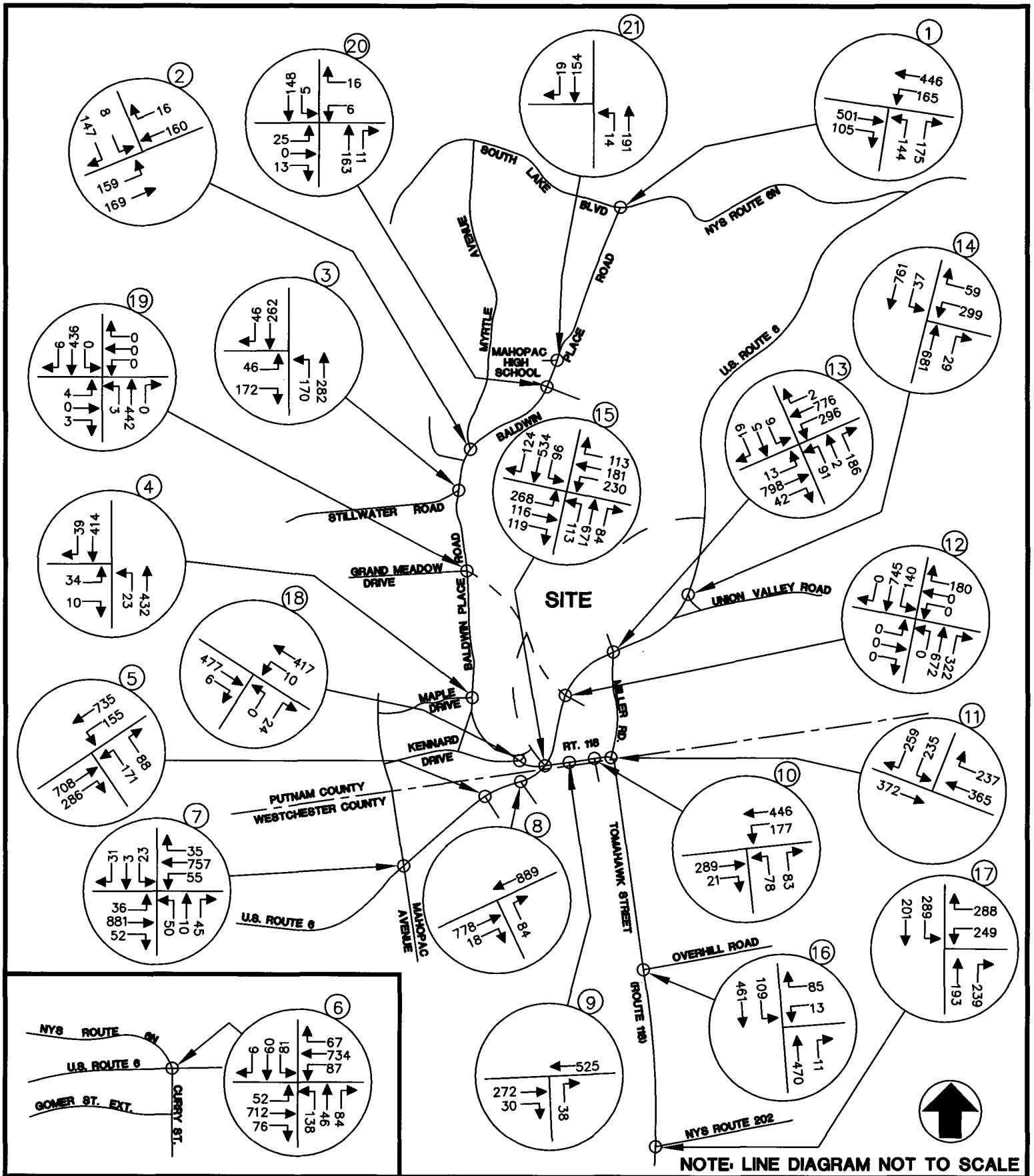


**UNION PLACE  
CARMEL, NEW YORK**

**2016 PROJECTED TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR**

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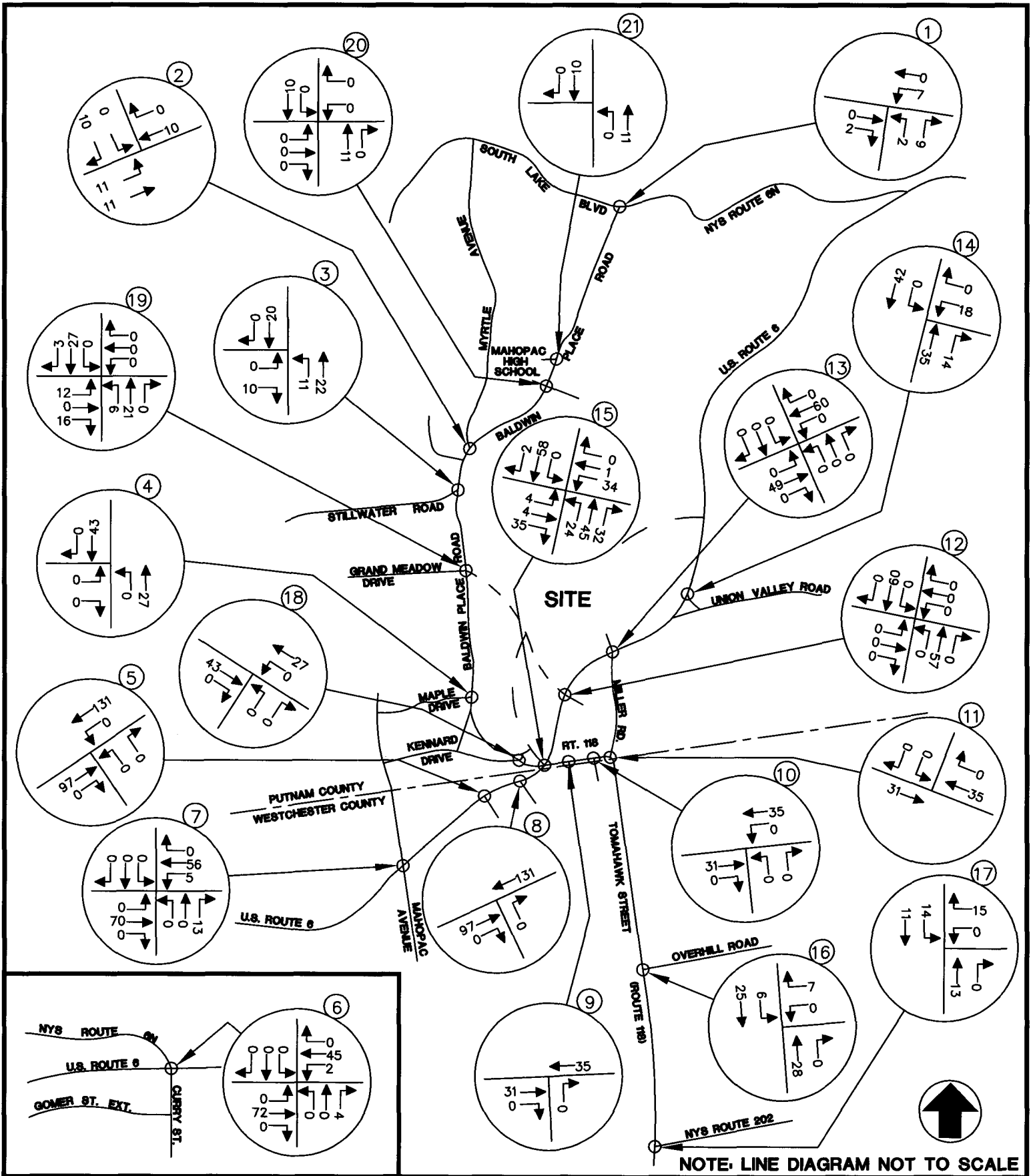
**PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO.**



**UNION PLACE  
CARMEL, NEW YORK**

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**2016 PROJECTED TRAFFIC VOLUMES  
SATURDAY PEAK HOUR**

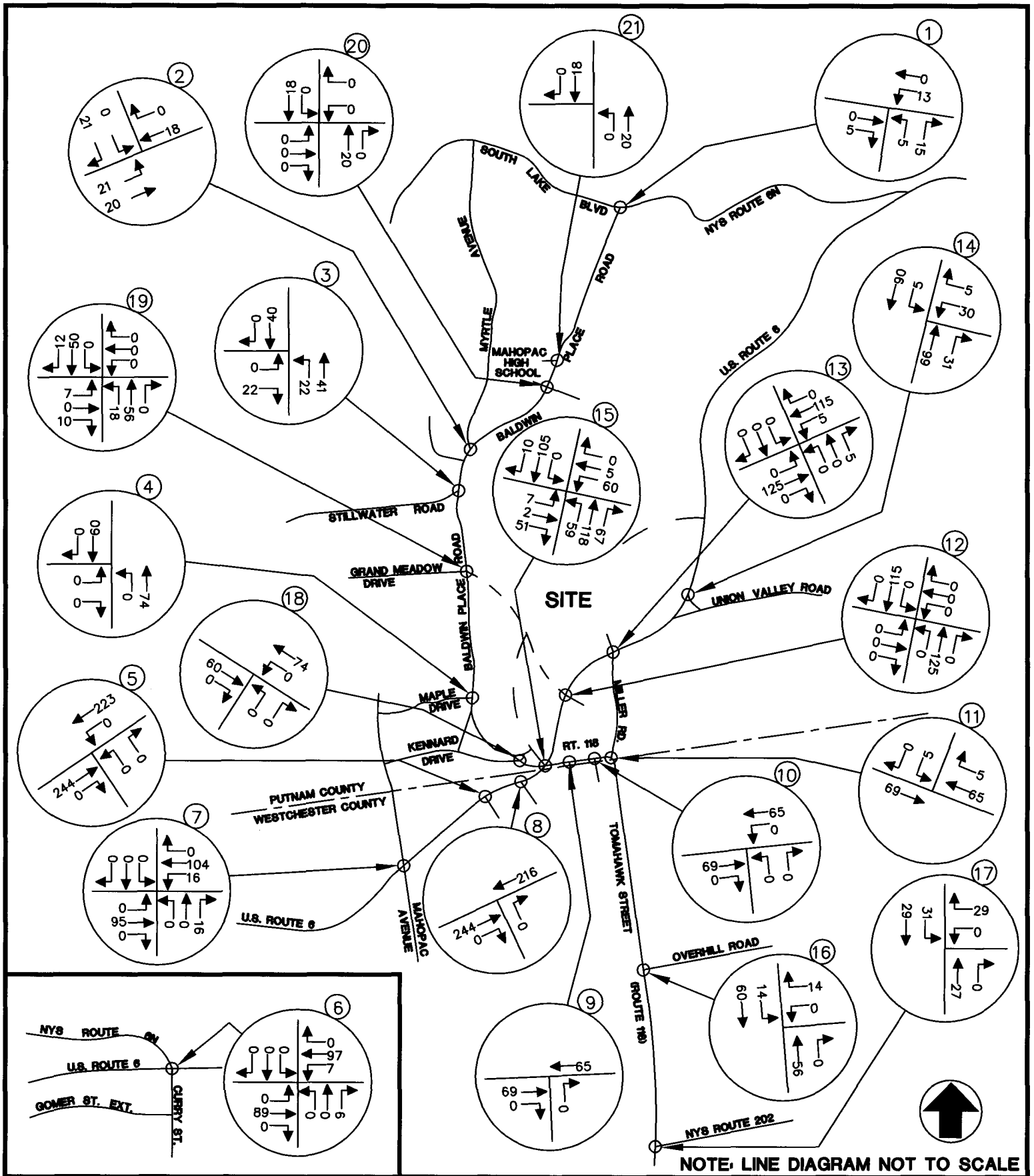


UNION PLACE  
CARMEL, NEW YORK

TOTAL OTHER DEVELOPMENT TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR

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PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 8

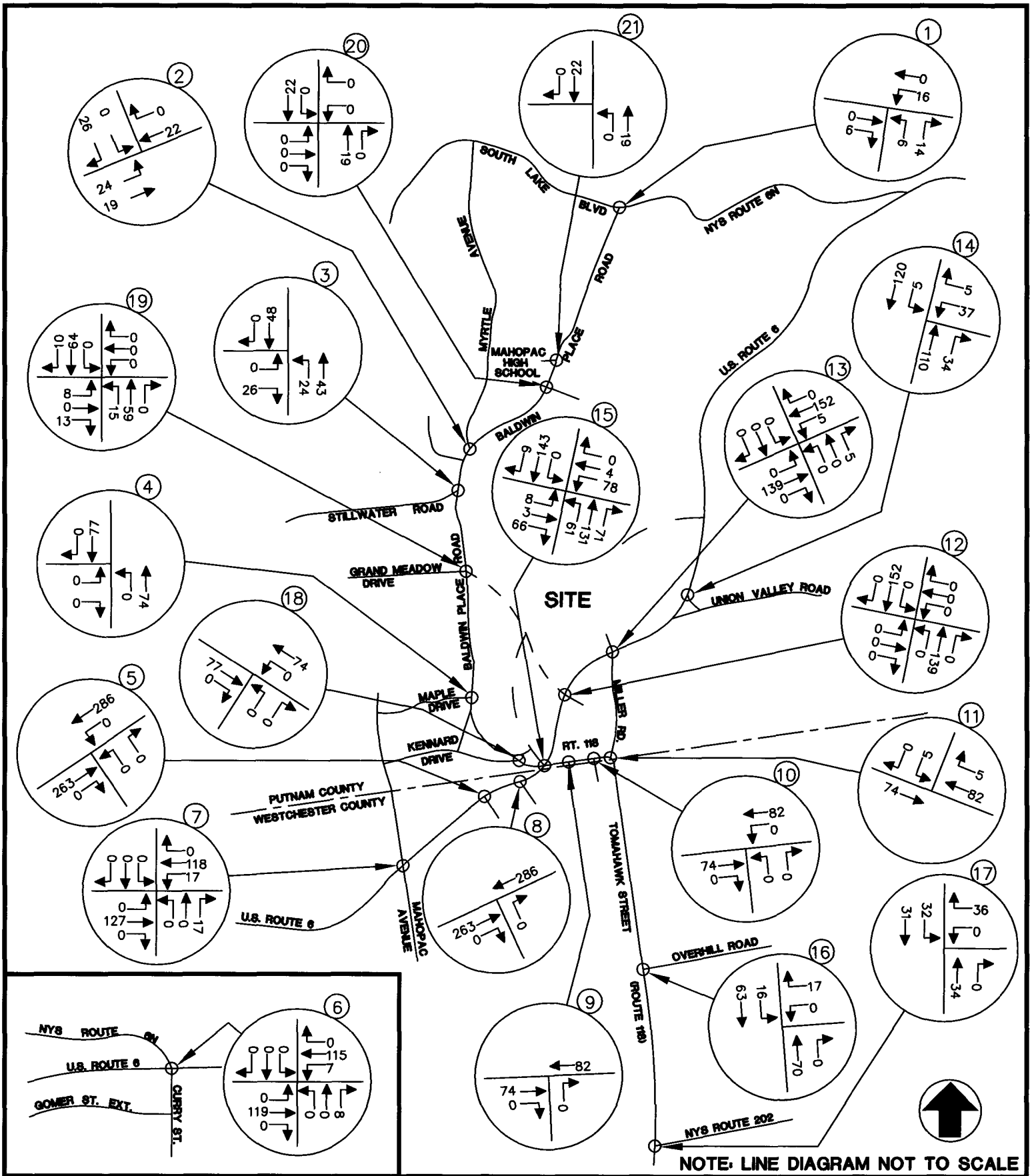


UNION PLACE  
CARMEL, NEW YORK

TOTAL OTHER DEVELOPMENT TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR

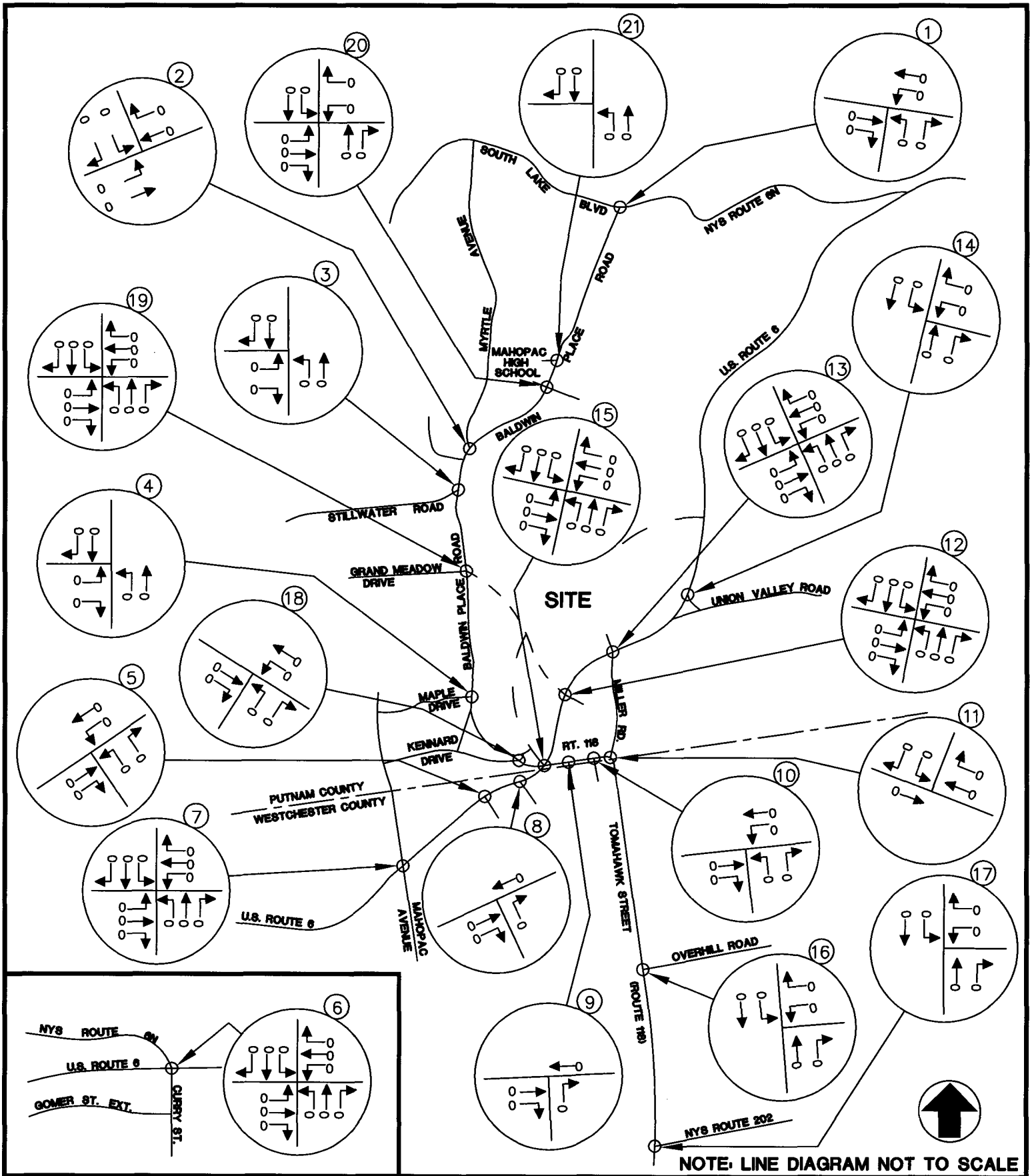
JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO.



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HAWTHORNE, NEW YORK



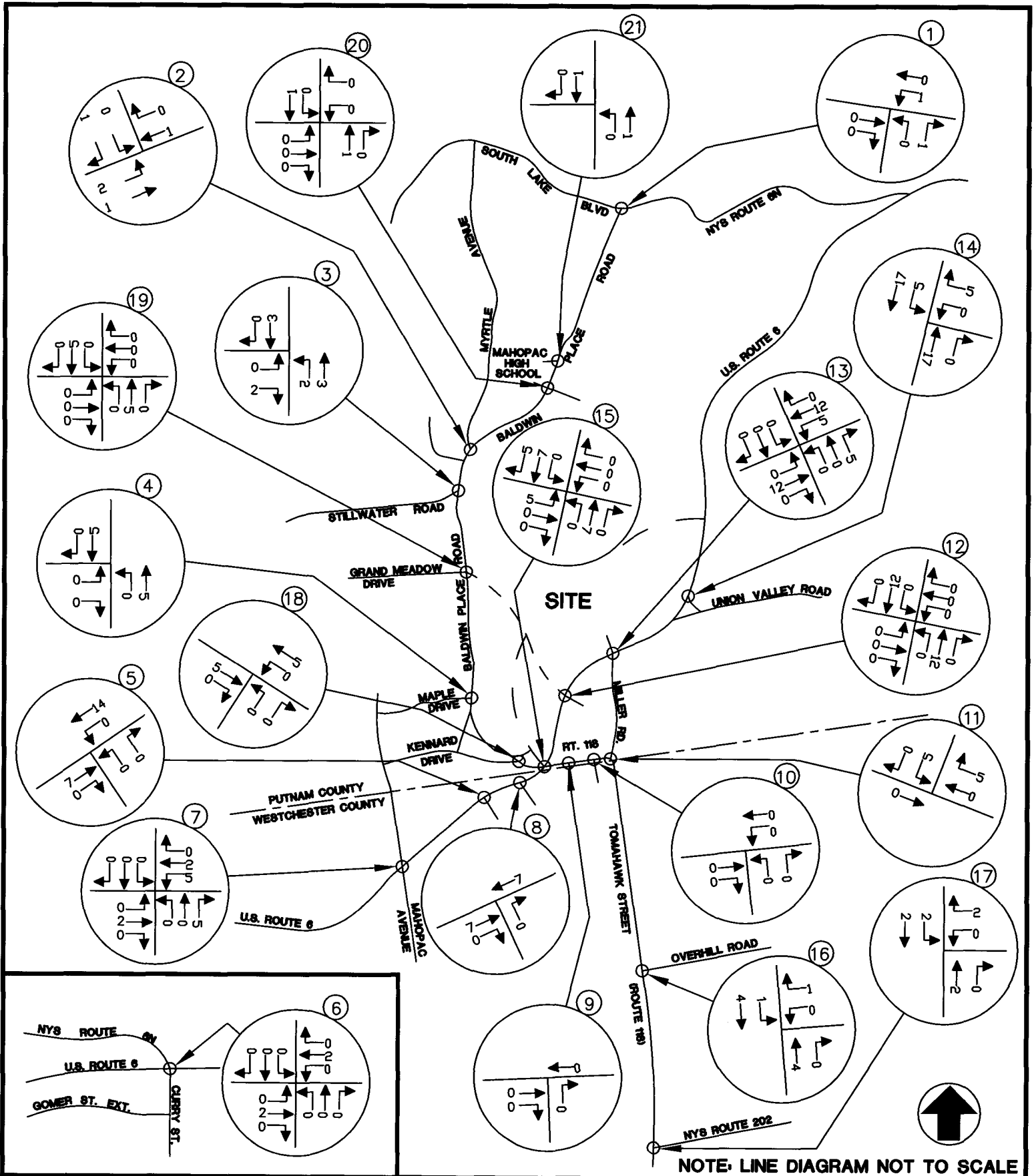


NOTE: LINE DIAGRAM NOT TO SCALE

UNION PLACE  
CARMEL, NEW YORK

LUPI CARWASH OTHER  
DEVELOPMENT TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR

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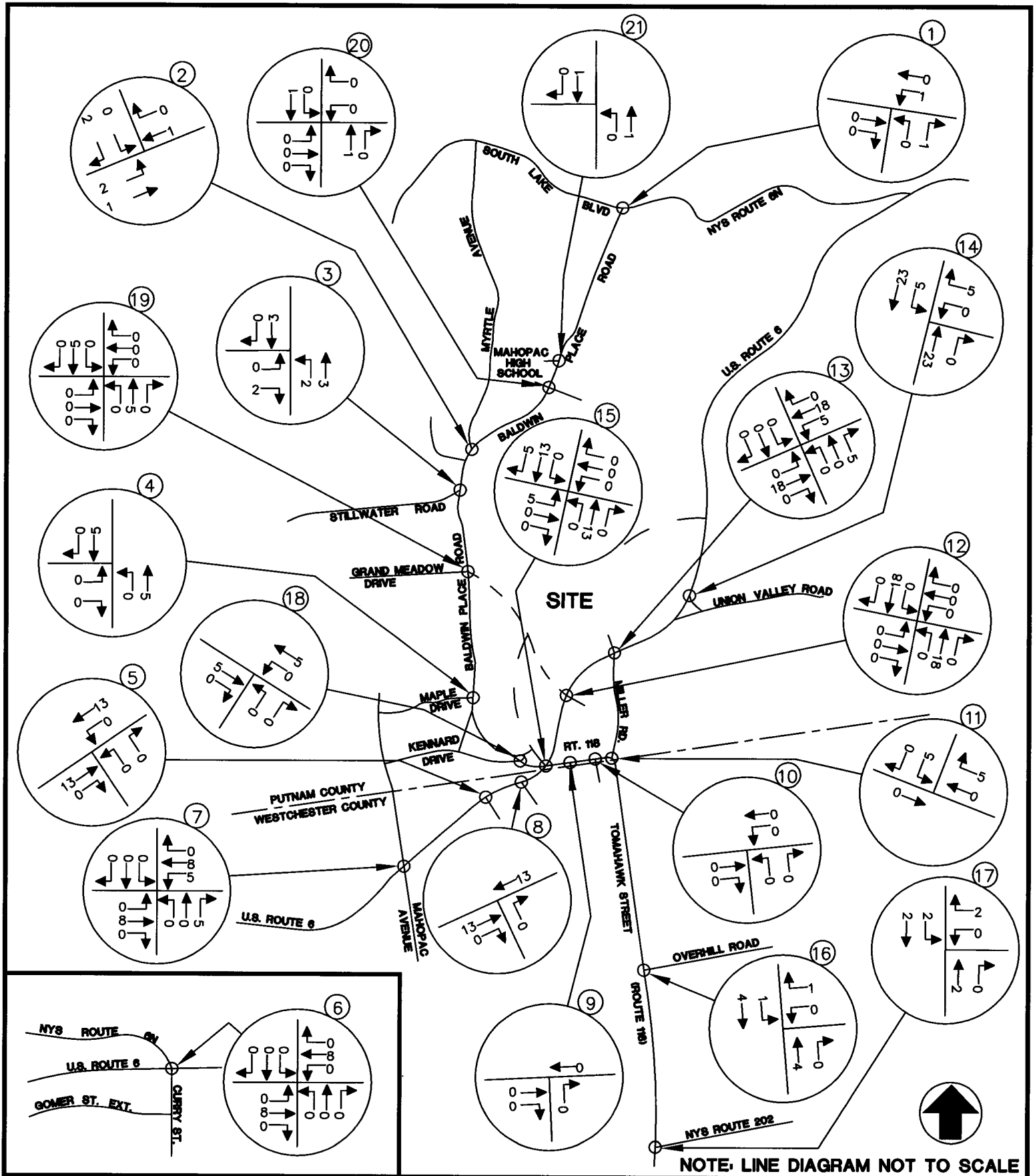
NOTE: LINE DIAGRAM NOT TO SCALE

UNION PLACE  
CARMEL, NEW YORK

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LUPI CARWASH OTHER  
DEVELOPMENT TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR

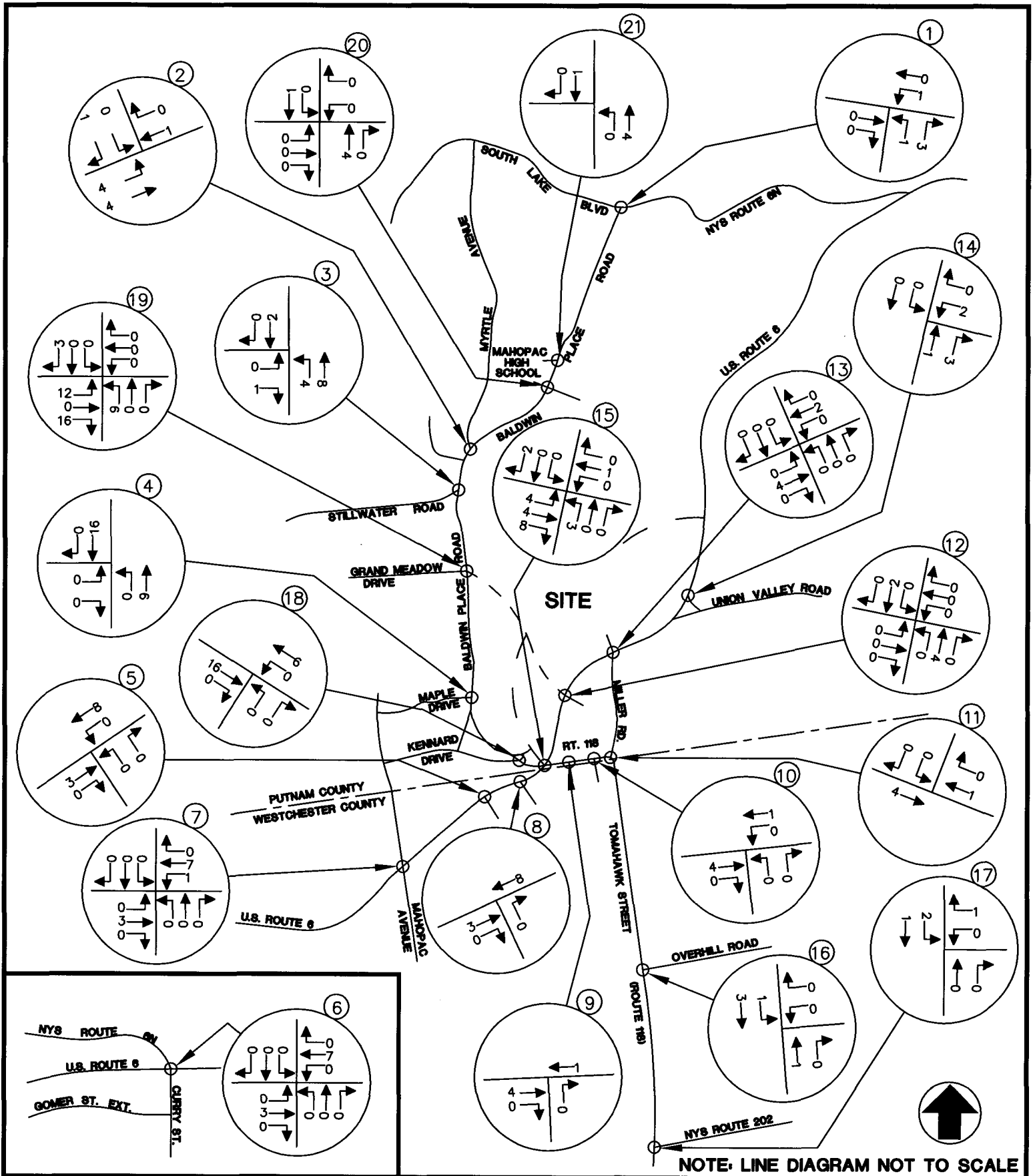
PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 9A



**UNION PLACE  
CARMEL, NEW YORK**

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**LUPI CARWASH OTHER  
DEVELOPMENT TRAFFIC VOLUMES  
SATURDAY PEAK HOUR**

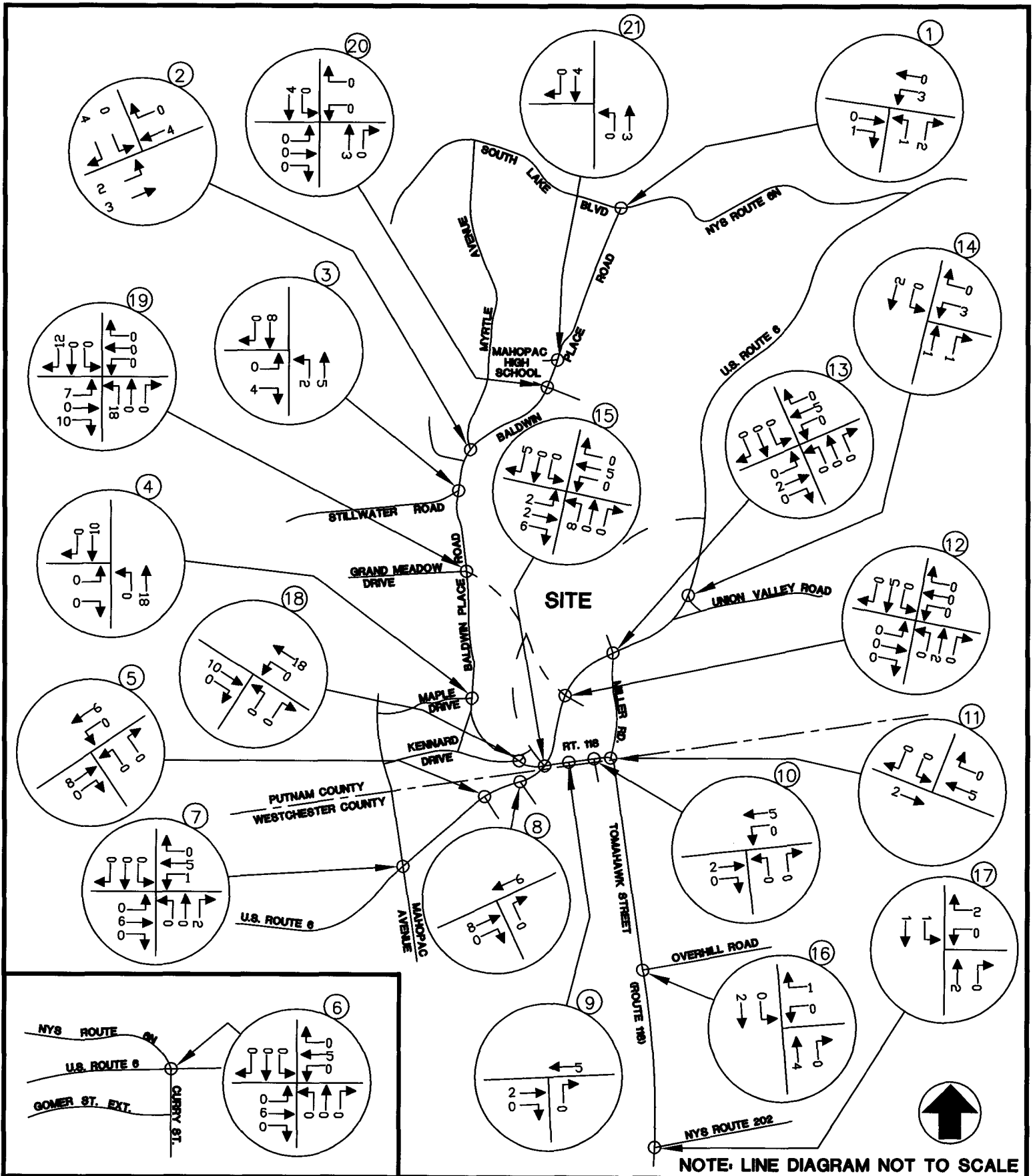


NOTE: LINE DIAGRAM NOT TO SCALE

UNION PLACE  
CARMEL, NEW YORK

GRAND MEADOW ESTATES OTHER  
DEVELOPMENT TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

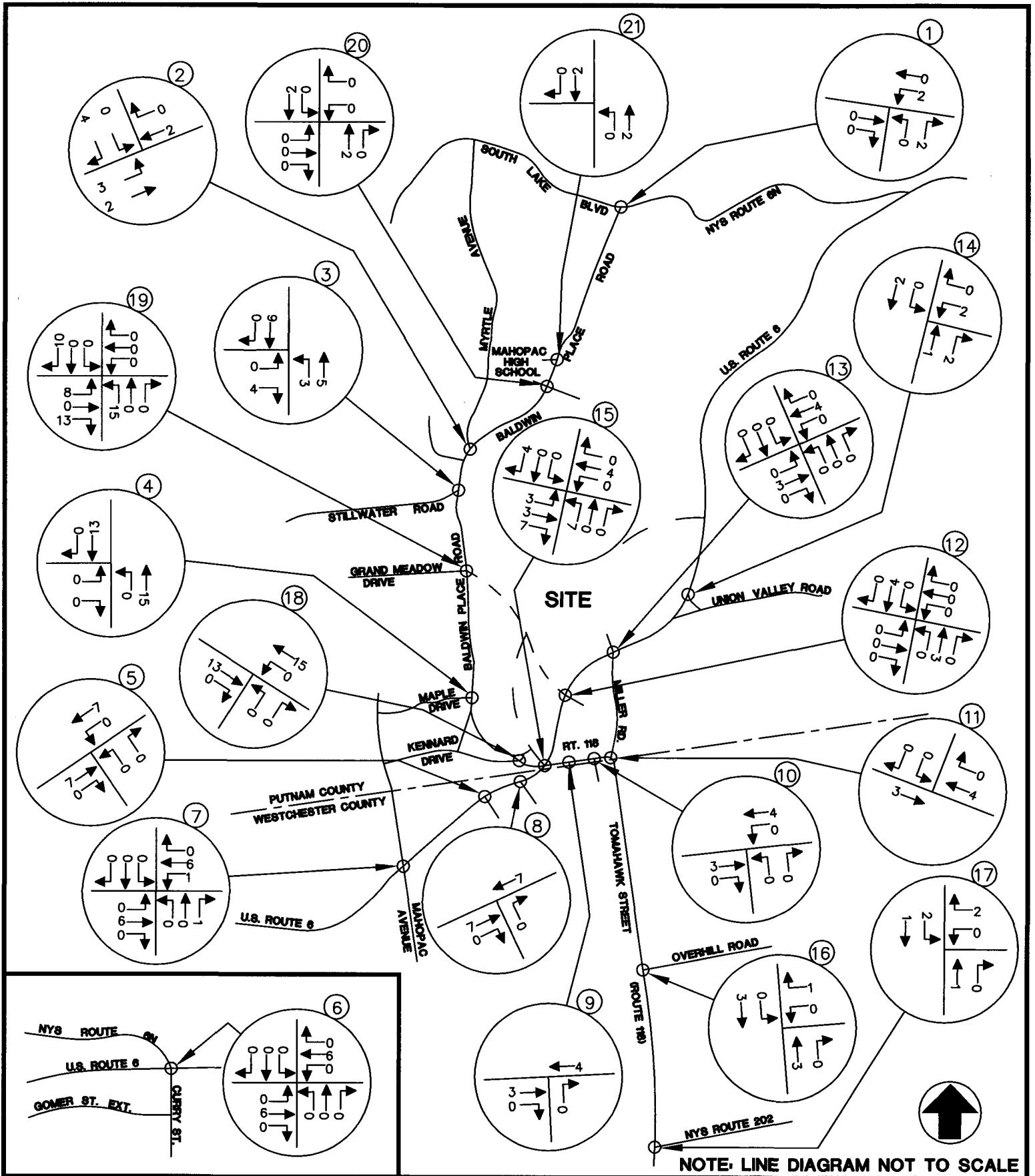


UNION PLACE  
 CARMEL, NEW YORK

JOHN COLLINS ENGINEERS, P.C.  
 HAWTHORNE, NEW YORK

GRAND MEADOW ESTATES OTHER  
 DEVELOPMENT TRAFFIC VOLUMES  
 WEEKDAY PEAK PM HOUR

PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 9B

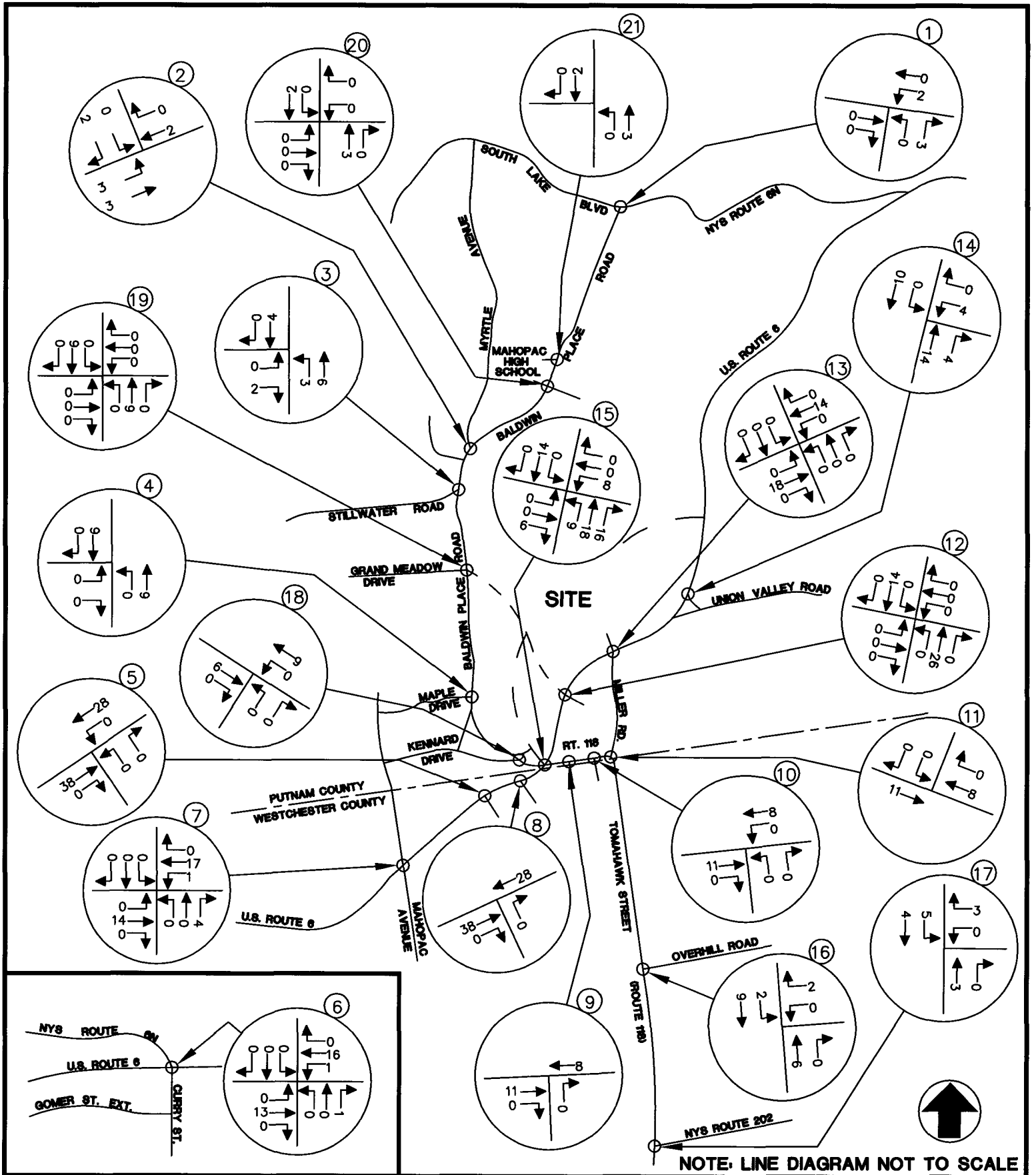


UNION PLACE  
 CARMEL, NEW YORK

JOHN COLLINS ENGINEERS, P.C.  
 HAWTHORNE, NEW YORK

GRAND MEADOW ESTATES OTHER  
 DEVELOPMENT TRAFFIC VOLUMES  
 SATURDAY PEAK HOUR

PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 10B



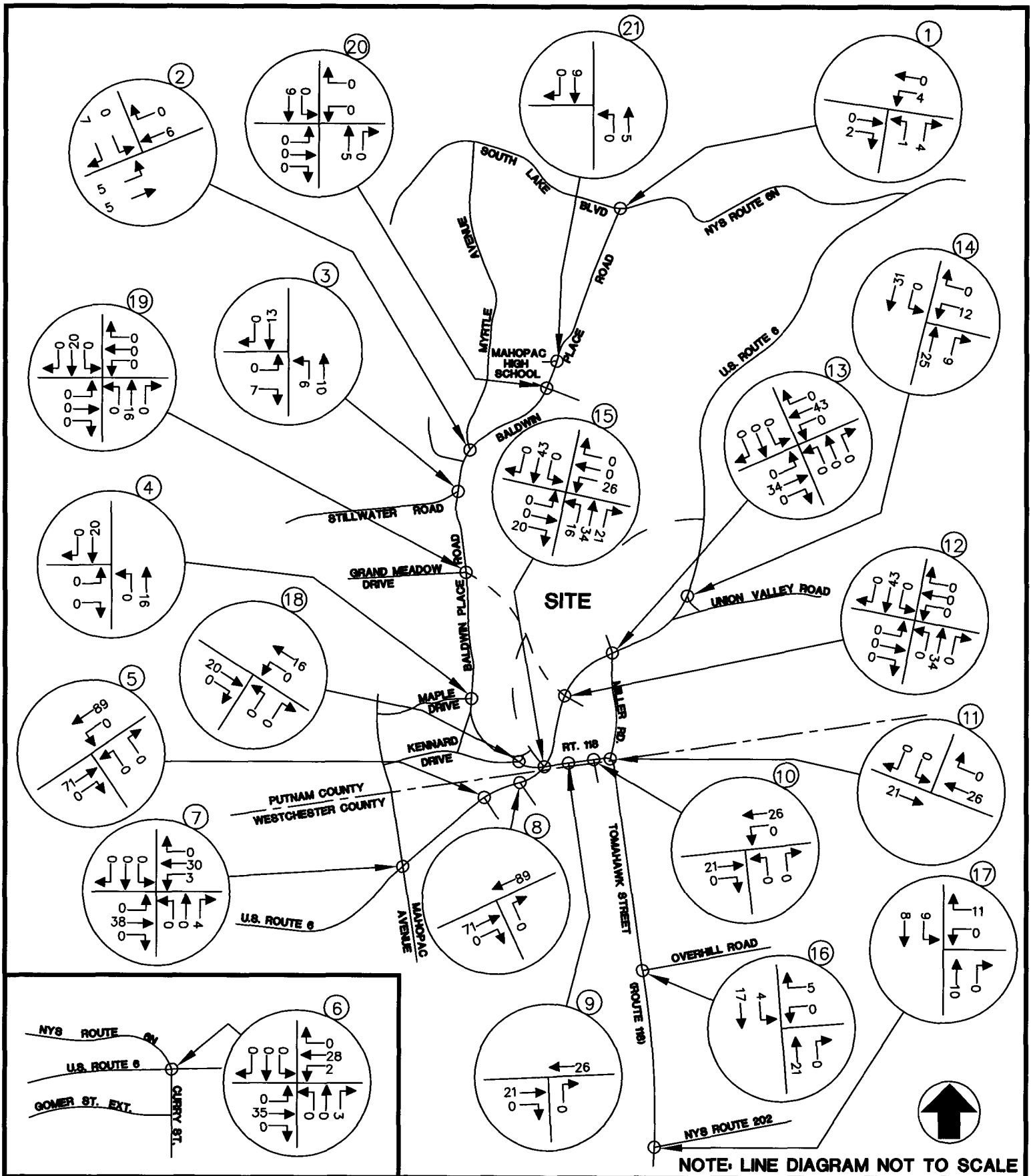
NOTE: LINE DIAGRAM NOT TO SCALE

UNION PLACE  
CARMEL, NEW YORK

ZAPPI PROPERTY OTHER  
DEVELOPMENT TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 8C



NOTE: LINE DIAGRAM NOT TO SCALE

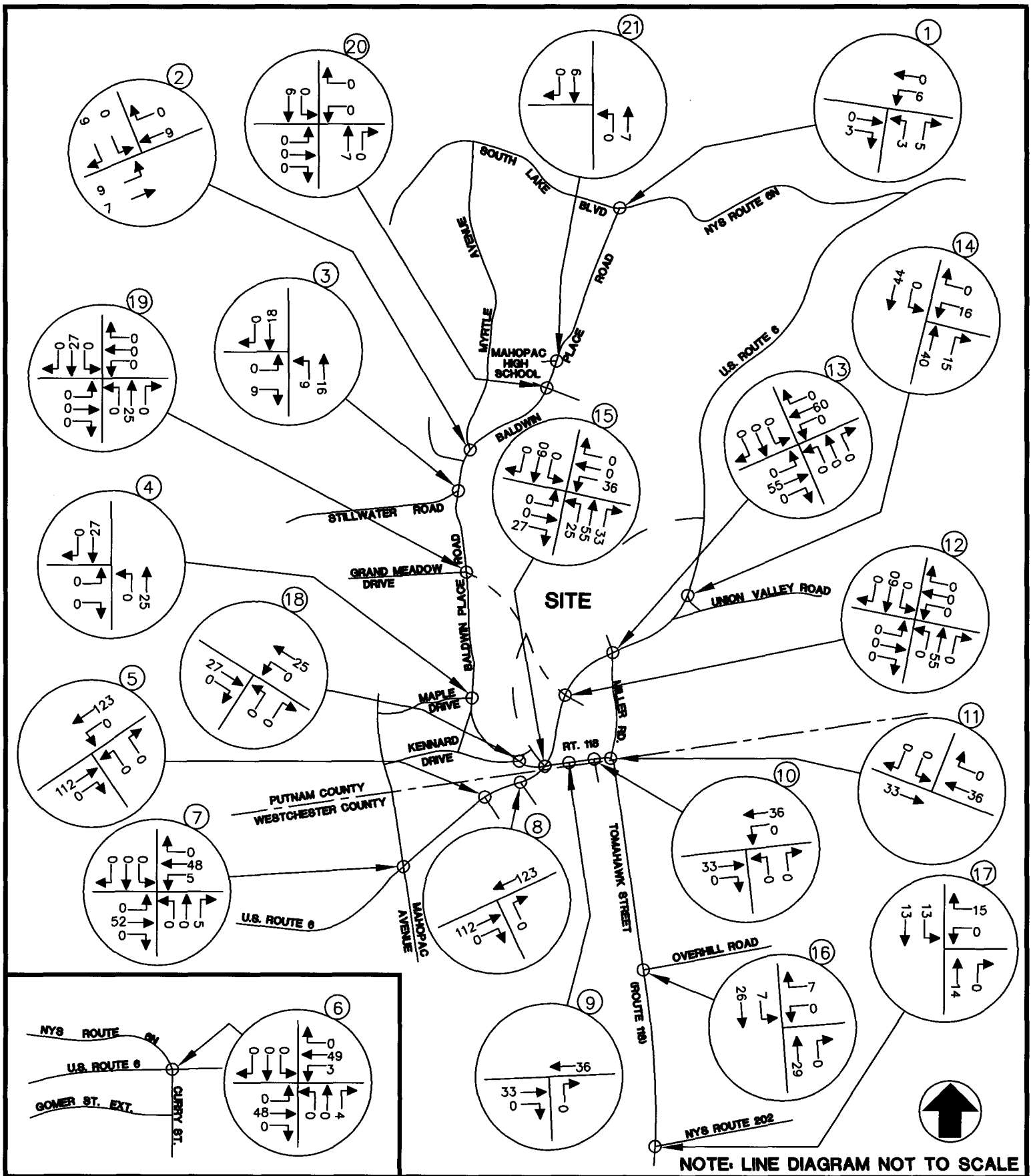
UNION PLACE  
CARMEL, NEW YORK

ZAPPI PROPERTY OTHER  
DEVELOPMENT TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 9C





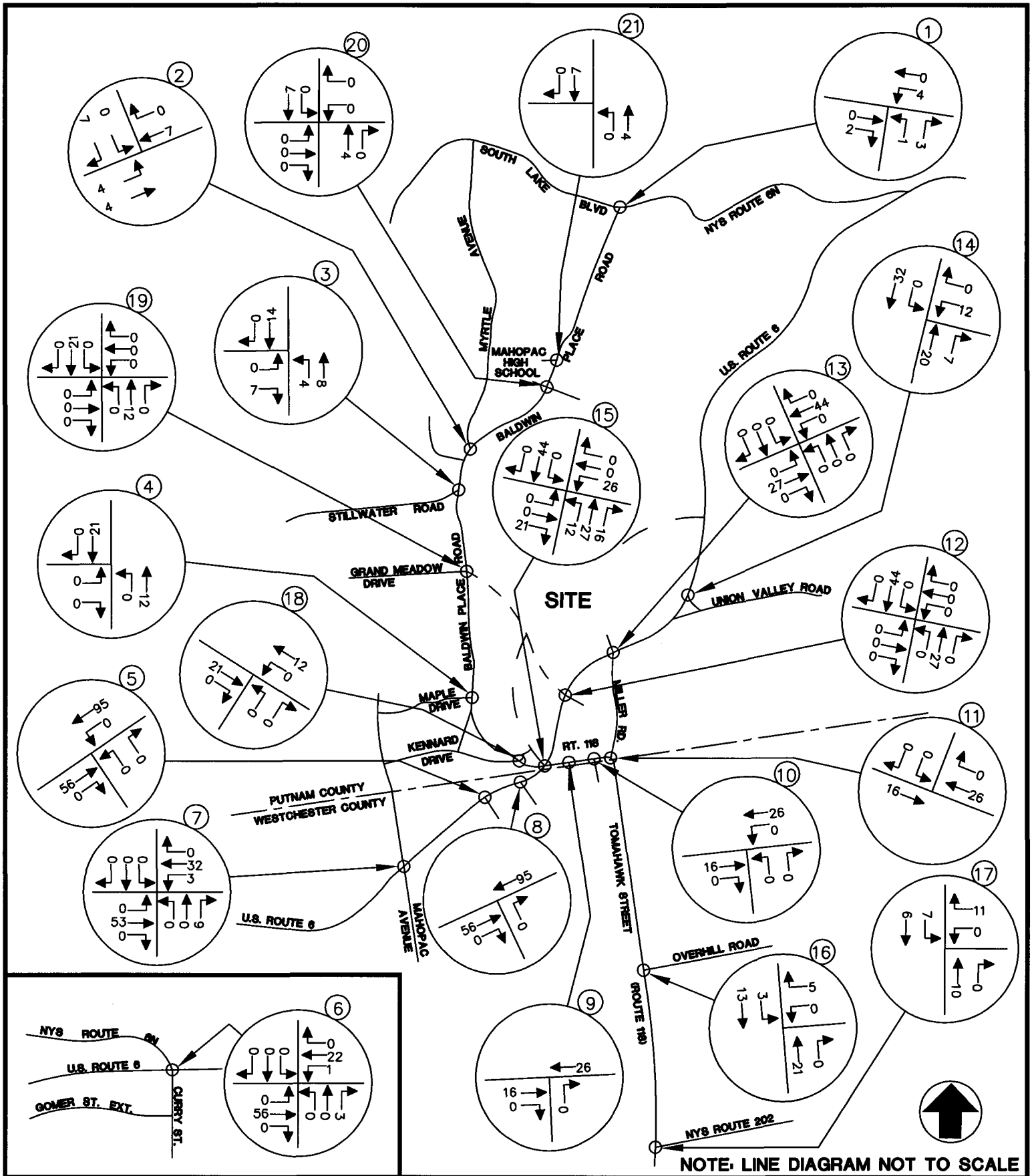
NOTE: LINE DIAGRAM NOT TO SCALE

UNION PLACE  
CARMEL, NEW YORK

ZAPPI PROPERTY OTHER  
DEVELOPMENT TRAFFIC VOLUMES  
SATURDAY PEAK HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 10C



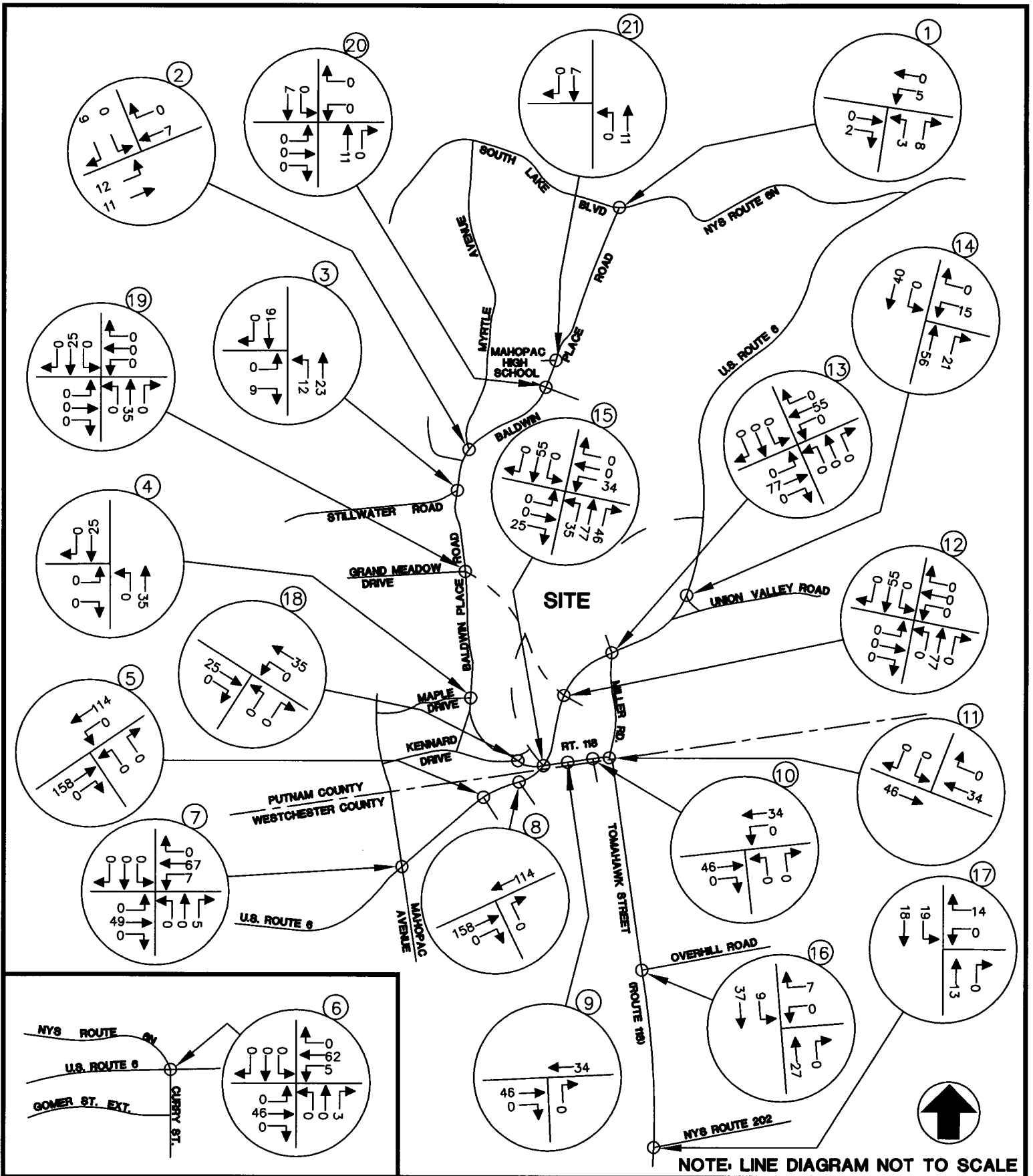
NOTE: LINE DIAGRAM NOT TO SCALE

UNION PLACE  
CARMEL, NEW YORK

PLANNED HAMLET SOMERS REALTY CORP.  
OTHER DEVELOPMENT TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 8D



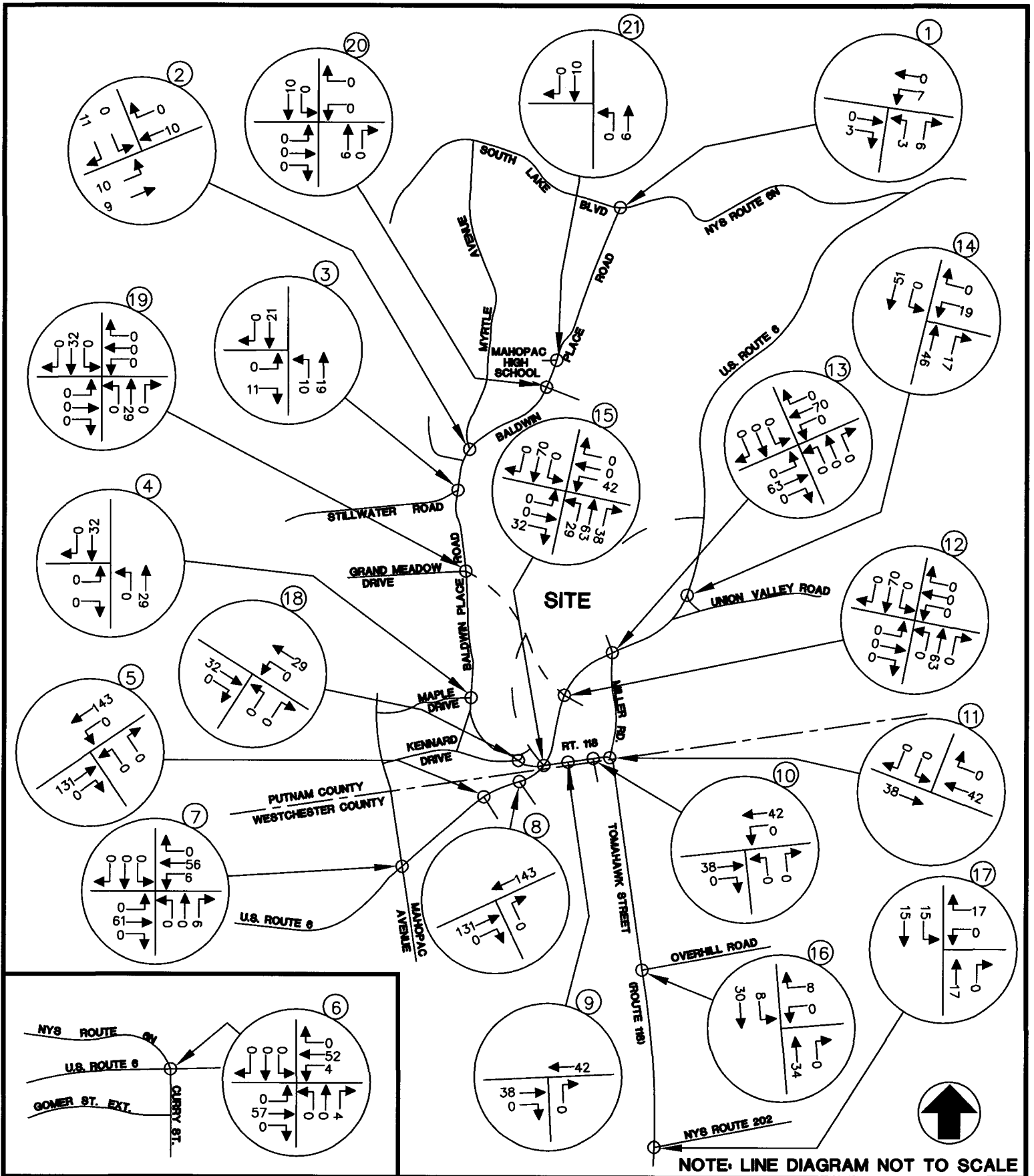
NOTE: LINE DIAGRAM NOT TO SCALE

UNION PLACE  
CARMEL, NEW YORK

PLANNED HAMLET SOMERS REALTY CORP.  
OTHER DEVELOPMENT TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 9D

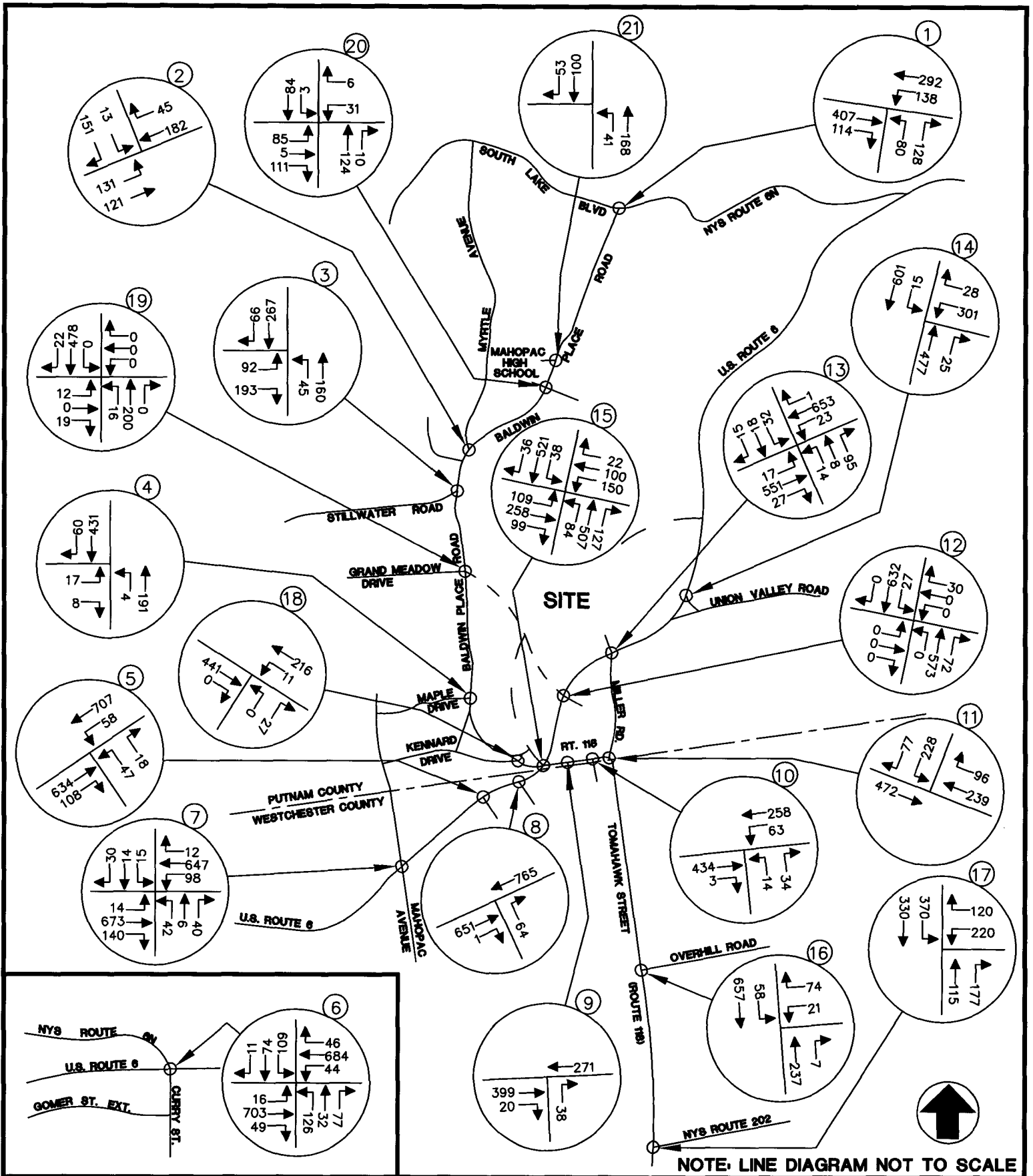


**UNION PLACE  
CARMEL, NEW YORK**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

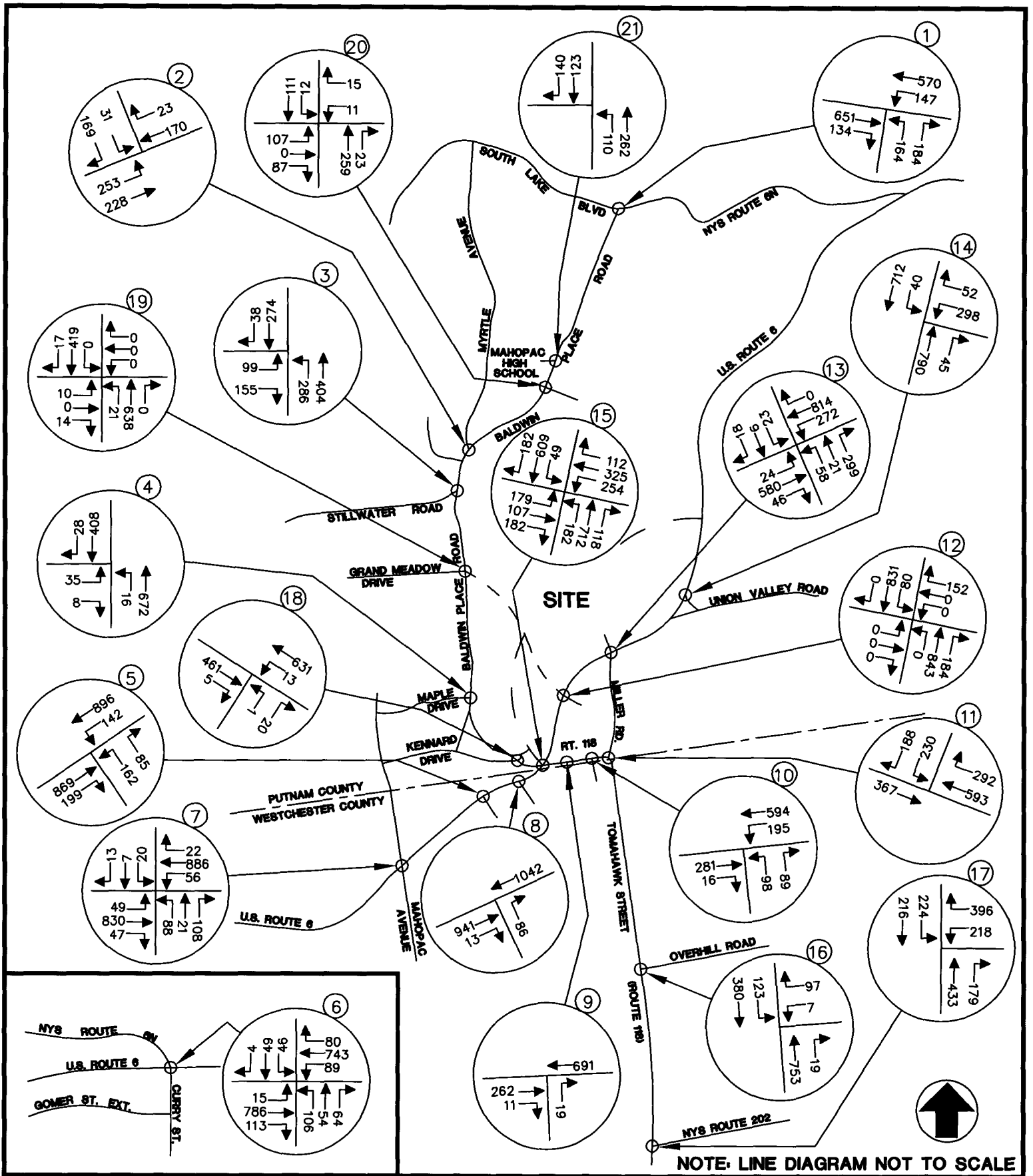
**PLANNED HAMLET SOMERS REALTY CORP.  
OTHER DEVELOPMENT TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR**

**PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 10D**



**UNION PLACE  
CARMEL, NEW YORK**

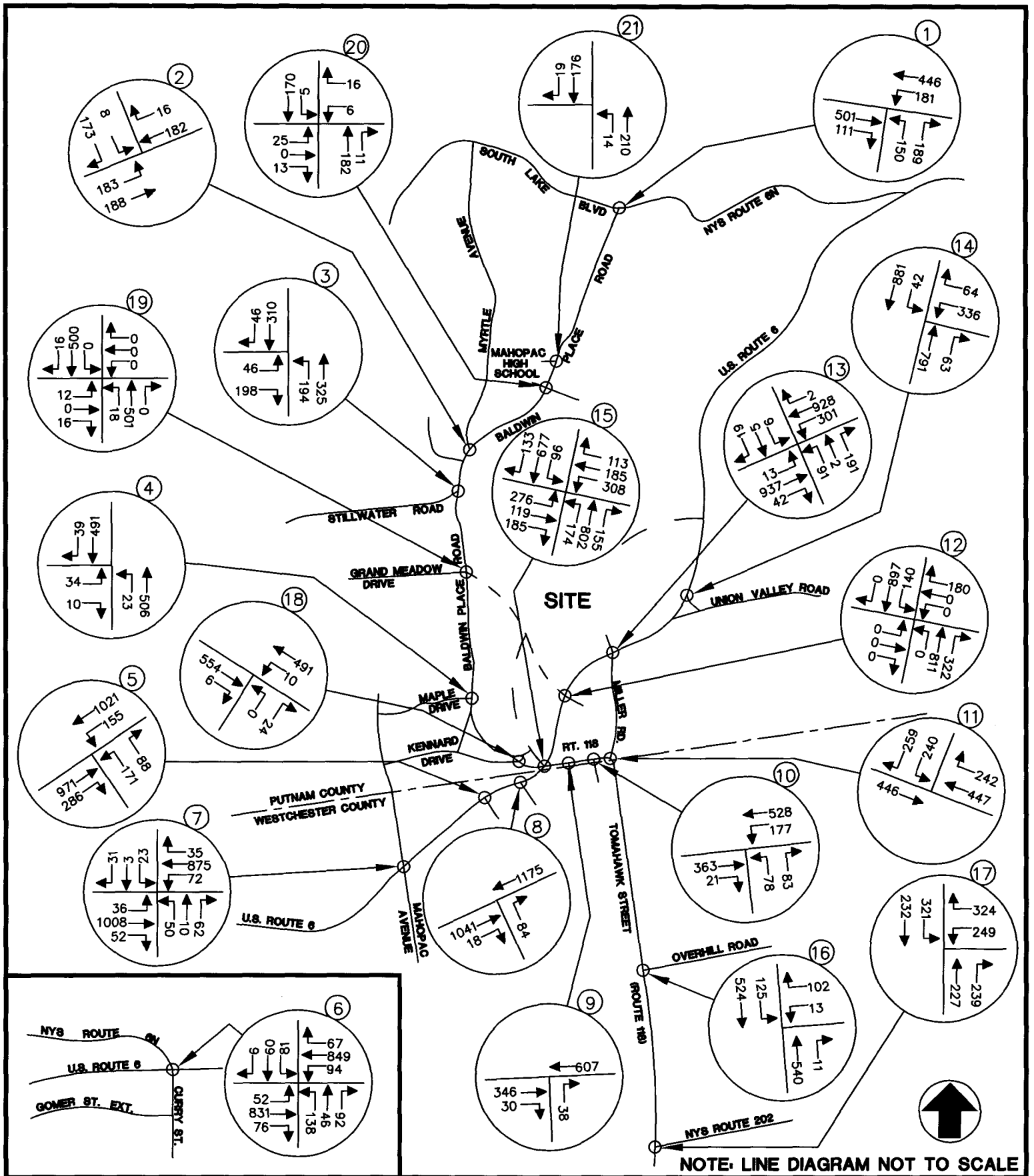
**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**



**UNION PLACE  
CARMEL, NEW YORK**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

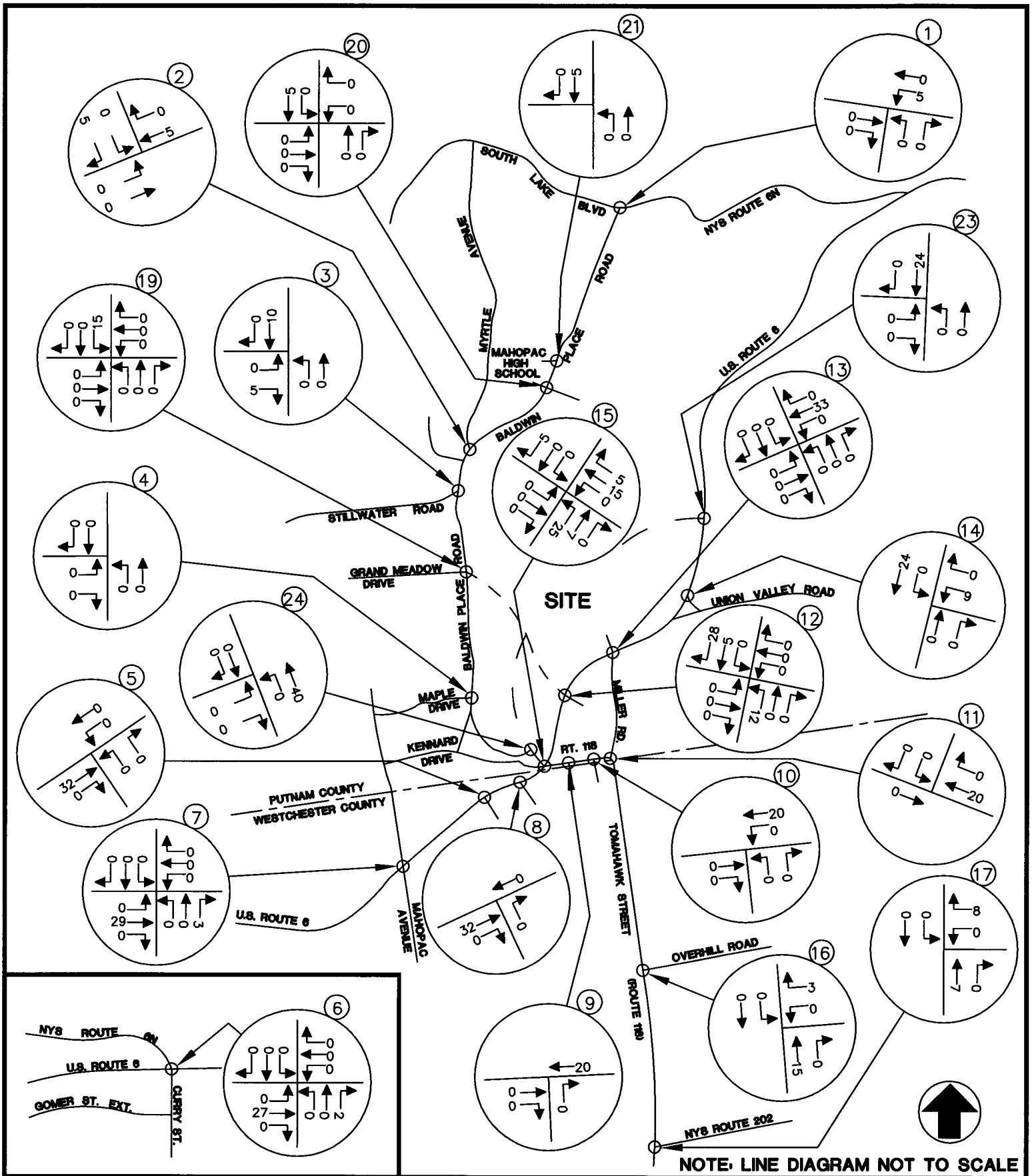
**2016 NO-BUILD TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR**



**UNION PLACE  
CARMEL, NEW YORK**

**2016 NO-BUILD TRAFFIC VOLUMES  
SATURDAY PEAK HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**



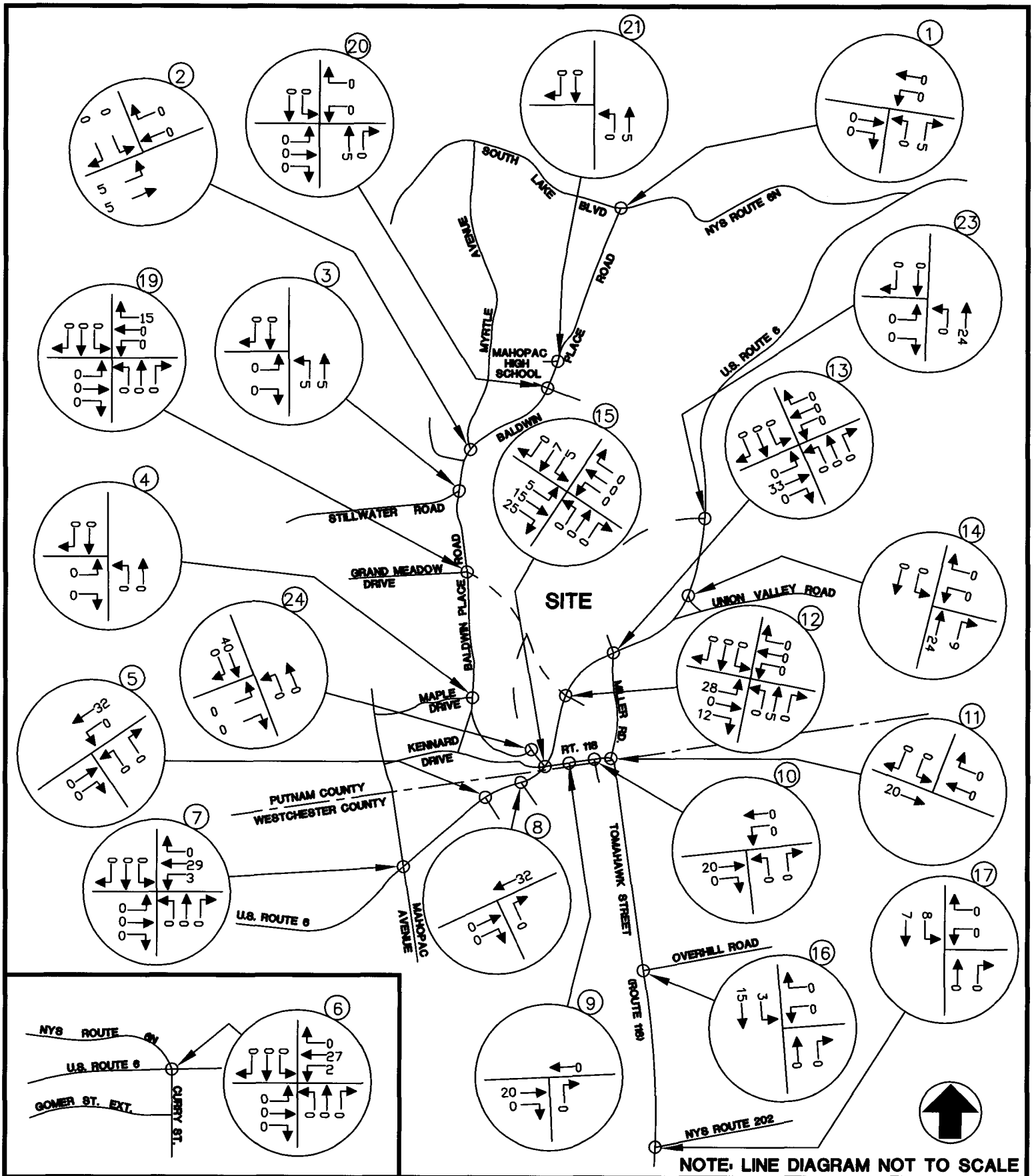
NOTE: LINE DIAGRAM NOT TO SCALE

**UNION PLACE  
CARMEL, NEW YORK**

**ARRIVAL DISTRIBUTION  
OFFICE/RETAIL LAND USES**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

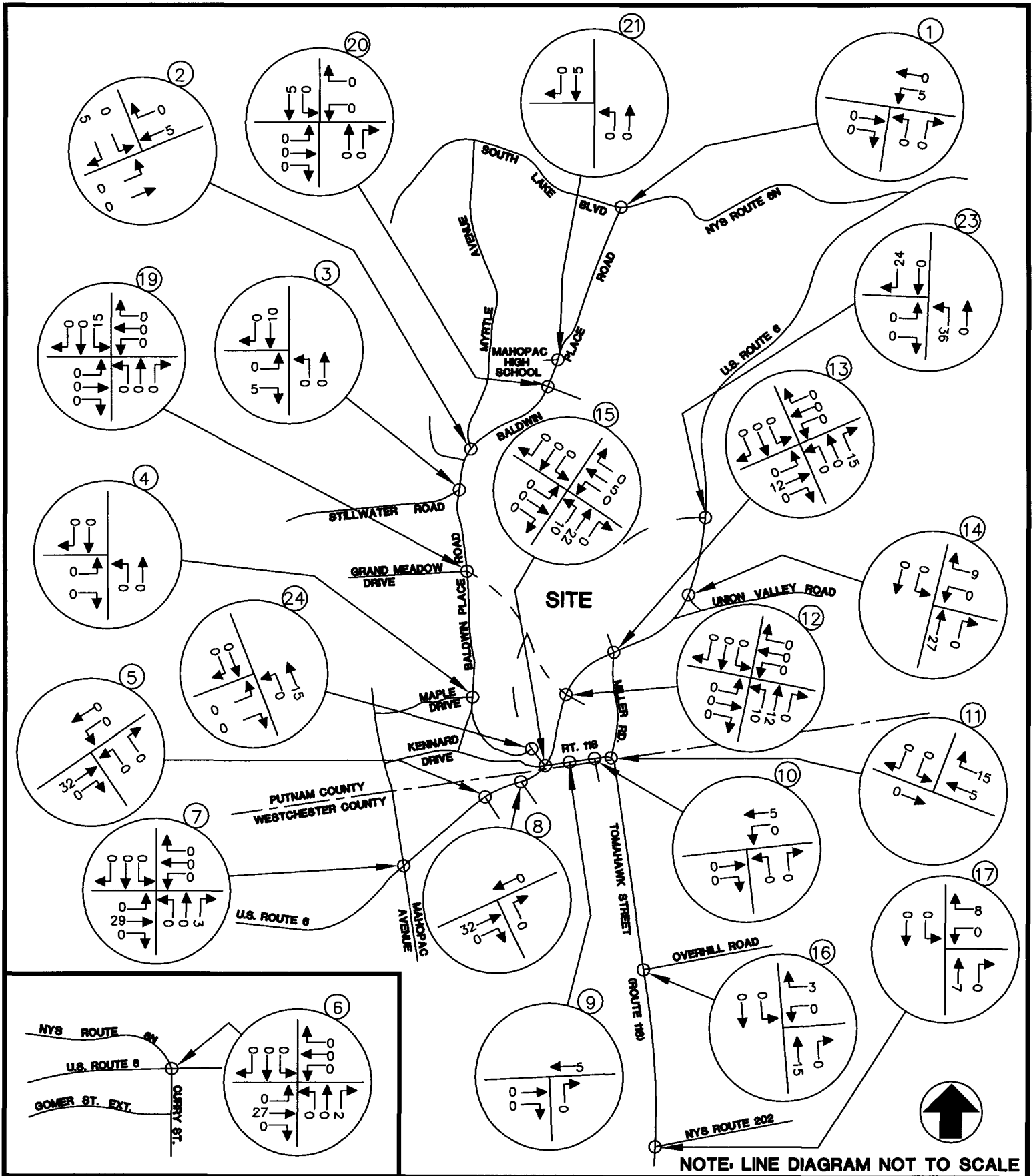




UNION PLACE  
CARMEL, NEW YORK

DEPARTURE DISTRIBUTION  
OFFICE/RETAIL LAND USES

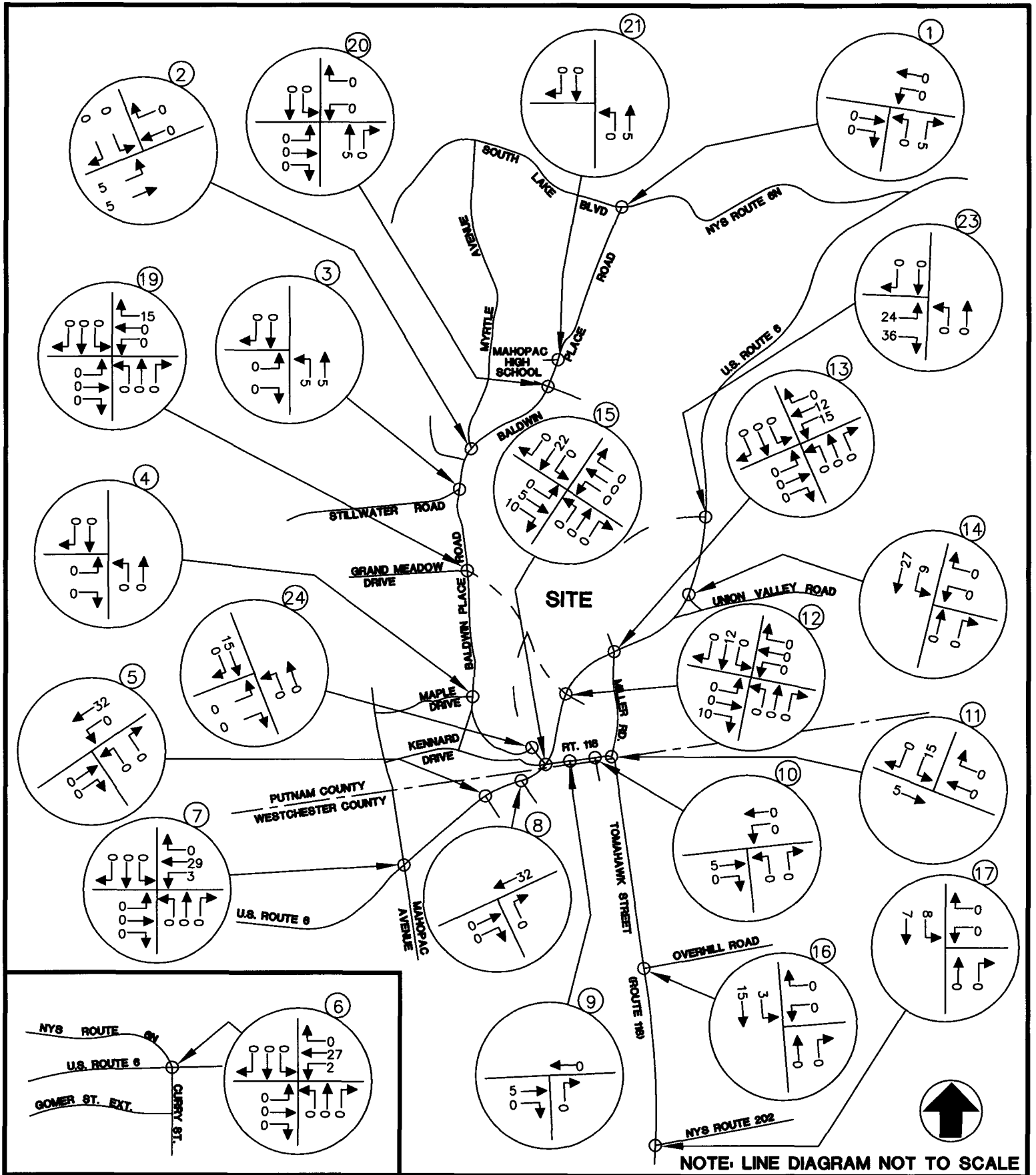
JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK



**UNION PLACE  
CARMEL, NEW YORK**

**ARRIVAL DISTRIBUTION  
RESIDENTIAL LAND USES**

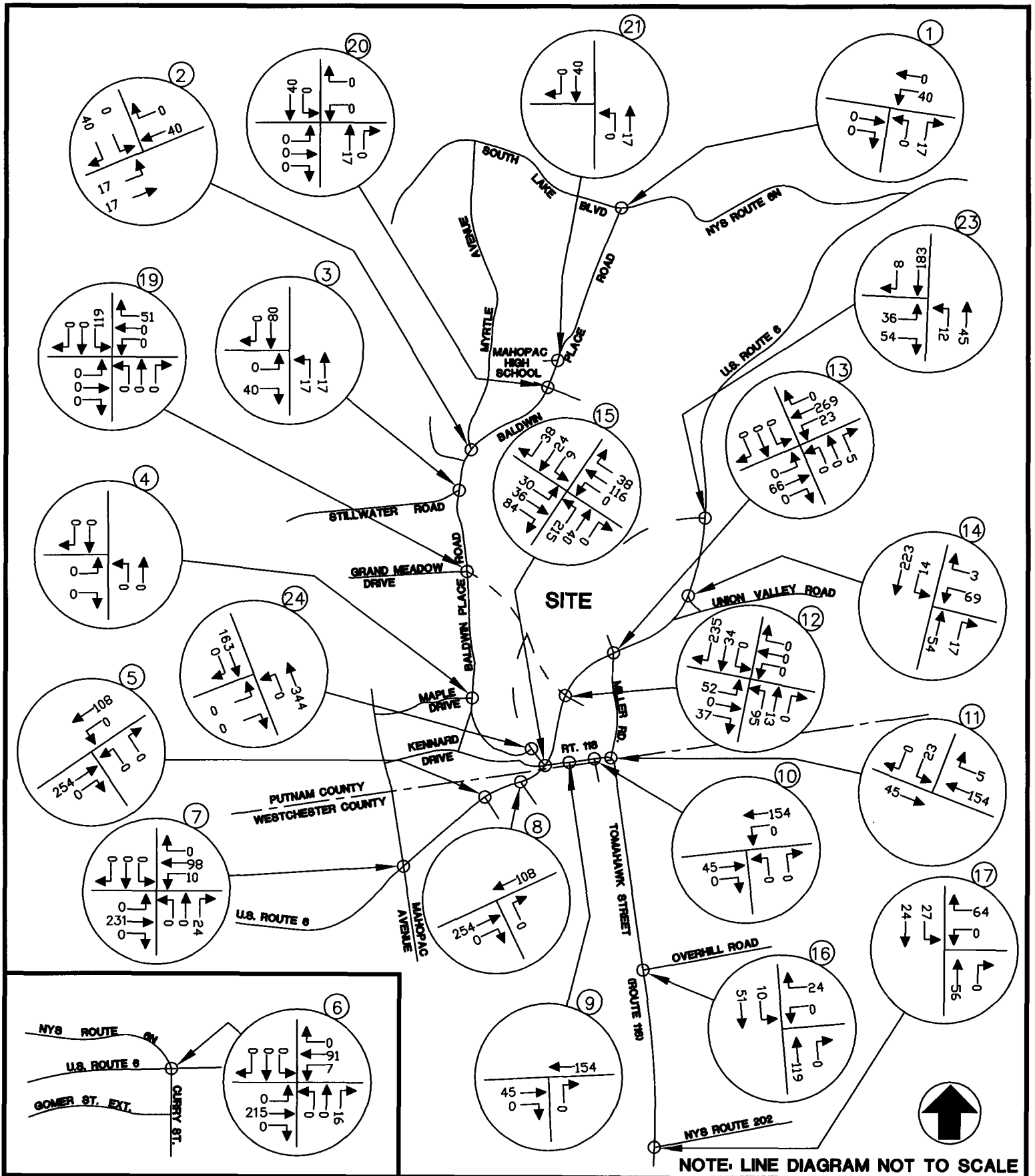
**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**



**UNION PLACE  
CARMEL, NEW YORK**

**DEPARTURE DISTRIBUTION  
RESIDENTIAL LAND USES**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

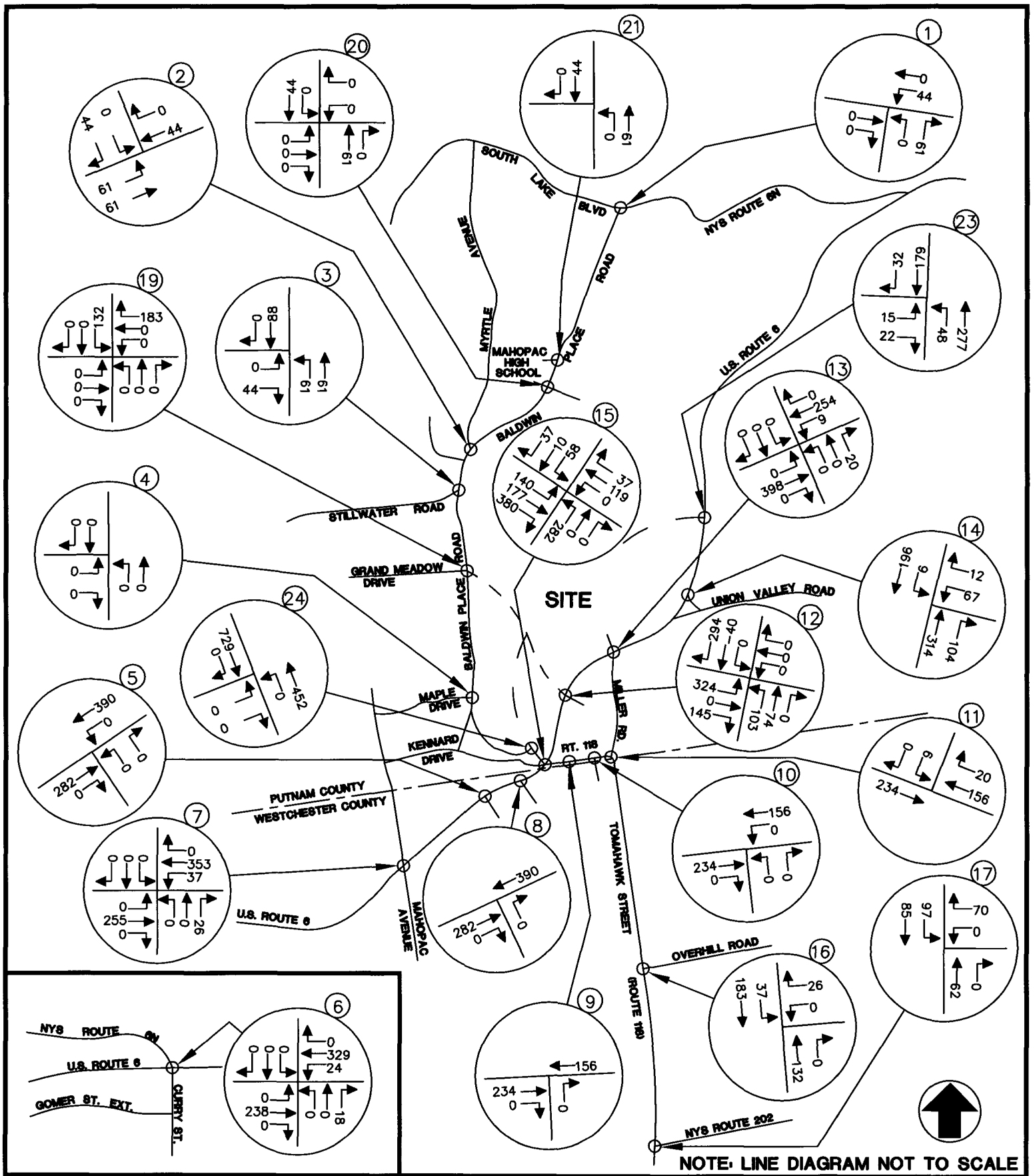


**UNION PLACE  
CARMEL, NEW YORK**

**TOTAL SITE GENERATED TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 18**

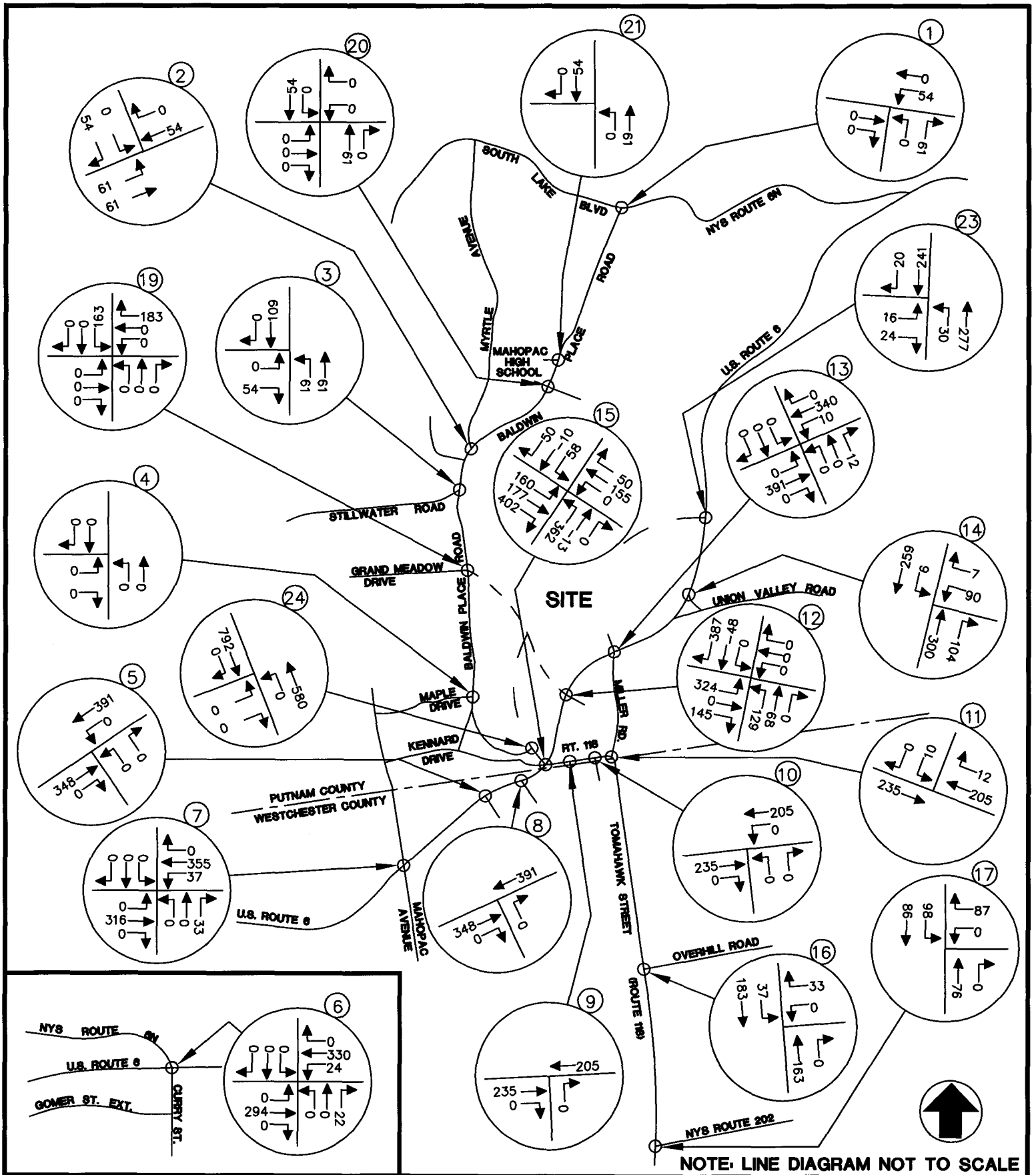


**UNION PLACE  
CARMEL, NEW YORK**

**TOTAL SITE GENERATED TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 19**

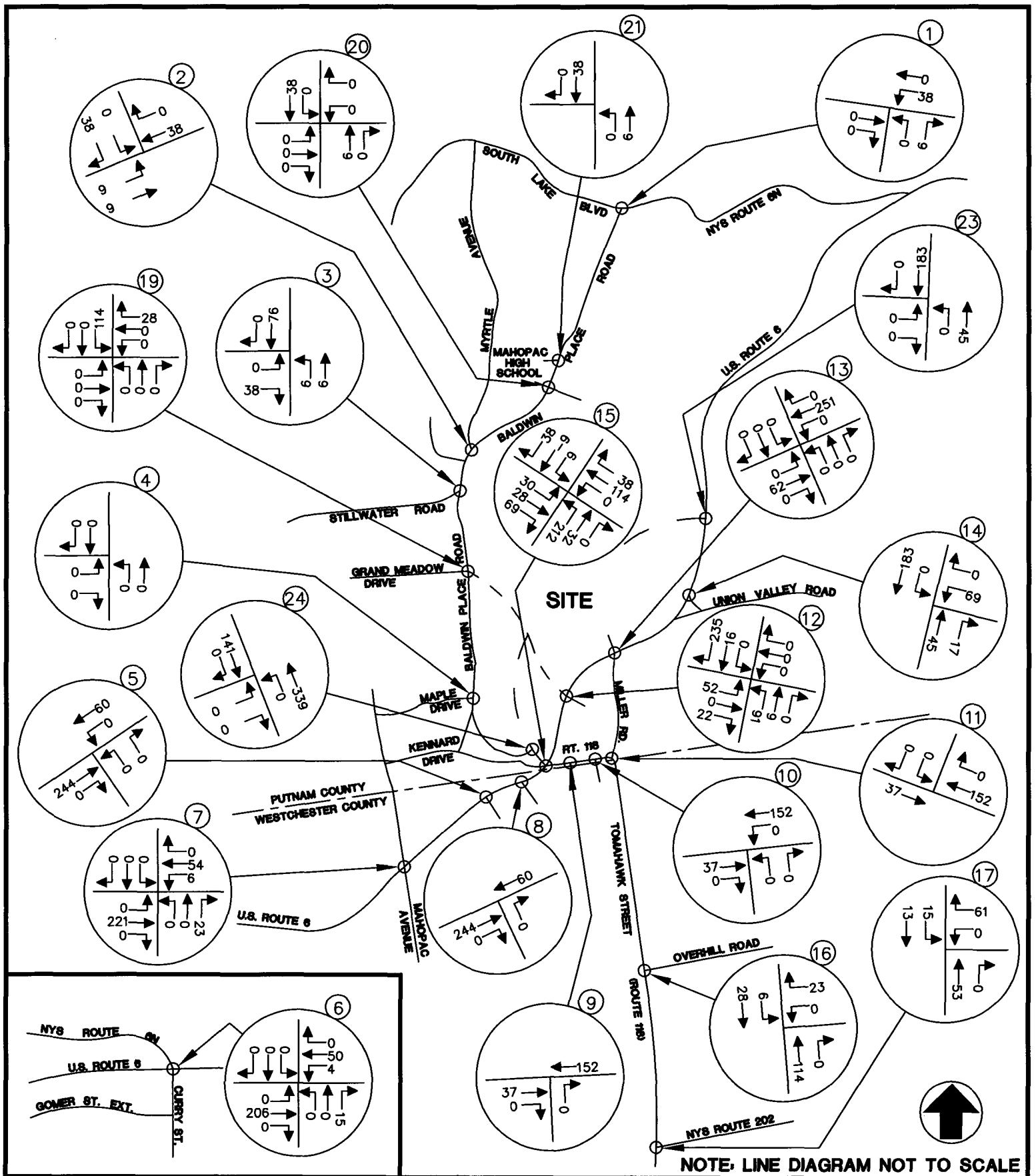


**UNION PLACE  
CARMEL, NEW YORK**

**TOTAL SITE GENERATED TRAFFIC VOLUMES  
SATURDAY PEAK HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 20**

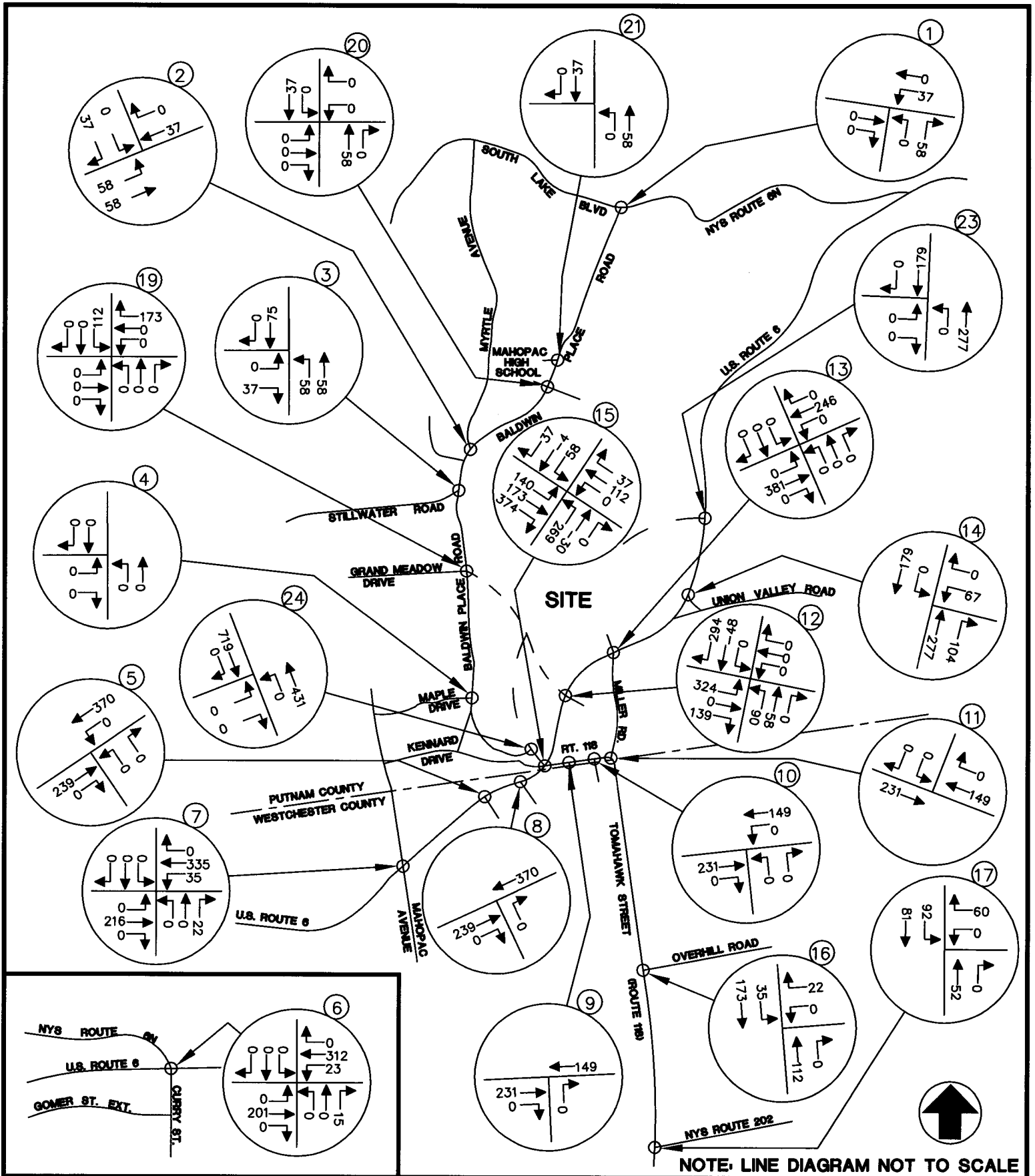


**UNION PLACE  
CARMEL, NEW YORK**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**SITE GENERATED TRAFFIC VOLUMES  
OFFICE/RETAIL LAND USES  
WEEKDAY PEAK AM HOUR**

**PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 18A**



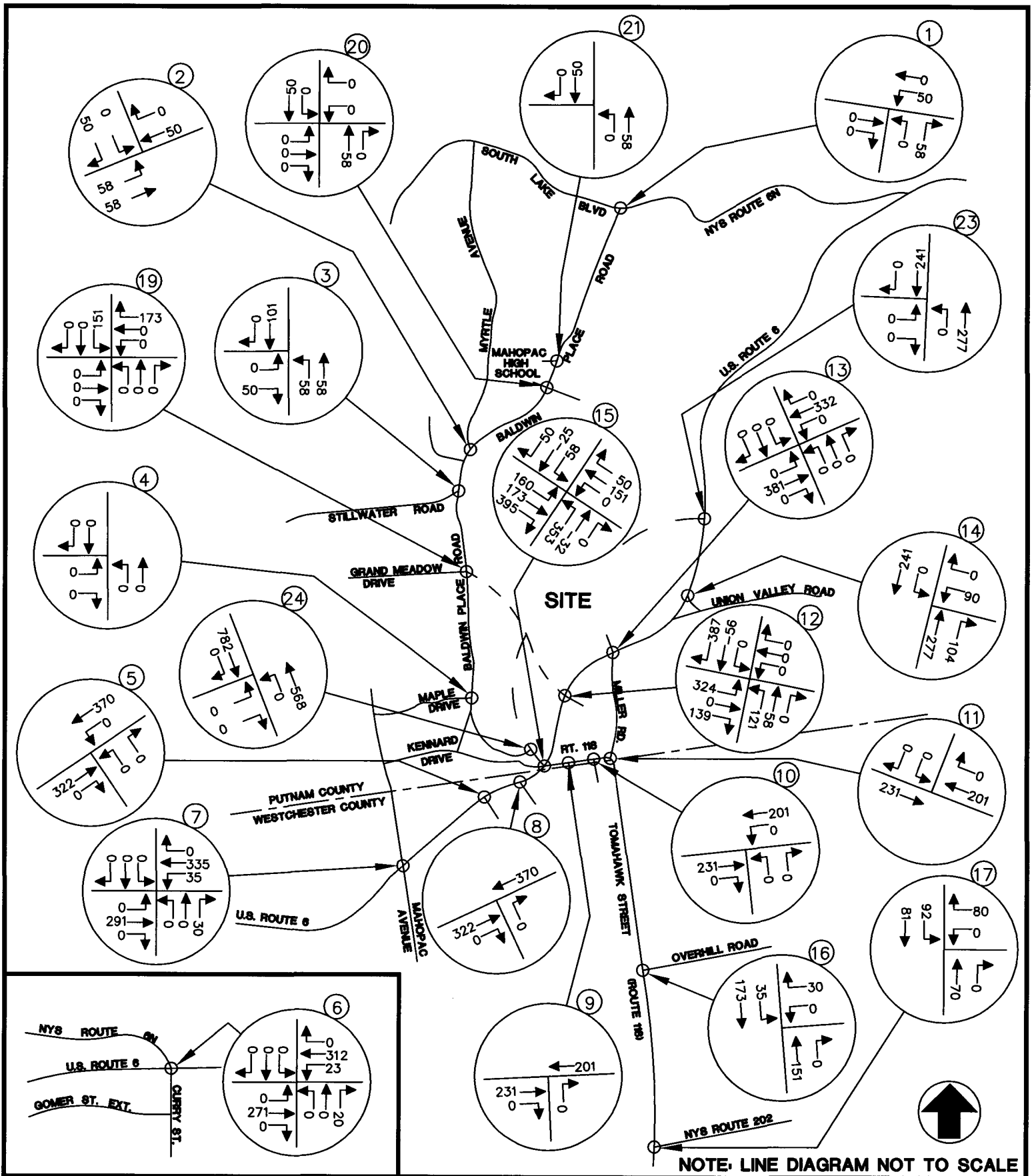
**UNION PLACE  
CARMEL, NEW YORK**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**SITE GENERATED TRAFFIC VOLUMES  
OFFICE/RETAIL LAND USES  
WEEKDAY PEAK PM HOUR**

**PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 19A**



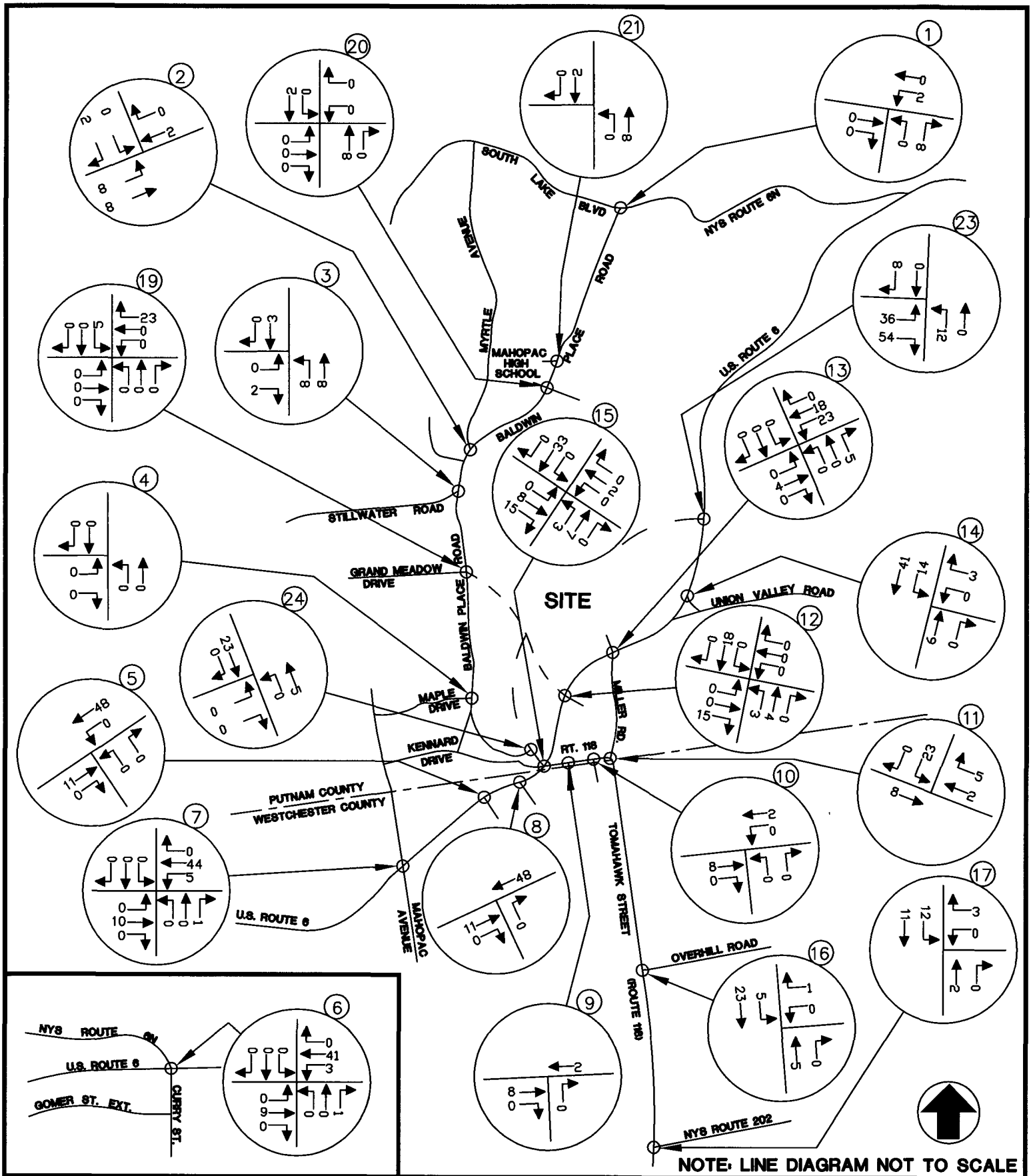


UNION PLACE  
CARMEL, NEW YORK

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

SITE GENERATED TRAFFIC VOLUMES  
OFFICE/RETAIL LAND USES  
SATURDAY PEAK HOUR

PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 20A

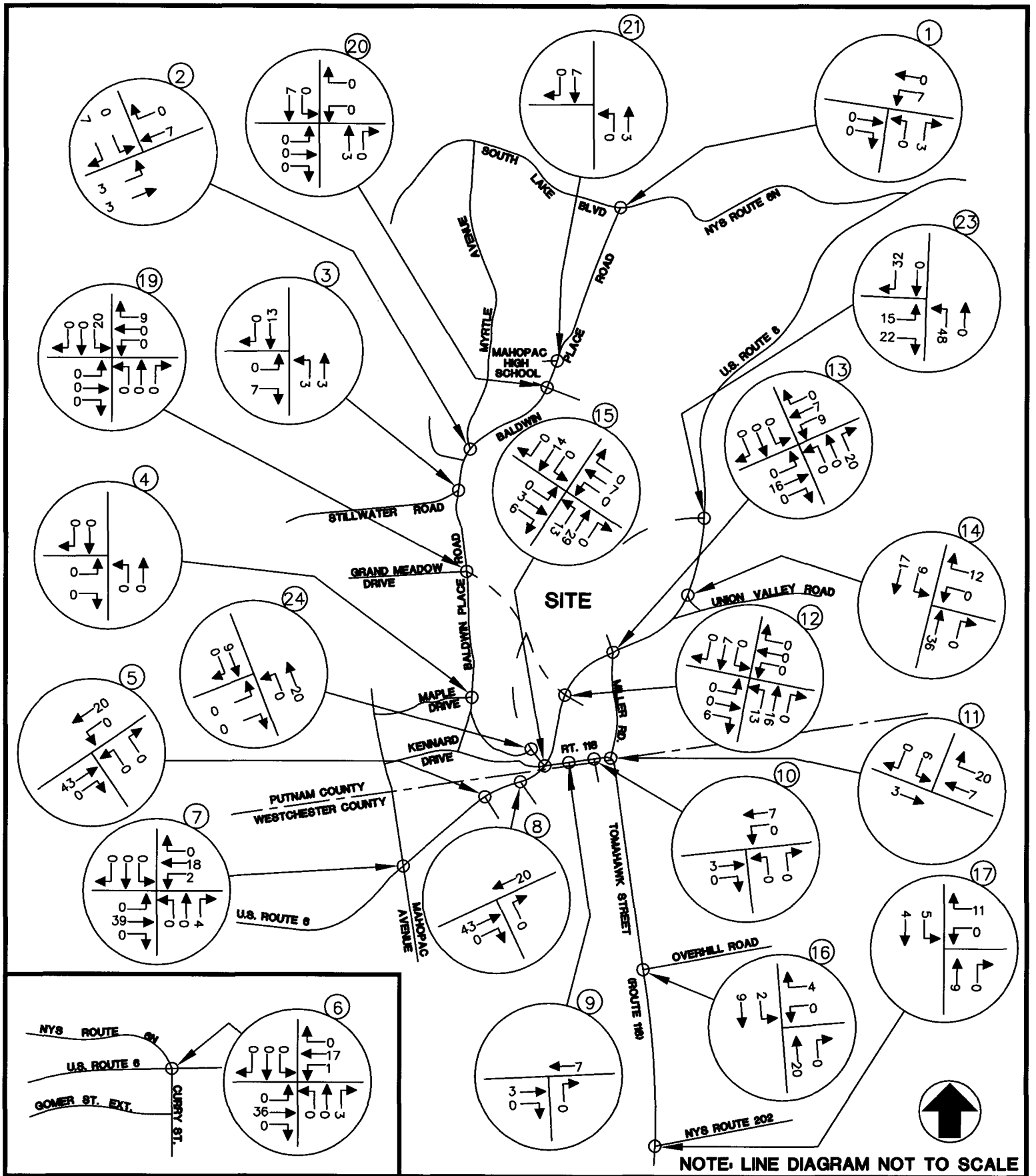


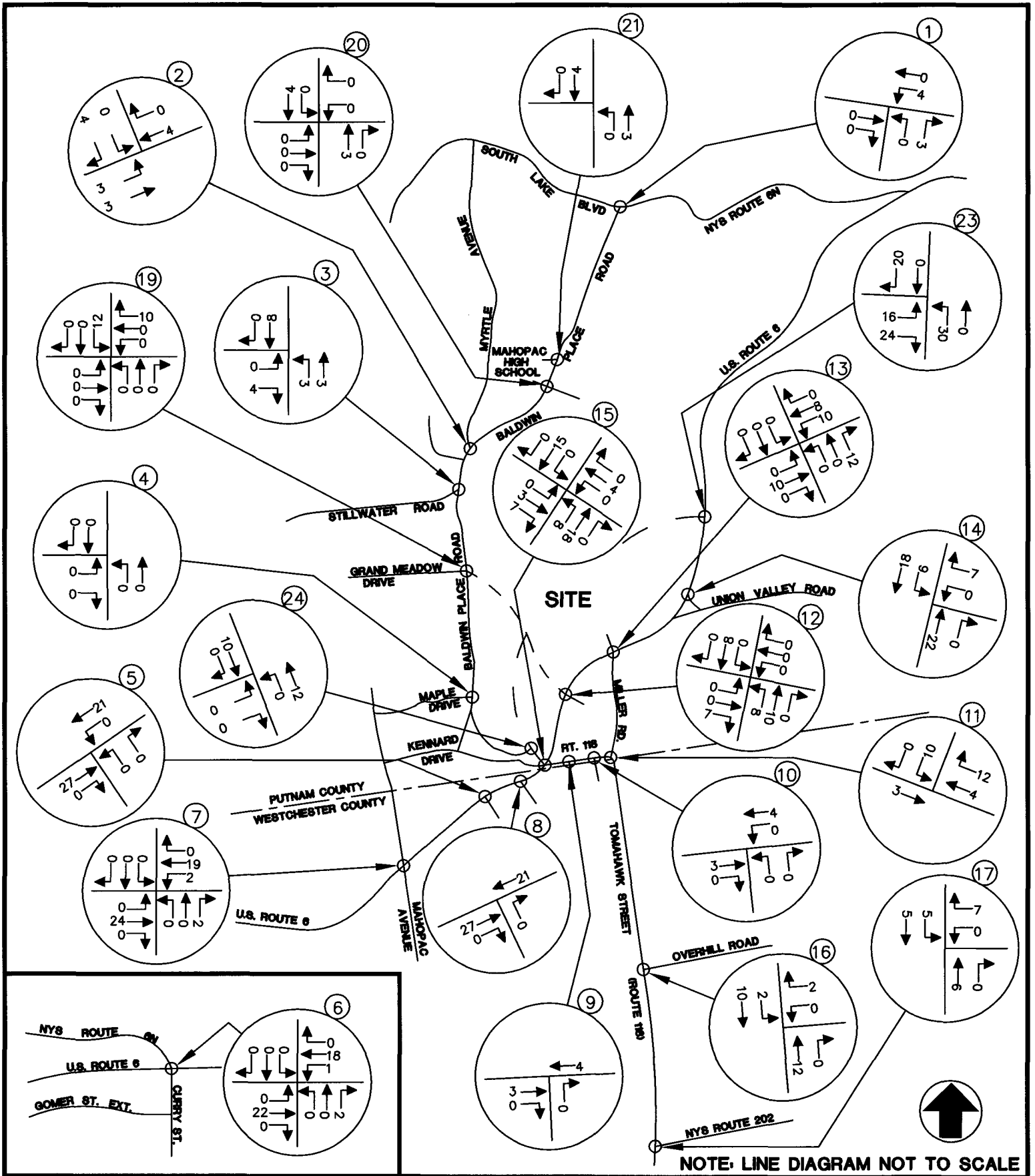
**UNION PLACE  
CARMEL, NEW YORK**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**SITE GENERATED TRAFFIC VOLUMES  
RESIDENTIAL LAND USES  
WEEKDAY PEAK AM HOUR**

**PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 18B**



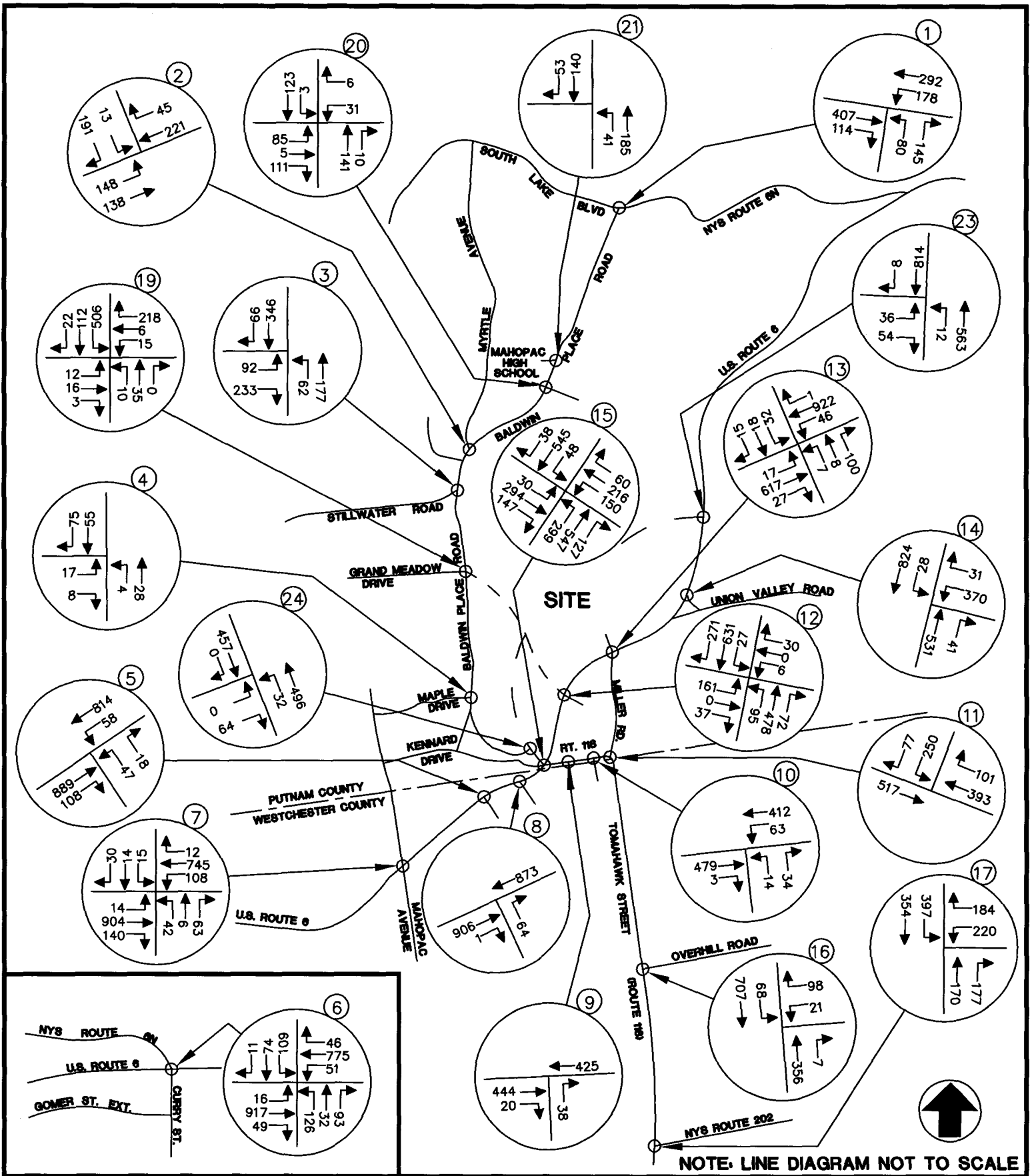


**UNION PLACE  
CARMEL, NEW YORK**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**SITE GENERATED TRAFFIC VOLUMES  
RESIDENTIAL LAND USES  
SATURDAY PEAK HOUR**

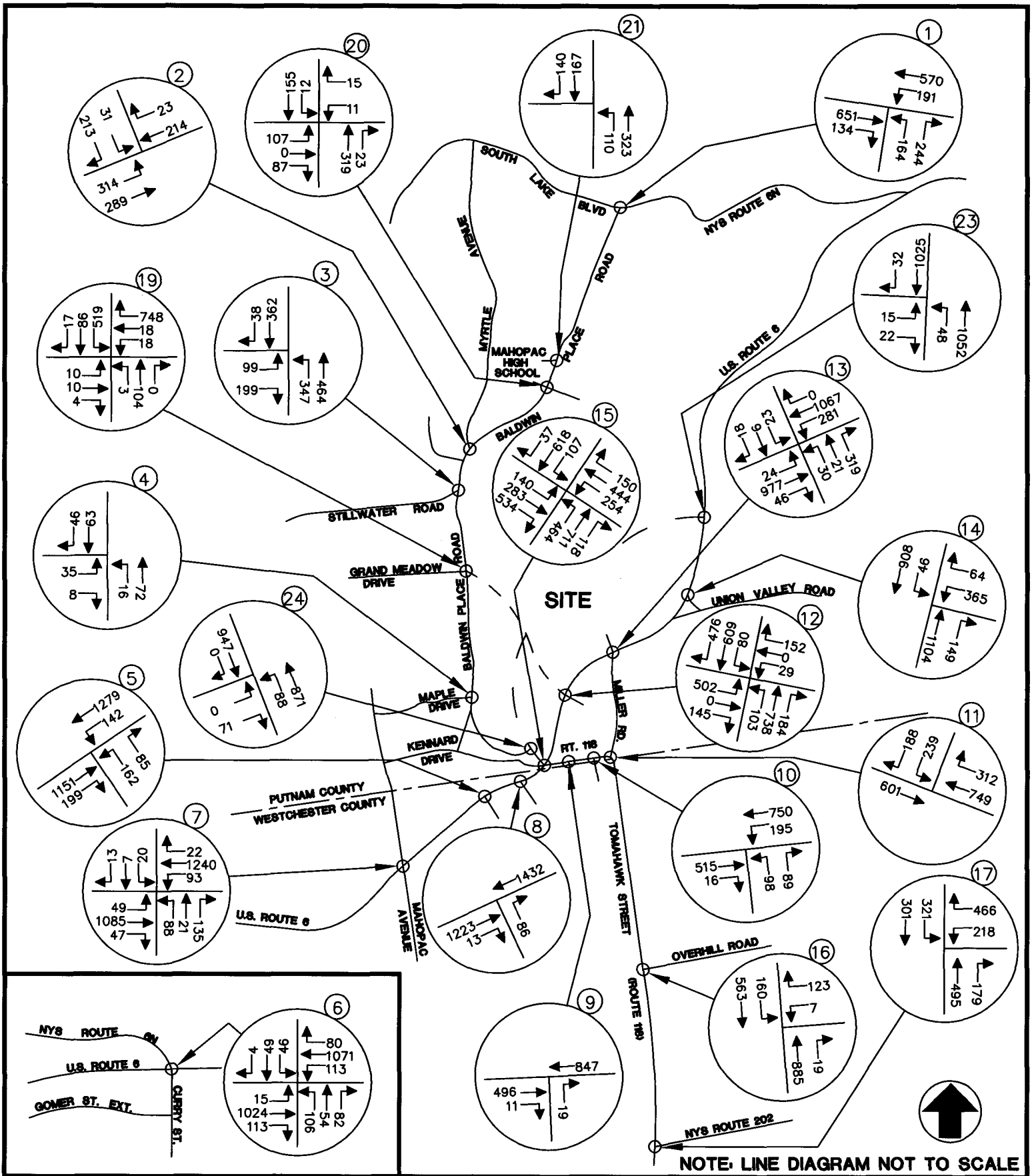
**PROJECT NO. 1428 DATE: JANUARY 2009 FIG. NO. 20B**



**UNION PLACE  
CARMEL, NEW YORK**

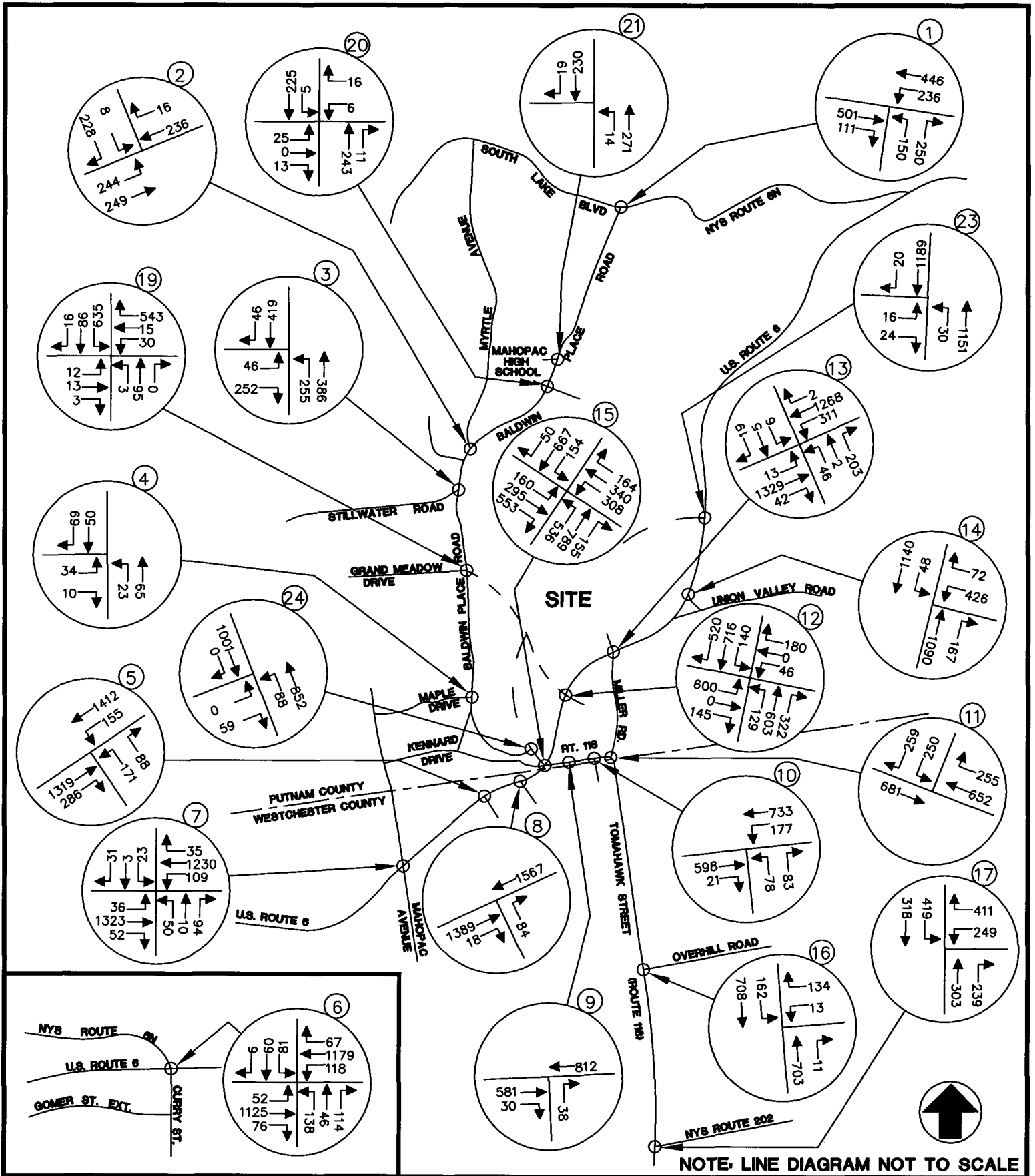
**2016 BUILD TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**



**UNION PLACE  
CARMEL, NEW YORK**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**



**UNION PLACE  
CARMEL, NEW YORK**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**





**APPENDIX "B"**

TABLES



TABLE 1

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED  
SITE GENERATED TRAFFIC VOLUMES

UNION PLACE CARMEL, NEW YORK	ENTRY			EXIT		
	HTGR*	VOLUME	NEW TRIPS	HTGR*	VOLUME	NEW TRIPS
RETAIL (493,000 SQ. FT.)						
PEAK AM HOUR	0.49	241	181	0.31	154	116
PEAK PM HOUR	1.88	926	695	1.88	926	695
PEAK SATURDAY HOUR	2.45	1209	907	2.45	1209	907
OFFICE (485,000 SQ. FT.)						
PEAK AM HOUR	1.20	582	582	0.16	78	78
PEAK PM HOUR	0.22	105	105	1.06	514	514
PEAK SATURDAY HOUR	0.15	73	73	0.13	63	63
APARTMENTS (180 DWELLING UNITS)						
PEAK AM HOUR	0.10	18	15	0.41	73	62
PEAK PM HOUR	0.42	76	65	0.23	41	35
PEAK SATURDAY HOUR	0.28	51	43	0.23	42	36
HOTEL (90 ROOMS)						
PEAK AM HOUR	0.26	23	23	0.19	17	17
PEAK PM HOUR	0.26	23	23	0.27	24	24
PEAK SATURDAY HOUR	0.42	38	38	0.43	39	39
CONDOMINIUMS (300 DWELLING UNITS)						
PEAK AM HOUR	0.07	21	18	0.34	103	88
PEAK PM HOUR	0.33	99	84	0.16	49	42
PEAK SATURDAY HOUR	0.23	70	60	0.20	60	51
TOTAL						
PEAK AM HOUR	-	885	819	-	425	360
PEAK PM HOUR	-	1229	971	-	1554	1309
PEAK SATURDAY HOUR	-	1441	1121	-	1413	1095

NOTES:

- \* THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON THE DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 8TH EDITION, 2008. RETAIL - LAND USE 820 SHOPPING CENTER, OFFICE - LAND USE 710 GENERAL OFFICE BUILDING, APARTMENTS - LAND USE 220 APARTMENT, HOTEL - LAND USE 310 - HOTEL, CONDOMINIUMS - LAND USE 230 CONDO/TOWNHOMES.
- NEW TRIPS INCLUDE A 25% PASS BY CREDIT FOR ALL RETAIL LAND USES AS WELL AS A 15 % INTERNAL TRIP CREDIT FOR ALL RESIDENTIAL LAND USES.







**TABLE 2**  
**LEVEL OF SERVICE SUMMARY TABLE (CONTINUED)**

	2008 EXISTING						2016 NO-BUILD						2016 BUILD								
	AM	V/C	PM	V/C	SAT	V/C	AM	V/C	PM	V/C	SAT	V/C	AM	V/C	PM	V/C	SAT	V/C			
13 U.S. ROUTE 6 & MILLER ROAD/JONATHAN DRIVE	SIGNALIZED	EB	B[17.7]	0.05	B[18.4]	0.09	B[16.6]	0.04	B[18.0]	0.06	C[20.1]	0.15	B[17.8]	0.09	C[23.2]	0.19	D[39.6]	0.42	C[26.3]	0.23	
		TR	C[27.5]	0.63	C[26.6]	0.59	D[15.9]	0.96	C[31.0]	0.72	C[34.2]	0.79	F[125.6]	1.19	D[35.5]	0.81	F[131.7]	1.24	F[266.7]	1.53	
	WB	L	B[12.4]	0.05	B[19.7]	0.59	E[65.8]	0.89	B[14.3]	0.07	D[47.4]	0.87	F[79.2]	0.96	B[17.4]	0.15	D[124.2]	1.11	F[86.9]	0.99	
		TR	B[14.9]	0.53	B[16.9]	0.62	B[13.5]	0.63	B[16.8]	0.62	C[21.8]	0.77	E[84.1]	0.80	C[28.4]	0.89	D[41.9]	0.98	E[64.6]	1.10	
	NB	L	D[45.8]	0.11	E[65.9]	0.81	E[62.2]	0.73	D[45.9]	0.12	E[74.8]	0.88	E[88.4]	0.81	D[45.4]	0.87	D[64.4]	0.62	D[49.2]	0.43	
		TR	D[47.6]	0.22	D[51.7]	0.18	E[62.9]	0.33	D[48.1]	0.25	D[51.7]	0.18	E[83.3]	0.34	D[48.1]	0.25	D[54.6]	0.21	E[60.6]	0.27	
	OVERALL	C[22.4]	-	C[27.8]	-	D[41.0]	-	C[24.8]	-	C[24.8]	-	D[36.4]	-	E[73.6]	-	C[31.6]	-	F[87.0]	-	F[154.3]	-
	14 U.S. ROUTE 6 & UNION VALLEY ROAD	SIGNALIZED	WB	D[35.4]	0.66	D[37.8]	0.69	D[39.6]	0.75	D[39.1]	0.74	D[45.6]	0.82	D[51.8]	0.89	D[53.5]	0.90	E[76.3]	1.01	F[107.9]	1.11
			TR	A[9.6]	0.40	B[12.3]	0.61	B[12.6]	0.60	B[10.2]	0.45	B[15.6]	0.74	B[16.1]	0.74	B[11.5]	0.54	F[102.7]	1.17	F[96.2]	1.15
		NB	L	B[11.1]	0.52	B[12.3]	0.61	B[16.6]	0.74	B[12.3]	0.59	B[16.2]	0.75	C[29.9]	0.93	C[20.1]	0.82	E[70.5]	1.08	F[189.0]	1.37
TR			B[16.3]	-	B[17.1]	-	B[19.5]	-	B[17.8]	-	C[21.4]	-	C[28.9]	-	C[24.8]	-	F[86.7]	-	F[136.3]	-	
OVERALL		WB	-	-	-	-	-	-	D[36.3]	0.68	D[49.7]	0.60	D[48.2]	0.63	D[45.9]	0.84	D[55.0]	0.72	D[54.8]	0.77	
		TR	-	-	-	-	-	-	C[24.1]	0.06	C[30.1]	0.07	C[28.2]	0.03	C[24.2]	0.07	C[30.4]	0.02	C[28.4]	0.04	
WITH LANE AND SIGNAL IMPROVEMENTS		L	-	-	-	-	-	-	B[10.1]	0.45	A[7.1]	0.79	B[10.6]	0.79	B[10.8]	0.50	D[54.1]	1.06	D[48.2]	1.05	
		TR	-	-	-	-	-	-	A[6.9]	0.01	B[13.8]	0.01	B[15.5]	0.03	A[7.1]	0.04	B[14.4]	0.08	C[17.6]	0.20	
OVERALL		WB	-	-	-	-	-	-	A[6.7]	0.04	B[10.2]	0.11	B[12.7]	0.13	A[7.1]	0.08	D[37.8]	0.41	D[37.3]	0.43	
		TR	-	-	-	-	-	-	B[11.9]	0.56	B[17.2]	0.64	B[16.3]	0.83	B[17.4]	0.77	C[24.5]	0.82	D[53.5]	1.04	
OVERALL	D[48.5]	-	D[53.9]	-	E[63.1]	-	D[63.7]	-	B[16.7]	-	B[18.1]	-	B[19.5]	-	C[21.1]	-	D[49.1]	-	D[49.1]	-	
15 U.S. ROUTE 6 & NYS ROUTE 118/ BALDWIN PLACE ROAD	SIGNALIZED	EB	F[84.6]	0.91	E[76.4]	0.81	F[101.8]	0.99	F[99.5]	0.99	F[86.1]	0.89	F[127.9]	1.08	E[77.4]	0.87	F[214.5]	1.30	F[181.3]	1.23	
		TR	A[0.0]	0.04	A[0.1]	0.09	A[0.1]	0.08	A[0.1]	0.07	A[0.2]	0.13	A[0.2]	0.13	A[0.1]	0.10	A[0.7]	0.37	A[0.7]	0.38	
	WB	L	E[57.3]	0.37	E[58.9]	0.54	E[72.5]	0.74	E[56.1]	0.51	E[69.4]	0.75	F[125.6]	1.05	E[61.3]	0.51	E[69.4]	0.75	F[125.6]	1.05	
		TR	E[55.6]	0.30	E[77.8]	0.85	E[62.5]	0.56	E[56.1]	0.33	F[87.3]	0.92	E[64.3]	0.60	E[69.3]	0.70	F[193.7]	1.25	F[141.8]	1.10	
	NB	L	A[0.0]	0.01	A[0.1]	0.07	A[0.1]	0.07	A[0.1]	0.02	A[0.1]	0.08	A[0.1]	0.08	A[0.1]	0.04	A[0.1]	0.10	A[0.1]	0.11	
		TR	C[23.2]	0.19	D[43.1]	0.63	D[38.1]	0.56	C[28.3]	0.36	F[136.4]	1.10	F[117.4]	1.05	F[189.8]	1.28	F[865.5]	2.80	F[1060]	3.24	
	OVERALL	WB	D[42.3]	0.74	D[50.0]	0.85	E[74.6]	1.00	D[47.8]	0.90	F[132.0]	1.17	F[203.6]	1.35	D[51.0]	0.96	C[26.5]	0.35	F[192.6]	1.34	
		TR	C[24.3]	0.14	C[29.3]	0.23	D[43.6]	0.55	C[28.8]	0.19	C[35.6]	0.29	F[45.2]	0.58	C[32.7]	0.29	B[19.9]	0.21	F[54.6]	0.93	
	OVERALL	D[39.1]	0.66	E[57.4]	0.91	D[53.7]	0.88	D[45.0]	0.78	F[117.1]	1.13	F[124.0]	1.15	D[40.5]	0.42	E[58.6]	0.92	D[49.2]	1.01		
	OVERALL	D[48.5]	-	D[53.9]	-	E[63.1]	-	D[63.7]	-	F[99.4]	-	F[130.6]	-	E[66.2]	-	F[197.1]	-	F[231.2]	-		
WITH LANE AND SIGNAL IMPROVEMENTS	L	-	-	-	-	-	-	-	-	-	-	-	-	-	-	D[49.6]	0.70	D[53.7]	0.64		
	TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	D[48.3]	0.71	D[47.7]	0.71		
OVERALL	L	-	-	-	-	-	-	-	-	-	-	-	-	-	A[0.1]	0.10	A[0.1]	0.37			
OVERALL	L	-	-	-	-	-	-	-	-	-	-	-	-	-	D[52.5]	0.63	D[50.4]	0.61			
OVERALL	L	-	-	-	-	-	-	-	-	-	-	-	-	-	D[40.5]	0.40	D[44.6]	0.87			
OVERALL	L	-	-	-	-	-	-	-	-	-	-	-	-	-	A[0.1]	0.30	A[0.1]	0.11			
OVERALL	L	-	-	-	-	-	-	-	-	-	-	-	-	-	C[32.0]	0.75	D[60.9]	1.06			
OVERALL	L	-	-	-	-	-	-	-	-	-	-	-	-	-	A[2.7]	0.42	B[17.8]	0.67			
OVERALL	L	-	-	-	-	-	-	-	-	-	-	-	-	-	B[13.9]	0.11	D[37.5]	0.37			
OVERALL	L	-	-	-	-	-	-	-	-	-	-	-	-	-	B[18.6]	0.36	D[47.5]	0.85			
OVERALL	L	-	-	-	-	-	-	-	-	-	-	-	-	-	C[22.6]	-	C[28.3]	-			



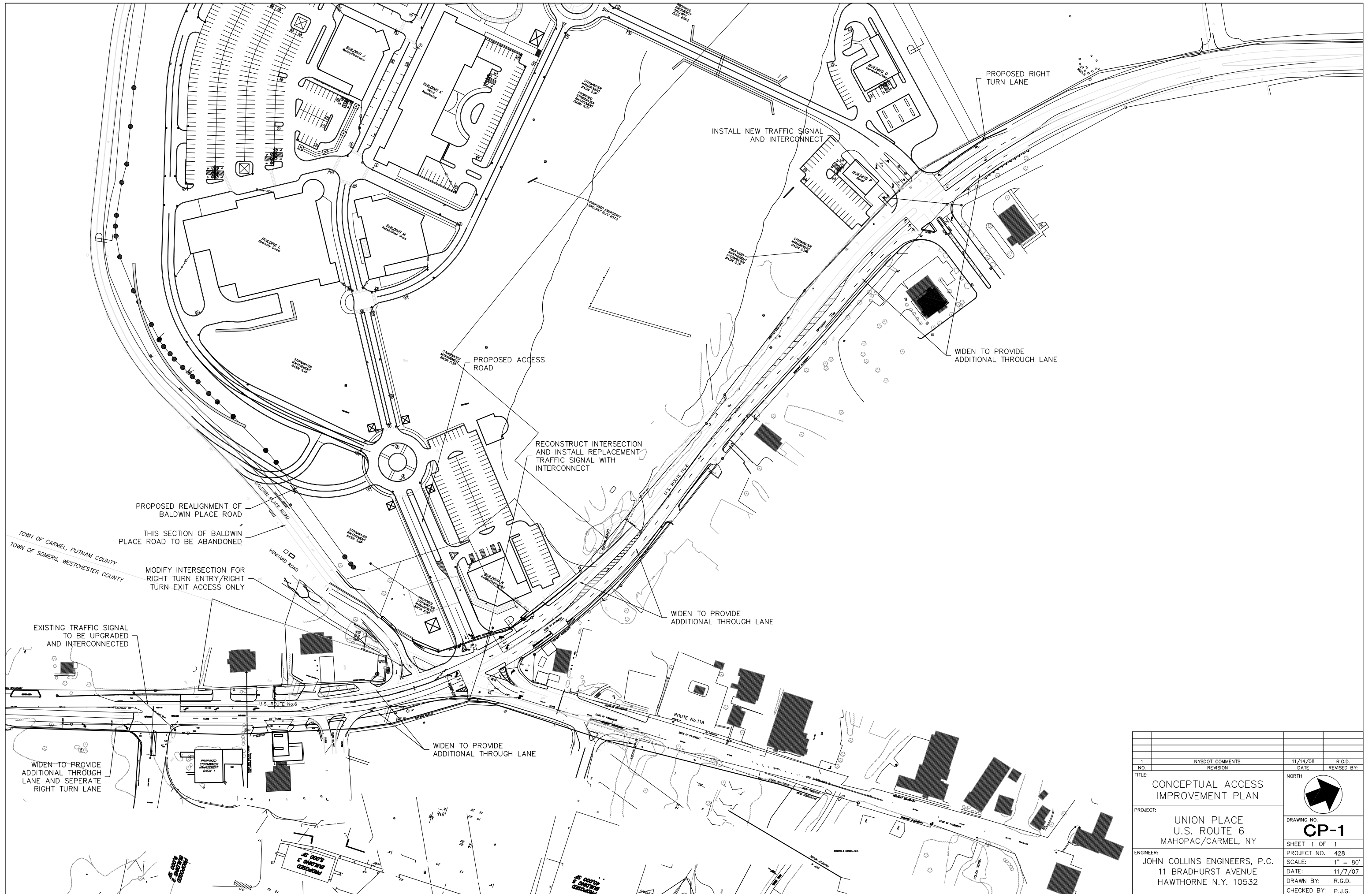


TABLE 3

## SUMMARY OF PROPOSED IMPROVEMENTS

	2016 NO-BUILD PROPOSED IMPROVEMENTS	2016 BUILD PROPOSED IMPROVEMENTS
1	NYS ROUTE 6N & BALDWIN PLACE ROAD	WIDEN NORTH BOUND BALDWIN PLACE ROAD APPROACH TO PROVIDE SEPARATE LEFT AND RIGHT TURN LANES
2	BALDWIN PLACE ROAD & MYRTLE AVENUE	NONE
3	BALDWIN PLACE ROAD & STILLWATER ROAD	INSTALL TRAFFIC SIGNAL
4	BALDWIN PLACE ROAD & MAPLE DRIVE	NONE
5	U.S. ROUTE 6 & SOMERS COMMONS ACCESS (SOUTH)	WIDEN EASTBOUND U.S. ROUTE 6 APPROACH TO PROVIDE TWO THROUGH LANES AND A SEPARATE RIGHT TURN LANE
6	U.S. ROUTE 6 & CURRY STREET/NYS ROUTE 6N	MODIFY TRAFFIC SIGNAL TIMINGS
7	U.S. ROUTE 6 & MAHOPAC AVENUE	WIDEN EASTBOUND U.S. ROUTE 6 APPROACH TO PROVIDE TWO THROUGH LANES AND NORTHBOUND MAHOPAC AVENUE APPROACH TO PROVIDE SEPARATE LEFT AND RIGHT TURN LANES
8	U.S. ROUTE 6 & SOMERS COMMONS ACCESS (NORTH)	NONE
9	NYS ROUTE 118 & SOMERS COMMONS ACCESS (WEST)	NONE
10	NYS ROUTE 118 & SOMERS COMMONS ACCESS (EAST)	INSTALL TRAFFIC SIGNAL
11	NYS ROUTE 118 & MILLER ROAD	INSTALL TRAFFIC SIGNAL
12	U.S. ROUTE 6 & A&P SHOPPING CENTER DRIVE/ SITE ACCESS	NONE
13	U.S. ROUTE 6 & MILLER ROAD/JONATHAN DRIVE	NONE
14	U.S. ROUTE 6 & UNION VALLEY ROAD	NONE
15	U.S. ROUTE 6 & NYS ROUTE 118/BALDWIN PLACE ROAD	NONE
16	NYS ROUTE 118 & OVERHILL ROAD	NONE
17	NYS ROUTE 118 & NYS ROUTE 202	WIDEN WESTBOUND U.S. ROUTE 202 APPROACH TO PROVIDE A SEPARATE RIGHT TURN LANE
18	BALDWIN PLACE ROAD & KENNARD DRIVE	NONE
19	BALDWIN PLACE ROAD & GRAND MEADOW DRIVE/SITE ACCESS	NONE
20	BALDWIN PLACE ROAD & GLENEIDA ROAD/ MAHOPAC HIGH SCHOOL EXIT	NONE
21	BALDWIN PLACE ROAD & MAHOPAC HIGH SCHOOL ENTRANCE	NONE
22	NYS ROUTE 6 & RESIDENTIAL SITE ACES	NONE






1	NYS DOT COMMENTS	11/14/08	R.G.D.
NO.	REVISION	DATE	REVISED BY:
TITLE:		NORTH	
PROJECT:		DRAWING NO.	
CONCEPTUAL ACCESS IMPROVEMENT PLAN		<b>CP-1</b>	
UNION PLACE U.S. ROUTE 6 MAHOPAC/CARME, NY		SHEET 1 OF 1	
ENGINEER:		PROJECT NO. 428	
JOHN COLLINS ENGINEERS, P.C.		SCALE: 1" = 80'	
11 BRADHURST AVENUE		DATE: 11/7/07	
HAWTHORNE N.Y. 10532		DRAWN BY: R.G.D.	
		CHECKED BY: P.J.G.	



NO.	REVISION	DATE	REVISION BY

<b>POTENTIAL CORRIDOR IMPROVEMENT PLAN</b>		
PROJECT: <b>U.S. ROUTE 6 SOMERS, NEW YORK</b>		
ENGINEER: <b>JOHN COLLINS ENGINEERS, P.C. 11 BRADHURST AVENUE HAWTHORNE N.Y. 10532</b>		DRAWING NO.: <b>CP-1A</b> SHEET 1 OF 1 PROJECT NO.: 1536 SCALE: 1"=40' DATE: 9/22/06 DRAWN BY: R.G.D. CHECKED BY: P.J.G.

APPENDIX "C"  
CAPACITY ANALYSIS



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMEX1  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	384	106		124	275		74		112			
Lane Width	10.0			11.0			12.0					
RTOR Vol	14						55					

Duration 0.25 Area Type: All other areas

Phase Combination	Signal Operations							
	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	P	P			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0	54.0			16.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 936 1531 0.57 0.61 12.9 B 12.9 B

Westbound

LT 717 1661 0.62 0.72 10.3 B 10.3 B

Northbound

LR 279 1568 0.52 0.18 40.3 D 40.3 D

Southbound

Intersection Delay = 15.4 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMEX1  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	614	122		126	538		150		159			
Lane Width	10.0			11.0			12.0					
RTOR Vol	9						40					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	P	P			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0	54.0			16.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	1052	1721	0.77	0.61	18.2	B	18.2	B
Westbound								
LT	720	1816	0.99	0.72	43.5	D	43.5	D
Northbound								
LR	308	1731	0.97	0.18	81.1	F	81.1	F
Southbound								

Intersection Delay = 38.4 (sec/veh) Intersection LOS = D



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATEX1  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	473	99		156	421		136		165			
Lane Width	10.0			11.0			12.0					
RTOR Vol	9						58					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	P	P			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0	54.0			16.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 1058 1732 0.58 0.61 12.9 B 12.9 B

Westbound

LT 754 1807 0.84 0.72 20.0- B 20.0- B

Northbound

LR 306 1721 0.86 0.18 61.9 E 61.9 E

Southbound

Intersection Delay = 24.4 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB1  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume		407	114	138	292		80			128		
Lane Width		10.0			11.0			12.0				
RTOR Vol			14						58			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		P	P		SB Left			
Thru		P	P		Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0	54.0			16.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	934	1529	0.60	0.61	13.7	B	13.7	B
Westbound								
LT	692	1660	0.69	0.72	12.5	B	12.5	B
Northbound								
LR	277	1559	0.60	0.18	43.4	D	43.4	D
Southbound								

Intersection Delay = 17.3 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB1  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	651 134			147 570			164 184					
Lane Width	10.0			11.0			12.0					
RTOR Vol	9						42					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds		X			Peds			
WB Left	P	P			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds	X	X			Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0	54.0			16.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 1051 1720 0.82 0.61 20.8 C 20.8 C

Westbound

LT 680 1814 1.13 0.72 90.1 F 90.1 F

Northbound

LR 307 1726 1.11 0.18 120.4 F 120.4 F

Southbound

Intersection Delay = 65.1 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB1  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	501 111			181 446			150			189		
Lane Width	10.0			11.0			12.0					
RTOR Vol	9						60					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	P	P			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0	54.0			16.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 1057 1729 0.62 0.61 13.7 B 13.7 B

Westbound

LT 717 1805 0.96 0.72 37.3 D 37.3 D

Northbound

LR 305 1717 0.99 0.18 86.9 F 86.9 F

Southbound

Intersection Delay = 37.0 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB1 - IMP  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	0	1	0	0	0
LGConfig	TR			LT			L		R			
Volume	407 114			138 292			80		128			
Lane Width	10.0			11.0			12.0		12.0			
RTOR Vol	11						119					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds		X			Peds			
WB Left	P	P			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds	X	X			Peds			
NB Right	P				EB Right			
SB Right					WB Right			
Green	5.0	54.0			16.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 933 1526 0.61 0.61 13.7 B 13.7 B

Westbound

LT 691 1660 0.69 0.72 12.5 B 12.5 B

Northbound

L 319 1687 0.28 0.19 33.4 C 32.3 C  
 R 418 1392 0.02 0.30 22.3 C

Southbound

Intersection Delay = 14.8 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB1 - IMP  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	0	1	0	0	0
LGConfig	TR			LT			L		R			
Volume	651 134			147 570			164		184			
Lane Width	10.0			11.0			12.0		12.0			
RTOR Vol			5						0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		A			Thru			
Right		A			Right	P		
Peds					Peds			
WB Left	P	A			SB Left			
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
NB Right	P				EB Right			
SB Right					WB Right			
Green	10.0	102.5			22.5			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 1186 1719 0.73 0.69 16.9 B 16.9 B

Westbound

LT 845 1814 0.91 0.79 26.0 C 26.0 C

Northbound

L 283 1805 0.64 0.16 70.1 E 60.4 E  
 R 410 1599 0.50 0.26 51.8 D

Southbound

Intersection Delay = 28.6 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB1 - IMP  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	0	1	0	0	0
LGConfig	TR			LT			L		R			
Volume	501 111			181 446			150		189			
Lane Width	10.0			11.0			12.0		12.0			
RTOR Vol	6								180			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		P	A		SB Left			
Thru		A	A		Thru			
Right					Right			
Peds					Peds			
NB Right		P			EB Right			
SB Right					WB Right			
Green	20.4	84.2			30.4			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 982 1728 0.67 0.57 26.4 C 26.4 C

Westbound

LT 780 1805 0.89 0.74 26.9 C 26.9 C

Northbound

L 378 1805 0.42 0.21 54.9 D 53.4 D  
 R 599 1583 0.02 0.38 29.2 C

Southbound

Intersection Delay = 29.6 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD1  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	407 114			178 292			80 145					
Lane Width	10.0			11.0			12.0					
RTOR Vol	14						66					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	P	P			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0	54.0			16.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 934 1529 0.60 0.61 13.7 B 13.7 B

Westbound

LT 657 1649 0.79 0.72 17.7 B 17.7 B

Northbound

LR 276 1551 0.64 0.18 45.3 D 45.3 D

Southbound

Intersection Delay = 19.8 (sec/veh) Intersection LOS = B



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD1  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	651 134			191 570			164 244					
Lane Width	10.0			11.0			12.0					
RTOR Vol	9						53					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		P	P		SB Left			
Thru		P	P		Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0	54.0			16.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 1051 1720 0.82 0.61 20.8 C 20.8 C

Westbound

LT 642 1809 1.27 0.72 147.8 F 147.8 F

Northbound

LR 305 1713 1.29 0.18 190.6 F 190.6 F

Southbound

Intersection Delay = 103.1 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/9/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD1  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	501 111			236 446			150 250					
Lane Width	10.0			11.0			12.0					
RTOR Vol	9						75					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		P	P		SB Left			
Thru		P	P		Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0	54.0			16.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 1057 1729 0.62 0.61 13.7 B 13.7 B

Westbound

LT 680 1799 1.11 0.72 79.7 E 79.7 E

Northbound

LR 303 1702 1.17 0.18 142.4 F 142.4 F

Southbound

Intersection Delay = 67.7 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD1 - IMP  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	0	1	0	0	0
LGConfig	TR			LT			L		R			
Volume	407 114			178 292			80		145			
Lane Width	10.0			11.0			12.0		12.0			
RTOR Vol	11								119			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds		X			Peds			
WB Left	P	P			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds	X	X			Peds			
NB Right	P				EB Right			
SB Right					WB Right			
Green	5.0	54.0			16.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	933	1526	0.61	0.61	13.7	B	13.7	B
Westbound								
LT	655	1649	0.80	0.72	17.9	B	17.9	B
Northbound								
L	319	1687	0.28	0.19	33.4	C	30.8	C
R	418	1392	0.07	0.30	22.8	C		
Southbound								

Intersection Delay = 17.2 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD1 - IMP  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	0	1	0	0	0
LGConfig	TR			LT			L		R			
Volume	651 134			191 570			164		244			
Lane Width	10.0			11.0			12.0		12.0			
RTOR Vol	5								201			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		A			Thru			
Right		A			Right	P		
Peds					Peds			
WB Left	P	A			SB Left			
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
NB Right	P				EB Right			
SB Right					WB Right			
Green	10.0	102.5			22.5			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 1186 1719 0.73 0.69 16.9 B 16.9 B

Westbound

LT 798 1809 1.03 0.79 54.1 D 54.1 D

Northbound

L 283 1805 0.64 0.16 70.1 E 64.5 E

R 410 1599 0.12 0.26 43.3 D

Southbound

Intersection Delay = 38.5 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD1 - IMP  
 E/W St: NYS ROUTE 6N

Inter.: NYS ROUTE 6N & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	0	1	0	0	0
LGConfig	TR			LT			L		R			
Volume	501 111			236 446			150		250			
Lane Width	10.0			11.0			12.0		12.0			
RTOR Vol	6								180			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	P	A			SB Left			
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
NB Right	P				EB Right			
SB Right					WB Right			
Green	20.4	84.2			30.4			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
TR	982	1728	0.67	0.57	26.4	C	26.4	C
Westbound								
LT	746	1799	1.01	0.74	54.6	D	54.6	D
Northbound								
L	378	1805	0.42	0.21	54.9	D	47.0	D
R	599	1583	0.13	0.38	30.9	C		
Southbound								

Intersection Delay = 42.2 (sec/veh) Intersection LOS = D

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: MYRTLE AVENUE & BALDWIN PLACE  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428AMEX2  
 East/West Street: MYRTLE AVENUE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	

Volume		113	104		12	133	
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.90	
Hourly Flow Rate, HFR		125	115		13	147	
Percent Heavy Vehicles		--	--		12	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0			0	1
Configuration			TR			LT	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume		162		42			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		180		46			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12

Lane Config		LT		LR			
v (vph)		13		226			
C(m) (vph)		1270		665			
v/c		0.01		0.34			
95% queue length		0.03		1.50			
Control Delay		7.9		13.2			
LOS		A		B			
Approach Delay				13.2			
Approach LOS				B			

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: MYRTLE AVENUE & BALDWIN PLACE  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428PMEX2  
 East/West Street: MYRTLE AVENUE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R

Volume		219	196		29	140	
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.90	
Hourly Flow Rate, HFR		243	217		32	155	
Percent Heavy Vehicles		--	--		0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR			LT	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume		143		22			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		158		24			
Percent Heavy Vehicles		2		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12

Lane Config		LT		LR			
v (vph)		32		182			
C(m) (vph)		1112		489			
v/c		0.03		0.37			
95% queue length		0.09		1.70			
Control Delay		8.3		16.7			
LOS		A		C			
Approach Delay				16.7			
Approach LOS				C			

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: MYRTLE AVE & BALDWIN PLACE RD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428SATEX2  
 East/West Street: MYRTLE AVENUE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4   L	5 T	6 R

Volume		150	159	8	136	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		166	176	8	151	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0		0	1
Configuration		TR			LT	
Upstream Signal?		No			No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R

Volume		151	15			
Peak Hour Factor, PHF		0.90	0.90			
Hourly Flow Rate, HFR		167	16			
Percent Heavy Vehicles		5	0			
Percent Grade (%)		0		0		
Flared Approach: Exists?/Storage		No		/		/
Lanes		0	0			
Configuration		LR				

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12

Lane Config		LT		LR			
v (vph)		8		183			
C(m) (vph)		1228		593			
v/c		0.01		0.31			
95% queue length		0.02		1.31			
Control Delay		8.0		13.8			
LOS		A		B			
Approach Delay				13.8			
Approach LOS				B			



HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: MYRTLE AVENUE & BALDWIN PLACE  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year:  
 Project ID: 1428AMNB2  
 East/West Street: MYRTLE AVENUE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		131	121	13	151		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		145	134	14	167		
Percent Heavy Vehicles		--	--	12	--	--	
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		182		45			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		202		50			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound					
			1	4	7	8	9	10	11	12	
Movement			LT		LR						
Lane Config											
v (vph)		14			252						
C(m) (vph)		1228			622						
v/c		0.01			0.41						
95% queue length		0.03			1.96						
Control Delay		8.0			14.7						
LOS		A			B						
Approach Delay					14.7						
Approach LOS					B						

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: MYRTLE AVE & BALDWIN PLACE RD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMNB2  
 East/West Street: MYRTLE AVENUE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		253	228	31	169				
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90				
Hourly Flow Rate, HFR		281	253	34	187				
Percent Heavy Vehicles		--	--	0	--	--			
Median Type/Storage		Undivided		/					
RT Channelized?									
Lanes		1	0		0	1			
Configuration			TR		LT				
Upstream Signal?		No			No				

Minor Street:	Approach Movement	Westbound				Eastbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume		170		23					
Peak Hour Factor, PHF		0.90		0.90					
Hourly Flow Rate, HFR		188		25					
Percent Heavy Vehicles		2		0					
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage				No	/		/		
Lanes		0		0					
Configuration			LR						

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound				Eastbound			
			1	4	7	8	9	10	11	12
Movement			LT			LR				
Lane Config										
v (vph)		34			213					
C(m) (vph)		1044			430					
v/c		0.03			0.50					
95% queue length		0.10			2.68					
Control Delay		8.6			21.3					
LOS		A			C					
Approach Delay					21.3					
Approach LOS					C					

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: MYRTLE AVE & BALDWIN PLACE RD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATNB2  
 East/West Street: MYRTLE AVENUE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	

Volume		183	188	8	173		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		203	208	8	192		
Percent Heavy Vehicles		--	--	0	--	--	
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R

Volume		182		16			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		202		17			
Percent Heavy Vehicles		5		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12

Lane Config		LT		LR			
v (vph)		8		219			
C(m) (vph)		1159		523			
v/c		0.01		0.42			
95% queue length		0.02		2.05			
Control Delay		8.1		16.8			
LOS		A		C			
Approach Delay				16.8			
Approach LOS				C			

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: MYRTLE AVENUE & BALDWIN PLACE  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD2  
 East/West Street: MYRTLE AVENUE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		148	138	13	191			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		164	153	14	212			
Percent Heavy Vehicles		--	--	12	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		221		45			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		245		50			
Percent Heavy Vehicles		5		5			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			4	7	8	9	10	11
Lane Config	1	LT		LR				
v (vph)		14		295				
C(m) (vph)		1189		607				
v/c		0.01		0.49				
95% queue length		0.04		2.66				
Control Delay		8.1		16.4				
LOS		A		C				
Approach Delay				16.4				
Approach LOS				C				

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: MYRTLE AVENUE & BALDWIN PLACE  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMBD2  
 East/West Street: MYRTLE AVENUE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS  
 Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume			314	289	31	213			
Peak-Hour Factor, PHF			0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR			348	321	34	236			
Percent Heavy Vehicles			--	--	0	--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes			1	0		0	1		
Configuration				TR		LT			
Upstream Signal?			No			No			

		Westbound				Eastbound			
Minor Street:	Approach Movement	7	8	9	10	11	12		
		L	T	R	L	T	R		
Volume		214		23					
Peak Hour Factor, PHF		0.90		0.90					
Hourly Flow Rate, HFR		237		25					
Percent Heavy Vehicles		2		0					
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage				No	/		/		
Lanes		0		0					
Configuration			LR						

		Delay, Queue Length, and Level of Service							
Approach Movement	Lane Config	NB	SB	Westbound				Eastbound	
		1	4	7	8	9	10	11	12
v (vph)			34		262				
C(m) (vph)			931		398				
v/c			0.04		0.66				
95% queue length			0.11		4.56				
Control Delay			9.0		29.8				
LOS			A		D				
Approach Delay					29.8				
Approach LOS					D				

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: MYRTLE AVE & BALDWIN PLACE RD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD2  
 East/West Street: MYRTLE AVENUE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		240	249	8	228			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		266	276	8	253			
Percent Heavy Vehicles		--	--	0	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		236		16			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		262		17			
Percent Heavy Vehicles		5		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound				
			7	8	9	10	11	12		
Movement	1	4		7	8	9		10	11	12
Lane Config		LT			LR					
v (vph)		8		279						
C(m) (vph)		1037		470						
v/c		0.01		0.59						
95% queue length		0.02		3.78						
Control Delay		8.5		23.2						
LOS		A		C						
Approach Delay				23.2						
Approach LOS				C						











## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & STILLWATER  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMNB3  
 East/West Street: STILLWATER ROAD  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R	

Volume	286	404			274	38
Peak-Hour Factor, PHF	0.90	0.90			0.90	0.94
Hourly Flow Rate, HFR	317	448			304	40
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT				TR	
Upstream Signal?	No				No	

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R

Volume				99		155
Peak Hour Factor, PHF				0.90		0.90
Hourly Flow Rate, HFR				110		172
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
Lanes				0		0
Configuration					LR	

## Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound			Eastbound		
	1 LT	4 	7 	8 	9 	10 	11 	12 LR

v (vph)	317						282
C(m) (vph)	1215						232
v/c	0.26						1.22
95% queue length	1.05						13.87
Control Delay	9.0						173.1
LOS	A						F
Approach Delay							173.1
Approach LOS							F



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB3 - IMP  
 E/W St: STILLWATER ROAD

Inter.: BALDWIN PLACE & STILLWATER  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig	LR						LT			TR		
Volume	92		193				45	160		267	66	
Lane Width	12.0						12.0			12.0		
RTOR Vol	176									12		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru	A		
Right		A			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				30.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LR 583 1750 0.21 0.33 14.5 B 14.5 B

Westbound

Northbound

LT 847 1639 0.27 0.52 8.3 A 8.3 A

Southbound

TR 940 1820 0.37 0.52 8.9 A 8.9 A

Intersection Delay = 9.7 (sec/veh) Intersection LOS = A

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB3 - IMP  
 E/W St: STILLWATER ROAD

Inter.: BALDWIN PLACE RD & STILLWATER  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig	LR						LT			TR		
Volume	99		155				286	404		274	38	
Lane Width	12.0						12.0			12.0		
RTOR Vol	58									3		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	A	
Thru					Thru	A	A	
Right		P			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru		A	
Right					Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	21.5				10.0	73.5		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LR 304 1695 0.72 0.18 59.9 E 59.9 E

Westbound

Northbound

LT 913 1825 0.84 0.75 17.5 B 17.5 B

Southbound

TR 1139 1835 0.30 0.62 10.7 B 10.7 B

Intersection Delay = 22.7 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD3 - IMP  
 E/W St: STILLWATER ROAD

Inter.: BALDWIN PLACE RD & STILLWATER  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig	LR						LT			TR		
Volume	46		198				194	325		310	46	
Lane Width	12.0						12.0			12.0		
RTOR Vol	0									3		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru					Thru	A		
Right	A				Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				60.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c g/C		Lane Group Delay LOS		Approach Delay LOS	
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Eastbound

LR 365 1643 0.74 0.22 40.6 D 40.6 D

Westbound

Northbound

LT 857 1265 0.67 0.68 10.7 B 10.7 B

Southbound

TR 1242 1832 0.32 0.68 6.1 A 6.1 A

Intersection Delay = 15.8 (sec/veh) Intersection LOS = B









HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD3 - IMP  
 E/W St: STILLWATER ROAD

Inter.: BALDWIN PLACE & STILLWATER  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig	LR						LT			TR		
Volume	92		233				62	177		346	66	
Lane Width	12.0						12.0			12.0		
RTOR Vol	176									12		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru	A		
Right		A			Right			
Peds					Peds	X		
WB Left					SB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				30.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LR 571 1714 0.29 0.33 15.0 B 15.0 B

Westbound

Northbound

LT 796 1540 0.33 0.52 8.7 A 8.7 A

Southbound

TR 944 1828 0.46 0.52 9.6 A 9.6 A

Intersection Delay = 10.3 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD3 - IMP  
 E/W St: STILLWATER ROAD

Inter.: BALDWIN PLACE RD & STILLWATER  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig	LR						LT			TR		
Volume	99		199				347	464		362	38	
Lane Width	12.0						12.0			12.0		
RTOR Vol	58									3		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	A	
Thru					Thru	A	A	
Right		P			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru		A	
Right					Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	21.5				17.5	66.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LR 301 1680 0.89 0.18 77.7 E 77.7 E

Westbound

Northbound

LT 850 1824 1.06 0.75 54.7 D 54.7 D

Southbound

TR 1028 1842 0.43 0.56 15.7 B 15.7 B

Intersection Delay = 47.9 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD3 - IMP  
 E/W St: STILLWATER ROAD

Inter.: BALDWIN PLACE RD & STILLWATER  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig	LR						LT			TR		
Volume	46		242				255	386		419	46	
Lane Width	12.0						12.0			12.0		
RTOR Vol	223									3		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru	A		
Right		A			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				60.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LR 384 1728 0.19 0.22 28.6 C 28.6 C

Westbound

Northbound

LT 739 1090 0.96 0.68 37.9 D 37.9 D

Southbound

TR 1246 1839 0.41 0.68 6.7 A 6.7 A

Intersection Delay = 25.0 (sec/veh) Intersection LOS = C

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: MAPLE DRIVE & BALDWIN PLACE RD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428AMEX4  
 East/West Street: MAPLE DRIVE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	

Volume	4	155				366	57
Peak-Hour Factor, PHF	0.90	0.90				0.90	0.90
Hourly Flow Rate, HFR	4	172				406	63
Percent Heavy Vehicles	2	--	--			--	--
Median Type/Storage	Undivided				/		
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R

Volume					16		8
Peak Hour Factor, PHF					0.90		0.90
Hourly Flow Rate, HFR					17		8
Percent Heavy Vehicles					2		2
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/		No /
Lanes					0		0
Configuration						LR	

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT							LR
v (vph)	4						25	
C(m) (vph)	1093						494	
v/c	0.00						0.05	
95% queue length	0.01						0.16	
Control Delay	8.3						12.7	
LOS	A						B	
Approach Delay							12.7	
Approach LOS							B	













## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: MAPLE DRIVE & BALDWIN PLACE RD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD4  
 East/West Street: MAPLE DRIVE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound			
	1 L	2 T	3 R	4 L	5 T	6 R		

Volume	4	28			55	75
Peak-Hour Factor, PHF	0.90	0.90			0.90	0.90
Hourly Flow Rate, HFR	4	31			61	83
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT				TR	
Upstream Signal?	No				No	

Minor Street: Approach Movement	Westbound			Eastbound			
	7 L	8 T	9 R	10 L	11 T	12 R	

Volume				17		8
Peak Hour Factor, PHF				0.90		0.90
Hourly Flow Rate, HFR				18		8
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
Lanes				0		0
Configuration					LR	

## Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound			Eastbound		
	1 LT	4 	7 	8 	9 	10 	11 	12 LR

v (vph)	4						26
C(m) (vph)	1438						879
v/c	0.00						0.03
95% queue length	0.01						0.09
Control Delay	7.5						9.2
LOS	A						A
Approach Delay							9.2
Approach LOS							A



## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: MAPLE DRIVE & BALDWIN PLACE RD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD4  
 East/West Street: MAPLE DRIVE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound			
	1 L	2 T	3 R	4 L	5 T	6 R		

Volume	23	65			50	69
Peak-Hour Factor, PHF	0.90	0.90			0.90	0.90
Hourly Flow Rate, HFR	25	72			55	76
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT				TR	
Upstream Signal?	No				No	

Minor Street: Approach Movement	Westbound				Eastbound			
	7 L	8 T	9 R	10 L	11 T	12 R		

Volume				34		10
Peak Hour Factor, PHF				0.90		0.90
Hourly Flow Rate, HFR				37		11
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
Lanes				0		0
Configuration					LR	

## Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound				Eastbound			
	1 LT	4 	7 	8 	9 	10 	11 	12 LR		

v (vph)	25						48
C(m) (vph)	1454						799
v/c	0.02						0.06
95% queue length	0.05						0.19
Control Delay	7.5						9.8
LOS	A						A
Approach Delay							9.8
Approach LOS							A

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMEX5  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		507	102	55	543		44		17			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			25						14			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	P	P			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds					Peds			
NB Right	P				EB Right	P		
SB Right					WB Right			
Green	10.0	100.0			25.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	1254	1863	0.44	0.67	12.5	B	11.0	B
R	1382	1583	0.06	0.87	1.4	A		
Westbound								
L	605	1770	0.10	0.77	6.0	A		
T	1441	1863	0.41	0.77	6.4	A	6.4	A
Northbound								
L	307	1770	0.16	0.17	53.8	D	53.0	D
R	433	1583	0.01	0.27	39.7	D		
Southbound								

Intersection Delay = 10.4 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMEX5  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		590	188	134	635		153		80			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			32						69			

Duration 0.25 Area Type: All other areas

Signal Operations									
Phase Combination	1	2	3	4	5	6	7	8	
EB Left					NB Left	P			
Thru		P			Thru				
Right		P			Right	P			
Peds					Peds				
WB Left	P	P			SB Left				
Thru	P	P			Thru				
Right					Right				
Peds					Peds				
NB Right	P				EB Right	P			
SB Right					WB Right				
Green	10.0	100.0				25.0			
Yellow	3.0	3.0				3.0			
All Red	2.0	2.0				2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	1254	1863	0.50	0.67	13.5	B	10.9	B
R	1382	1583	0.13	0.87	1.5	A		
Westbound								
L	547	1770	0.27	0.77	8.3	A		
T	1441	1863	0.48	0.77	13.0	B	12.2	B
Northbound								
L	307	1770	0.55	0.17	63.7	E	62.2	E
R	433	1583	0.03	0.27	40.0	D		
Southbound								

Intersection Delay = 16.6 (sec/veh) Intersection LOS = B



HCS+: Signalized Intersections Release 5.3

Analyst: RGD

Agency: JCE

Date: 09/22/2008

Period: SAT PEAK HOUR

Project ID: 1428SATEX5

E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS

Area Type: All other areas

Jurisd:

Year : 2008 EXISTING TRAFFIC VOLUMES

N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		668	270	146	693		161		83			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			46						71			

Duration 0.25 Area Type: All other areas

Signal Operations									
Phase Combination	1	2	3	4	5	6	7	8	
EB Left					NB Left	P			
Thru		P			Thru				
Right		P			Right	P			
Peds					Peds				
WB Left	P	P			SB Left				
Thru	P	P			Thru				
Right					Right				
Peds					Peds				
NB Right	P				EB Right	P			
SB Right					WB Right				
Green	10.0	99.0			26.0				
Yellow	3.0	3.0			3.0				
All Red	2.0	2.0			2.0				

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	1242	1863	0.57	0.67	15.4	B	11.8	B
R	1382	1583	0.18	0.87	1.7	A		
Westbound								
L	480	1770	0.34	0.77	10.8	B		
T	1428	1863	0.53	0.77	14.3	B	13.7	B
Northbound								
L	319	1770	0.56	0.18	63.1	E	61.5	E
R	443	1583	0.03	0.28	39.3	D		
Southbound								

Intersection Delay = 17.3 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB5  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		634	108	58	707		47		18			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			26						15			

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru			P		Thru			
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left			
Thru		P	P		Thru			
Right					Right			
Peds					Peds			
NB Right		P			EB Right	P		
SB Right					WB Right			
Green		10.0	100.0			25.0		
Yellow		3.0	3.0			3.0		
All Red		2.0	2.0			2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	1254	1863	0.56	0.67	14.7	B	13.2	B
R	1382	1583	0.07	0.87	1.4	A		
Westbound								
L	493	1770	0.13	0.77	8.5	A		
T	1441	1863	0.55	0.77	14.5	B	14.1	B
Northbound								
L	307	1770	0.17	0.17	54.0	D	53.2	D
R	433	1583	0.01	0.27	39.7	D		
Southbound								

Intersection Delay = 14.9 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB5  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		869	199	142	896		162		85			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			34						74			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		P	P		SB Left			
Thru		P	P		Thru			
Right					Right			
Peds					Peds			
NB Right		P			EB Right	P		
SB Right					WB Right			
Green	10.0	100.0			25.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T	1254	1863	0.74	0.67	19.8	B	16.8	B
R	1382	1583	0.13	0.87	1.6	A		

Westbound

L	344	1770	0.46	0.77	19.1	B		
T	1441	1863	0.68	0.77	14.9	B	15.5	B

Northbound

L	307	1770	0.59	0.17	65.0	E	63.5	E
R	433	1583	0.03	0.27	40.0	D		

Southbound

Intersection Delay = 19.9 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB5  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		971	286	155	1021		171		88			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			29						75			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		P	P		SB Left			
Thru		P	P		Thru			
Right					Right			
Peds					Peds			
NB Right		P			EB Right	P		
SB Right					WB Right			
Green	10.0	99.0			26.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T 1242 1863 0.83 0.67 25.3 C 20.2 C  
 R 1382 1583 0.21 0.87 1.8 A

Westbound

L 263 1770 0.65 0.77 31.6 C  
 T 1428 1863 0.78 0.77 16.5 B 18.5 B

Northbound

L 319 1770 0.60 0.18 64.4 E 62.7 E  
 R 443 1583 0.03 0.28 39.4 D

Southbound

Intersection Delay = 22.5 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB5 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		634	108	58	707		47		18			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			26						15			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru	P				Thru			
Right	P				Right	P		
Peds					Peds			
WB Left	P	A			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds					Peds			
NB Right		A			EB Right	P		
SB Right					WB Right			
Green	98.0	10.0			27.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T	1230	1863	0.56	0.66	15.6	B	13.9	B
R	1382	1583	0.07	0.87	1.4	A		

Westbound

L	534	1770	0.12	0.76	14.9	B		
T	1416	1863	0.54	0.76	3.2	A	4.1	A

Northbound

L	330	1770	0.16	0.19	52.1	D	51.4	D
R	454	1583	0.01	0.29	38.2	D		

Southbound

Intersection Delay = 10.3 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB5 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		869	199	142	896		162		85			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			35						69			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left	P	P			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds					Peds			
NB Right	P				EB Right	P		
SB Right					WB Right			
Green	15.0	95.0			25.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T 1192 1863 0.78 0.64 24.3 C 20.7 C  
 R 1330 1583 0.14 0.84 2.4 A

Westbound

L 362 1770 0.44 0.77 21.9 C  
 T 1441 1863 0.68 0.77 10.1 B 11.8 B

Northbound

L 307 1770 0.59 0.17 65.0 E 62.4 E  
 R 485 1583 0.04 0.31 36.6 D

Southbound

Intersection Delay = 19.9 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD5 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		971	286	155	1021		171		88			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			14						57			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru			P		Thru			
Right			P		Right	A		
Peds					Peds			
WB Left		A	P		SB Left			
Thru		P	P		Thru			
Right					Right			
Peds					Peds			
NB Right		A			EB Right	A		
SB Right					WB Right			
Green		14.0	99.0			22.0		
Yellow		3.0	3.0			3.0		
All Red		2.0	2.0			2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T	1242	1863	0.83	0.67	25.3	C	20.1	C
R	1340	1583	0.23	0.85	2.3	A		

Westbound

L	310	1770	0.55	0.79	27.2	C		
T	1478	1863	0.75	0.79	15.2	B	16.8	B

Northbound

L	271	1770	0.70	0.15	68.1	E	63.8	E
R	443	1583	0.08	0.28	39.8	D		

Southbound

Intersection Delay = 22.0 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD5  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		889	108	58	814		47		18			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			26						15			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		P	P		SB Left			
Thru		P	P		Thru			
Right					Right			
Peds					Peds			
NB Right		P			EB Right	P		
SB Right					WB Right			
Green	10.0	100.0			25.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T	1254	1863	0.77	0.67	21.2	C	19.5	B
R	1382	1583	0.07	0.87	1.4	A		

Westbound

L	316	1770	0.20	0.77	17.3	B		
T	1441	1863	0.61	0.77	15.4	B	15.5	B

Northbound

L	307	1770	0.17	0.17	54.0	D	53.2	D
R	433	1583	0.01	0.27	39.7	D		

Southbound

Intersection Delay = 18.6 (sec/veh) Intersection LOS = B



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD5  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		1151	199	142	1279		162		85			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			16						74			

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru			P		Thru			
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left			
Thru		P	P		Thru			
Right					Right			
Peds					Peds			
NB Right		P			EB Right	P		
SB Right					WB Right			
Green		10.0	100.0			25.0		
Yellow		3.0	3.0			3.0		
All Red		2.0	2.0			2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	1254	1863	0.98	0.67	43.6	D	37.7	D
R	1382	1583	0.15	0.87	1.6	A		
Westbound								
L	180	1770	0.88	0.77	70.3	E		
T	1441	1863	0.96	0.77	16.9	B	22.4	C
Northbound								
L	307	1770	0.59	0.17	65.0	E	63.5	E
R	433	1583	0.03	0.27	40.0	D		
Southbound								

Intersection Delay = 31.7 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD5  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		1319	286	155	1412		171		88			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			12						57			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru			
Right		P			Right	P		
Peds					Peds			
WB Left		P	P		SB Left			
Thru		P	P		Thru			
Right					Right			
Peds					Peds			
NB Right		P			EB Right	P		
SB Right					WB Right			
Green	10.0	99.0			26.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	1242	1863	1.13	0.67	94.0	F	77.6	E
R	1382	1583	0.22	0.87	1.9	A		
Westbound								
L	180	1770	0.96	0.77	96.5	F		
T	1428	1863	1.07	0.77	60.5	E	64.1	E
Northbound								
L	319	1770	0.60	0.18	64.4	E	60.7	E
R	443	1583	0.08	0.28	40.1	D		
Southbound								

Intersection Delay = 70.2 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD5 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		889	108	58	814		47		18			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			26						15			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru	P				Thru			
Right	P				Right	P		
Peds	X				Peds			
WB Left	P	A			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds	X	X			Peds			
NB Right		A			EB Right	P		
SB Right					WB Right			
Green	98.0	10.0			27.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T 2341 3547 0.41 0.66 12.5 B 11.5 B  
 R 1382 1583 0.07 0.87 1.4 A

Westbound

L 483 1770 0.13 0.76 10.3 B  
 T 2696 3547 0.33 0.76 1.7 A 2.3 A

Northbound

L 330 1770 0.16 0.19 52.1 D  
 R 454 1583 0.01 0.29 38.2 D 51.4 D

Southbound

Intersection Delay = 8.3 (sec/veh) Intersection LOS = A

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD5 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		1151	199	142	1279		162		85			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			35						69			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru			P		Thru			
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left			
Thru		P	P		Thru			
Right					Right			
Peds					Peds			
NB Right		P			EB Right	P		
SB Right					WB Right			
Green		15.0	88.0			32.0		
Yellow		3.0	3.0			3.0		
All Red		2.0	2.0			2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group	Approach	
			v/c	g/C		Delay LOS	Delay LOS
Eastbound							
T	2105	3547	0.58	0.59	20.1 C	17.8	B
R	1330	1583	0.14	0.84	2.4 A		
Westbound							
L	358	1770	0.44	0.73	15.4 B		
T	2577	3547	0.54	0.73	9.9 A	10.4	B
Northbound							
L	389	1770	0.46	0.22	54.7 D		
R	559	1583	0.03	0.35	31.8 C	52.6	D
Southbound							

Intersection Delay = 16.4 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD5 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (SOUTH)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		1319	286	155	1412		171		88			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			14						57			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		P			Thru			
Right		P			Right	A		
Peds					Peds			
WB Left	A	P			SB Left			
Thru	P	P			Thru			
Right					Right			
Peds					Peds			
NB Right	A				EB Right	A		
SB Right					WB Right			
Green	14.0	90.0			31.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	2152	3547	0.65	0.61	20.7	C	17.5	B
R	1340	1583	0.23	0.85	2.3	A		
Westbound								
L	306	1770	0.56	0.73	18.3	B		
T	2601	3547	0.59	0.73	21.3	C	21.0	C
Northbound								
L	378	1770	0.50	0.21	53.1	D	50.1	D
R	538	1583	0.06	0.34	33.4	C		
Southbound								

Intersection Delay = 21.2 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMEX6  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: CURRY STREET

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR		LTR			LTR		
Volume	15	595	46	40	603	43	119	30	69	103	70	10
Lane Width	12.0	12.0		12.0	12.0		12.0			12.0		
RTOR Vol			7			5			15			2

Duration 0.25 Area Type: All other areas

Phase Combination	Signal Operations							
	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru					Thru		P	
Right					Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	46.0			22.0	22.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	2.0	2.0			2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	339	1597	0.05	0.52	15.5	B		
TR	1317	3363	0.52	0.39	29.4	C	29.1	C
Westbound								
L	306	1504	0.14	0.52	15.7	B		
TR	1332	3400	0.52	0.39	26.3	C	25.7	C
Northbound								
LTR	328	1711	0.69	0.19	56.3	E	56.3	E
Southbound								
LTR	333	1739	0.60	0.19	52.0	D	52.0	D

Intersection Delay = 33.5 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMEX6  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: CURRY STREET

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR		LTR			LTR		
Volume	14	658	107	77	609	75	100	51	55	43	46	4
Lane Width	12.0	12.0		12.0	12.0		12.0			12.0		
RTOR Vol			14			12			12			2

Duration 0.25 Area Type: All other areas

Phase Combination	Signal Operations							
	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru					Thru		P	
Right					Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	46.0			23.0	21.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	2.0	2.0			2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	350	1687	0.05	0.52	15.6	B		
TR	1376	3512	0.58	0.39	30.5	C	30.2	C
Westbound								
L	326	1805	0.26	0.52	16.9	B		
TR	1382	3529	0.51	0.39	25.8	C	24.9	C
Northbound								
LTR	356	1778	0.61	0.20	51.2	D	51.2	D
Southbound								
LTR	334	1823	0.30	0.18	44.7	D	44.7	D

Intersection Delay = 31.1 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATEX6  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: CURRY STREET/U.S. ROUTE 6N

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR		LTR			LTR		
Volume	49	672	72	82	692	63	130	43	79	76	57	5
Lane Width	12.0	12.0		12.0	12.0		12.0			12.0		
RTOR Vol			9			8			15			3

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	40.0			30.0	20.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	2.0	2.0			2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	287	1805	0.19	0.47	21.4	C		
TR	1197	3503	0.67	0.34	36.7	D	35.7	D
Westbound								
L	259	1656	0.35	0.47	23.7	C		
TR	1208	3536	0.67	0.34	34.4	C	33.3	C
Northbound								
LTR	450	1743	0.58	0.26	44.3	D	44.3	D
Southbound								
LTR	316	1804	0.47	0.17	49.5	D	49.5	D

Intersection Delay = 36.7 (sec/veh) Intersection LOS = D



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB6  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 6N/CURRY STREET

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	16	703	49	44	684	46	126	32	77	109	74	11
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			6			5			15			2

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P	P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds			X		Peds			
WB Left		P	P		SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds			X		Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	46.0			22.0	22.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	325	1597	0.06	0.52	15.5	B		
TR	1318	3366	0.62	0.39	31.4	C	31.1	C
<b>Westbound</b>								
L	267	1504	0.18	0.52	16.7	B		
TR	1332	3402	0.59	0.39	17.7	B	17.7	B
<b>Northbound</b>								
LTR	328	1709	0.75	0.19	60.1	E	60.1	E
<b>Southbound</b>								
LTR	333	1739	0.63	0.19	53.5	D	53.5	D

Intersection Delay = 31.4 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB6  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: CURRY STREET/NYS ROUTE 6N

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	15	786	113	89	743	80	106	54	64	46	49	4
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			12			10			13			2

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	46.0			23.0	21.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	316	1687	0.05	0.52	15.9	B		
TR	1378	3518	0.68	0.39	33.0	C	32.7	C
Westbound								
L	278	1805	0.36	0.52	19.0	B		
TR	1384	3533	0.62	0.39	16.9	B	17.2	B
Northbound								
LTR	355	1775	0.66	0.20	53.6	D	53.6	D
Southbound								
LTR	334	1824	0.32	0.18	45.0	D	45.0	D

Intersection Delay = 28.9 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB6  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: CURRY STREET/NYS ROUTE 6N

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	52	1201	76	94	849	67	138	46	92	81	60	6
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			5			7			16			3

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P	P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	40.0			30.0	20.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	231	1805	0.25	0.47	24.6	C		
TR	1202	3518	1.15	0.34	117.6	F	113.8	F
Westbound								
L	212	1656	0.49	0.47	30.3	C		
TR	1210	3541	0.82	0.34	38.1	D	37.3	D
Northbound								
LTR	449	1737	0.64	0.26	46.4	D	46.4	D
Southbound								
LTR	316	1803	0.51	0.17	50.5	D	50.5	D

Intersection Delay = 75.9 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB6 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: CURRY STREET

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	16	703	49	44	684	46	126	32	77	109	74	11
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			7			6			24			3

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		4.0	31.0			20.0	15.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	215	1597	0.08	0.46	15.9	B		
TR	1197	3367	0.68	0.36	27.7	C	27.5	C
Westbound								
L	194	1504	0.25	0.46	18.9	B		
TR	1210	3403	0.64	0.36	26.9	C	26.4	C
Northbound								
LTR	400	1714	0.59	0.23	36.9	D	36.9	D
Southbound								
LTR	309	1740	0.68	0.18	46.1	D	46.1	D

Intersection Delay = 30.0 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB6 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: CURRY STREET/NYS ROUTE 6N

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	15	786	113	89	743	80	106	54	64	46	49	4
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			8			5			15			1

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P	P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		9.0	46.0			24.0	21.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	269	1687	0.06	0.51	17.7	B		
TR	1377	3515	0.69	0.39	33.1	C	32.9	C
Westbound								
L	262	1805	0.38	0.51	23.3	C		
TR	1383	3530	0.63	0.39	31.6	C	30.7	C
Northbound								
LTR	370	1776	0.63	0.21	51.1	D	51.1	D
Southbound								
LTR	333	1818	0.32	0.18	45.1	D	45.1	D

Intersection Delay = 34.4 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB6 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: CURRY STREET

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	52	831	76	94	849	67	138	46	92	81	60	6
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			4			4			18			2

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	46.0			26.0	18.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	262	1805	0.22	0.52	20.6	C		
TR	1373	3506	0.72	0.39	34.1	C	33.3	C
Westbound								
L	244	1656	0.43	0.52	24.8	C		
TR	1386	3539	0.72	0.39	34.1	C	33.2	C
Northbound								
LTR	391	1738	0.73	0.22	54.6	D	54.6	D
Southbound								
LTR	285	1802	0.56	0.16	54.6	D	54.6	D

Intersection Delay = 36.9 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD6  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: CURRY STREET/NYS ROUTE 6N

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	16	917	49	51	775	46	126	32	93	109	74	11
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			5			5			18			2

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P	P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds			X		Peds			
WB Left		P	P		SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds			X		Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	46.0			22.0	22.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	293	1597	0.06	0.52	16.1	B		
TR	1322	3375	0.79	0.39	37.1	D	36.7	D
Westbound								
L	206	1504	0.28	0.52	21.2	C		
TR	1334	3406	0.66	0.39	18.4	B	18.6	B
Northbound								
LTR	326	1702	0.79	0.19	64.1	E	64.1	E
Southbound								
LTR	333	1739	0.63	0.19	53.5	D	53.5	D

Intersection Delay = 34.2 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD6  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: CURRY STREET/NYS ROUTE 6N

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	15	1024	113	113	1071	80	106	54	82	46	49	4
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			10			7			16			2

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	46.0			23.0	21.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	215	1687	0.08	0.52	20.4	C		
TR	1383	3530	0.86	0.39	40.8	D	40.5	D
Westbound								
L	228	1805	0.55	0.52	25.4	C		
TR	1389	3546	0.87	0.39	20.0-	B	20.5	C
Northbound								
LTR	353	1767	0.71	0.20	56.3	E	56.3	E
Southbound								
LTR	334	1824	0.32	0.18	45.0	D	45.0	D

Intersection Delay = 32.8 (sec/veh) Intersection LOS = C



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD6  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: CURRY STREET/NYS ROUTE 6N

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	52	1125	76	118	1179	67	138	46	114	81	60	6
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			6			5			19			3

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	40.0			30.0	20.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	228	1805	0.25	0.47	27.5	C		
TR	1202	3517	1.08	0.34	90.8	F	88.1	F
Westbound								
L	212	1656	0.62	0.47	27.3	C		
TR	1213	3551	1.11	0.34	90.0	F	84.5	F
Northbound								
LTR	446	1725	0.70	0.26	48.9	D	48.9	D
Southbound								
LTR	316	1803	0.51	0.17	50.5	D	50.5	D

Intersection Delay = 81.0 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD6 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: CURRY STREET

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR		LTR			LTR		
Volume	16	917	49	51	775	46	126	32	93	109	74	11
Lane Width	12.0	12.0		12.0	12.0		12.0			12.0		
RTOR Vol			7			6	24			3		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		4.0	31.0			20.0	15.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	186	1597	0.10	0.46	16.8	B		
TR	1201	3377	0.87	0.36	35.7	D	35.4	D
Westbound								
L	164	1504	0.35	0.46	23.6	C		
TR	1212	3408	0.72	0.36	28.9	C	28.6	C
Northbound								
LTR	398	1705	0.64	0.23	38.6	D	38.6	D
Southbound								
LTR	309	1740	0.68	0.18	46.1	D	46.1	D

Intersection Delay = 34.1 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD6 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: CURRY STREET/NYS ROUTE 6N

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR		LTR			LTR		
Volume	15	1024	113	113	1071	80	106	54	82	46	49	4
Lane Width	12.0	12.0		12.0	12.0		12.0			12.0		
RTOR Vol			8			5			15			1

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		9.0	46.0			24.0	21.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	201	1687	0.08	0.51	22.3	C		
TR	1382	3529	0.86	0.39	41.0	D	40.7	D
Westbound								
L	213	1805	0.59	0.51	35.0+	D		
TR	1388	3545	0.87	0.39	41.5	D	40.9	D
Northbound								
LTR	368	1766	0.68	0.21	53.8	D	53.8	D
Southbound								
LTR	333	1818	0.32	0.18	45.1	D	45.1	D

Intersection Delay = 42.1 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD6 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & NYS ROUTE 6N  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: CURRY STREET

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	52	1125	76	118	1179	67	138	46	114	81	60	6
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			4			4			18			2

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P	P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		8.0	46.0			28.0	18.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	198	1805	0.29	0.50	29.1	C		
TR	1377	3516	0.95	0.39	46.3	D	45.6	D
Westbound								
L	184	1656	0.71	0.50	46.5	D		
TR	1390	3550	0.97	0.39	50.8	D	50.4	D
Northbound								
LTR	417	1724	0.75	0.24	53.6	D	53.6	D
Southbound								
LTR	285	1802	0.56	0.16	54.6	D	54.6	D

Intersection Delay = 48.9 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMEX7  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR		LTR			LTR		
Volume	13	569	132	88	558	11	40	6	25	14	13	28
Lane Width	12.0	12.0		12.0	12.0		11.0			16.0		
RTOR Vol			7			1			15			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru					Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru					Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	64.0			15.0	11.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	431	1770	0.03	0.67	10.3	B		
TR	981	1811	0.77	0.54	33.2	C	32.7	C
Westbound								
L	304	1770	0.32	0.67	19.6	B		
TR	1006	1858	0.61	0.54	21.7	C	21.4	C
Northbound								
LTR	226	1697	0.27	0.13	49.8	D	49.8	D
Southbound								
LTR	194	1941	0.31	0.10	54.4	D	54.4	D

Intersection Delay = 29.2 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD

Agency: JCE

Date: 09/22/2008

Period: PM PEAK HOUR

Project ID: 1428PMEX7

E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6

Area Type: All other areas

Jurisd:

Year : 2008 EXISTING TRAFFIC VOLUMES

N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	46	693	44	38	738	21	83	20	87	19	7	12
Lane Width	12.0	12.0		12.0	12.0			11.0			16.0	
RTOR Vol			2			1			24			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds			
WB Left		P			SB Left		P	
Thru		P			Thru		P	
Right		P			Right		P	
Peds		X			Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	7.0	58.0			27.0	8.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	2.0	2.0			2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	204	1770	0.25	0.59	24.0	C		
TR	908	1846	0.86	0.49	42.0	D	40.9	D
Westbound								
L	195	1770	0.22	0.59	23.6	C		
TR	912	1855	0.87	0.49	37.9	D	37.2	D
Northbound								
LTR	389	1667	0.47	0.23	43.7	D	43.7	D
Southbound								
LTR	148	1974	0.28	0.08	57.2	E	57.2	E

Intersection Delay = 39.9 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD

Agency: JCE

Date: 09/22/2008

Period: SAT PEAK HOUR

Project ID: 1428SATEX7

E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6

Area Type: All other areas

Jurisd:

Year : 2008 EXISTING TRAFFIC VOLUMES

N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	34	831	49	52	714	33	47	9	42	22	3	29
Lane Width	12.0	12.0		12.0	12.0			11.0			16.0	
RTOR Vol			2			1			18			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left	P				SB Left		P	
Thru		P			Thru		P	
Right		P			Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	7.0	62.0			23.0	8.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	2.0	2.0			2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	247	1770	0.15	0.63	19.1	B		
TR	970	1847	0.95	0.52	61.1	E	59.5	E
Westbound								
L	180	1770	0.32	0.63	29.6	C		
TR	971	1850	0.81	0.52	30.9	C	30.8	C
Northbound								
LTR	336	1678	0.26	0.20	42.5	D	42.5	D
Southbound								
LTR	144	1918	0.41	0.08	61.4	E	61.4	E

Intersection Delay = 46.3 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB7  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	14	673	140	98	647	12	42	6	40	15	14	30
Lane Width	12.0	12.0		12.0	12.0			11.0			16.0	
RTOR Vol			7			1			23			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P	P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds			X		Peds			
WB Left		P	P		SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds			X		Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	64.0			15.0	11.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	362	1770	0.04	0.67	12.5	B		
TR	984	1816	0.89	0.54	41.9	D	41.4	D
Westbound								
L	232	1770	0.47	0.67	29.4	C		
TR	1006	1858	0.71	0.54	24.8	C	25.4	C
Northbound								
LTR	224	1683	0.33	0.13	51.0	D	51.0	D
Southbound								
LTR	194	1944	0.34	0.10	55.0+	E	55.0+	E

Intersection Delay = 35.2 (sec/veh) Intersection LOS = D



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB7  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	49	830	47	56	886	22	88	21	108	20	7	13
Lane Width	12.0	12.0		12.0	12.0			11.0			16.0	
RTOR Vol			2			1			28			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds			X		Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds			X		Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		7.0	58.0			27.0	8.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	180	1770	0.30	0.59	29.5	C		
TR	909	1848	1.03	0.49	69.9	E	67.7	E
Westbound								
L	180	1770	0.34	0.59	30.5	C		
TR	913	1856	1.04	0.49	70.0	E	67.6	E
Northbound								
LTR	387	1659	0.54	0.23	45.8	D	45.8	D
Southbound								
LTR	148	1971	0.30	0.08	57.6	E	57.6	E

Intersection Delay = 65.4 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB7  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	36	1008	52	72	875	35	50	10	62	23	3	31
Lane Width	12.0	12.0		12.0	12.0			11.0			16.0	
RTOR Vol			2			1			25			31

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P	P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		7.0	62.0			23.0	8.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	180	1770	0.22	0.63	26.6	C		
TR	971	1849	1.14	0.52	109.2	F	106.3	F
Westbound								
L	180	1770	0.44	0.63	33.9	C		
TR	972	1852	0.99	0.52	53.9	D	52.4	D
Northbound								
LTR	333	1665	0.32	0.20	43.6	D	43.6	D
Southbound								
LTR	152	2021	0.19	0.08	54.9	D	54.9	D

Intersection Delay = 78.6 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428 AMNB7 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	1	0	0	1	1	0	1	0
LGConfig	L	TR		L	TR			LT	R		LTR	
Volume	14	673	140	98	647	12	42	6	40	15	14	30
Lane Width	12.0	12.0		12.0	12.0			11.0	12.0		16.0	
RTOR Vol			12			1			33			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	64.0			14.0	12.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	362	1770	0.04	0.67	12.6	B		
TR	1874	3460	0.47	0.54	17.7	B	17.6	B
Westbound								
L	416	1770	0.26	0.67	10.4	B		
TR	1006	1858	0.71	0.54	24.8	C	22.9	C
Northbound								
LT	216	1726	0.25	0.13	50.2	D	49.8	D
R	185	1583	0.04	0.12	47.5	D		
Southbound								
LTR	211	1944	0.31	0.11	53.2	D	53.2	D

Intersection Delay = 22.3 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB7 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	1	0	0	1	1	0	1	0
LGConfig	L	TR		L	TR			LT	R		LTR	
Volume	49	830	47	56	886	22	88	21	108	20	7	13
Lane Width	12.0	12.0		12.0	12.0			11.0	12.0		16.0	
RTOR Vol			2			0			0			13

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			P		Thru	A		
Right				P	Right	A		
Peds					Peds			
WB Left		A			SB Left		A	
Thru			P		Thru		A	
Right				P	Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		4.0	76.5			13.3	6.2	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	242	1770	0.22	0.72	15.5	B		
TR	2272	3518	0.41	0.65	10.8	B	11.1	B
Westbound								
L	386	1770	0.16	0.72	6.2	A		
TR	1199	1856	0.79	0.65	20.7	C	19.8	B
Northbound								
LT	206	1731	0.59	0.12	54.4	D	55.8	E
R	189	1583	0.63	0.12	57.2	E		
Southbound								
LTR	122	2036	0.25	0.06	54.9	D	54.9	D

Intersection Delay = 20.3 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB7 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	1	0	0	1	1	0	1	0
LGConfig	L	TR		L	TR			LT	R		LTR	
Volume	36	1008	52	72	875	35	50	10	62	23	3	31
Lane Width	12.0	12.0		12.0	12.0			11.0	12.0		16.0	
RTOR Vol			2			1			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			P		Thru	A		
Right			P		Right	A		
Peds					Peds			
WB Left		A			SB Left		A	
Thru			P		Thru		A	
Right			P		Right		A	
Peds					Peds			
NB Right		A			EB Right			
SB Right					WB Right			
Green		5.0	77.6			9.0	8.4	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	261	1770	0.15	0.74	14.4	B		
TR	2306	3520	0.48	0.65	11.1	B	11.2	B
Westbound								
L	341	1770	0.23	0.74	6.6	A		
TR	1213	1852	0.79	0.65	20.1	C	19.1	B
Northbound								
LT	144	1728	0.47	0.08	54.8	D	51.4	D
R	211	1583	0.33	0.13	48.0	D		
Southbound								
LTR	150	1918	0.42	0.08	54.6	D	54.6	D

Intersection Delay = 18.1 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD7  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	14	904	140	108	745	12	42	6	63	15	14	30
Lane Width	12.0	12.0		12.0	12.0			11.0			16.0	
RTOR Vol			6			1			33			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	64.0			15.0	11.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	275	1770	0.06	0.67	16.9	B		
TR	990	1827	1.16	0.54	118.1	F	116.7	F
Westbound								
L	224	1770	0.54	0.67	37.3	D		
TR	1007	1859	0.83	0.54	31.1	C	31.9	C
Northbound								
LTR	222	1664	0.39	0.13	52.7	D	52.7	D
Southbound								
LTR	194	1944	0.34	0.10	55.0+	E	55.0+	E

Intersection Delay = 76.8 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD7  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	49	1085	47	93	1240	22	88	21	135	20	7	13
Lane Width	12.0	12.0		12.0	12.0			11.0			16.0	
RTOR Vol			2			1			33			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		7.0	58.0			27.0	8.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	180	1770	0.30	0.59	28.8	C		
TR	910	1851	1.32	0.49	187.2	F	180.4	F
Westbound								
L	180	1770	0.57	0.59	38.5	D		
TR	914	1858	1.44	0.49	234.2	F	220.0	F
Northbound								
LTR	385	1649	0.61	0.23	48.1	D	48.1	D
Southbound								
LTR	148	1971	0.30	0.08	57.6	E	57.6	E

Intersection Delay = 187.1 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD7  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	36	1323	52	109	1230	35	50	10	94	23	3	31
Lane Width	12.0	12.0		12.0	12.0			11.0			16.0	
RTOR Vol			1			1			35			31

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru	P		
Right				P	Right	P		
Peds					Peds			
WB Left		P			SB Left		P	
Thru			P		Thru		P	
Right				P	Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		7.0	62.0			23.0	8.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	180	1770	0.22	0.63	27.0	C		
TR	972	1852	1.48	0.52	249.8	F	243.8	F
Westbound								
L	180	1770	0.67	0.63	47.2	D		
TR	974	1855	1.37	0.52	201.0	F	188.2	F
Northbound								
LTR	329	1645	0.40	0.20	45.4	D	45.4	D
Southbound								
LTR	152	2021	0.19	0.08	54.9	D	54.9	D

Intersection Delay = 207.3 (sec/veh) Intersection LOS = F



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428 AMBD7 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	1	0	0	1	1	0	1	0
LGConfig	L	TR		L	TR			LT	R		LTR	
Volume	14	904	140	108	745	12	42	6	63	15	14	30
Lane Width	12.0	12.0		12.0	12.0			11.0	12.0		16.0	
RTOR Vol			12			1			33			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P	P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left		P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	64.0			14.0	12.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	288	1770	0.06	0.67	16.2	B		
TR	1885	3480	0.60	0.54	20.0+	C	20.0-	B
Westbound								
L	328	1770	0.37	0.67	14.3	B		
TR	1007	1859	0.82	0.54	29.9	C	27.9	C
Northbound								
LT	216	1726	0.25	0.13	50.2	D	50.1	D
R	185	1583	0.18	0.12	49.9	D		
Southbound								
LTR	211	1944	0.31	0.11	53.2	D	53.2	D

Intersection Delay = 25.5 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD7 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	1	0	0	1	1	0	1	0
LGConfig	L	TR		L	TR			LT	R		LTR	
Volume	49	1085	47	93	1240	22	88	21	135	20	7	13
Lane Width	12.0	12.0		12.0	12.0			11.0	12.0		16.0	
RTOR Vol			2			0			126			13

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A	P		NB Left	A		
Thru			P		Thru	A		
Right			P		Right	A		
Peds					Peds			
WB Left		A	P		SB Left		A	
Thru			P		Thru		A	
Right			P		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		4.0	78.5			13.3	6.2	
Yellow		3.0	3.0			3.0	3.0	
All Red		1.0	2.0			1.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	136	1770	0.40	0.74	33.3	C		
TR	2335	3525	0.52	0.66	11.2	B	12.1	B
Westbound								
L	298	1770	0.35	0.74	7.7	A		
TR	1231	1858	1.07	0.66	53.0	D	49.7	D
Northbound								
LT	206	1731	0.59	0.12	54.4	D	53.8	D
R	189	1583	0.05	0.12	47.0	D		
Southbound								
LTR	122	2036	0.25	0.06	54.9	D	54.9	D

Intersection Delay = 33.3 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD7 - IMP  
 E/W St: U.S. ROUTE 6

Inter.: MAHOPAC AVENUE & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: MAHOPAC AVENUE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	1	0	0	1	1	0	1	0
LGConfig	L	TR		L	TR			LT	R		LTR	
Volume	36	1323	52	109	1230	35	50	10	94	23	3	31
Lane Width	12.0	12.0		12.0	12.0			11.0	12.0		16.0	
RTOR Vol			2			1			83			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A	P		NB Left	A		
Thru			P		Thru	A		
Right			P		Right	A		
Peds					Peds			
WB Left		A	P		SB Left		A	
Thru			P		Thru		A	
Right			P		Right		A	
Peds					Peds			
NB Right		A			EB Right			
SB Right					WB Right			
Green		4.0	79.6			9.0	8.4	
Yellow		3.0	3.0			3.0	3.0	
All Red		1.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	136	1770	0.29	0.75	32.8	C		
TR	2368	3526	0.61	0.67	12.1	B	12.6	B
Westbound								
L	236	1770	0.51	0.75	11.2	B		
TR	1246	1855	1.07	0.67	53.1	D	49.6	D
Northbound								
LT	144	1728	0.47	0.08	54.8	D	53.5	D
R	198	1583	0.06	0.13	46.4	D		
Southbound								
LTR	150	1918	0.42	0.08	54.6	D	54.6	D

Intersection Delay = 32.1 (sec/veh) Intersection LOS = C

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: U.S. ROUTE 6 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428AMEX8  
 East/West Street: U.S. ROUTE 6  
 North/South Street: SOMERS COMMONS (NORTH)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4   L	5 T	6 R
Volume		523	1			598	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		568	1			649	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				Yes	

Minor Street:	Approach Movement	Northbound				Southbound	
		7 L	8 T	9 R	10   L	11 T	12 R
Volume				60			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				65			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/		/
Lanes				1			
Configuration				R			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound				Southbound		
			1	4	7	8	9	10	11
Lane Config						R			
v (vph)						65			
C(m) (vph)						575			
v/c						0.11			
95% queue length						0.38			
Control Delay						12.1			
LOS						B			
Approach Delay						12.1			
Approach LOS						B			

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: SOMERS COMMONS & U.S. ROUTE 6  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428PMEX8  
 East/West Street: U.S. ROUTE 6  
 North/South Street: U.S. ROUTE 6  
 Intersection Orientation: EW  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R

Volume		658	12			779	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		715	13			846	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				Yes	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume				81			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				88			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/		/
Lanes				1			
Configuration				R			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			1	4	7	8	9	10

v (vph)							88
C(m) (vph)							437
v/c							0.20
95% queue length							0.74
Control Delay							15.3
LOS							C
Approach Delay							15.3
Approach LOS							C

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: SOMERS COMMONS & U.S. ROUTE 6  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428SATEX8  
 East/West Street: U.S. ROUTE 6  
 North/South Street: SOMERS COMMONS (NORTH)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		734	17			839		
Peak-Hour Factor, PHF		0.92	0.92			0.92		
Hourly Flow Rate, HFR		797	18			911		
Percent Heavy Vehicles		--	--			--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		1	0			1		
Configuration			TR			T		
Upstream Signal?		Yes				Yes		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10   L	11 T	12 R
Volume				79			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				85			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/		/
Lanes				1			
Configuration				R			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	1	4			R			
v (vph)					85			
C(m) (vph)					385			
v/c					0.22			
95% queue length					0.83			
Control Delay					17.0			
LOS					C			
Approach Delay				17.0				
Approach LOS				C				

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: U.S. ROUTE 6 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMNB8  
 East/West Street: U.S. ROUTE 6  
 North/South Street: SOMERS COMMONS (NORTH)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		651	1			765		
Peak-Hour Factor, PHF		0.92	0.92			0.92		
Hourly Flow Rate, HFR		707	1			831		
Percent Heavy Vehicles		--	--			--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		1	0			1		
Configuration			TR			T		
Upstream Signal?		Yes				Yes		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10   L	11 T	12 R	
Volume				64				
Peak Hour Factor, PHF				0.92				
Hourly Flow Rate, HFR				69				
Percent Heavy Vehicles				2				
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage					/		/	
Lanes				1				
Configuration				R				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound				Southbound		
			1	4	7	8	9	10	11
Movement									
Lane Config						R			
v (vph)						69			
C(m) (vph)						492			
v/c						0.14			
95% queue length						0.48			
Control Delay						13.5			
LOS						B			
Approach Delay						13.5			
Approach LOS						B			

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: U.S. ROUTE 6 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMNB8  
 East/West Street: U.S. ROUTE 6  
 North/South Street: SOMERS COMMONS (NORTH)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		941	13			1049	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		1022	14			1140	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				Yes	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume				86			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				93			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage				/		/	
Lanes			1				
Configuration			R				

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	1	4			R			
v (vph)					93			
C(m) (vph)					259			
v/c					0.36			
95% queue length					1.56			
Control Delay					26.5			
LOS					D			
Approach Delay				26.5				
Approach LOS				D				



TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: U.S. ROUTE 6 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATNB8  
 East/West Street: U.S. ROUTE 6  
 North/South Street: SOMERS COMMONS (NORTH)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		1041	18			1175	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		1131	19			1277	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				Yes	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume				84			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				91			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage				/		/	
Lanes			1				
Configuration			R				

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	1	4			R			
v (vph)					91			
C(m) (vph)					208			
v/c					0.44			
95% queue length					2.05			
Control Delay					35.1			
LOS					E			
Approach Delay				35.1				
Approach LOS				E				

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: U.S. ROUTE 6 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD8  
 East/West Street: U.S. ROUTE 6  
 North/South Street: SOMERS COMMONS (NORTH)  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		906	1			873	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		984	1			948	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				Yes	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume				64			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				69			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage				/		/	
Lanes			1				
Configuration			R				

## Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Config					R			
v (vph)					69			
C(m) (vph)					370			
v/c					0.19			
95% queue length					0.68			
Control Delay					16.9			
LOS					C			
Approach Delay				16.9				
Approach LOS				C				

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: U.S. ROUTE 6 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMBD8  
 East/West Street: U.S. ROUTE 6  
 North/South Street: SOMERS COMMONS (NORTH)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		1223	13			1432	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		1329	14			1556	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				Yes	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume				86			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				93			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage				/		/	
Lanes			1				
Configuration			R				

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	1	4			R			
v (vph)					93			
C(m) (vph)					130			
v/c					0.72			
95% queue length					4.03			
Control Delay					82.7			
LOS					F			
Approach Delay				82.7				
Approach LOS				F				

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: U.S. ROUTE 6 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD8  
 East/West Street: U.S. ROUTE 6  
 North/South Street: SOMERS COMMONS (NORTH)  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	

Volume		1389	18			1567	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		1509	19			1703	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				Yes	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume				84			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				91			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage				/		/	
Lanes			1				
Configuration			R				

## Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12

Lane Config					R			
v (vph)					91			
C(m) (vph)					75			
v/c					1.21			
95% queue length					6.93			
Control Delay					269.9			
LOS					F			
Approach Delay				269.9				
Approach LOS				F				

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: U.S. ROUTE 6 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD8 - IMP  
 East/West Street: U.S. ROUTE 6  
 North/South Street: SOMERS COMMONS (NORTH)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		906	1			873			
Peak-Hour Factor, PHF		0.92	0.92			0.92			
Hourly Flow Rate, HFR		984	1			948			
Percent Heavy Vehicles		--	--			--	--		
Median Type/Storage		Undivided		/					
RT Channelized?									
Lanes		2	0			2			
Configuration		T	TR			T			
Upstream Signal?		Yes				Yes			

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume				64			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				69			
Percent Heavy Vehicles				2			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				/		/	
Lanes			1				
Configuration			R				

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	1	4			R			
v (vph)					69			
C(m) (vph)					891			
v/c					0.08			
95% queue length					0.25			
Control Delay					9.4			
LOS					A			
Approach Delay				9.4				
Approach LOS				A				

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: U.S. ROUTE 6 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMBD8 - IMP  
 East/West Street: U.S. ROUTE 6  
 North/South Street: SOMERS COMMONS (NORTH)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1	2	3	4	5	6
		L	T	R	L	T	R

Volume		1223	13			1432	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		1329	14			1556	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		2	0			2	
Configuration		T	TR			T	
Upstream Signal?		Yes				Yes	

Minor Street:	Approach Movement	Northbound			Southbound		
		7	8	9	10	11	12
		L	T	R	L	T	R

Volume				86			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				93			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage				/		/	
Lanes			1				
Configuration			R				

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config					R			

v (vph)					93		
C(m) (vph)					670		
v/c					0.14		
95% queue length					0.48		
Control Delay					11.2		
LOS					B		
Approach Delay				11.2			
Approach LOS				B			

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: U.S. ROUTE 6 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD8 - IMP  
 East/West Street: U.S. ROUTE 6  
 North/South Street: SOMERS COMMONS (NORTH)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R

Volume		1389	18			1567
Peak-Hour Factor, PHF		0.92	0.92			0.92
Hourly Flow Rate, HFR		1509	19			1703
Percent Heavy Vehicles		--	--			--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		2	0			2
Configuration		T	TR			T
Upstream Signal?		Yes				Yes

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume				84		
Peak Hour Factor, PHF				0.92		
Hourly Flow Rate, HFR				91		
Percent Heavy Vehicles				2		
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes			1			
Configuration			R			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12

Lane Config					R			
v (vph)					91			
C(m) (vph)					654			
v/c					0.14			
95% queue length					0.48			
Control Delay					11.4			
LOS					B			
Approach Delay				11.4				
Approach LOS				B				

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428AMEX9  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (WEST)  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	

Volume		347	19			223	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		377	20			242	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage RT Channelized?		Undivided		/			
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				No	

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	

Volume			36				
Peak Hour Factor, PHF			0.92				
Hourly Flow Rate, HFR			39				
Percent Heavy Vehicles			2				
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage				/			/
Lanes			1				
Configuration			R				

## Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12

Lane Config					R			
-------------	--	--	--	--	---	--	--	--

v (vph)					39		
C(m) (vph)					755		
v/c					0.05		
95% queue length					0.16		
Control Delay					10.0+		
LOS					B		
Approach Delay					10.0+		
Approach LOS					B		



TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428PMEX9  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (WEST)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		182		10		591		
Peak-Hour Factor, PHF		0.92		0.92		0.92		
Hourly Flow Rate, HFR		197		10		642		
Percent Heavy Vehicles		--		--		--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		1		0		1		
Configuration				TR		T		
Upstream Signal?		Yes					No	

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume				18				
Peak Hour Factor, PHF				0.92				
Hourly Flow Rate, HFR				19				
Percent Heavy Vehicles				2				
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage					/		/	
Lanes				1				
Configuration				R				

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	1	4			R			
v (vph)					19			
C(m) (vph)					923			
v/c					0.02			
95% queue length					0.06			
Control Delay					9.0			
LOS					A			
Approach Delay				9.0				
Approach LOS				A				

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428SATEX9  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (WEST)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach	Eastbound				Westbound	
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume			257	28		495	
Peak-Hour Factor, PHF			0.92	0.92		0.92	
Hourly Flow Rate, HFR			279	30		538	
Percent Heavy Vehicles			--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes			1	0		1	
Configuration				TR		T	
Upstream Signal?			Yes			No	

Minor Street:	Approach	Northbound				Southbound	
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume				36			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				39			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/		/
Lanes				1			
Configuration				R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11 12
Lane Config					R		
v (vph)					39		
C(m) (vph)					845		
v/c					0.05		
95% queue length					0.14		
Control Delay					9.5		
LOS					A		
Approach Delay				9.5			
Approach LOS				A			

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMNB9  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (WEST)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		399	20			271	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		433	21			294	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume				38			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				41			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/		/
Lanes				1			
Configuration				R			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	1	4			R			
v (vph)					41			
C(m) (vph)					692			
v/c					0.06			
95% queue length					0.19			
Control Delay					10.5			
LOS					B			
Approach Delay				10.5				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMNB9  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (WEST)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		262	11			691	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		284	11			751	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume				19			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				20			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/		/
Lanes				1			
Configuration				R			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	1	4			R			
v (vph)					20			
C(m) (vph)					851			
v/c					0.02			
95% queue length					0.07			
Control Delay					9.3			
LOS					A			
Approach Delay				9.3				
Approach LOS				A				

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATNB9  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (WEST)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		346	30			607			
Peak-Hour Factor, PHF		0.92	0.92			0.92			
Hourly Flow Rate, HFR		376	32			659			
Percent Heavy Vehicles		--	--			--	--		
Median Type/Storage		Undivided		/					
RT Channelized?									
Lanes		1	0			1			
Configuration			TR			T			
Upstream Signal?		Yes				No			

Minor Street:	Approach Movement	Northbound				Southbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume				38					
Peak Hour Factor, PHF				0.92					
Hourly Flow Rate, HFR				41					
Percent Heavy Vehicles				2					
Percent Grade (%)		0				0			
Flared Approach: Exists?/Storage					/		/		
Lanes				1					
Configuration				R					

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound				Southbound		
			7	8	9	10	11	12	
Lane Config	1	4				R			
v (vph)					41				
C(m) (vph)					768				
v/c					0.05				
95% queue length					0.17				
Control Delay					10.0-				
LOS					A				
Approach Delay				10.0-					
Approach LOS				A					

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD9  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (WEST)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		444	20			425	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		482	21			461	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume				38			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				41			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage				/		/	
Lanes			1				
Configuration			R				

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	1	4			R			
v (vph)					41			
C(m) (vph)					626			
v/c					0.07			
95% queue length					0.21			
Control Delay					11.2			
LOS					B			
Approach Delay				11.2				
Approach LOS				B				

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMBD9  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (WEST)  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		496	11			847	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		539	11			920	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume				19			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				20			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage				/		/	
Lanes			1				
Configuration			R				

## Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound			
			4	7	8	9	10	11	12
Lane Config	1					R			
v (vph)						20			
C(m) (vph)						581			
v/c						0.03			
95% queue length						0.11			
Control Delay						11.4			
LOS						B			
Approach Delay				11.4					
Approach LOS				B					

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD9  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (WEST)  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R

Volume		581	30			812	
Peak-Hour Factor, PHF		0.92	0.92			0.92	
Hourly Flow Rate, HFR		631	32			882	
Percent Heavy Vehicles		--	--			--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0			1	
Configuration			TR			T	
Upstream Signal?		Yes				No	

Minor Street:	Approach Movement	Northbound				Southbound	
		7 L	8 T	9 R	10 L	11 T	12 R

Volume				38			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				41			
Percent Heavy Vehicles				2			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/		/
Lanes				1			
Configuration				R			

## Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12

Lane Config					R			
v (vph)					41			
C(m) (vph)					503			
v/c					0.08			
95% queue length					0.27			
Control Delay					12.8			
LOS					B			
Approach Delay				12.8				
Approach LOS				B				



## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428AMEX10  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (EAST)  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		380		3	59	210		
Peak-Hour Factor, PHF		0.90		0.90	0.90	0.90		
Hourly Flow Rate, HFR		422		3	65	233		
Percent Heavy Vehicles		--		--	2	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		1	0		0	1		
Configuration				TR		LT		
Upstream Signal?		Yes					No	

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		13		32				
Peak Hour Factor, PHF		0.90		0.90				
Hourly Flow Rate, HFR		14		35				
Percent Heavy Vehicles		2		2				
Percent Grade (%)			0			0		
Flared Approach: Exists?/Storage				No	/		/	
Lanes		0		0				
Configuration				LR				

## Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		65		49				
C(m) (vph)		1138		544				
v/c		0.06		0.09				
95% queue length		0.18		0.30				
Control Delay		8.4		12.3				
LOS		A		B				
Approach Delay				12.3				
Approach LOS				B				

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428PMEX10  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (EAST)  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		200	15		184	499		
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.95		
Hourly Flow Rate, HFR		222	16		204	525		
Percent Heavy Vehicles		--	--		2	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		Yes				No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		92		84			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		102		93			
Percent Heavy Vehicles		2		2			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

## Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		204		195				
C(m) (vph)		1361		276				
v/c		0.15		0.71				
95% queue length		0.53		4.88				
Control Delay		8.1		44.2				
LOS		A		E				
Approach Delay				44.2				
Approach LOS				E				

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428SATEX10  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (EAST)  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		273	20		167	421		
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.95		
Hourly Flow Rate, HFR		303	22		185	443		
Percent Heavy Vehicles		--	--		2	--	--	
Median Type/Storage RT Channelized?		Undivided			/			
Lanes Configuration		1	0		0	1		
Upstream Signal?		Yes				LT	No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10   L	11 T	12 R
Volume		74		78			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		82		86			
Percent Heavy Vehicles		2		2			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes Configuration		0		0			
			LR				

## Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		185		168				
C(m) (vph)		1262		297				
v/c		0.15		0.57				
95% queue length		0.51		3.25				
Control Delay		8.3		31.8				
LOS		A		D				
Approach Delay				31.8				
Approach LOS				D				

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMNB10  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (EAST)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		434	3		63	258	
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.90	
Hourly Flow Rate, HFR		482	3		70	286	
Percent Heavy Vehicles		--	--		2	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR			LT	
Upstream Signal?		Yes				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		14		34			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		15		37			
Percent Heavy Vehicles		2		2			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound				
			1	4	7	8	9	10	11	12
Lane Config		LT			LR					
v (vph)		70			52					
C(m) (vph)		1069			466					
v/c		0.07			0.11					
95% queue length		0.21			0.37					
Control Delay		8.6			13.7					
LOS		A			B					
Approach Delay					13.7					
Approach LOS					B					

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMNB10  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (EAST)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		281	16		195	594		
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.95		
Hourly Flow Rate, HFR		312	17		216	625		
Percent Heavy Vehicles		--	--		2	--	--	
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR			LT		
Upstream Signal?		Yes				No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		98		89			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		108		98			
Percent Heavy Vehicles		2		2			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			1	4	7	8	9	10
Lane Config		LT		LR				
v (vph)		216		206				
C(m) (vph)		1248		193				
v/c		0.17		1.07				
95% queue length		0.62		9.64				
Control Delay		8.5		134.7				
LOS		A		F				
Approach Delay				134.7				
Approach LOS				F				

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATNB10  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (WEST)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		363	21	177	528			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.95			
Hourly Flow Rate, HFR		403	23	196	555			
Percent Heavy Vehicles		--	--	2	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		Yes			No			

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		78		83			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		86		92			
Percent Heavy Vehicles		2		2			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			1	4	7	8	9	10
Lane Config		LT		LR				
v (vph)		196		178				
C(m) (vph)		1137		203				
v/c		0.17		0.88				
95% queue length		0.62		6.76				
Control Delay		8.8		83.1				
LOS		A		F				
Approach Delay				83.1				
Approach LOS				F				

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB10 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (EAST)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	475 3			63 368			14 34					
Lane Width	11.0			11.0			12.0					
RTOR Vol	0						29					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
WB Left	A				SB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	14.4				6.2			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 30.6 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 905 1799 0.59 0.50 6.4 A 6.4 A

Westbound

LT 792 1573 0.60 0.50 6.8 A 6.8 A

Northbound

LR 351 1731 0.06 0.20 9.9 A 9.9 A

Southbound

Intersection Delay = 6.6 (sec/veh) Intersection LOS = A

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB10 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (EAST)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	281 16			195 594			98 89					
Lane Width	11.0			11.0			12.0					
RTOR Vol	1						22					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
WB Left	A	A			SB Left			
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0	103.0			26.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 1240 1788 0.27 0.69 8.8 A 8.8 A

Westbound

LT 1027 1778 0.82 0.77 16.4 B 16.4 B

Northbound

LR 296 1710 0.62 0.17 61.3 E 61.3 E

Southbound

Intersection Delay = 20.6 (sec/veh) Intersection LOS = C



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB10 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (EAST)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	363	21		177	528		78		83			
Lane Width	11.0			11.0			12.0					
RTOR Vol	1						45					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
WB Left		P			SB Left			
Thru		P			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	67.0				13.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c g/C		Lane Group	Approach Delay LOS	
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Eastbound

TR 1351 1788 0.31 0.76 3.7 A 3.7 A

Westbound

LT 1056 1397 0.71 0.76 9.9 A 9.9 A

Northbound

LR 249 1723 0.52 0.14 37.5 D 37.5 D

Southbound

Intersection Delay = 10.6 (sec/veh) Intersection LOS = B

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD10  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (EAST)  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R	

Volume	479	3	63	412
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	532	3	70	457
Percent Heavy Vehicles	--	--	2	--
Median Type/Storage	Undivided		/	
RT Channelized?				
Lanes	1	0	0	1
Configuration		TR		LT
Upstream Signal?	Yes			No

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R

Volume	14	34
Peak Hour Factor, PHF	0.90	0.90
Hourly Flow Rate, HFR	15	37
Percent Heavy Vehicles	2	2
Percent Grade (%)	0	0
Flared Approach: Exists?/Storage		No /
Lanes	0	0
Configuration		LR

## Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
	1	4   7	8	9	10	11	12	

Lane Config		LT	LR				
v (vph)	70	52					
C(m) (vph)	1014	369					
v/c	0.07	0.14					
95% queue length	0.22	0.49					
Control Delay	8.8	16.3					
LOS	A	C					
Approach Delay		16.3					
Approach LOS		C					

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMBD10  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (EAST)  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	

Volume		515	16		195	750	
Peak-Hour Factor, PHF		0.92	0.90		0.90	0.95	
Hourly Flow Rate, HFR		559	17		216	789	
Percent Heavy Vehicles		--	--		2	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR			LT	
Upstream Signal?		Yes				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume		98		89			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		108		98			
Percent Heavy Vehicles		2		2			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

## Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			1	4	7	8	9	10

Lane Config		LT		LR				
v (vph)		216		206				
C(m) (vph)		973		95				
v/c		0.22		2.17				
95% queue length		0.85		18.13				
Control Delay		9.8		631.5				
LOS		A		F				
Approach Delay				631.5				
Approach LOS				F				

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: NYS ROUTE 118 & SOMERS COMMONS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD10  
 East/West Street: NYS ROUTE 118  
 North/South Street: SOMERS COMMONS (EAST)  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		598	21	177	733			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.95			
Hourly Flow Rate, HFR		664	23	196	771			
Percent Heavy Vehicles		--	--	2	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		Yes			No			

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		78		83			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		86		92			
Percent Heavy Vehicles		2		2			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			4	7	8	9	10	11
Lane Config	1	LT		LR				
v (vph)		196		178				
C(m) (vph)		862		85				
v/c		0.23		2.09				
95% queue length		0.87		15.84				
Control Delay		10.4		610.6				
LOS		B		F				
Approach Delay				610.6				
Approach LOS				F				

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD10 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (EAST)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	479	3		63	412		14		34			
Lane Width	11.0			11.0			12.0					
RTOR Vol	0						29					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds	X				Peds			
WB Left	A				SB Left			
Thru	A				Thru			
Right					Right			
Peds	X				Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	14.4				6.2			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 30.6 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 905 1799 0.59 0.50 6.4 A 6.4 A

Westbound

LT 800 1590 0.66 0.50 7.7 A 7.7 A

Northbound

LR 351 1731 0.06 0.20 9.9 A 9.9 A

Southbound

Intersection Delay = 7.1 (sec/veh) Intersection LOS = A

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD10 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (EAST)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	515 16			195 750			98 89					
Lane Width	11.0			11.0			12.0					
RTOR Vol	1						22					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
WB Left	A	A			SB Left			
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	6.0	103.0			26.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 1244 1794 0.47 0.69 10.8 B 10.8 B

Westbound

LT 915 1781 1.10 0.77 78.3 E 78.3 E

Northbound

LR 296 1710 0.62 0.17 61.3 E 61.3 E

Southbound

Intersection Delay = 54.2 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD10 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & SOMERS COMMONS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: SOMERS COMMONS (EAST)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	TR			LT			LR					
Volume	598 21			177 733			78 83					
Lane Width	11.0			11.0			12.0					
RTOR Vol	1						45					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					Left			
Thru	A				Thru			
Right	A				Right			
Peds					Peds			
WB Left		P			Left			
Thru		P			Thru			
Right					Right			
Peds					Peds			
NB Right					Right			
SB Right					Right			
Green	67.0				13.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR 1355 1793 0.51 0.76 4.7 A 4.7 A

Westbound

LT 967 1280 1.00 0.76 40.4 D 40.4 D

Northbound

LR 249 1723 0.52 0.14 37.5 D 37.5 D

Southbound

Intersection Delay = 26.5 (sec/veh) Intersection LOS = C















HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428 AMNB11 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MILLER ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig		T			TR						LR	
Volume		472			239	96				228		77
Lane Width		11.0			11.0						12.0	
RTOR Vol						19						19

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	30.0				20.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T 931 1801 0.55 0.52 10.5 B 10.5 B

Westbound

TR 900 1741 0.38 0.52 9.0 A 9.0 A

Northbound

Southbound

LR 581 1742 0.54 0.33 17.2 B 17.2 B

Intersection Delay = 11.8 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB11 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MILLER ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig	T			TR						LR		
Volume	367			593			292			230		
Lane Width	11.0			11.0						12.0		
RTOR Vol							18			31		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	P		
Thru	P				Thru			
Right	P				Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	54.5				25.5			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T 1111 1801 0.36 0.62 8.7 A 8.7 A

Westbound

TR 1063 1724 0.89 0.62 25.5 C 25.5 C

Northbound

Southbound

LR 484 1710 0.87 0.28 49.5 D 49.5 D

Intersection Delay = 27.4 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB11 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MILLER ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig		T			TR						LR	
Volume		446			447	242				240		259
Lane Width		11.0			11.0						12.0	
RTOR Vol						17						40

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	P		
Thru	A				Thru			
Right	A				Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	49.0				31.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T 1001 1801 0.48 0.56 12.5 B 12.5 B

Westbound

TR 955 1719 0.77 0.56 19.2 B 19.2 B

Northbound

Southbound

LR 585 1698 0.85 0.34 42.0 D 42.0 D

Intersection Delay = 24.0 (sec/veh) Intersection LOS = C









HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428 AMBD11 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: MILLER ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig		T			TR						LR	
Volume		517			393	101				250		77
Lane Width		11.0			11.0						12.0	
RTOR Vol						19						19

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	30.0				20.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T 931 1801 0.60 0.52 11.3 B 11.3 B

Westbound

TR 909 1759 0.57 0.52 10.8 B 10.8 B

Northbound

Southbound

LR 582 1745 0.58 0.33 17.9 B 17.9 B

Intersection Delay = 12.7 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD11 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: MILLER ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig		T			TR						LR	
Volume		601			749	312				239		188
Lane Width		11.0			11.0					12.0		
RTOR Vol						18						31

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	P		
Thru	P				Thru			
Right	P				Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	54.5				25.5			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS

Eastbound

T 1111 1801 0.59 0.62 11.2 B 11.2 B

Westbound

TR 1068 1732 1.06 0.62 54.7 D 54.7 D

Northbound

Southbound

LR 485 1711 0.89 0.28 51.7 D 51.7 D

Intersection Delay = 41.3 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD11 - IMP  
 E/W St: NYS ROUTE 118

Inter.: NYS ROUTE 118 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: MILLER ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	0	0	0	0	0
LGConfig		T			TR						LR	
Volume		681			652	255				250		259
Lane Width		11.0			11.0						12.0	
RTOR Vol						17						40

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	A				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	P		
Thru	A				Thru			
Right	A				Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	49.0				31.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T 1001 1801 0.74 0.56 18.0 B 18.0 B

Westbound

TR 964 1736 1.00 0.56 43.4 D 43.4 D

Northbound

Southbound

LR 586 1700 0.87 0.34 42.3 D 42.3 D

Intersection Delay = 34.7 (sec/veh) Intersection LOS = C

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: U.S. ROUTE 6 & A & P  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428AMEX12  
 East/West Street: A & P SHOPPING CENTER  
 North/South Street: U.S. ROUTE 6  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		487	68		25	540		
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.93		
Hourly Flow Rate, HFR		541	75		27	580		
Percent Heavy Vehicles		--	--		2	--	--	
Median Type/Storage		Undivided			/			
RT Channelized?		No						
Lanes		1	1		1	1		
Configuration		T	R		L	T		
Upstream Signal?		No				Yes		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume				28			
Peak Hour Factor, PHF				0.90			
Hourly Flow Rate, HFR				31			
Percent Heavy Vehicles				4			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage					/		/
Lanes				1			
Configuration				R			

## Delay, Queue Length, and Level of Service

Approach Movement	NB		Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Config		L			R			
v (vph)		27			31			
C(m) (vph)		964			537			
v/c		0.03			0.06			
95% queue length		0.09			0.18			
Control Delay		8.8			12.1			
LOS		A			B			
Approach Delay				12.1				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: U.S. ROUTE 6 & A&P S.C.  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428PMEX12  
 East/West Street: A&P SHOPPING CENTER  
 North/South Street: U.S. ROUTE 6  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound	
		1	2	3	4	5	6
		L	T	R	L	T	R
Volume		677	174		75	675	
Peak-Hour Factor, PHF		0.92	0.90		0.90	0.92	
Hourly Flow Rate, HFR		735	193		83	733	
Percent Heavy Vehicles		--	--		0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?				No			
Lanes		1	1		1	1	
Configuration		T	R		L	T	
Upstream Signal?		No				Yes	

Minor Street:	Approach Movement	Westbound				Eastbound	
		7	8	9	10	11	12
		L	T	R	L	T	R
Volume				143			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				155			
Percent Heavy Vehicles				1			
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/		/
Lanes				1			
Configuration				R			

Delay, Queue Length, and Level of Service								
Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	1	4	L		R			
v (vph)		83			155			
C(m) (vph)		745			421			
v/c		0.11			0.37			
95% queue length		0.37			1.66			
Control Delay		10.4			18.4			
LOS		B			C			
Approach Delay				18.4				
Approach LOS				C				



TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: A&P SHOPPING CENTER & U.S. ROU  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428SATEX12  
 East/West Street: A&P SHOPPING CENTER  
 North/South Street: U.S. ROUTE 6  
 Intersection Orientation: NS Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4   L	5 T	6 R		
Volume		634	304		132	703			
Peak-Hour Factor, PHF		0.91	0.93		0.92	0.92			
Hourly Flow Rate, HFR		696	326		143	764			
Percent Heavy Vehicles		--	--		0	--	--		
Median Type/Storage		Undivided				/			
RT Channelized?						No			
Lanes		1	1		1	1			
Configuration		T	R		L	T			
Upstream Signal?		No				Yes			

		Westbound				Eastbound			
Minor Street:	Approach Movement	7	8	9	10	11	12		
		L	T	R	 L	T	R		
Volume				170					
Peak Hour Factor, PHF				0.90					
Hourly Flow Rate, HFR				188					
Percent Heavy Vehicles				1					
Percent Grade (%)		0				0			
Flared Approach: Exists?/Storage						/			
Lanes				1					
Configuration				R					

		Delay, Queue Length, and Level of Service							
Approach Movement	Lane Config	NB	SB	Westbound				Eastbound	
		1	4	7	8	9	10	11	12
v (vph)			143			188			
C(m) (vph)			687			443			
v/c			0.21			0.42			
95% queue length			0.78			2.08			
Control Delay			11.6			19.0			
LOS			B			C			
Approach Delay					19.0				
Approach LOS					C				

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: U.S. ROUTE 6 & A&P S.C.  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMNB12  
 East/West Street: A&P SHOPPING CENTER  
 North/South Street: U.S. ROUTE 6  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		573	72	27	632				
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.93				
Hourly Flow Rate, HFR		636	80	30	679				
Percent Heavy Vehicles		--	--	2	--	--			
Median Type/Storage		Undivided			/				
RT Channelized?					No				
Lanes		1	1		1	1			
Configuration		T	R		L	T			
Upstream Signal?		No				Yes			

Minor Street:	Approach Movement	Westbound				Eastbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume				30					
Peak Hour Factor, PHF				0.90					
Hourly Flow Rate, HFR				33					
Percent Heavy Vehicles				4					
Percent Grade (%)		0				0			
Flared Approach: Exists?/Storage					/			/	
Lanes				1					
Configuration				R					

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound				Eastbound		
			7	8	9	10	11	12	
Lane Config	1	4	L		R				
v (vph)		30			33				
C(m) (vph)		885			474				
v/c		0.03			0.07				
95% queue length		0.11			0.22				
Control Delay		9.2			13.2				
LOS		A			B				
Approach Delay				13.2					
Approach LOS				B					

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: U.S. ROUTE 6 & A&P S.C.  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMNB12  
 East/West Street: A&P SHOPPING CENTER  
 North/South Street: U.S. ROUTE 6  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		843	184	80	831			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		936	204	88	923			
Percent Heavy Vehicles		--	--	0	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?				No				
Lanes		1	1		1	1		
Configuration		T	R		L	T		
Upstream Signal?		No			Yes			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R
Volume				152			
Peak Hour Factor, PHF				0.92			
Hourly Flow Rate, HFR				165			
Percent Heavy Vehicles				1			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				/		/	
Lanes			1				
Configuration			R				

## Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
			4   7	8	9   R	10 	11	12
Movement	1	4						
Lane Config		L			R			
v (vph)		88			165			
C(m) (vph)		620			323			
v/c		0.14			0.51			
95% queue length		0.49			2.75			
Control Delay		11.8			27.2			
LOS		B			D			
Approach Delay				27.2				
Approach LOS				D				

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: U.S. ROUTE 6 & A&P S.C.  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATNB12  
 East/West Street: A&P SHOPPING CENTER  
 North/South Street: U.S. ROUTE 6  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		811	322	140	897			
Peak-Hour Factor, PHF		0.91	0.93	0.92	0.92			
Hourly Flow Rate, HFR		891	346	152	974			
Percent Heavy Vehicles		--	--	0	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?				No				
Lanes		1	1		1	1		
Configuration		T	R		L	T		
Upstream Signal?		No			Yes			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R
Volume				180			
Peak Hour Factor, PHF				0.90			
Hourly Flow Rate, HFR				200			
Percent Heavy Vehicles				1			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				/		/	
Lanes			1				
Configuration			R				

## Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound				
			4   7	8	9   R	10 	11	12		
Movement	1	4		7	8	9		10	11	12
Lane Config		L				R				
v (vph)		152				200				
C(m) (vph)		570				343				
v/c		0.27				0.58				
95% queue length		1.07				3.51				
Control Delay		13.6				29.2				
LOS		B				D				
Approach Delay					29.2					
Approach LOS					D					

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & A&P S.C.  
 Agency: JCE Area Type: All other areas  
 Date: 10/08/2008 Jurisd:  
 Period: AM PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD12  
 E/W St: A&P SHOPPING CENTER/BYPASS RD N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	1	1	1	1	0
LGConfig	L	TR			LT	R	L	T	R	L	TR	
Volume	161	0	37	6	0	30	95	478	72	27	631	271
Lane Width	12.0	12.0			12.0	16.0	12.0	12.0	10.0	11.0	13.0	
RTOR Vol			29			28			27			9

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	37.0				103.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	355	1403	0.49	0.25	52.6	D		
TR	401	1583	0.02	0.25	42.2	D	52.1	D
Westbound								
LT	424	1672	0.02	0.25	42.1	D	42.0	D
R	446	1760	0.00	0.25	41.9	D		
Northbound								
L	214	311	0.48	0.69	15.8	B		
T	1197	1727	0.44	0.69	26.3	C	24.1	C
R	1034	1492	0.05	0.69	18.4	B		
Southbound								
L	394	568	0.08	0.69	7.8	A		
TR	1249	1802	0.77	0.69	19.8	B	19.4	B

Intersection Delay = 24.5 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & A&P S.C.  
 Agency: JCE Area Type: All other areas  
 Date: 09/22/2008 Jurisd:  
 Period: PM PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMBD12  
 E/W St: A&P SHOPPING CENTER/BYPASS RD N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	1	1	1	1	0
LGConfig	L	TR			LT	R	L	T	R	L	TR	
Volume	502	0	145	29	0	152	103	738	184	80	609	476
Lane Width	12.0	12.0			12.0	16.0	12.0	12.0	10.0	11.0	13.0	
RTOR Vol			86			0			69			15

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A	A		NB Left	A	A	
Thru		A	A		Thru	A	A	
Right		A	A		Right	A	A	
Peds					Peds			
WB Left			A		SB Left		A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0	16.0			4.0	85.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	477	1770	1.14	0.31	140.9	F		
TR	496	1583	0.13	0.31	37.0	D	130.0	F
Westbound								
LT	152	1341	0.21	0.11	61.1	E	81.4	F
R	205	1812	0.80	0.11	85.3	F		
Northbound								
L	109	1770	1.03	0.63	139.1	F		
T	1191	1881	0.67	0.63	19.1	B	31.0	C
R	936	1478	0.14	0.63	11.1	B		
Southbound								
L	244	425	0.36	0.57	18.2	B		
TR	1044	1821	1.11	0.57	96.7	F	91.1	F

Intersection Delay = 77.9 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & A&P S.C.  
 Agency: JCE Area Type: All other areas  
 Date: 10/09/2008 Jurisd:  
 Period: SAT PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD12  
 E/W St: A&P SHOPPING CENTER/BYPASS RD N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	1	1	1	1	0
LGConfig	L	TR			LT	R	L	T	R	L	TR	
Volume	600	0	145	46	0	180	129	603	322	140	716	520
Lane Width	12.0	12.0			12.0	16.0	12.0	12.0	10.0	11.0	13.0	
RTOR Vol			67			0			180			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P	P		NB Left	P		P
Thru		P	P		Thru			P
Right		P	P		Right			P
Peds					Peds			
WB Left			P		SB Left	P	P	P
Thru			P		Thru		P	P
Right			P		Right		P	P
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0	18.0			4.0	12.0	66.0
Yellow		3.0	3.0			3.0	3.0	3.0
All Red		2.0	2.0			2.0	2.0	2.0

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	480	1770	1.36	0.33	227.1	F		
TR	517	1583	0.16	0.33	36.6	D	205.1	F
Westbound								
LT	160	1263	0.31	0.13	64.6	E	91.0	F
R	230	1812	0.87	0.13	97.6	F		
Northbound								
L	74	1770	1.89	0.47	456.9	F		
T	832	1863	0.79	0.45	55.2	E	112.0	F
R	666	1492	0.23	0.45	39.4	D		
Southbound								
L	348	1745	0.44	0.62	27.4	C		
TR	1010	1803	1.33	0.56	188.2	F	171.9	F

Intersection Delay = 156.6 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD12 - IMP  
 E/W St: BYPASS ROAD

Inter.: BYPASS ROAD & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	0	1	1	1	2	0	1	1	1
LGConfig	L	TR			LT	R	L	TR		L	T	R
Volume	161	0	37	6	0	30	95	478	72	27	631	271
Lane Width	12.0	12.0			12.0	16.0	12.0	12.0		11.0	13.0	12.0
RTOR Vol			34			0			22			55

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left		A	
Thru		A	A		Thru	P	P	
Right		A	A		Right	P	P	
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru	P	P	
Right			A		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right	A		
Green		24.5	12.5			7.0	64.0	17.0
Yellow		3.0	3.0			3.0	3.0	3.0
All Red		2.0	2.0			2.0	2.0	2.0

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS

Eastbound

L	584	3437	0.30	0.17	54.7	D		
TR	454	1583	0.01	0.29	38.2	D	54.5	D

Westbound

LT	140	1559	0.05	0.09	62.5	E	54.5	D
R	299	1760	0.11	0.17	52.8	D		

Northbound

L	212	1770	0.49	0.12	63.3	E		
TR	1895	3267	0.30	0.58	2.3	A	11.6	B

Southbound

L	91	1711	0.33	0.05	70.5	E		
T	960	1870	0.71	0.51	32.2	C	27.6	C
R	1082	1583	0.22	0.68	8.9	A		

Intersection Delay = 24.9 (sec/veh) Intersection LOS = C



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD12 - IMP  
 E/W St: BYPASS ROAD

Inter.: BYPASS ROAD & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	0	1	1	1	2	0	1	1	1
LGConfig	L	TR			LT	R	L	TR		L	T	R
Volume	502	0	145	29	0	152	103	738	184	80	609	476
Lane Width	12.0	12.0			12.0	16.0	12.0	12.0		11.0	13.0	12.0
RTOR Vol			98			138			16			157

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	P	
Thru		P			Thru		P	
Right		P			Right		P	
Peds					Peds			
WB Left			P		SB Left	A	P	
Thru			P		Thru		P	
Right			P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		36.0	24.0			8.0	62.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	848	3437	0.64	0.25	54.3	D		
TR	390	1583	0.13	0.25	44.7	D	53.5	D
Westbound								
LT	302	1810	0.11	0.17	53.7	D	53.4	D
R	302	1812	0.05	0.17	52.8	D		
Northbound								
L	190	1770	0.59	0.51	33.8	C		
TR	1459	3474	0.68	0.42	33.1	C	33.1	C
Southbound								
L	233	1745	0.38	0.51	24.1	C		
T	824	1963	0.80	0.42	46.3	D	41.0	D
R	665	1583	0.52	0.42	35.2	D		

Intersection Delay = 40.8 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & A&P S.C.  
 Agency: JCE Area Type: All other areas  
 Date: 10/09/2008 Jurisd:  
 Period: SAT PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD12 - IMP  
 E/W St: A&P SHOPPING CENTER/BYPASS RD N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	0	1	1	1	2	0	1	1	1
LGConfig	L	TR			LT	R	L	TR		L	T	R
Volume	600	0	145	46	0	180	129	603	322	140	716	520
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0		11.0	13.0	12.0
RTOR Vol			97			0			40			124

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	P	
Thru		A			Thru		P	
Right		A			Right		P	
Peds					Peds			
WB Left			A		SB Left	A	P	
Thru			A		Thru		P	
Right			A		Right		P	
Peds					Peds			
NB Right					EB Right	A		
SB Right					WB Right	A		
Green		32.5	25.5			10.0	62.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	768	3437	0.85	0.22	54.0	D		
TR	354	1583	0.15	0.22	38.0	D	52.8	D
Westbound								
LT	320	1810	0.16	0.18	52.5	D	47.0	D
R	442	1599	0.45	0.28	45.6	D		
Northbound								
L	180	1770	0.78	0.52	54.5	D		
TR	1423	3389	0.67	0.42	20.3	C	24.7	C
Southbound								
L	287	1745	0.53	0.52	23.3	C		
T	808	1925	0.96	0.42	45.7	D	41.2	D
R	665	1583	0.65	0.42	39.4	D		

Intersection Delay = 38.7 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMEX13  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: MILLER ROAD/JONATHAN DRIVE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	16	474	25	22	559	1	13	8	90	30	17	14
Lane Width	12.0	12.0		12.0	12.0			14.0			12.0	
RTOR Vol			2			0			84			9

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left	P	P			SB Left		P	
Thru	P	P			Thru		P	
Right	P	P			Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	13.0	55.0			16.0	16.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	2.0	2.0			2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	367	787	0.05	0.47	17.7	B		
TR	863	1850	0.63	0.47	27.5	C	27.2	C
Westbound								
L	441	1770	0.05	0.62	12.4	B		
TR	1148	1862	0.53	0.62	14.9	B	14.8	B
Northbound								
LTR	266	1880	0.11	0.14	45.8	D	45.8	D
Southbound								
LTR	253	1788	0.22	0.14	47.6	D	47.6	D

Intersection Delay = 22.4 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMEX13  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: MILLER ROAD/JONATHAN DRIVE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR		LTR			LTR		
Volume	23	429	43	252	659	0	55	20	277	22	6	17
Lane Width	12.0	12.0		12.0	12.0		14.0			12.0		
RTOR Vol			3			0	110			16		

Duration 0.25 Area Type: All other areas

Phase Combination	Signal Operations							
	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
WB Left		P	P		SB Left		P	
Thru		P	P		Thru		P	
Right					Right		P	
Peds		X	X		Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	13.0	55.0			21.0	11.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	2.0	2.0			2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	291	623	0.09	0.47	18.4	B		
TR	858	1839	0.59	0.47	26.6	C	26.2	C
Westbound								
L	464	1770	0.59	0.62	19.7	B		
TR	1149	1863	0.62	0.62	16.9	B	17.7	B
Northbound								
LTR	327	1782	0.81	0.18	65.9	E	65.9	E
Southbound								
LTR	179	1788	0.18	0.10	51.7	D	51.7	D

Intersection Delay = 27.8 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD

Agency: JCE

Date: 09/22/2008

Period: SAT PEAK HOUR

Project ID: 1428SATEX13

E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & MILLER DRIVE

Area Type: All other areas

Jurisd:

Year : 2008 EXISTING TRAFFIC VOLUMES

N/S St: MILLER ROAD/JONATHAN DRIVE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR		LTR			LTR		
Volume	12	753	40	279	732	2	86	2	175	6	5	18
Lane Width	12.0	12.0		12.0	12.0		14.0			12.0		
RTOR Vol			2			0	60			0		

Duration 0.25 Area Type: All other areas

Phase Combination	Signal Operations							
	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left	P	P			SB Left		P	
Thru	P	P			Thru		P	
Right	P	P			Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	18.0	57.0			19.0	6.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	2.0	2.0			2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	305	631	0.04	0.48	16.6	B		
TR	894	1849	0.96	0.48	51.9	D	51.4	D
Westbound								
L	342	1770	0.89	0.67	65.8	E		
TR	1257	1862	0.63	0.68	13.5	B	27.9	C
Northbound								
LTR	300	1797	0.73	0.17	62.2	E	62.2	E
Southbound								
LTR	98	1687	0.33	0.06	62.9	E	62.9	E

Intersection Delay = 41.0 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB13  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MILLER ROAD/JONATHAN DRIVE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	17	551	27	23	653	1	14	8	95	32	18	15
Lane Width	12.0	12.0		12.0	12.0			14.0			12.0	
RTOR Vol			2			0			88			9

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left			P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds			X		Peds	X		
WB Left		P	P		SB Left		P	
Thru		P	P		Thru		P	
Right		P	P		Right		P	
Peds		X	X		Peds		X	
NB Right					EB Right			
SB Right					WB Right			
Green		13.0	55.0			16.0	16.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	294	630	0.06	0.47	18.0	B		
TR	864	1851	0.72	0.47	31.0	C	30.7	C
Westbound								
L	379	1770	0.07	0.62	14.3	B		
TR	1148	1862	0.62	0.62	16.8	B	16.7	B
Northbound								
LTR	266	1876	0.12	0.14	45.9	D	45.9	D
Southbound								
LTR	253	1784	0.25	0.14	48.1	D	48.1	D

Intersection Delay = 24.8 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB13  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MILLER ROAD/JONATHAN DRIVE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	24	580	46	272	814	0	58	21	299	23	6	18
Lane Width	12.0	12.0		12.0	12.0			14.0			12.0	
RTOR Vol			2			0			114			18

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P	P		SB Left		P	
Thru		P	P		Thru		P	
Right					Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		13.0	55.0			21.0	11.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	175	374	0.15	0.47	20.1	C		
TR	860	1843	0.79	0.47	34.2	C	33.7	C
Westbound								
L	342	1770	0.87	0.62	47.4	D		
TR	1149	1863	0.77	0.62	21.8	C	28.2	C
Northbound								
LTR	326	1780	0.88	0.18	74.8	E	74.8	E
Southbound								
LTR	179	1793	0.18	0.10	51.7	D	51.7	D

Intersection Delay = 36.4 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB13  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: MILLER ROAD/JONATHAN DRIVE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	13	937	42	301	928	2	91	2	191	6	5	19
Lane Width	12.0	12.0		12.0	12.0			14.0			12.0	
RTOR Vol			2			0			62			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left			P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left		P	
Thru		P	P		Thru		P	
Right		P	P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		18.0	57.0			19.0	6.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	162	335	0.09	0.48	17.8	B		
TR	895	1851	1.19	0.48	125.8	F	124.4	F
Westbound								
L	342	1770	0.96	0.67	79.2	E		
TR	1257	1862	0.80	0.68	19.4	B	34.0	C
Northbound								
LTR	299	1794	0.81	0.17	68.4	E	68.4	E
Southbound								
LTR	98	1685	0.34	0.06	63.3	E	63.3	E

Intersection Delay = 73.6 (sec/veh) Intersection LOS = E



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD13  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: JONATHAN DRIVE/MILLER ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	17	617	27	46	922	1	7	8	100	32	18	15
Lane Width	12.0	12.0		12.0	12.0			14.0			12.0	
RTOR Vol			1			0			94			9

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P	P		SB Left		P	
Thru		P	P		Thru		P	
Right		P	P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		13.0	55.0			16.0	16.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	94	201	0.19	0.47	23.2	C		
TR	864	1852	0.81	0.47	35.5	D	35.2	D
Westbound								
L	327	1770	0.15	0.62	17.4	B		
TR	1148	1862	0.87	0.62	28.4	C	27.9	C
Northbound								
LTR	266	1877	0.09	0.14	45.4	D	45.4	D
Southbound								
LTR	253	1784	0.25	0.14	48.1	D	48.1	D

Intersection Delay = 31.6 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD13  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: MILLER ROAD/JONATHAN DRIVE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	24	977	46	281	1067	0	30	21	319	23	6	18
Lane Width	12.0	12.0		12.0	12.0			14.0			12.0	
RTOR Vol			2			0			187			18

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left			P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left		P	
Thru		P	P		Thru		P	
Right		P	P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		13.5	57.0			20.5	9.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	62	128	0.42	0.48	39.6	D		
TR	895	1851	1.24	0.48	131.7	F	129.6	F
Westbound								
L	276	1770	1.11	0.64	124.2	F		
TR	1188	1863	0.98	0.64	41.9	D	59.1	E
Northbound								
LTR	319	1779	0.62	0.18	54.4	D	54.4	D
Southbound								
LTR	149	1793	0.21	0.08	54.6	D	54.6	D

Intersection Delay = 87.0 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD13  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & MILLER ROAD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: MILLER ROAD/JONATHAN DRIVE

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	13	1329	42	311	1268	2	46	2	203	6	5	19
Lane Width	12.0	14.0		12.0	12.0			16.0			12.0	
RTOR Vol			23			0			129			5

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P	P		SB Left		P	
Thru		P	P		Thru		P	
Right		P	P		Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		18.0	57.0			19.0	6.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	62	128	0.23	0.48	26.3	C		
TR	958	1983	1.53	0.48	266.7	F	264.4	F
Westbound								
L	342	1770	0.99	0.67	86.9	F		
TR	1257	1862	1.10	0.68	64.6	E	69.0	E
Northbound								
LTR	308	1845	0.43	0.17	49.2	D	49.2	D
Southbound								
LTR	100	1718	0.27	0.06	60.6	E	60.6	E

Intersection Delay = 154.3 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMEX14  
 E/W St: UNION VALLEY ROAD

Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				267		26	417	10		14	527	
Lane Width					12.0			12.0			12.0	
RTOR Vol						4			2			

Duration 0.25 Area Type: All other areas

Phase Combination	Signal Operations							
	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru P			
Right					Right P			
Peds					Peds			
WB Left	P				SB Left P			
Thru					Thru P			
Right	P				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				55.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 489 1762 0.66 0.28 35.4 D 35.4 D

Northbound

TR 1156 1858 0.40 0.62 9.6 A 9.6 A

Southbound

LT 1142 1835 0.52 0.62 11.1 B 11.1 B

Intersection Delay = 16.3 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD

Inter.: U.S. ROUTE 6 & UNION VALLEY RD

Agency: JCE

Area Type: All other areas

Date: 09/22/2008

Jurisd:

Period: PM PEAK HOUR

Year : 2008 EXISTING TRAFFIC VOLUMES

Project ID: 1428PMEX14

E/W St: UNION VALLEY ROAD

N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				253		44	652	13		33	587	
Lane Width					12.0		12.0				12.0	
RTOR Vol						6		1				

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru P			
Right					Right P			
Peds					Peds			
WB Left	P				SB Left P			
Thru					Thru P			
Right	P				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	24.0				56.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 468 1754 0.69 0.27 37.8 D 37.8 D

Northbound

TR 1177 1858 0.61 0.63 12.3 B 12.3 B

Southbound

LT 1110 1753 0.61 0.63 12.3 B 12.3 B

Intersection Delay = 17.1 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATEX14  
 E/W St: U.S. ROUTE 6

Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: UNION VALLEY RAOD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				282		56	642	27		35	718	
Lane Width					12.0		12.0			12.0		
RTOR Vol						11		2				

Duration 0.25 Area Type: All other areas

Phase Combination	Signal Operations							
	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru P			
Right					Right P			
Peds					Peds			
WB Left	P				SB Left P			
Thru					Thru P			
Right	P				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				55.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 487 1753 0.75 0.28 39.6 D 39.6 D

Northbound

TR 1153 1853 0.60 0.62 12.6 B 12.6 B

Southbound

LT 1100 1768 0.74 0.62 16.6 B 16.6 B

Intersection Delay = 19.5 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Agency: JCE Area Type: All other areas  
 Date: 10/08/2008 Jurisd:  
 Period: AM PEAK HOUR Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMNB14  
 E/W St: UNION VALLEY ROAD N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				301		28	477	10		15	601	
Lane Width					12.0		12.0				12.0	
RTOR Vol						4			3			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru P			
Right					Right P			
Peds					Peds			
WB Left		P			SB Left P			
Thru					Thru P			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0				55.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c g/C		Lane Group Delay LOS	Approach Delay LOS	
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Eastbound

Westbound

LR 489 1762 0.74 0.28 39.1 D 39.1 D

Northbound

TR 1157 1859 0.45 0.62 10.2 B 10.2 B

Southbound

LT 1141 1833 0.59 0.62 12.3 B 12.3 B

Intersection Delay = 17.8 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Agency: JCE Area Type: All other areas  
 Date: 09/22/2008 Jurisd:  
 Period: PM PEAK HOUR Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMNB14  
 E/W St: UNION VALLEY ROAD N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig						LR			TR			LT
Volume				298		52		790	14	40	712	
Lane Width					12.0			12.0			12.0	
RTOR Vol						6			3			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru P			
Right					Right P			
Peds					Peds			
WB Left		P			SB Left P			
Thru					Thru P			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	24.0				56.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 467 1753 0.82 0.27 45.6 D 45.6 D

Northbound

TR 1177 1859 0.74 0.63 15.6 B 15.6 B

Southbound

LT 1092 1724 0.75 0.63 16.2 B 16.2 B

Intersection Delay = 21.4 (sec/veh) Intersection LOS = C



HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Agency: HCE Area Type: All other areas  
 Date: 10/09/2008 Jurisd:  
 Period: SAT PEAK HOUR Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATNB14  
 E/W St: UNION VALLEY ROAD N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				336		64		791	29	42	881	
Lane Width					12.0			12.0			12.0	
RTOR Vol						11			5			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru P			
Right					Right P			
Peds					Peds			
WB Left		P			SB Left P			
Thru					Thru P			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0				55.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 487 1753 0.89 0.28 51.8 D 51.8 D

Northbound

TR 1154 1855 0.74 0.62 16.1 B 16.1 B

Southbound

LT 1083 1741 0.93 0.62 29.9 C 29.9 C

Intersection Delay = 28.9 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB14 - IMP  
 E/W St: UNION VALLEY ROAD

Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: UNION VALLEY ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	1	1	1	0
LGConfig				L		R		T	R	L	T	
Volume				301		28	477	10		15	601	
Lane Width				12.0		12.0	12.0	12.0		12.0	12.0	
RTOR Vol						4			3			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru P			
Right					Right P			
Peds					Peds			
WB Left		P			SB Left P			
Thru					Thru P			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				55.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	492	1770	0.68	0.28	36.3	D	35.4	D
R	440	1583	0.06	0.28	24.1	C		

Northbound

T	1159	1863	0.45	0.62	10.1	B	10.1	B
R	967	1583	0.01	0.61	6.9	A		

Southbound

L	452	727	0.04	0.62	6.7	A		
T	1159	1863	0.56	0.62	11.9	B	11.7	B

Intersection Delay = 16.7 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB14 - IMP  
 E/W St: UNION VALLEY ROAD

Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: UNION VALLEY ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	1	1	1	0
LGConfig				L		R		T	R	L	T	
Volume				298		52	790	14		40	712	
Lane Width				13.0		12.0	12.0	12.0		12.0	12.0	
RTOR Vol						51			3			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
WB Left		P			SB Left	A	A	
Thru					Thru	A	A	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		44.0				5.0	86.0	
Yellow		3.0				3.0	3.0	
All Red		2.0				2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	549	1829	0.60	0.30	49.7	D		
R	580	1583	0.00	0.37	30.1	C	49.7	D

Northbound

T	1081	1863	0.79	0.58	7.1	A	7.2	A
R	908	1583	0.01	0.57	13.8	B		

Southbound

L	410	1770	0.11	0.65	10.2	B		
T	1205	1863	0.64	0.65	17.2	B	16.8	B

Intersection Delay = 18.1 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB14 - IMP  
 E/W St: UNION VALLEY ROAD

Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	1	1	1	0
LGConfig				L		R		T	R	L	T	
Volume				336		64	791	29		42	881	
Lane Width				13.0		12.0	12.0	12.0		12.0	12.0	
RTOR Vol						50			3			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					EB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left	A	A	
Thru					Thru	A	A	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green	47.5				5.0	82.5		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	591	1829	0.63	0.32	48.2	D		
R	617	1583	0.03	0.39	28.2	C	47.4	D

Northbound

T	1037	1863	0.79	0.56	10.6	B	10.8	B
R	871	1583	0.03	0.55	15.5	B		

Southbound

L	365	1770	0.13	0.62	12.7	B		
T	1161	1863	0.83	0.62	16.3	B	16.1	B

Intersection Delay = 19.5 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Agency: JCE Area Type: All other areas  
 Date: 10/08/2008 Jurisd:  
 Period: AM PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD14  
 E/W St: UNION VALLEY ROAD N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				370		31	531	41		28	824	
Lane Width					12.0		12.0			12.0		
RTOR Vol						4			4			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru P			
Right					Right P			
Peds					Peds			
WB Left		P			SB Left P			
Thru					Thru P			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				55.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 490 1763 0.90 0.28 53.5 D 53.5 D

Northbound

TR 1149 1846 0.54 0.62 11.5 B 11.5 B

Southbound

LT 1124 1807 0.82 0.62 20.1 C 20.1 C

Intersection Delay = 24.8 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD14  
 E/W St: UNION VALLEY ROAD

Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig						LR			TR			LT
Volume				365		64		1104	149	46	908	
Lane Width					12.0			12.0			12.0	
RTOR Vol						6			6			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru P			
Right					Right P			
Peds					Peds			
WB Left		P			SB Left P			
Thru					Thru P			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	24.0				56.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 467 1753 1.01 0.27 76.3 E 76.3 E

Northbound

TR 1161 1833 1.17 0.63 102.7 F 102.7 F

Southbound

LT 959 1514 1.08 0.63 70.5 E 70.5 E

Intersection Delay = 86.7 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD14  
 E/W St: UNION VALLEY ROAD

Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig						LR			TR			LT
Volume				426		72		1090	167	48	1140	
Lane Width					12.0			12.0			12.0	
RTOR Vol						10			8			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru P			
Right					Right P			
Peds					Peds			
WB Left		P			SB Left P			
Thru					Thru P			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0				55.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 487 1754 1.11 0.28 107.9 F 107.9 F

Northbound

TR 1138 1829 1.15 0.62 96.2 F 96.2 F

Southbound

LT 945 1518 1.37 0.62 189.0 F 189.0 F

Intersection Delay = 136.3 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD14 - IMP  
 E/W St: UNION VALLEY ROAD

Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: UNION VALLEY ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	1	1	1	0
LGConfig				L		R		T	R	L	T	
Volume				370		31	531	41		28	824	
Lane Width				12.0		12.0	12.0	12.0		12.0	12.0	
RTOR Vol						4			3			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					EB Left			
Thru					Thru P			
Right					Right P			
Peds					Peds			
WB Left		P			SB Left P			
Thru					Thru P			
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				55.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	492	1770	0.84	0.28	45.9	D	44.5	D
R	440	1583	0.07	0.28	24.2	C		

Northbound

T	1159	1863	0.50	0.62	10.8	B	10.6	B
R	967	1583	0.04	0.61	7.1	A		

Southbound

L	407	654	0.08	0.62	7.1	A		
T	1159	1863	0.77	0.62	17.4	B	17.1	B

Intersection Delay = 21.1 (sec/veh) Intersection LOS = C



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD14 - IMP  
 E/W St: UNION VALLEY ROAD

Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: UNION VALLEY ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	1	1	1	0
LGConfig				L		R		T	R	L	T	
Volume				365		64	1104	149		46	908	
Lane Width				13.0		12.0	12.0	12.0		12.0	12.0	
RTOR Vol						51			80			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
WB Left		P			SB Left	A	A	
Thru					Thru	A	A	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		44.0			5.0	86.0		
Yellow		3.0			3.0	3.0		
All Red		2.0			2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	549	1829	0.72	0.30	55.0-	D	54.1	D
R	580	1583	0.02	0.37	30.4	C		

Northbound

T	1081	1863	1.06	0.58	54.1	D	51.7	D
R	908	1583	0.08	0.57	14.4	B		

Southbound

L	121	1770	0.41	0.65	37.8	D		
T	1205	1863	0.82	0.65	24.5	C	25.1	C

Intersection Delay = 41.8 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD14 - IMP  
 E/W St: UNION VALLEY ROAD

Inter.: U.S. ROUTE 6 & UNION VALLEY RD  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	1	1	1	0
LGConfig				L		R		T	R	L	T	
Volume				426		72	1090	167		48	1140	
Lane Width				13.0		12.0	13.0	12.0		12.0	12.0	
RTOR Vol						50			3			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left	A	A	
Thru					Thru	A	A	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green	47.5				5.0	82.5		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	591	1829	0.77	0.32	54.8	D	53.5	D
R	617	1583	0.04	0.39	28.4	C		

Northbound

T	1072	1925	1.05	0.56	48.2	D	44.0	D
R	871	1583	0.20	0.55	17.6	B		

Southbound

L	121	1770	0.43	0.62	37.3	D		
T	1161	1863	1.04	0.62	53.5	D	52.8	D

Intersection Delay = 49.1 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: NYS ROUTE 118 & U.S. ROUTE 6  
 Agency: JCE Area Type: All other areas  
 Date: 09/22/2008 Jurisd:  
 Period: AM PEAK HOUR Year : 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428AMEX15  
 E/W St: BALDWIN PLACE RD/NYS ROUTE 118 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	1	1	1	0	1	1	0
LGConfig	LT R			L T R			L TR			L TR		
Volume	99	240	60	109	93	21	57	436	90	36	437	32
Lane Width	12.0 12.0			12.0 12.0 12.0			12.0 12.0			12.0 12.0		
RTOR Vol	0			0			5			2		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P	P	
Thru	P				Thru		P	
Right	P	P			Right		P	
Peds					Peds			
WB Left		P			SB Left	P	P	
Thru		P			Thru		P	
Right	P	P			Right		P	
Peds					Peds			
NB Right					EB Right	P	P	
SB Right					WB Right	P	P	
Green	32.0	26.0			10.0	62.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	2.0	2.0			2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LT	404	1836	0.91	0.22	84.6	F	72.0	E
R	1583	1583	0.04	1.00	0.0+	A		
Westbound								
L	319	1770	0.37	0.18	57.3	E		
T	335	1863	0.30	0.18	55.6	E	51.2	D
R	1583	1583	0.01	1.00	0.0+	A		
Northbound								
L	324	1770	0.19	0.52	23.2	C		
TR	763	1817	0.74	0.42	42.3	D	40.4	D
Southbound								
L	282	1770	0.14	0.52	24.3	C		
TR	775	1845	0.66	0.42	39.1	D	38.1	D

Intersection Delay = 48.5 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMEX15  
 E/W St: BALDWIN PLACE RD/NYS ROUTE 118 N/S St: U.S. ROUTE 6

Inter.: U.S. ROUTE & NYS ROUTE 118  
 Area Type: All other areas  
 Jurisd:  
 Year : PM PEAK HOUR

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	1	1	1	0	1	1	0
LGConfig		LT	R	L	T	R	L	TR		L	TR	
Volume	162	99	124	183	302	106	116	560	48	46	475	162
Lane Width		12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			2			8

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P	P	
Thru	P				Thru		P	
Right	P	P			Right		P	
Peds	X				Peds		X	
WB Left		P			SB Left	P	P	
Thru		P			Thru		P	
Right	P	P			Right		P	
Peds		X			Peds		X	
NB Right					EB Right	P	P	
SB Right					WB Right	P	P	
Green	28.0	30.0			10.0	62.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	2.0	2.0			2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LT	349	1807	0.81	0.19	76.4	E	51.8	D
R	1583	1583	0.09	1.00	0.1	A		
Westbound								
L	366	1770	0.54	0.21	58.9	E		
T	385	1863	0.85	0.21	77.8	E	58.0	E
R	1583	1583	0.07	1.00	0.1	A		
Northbound								
L	200	1770	0.63	0.52	43.1	D		
TR	774	1842	0.85	0.42	50.0	D	48.9	D
Southbound								
L	216	1770	0.23	0.52	29.3	C		
TR	753	1794	0.91	0.42	57.4	E	55.5	E

Intersection Delay = 53.5 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATEX15  
 E/W St: BALDWIN PLACE RD/NYS ROUTE 118 N/S St: U.S. ROUTE 6  
 Inter.: U.S. ROUTE & NYS ROUTE 118  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	1	1	1	0	1	1	0
LGConfig		LT	R	L	T	R	L	TR		L	TR	
Volume	253	109	112	217	171	107	107	633	79	91	504	117
Lane Width		12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			3			6

Duration 0.25 Area Type: All other areas

Phase Combination	Signal Operations							
	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P	P	
Thru	P				Thru		P	
Right	P	P			Right		P	
Peds					Peds			
WB Left		P			SB Left	P	P	
Thru		P			Thru		P	
Right	P	P			Right		P	
Peds					Peds			
NB Right					EB Right	P	P	
SB Right					WB Right	P	P	
Green	32.0	26.0				10.0	62.0	
Yellow	3.0	3.0				3.0	3.0	
All Red	2.0	2.0				2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
LT	396	1800	0.99	0.22	101.8	F	77.7	E
R	1583	1583	0.08	1.00	0.1	A		
Westbound								
L	319	1770	0.74	0.18	72.5	E		
T	335	1863	0.56	0.18	62.5	E	53.4	D
R	1583	1583	0.07	1.00	0.1	A		
Northbound								
L	209	1770	0.56	0.52	38.1	D		
TR	770	1833	1.00	0.42	74.6	E	69.8	E
Southbound								
L	180	1770	0.55	0.52	43.6	D		
TR	761	1812	0.88	0.42	53.7	D	52.4	D

Intersection Delay = 63.1 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & NYS ROUTE 118  
 Agency: JCE Area Type: All other areas  
 Date: 10/08/2008 Jurisd:  
 Period: AM PEAK HOUR Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMNB15  
 E/W St: BALDWIN PLACE RD/NYS ROUTE 118 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	1	1	1	0	1	1	0
LGConfig		LT	R	L	T	R	L	TR		L	TR	
Volume	109	258	99	150	100	22	84	507	127	38	521	36
Lane Width		12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			6			2

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P	P	
Thru		P			Thru		P	
Right		P	P		Right		P	
Peds					Peds			
WB Left			P		SB Left	P	P	
Thru			P		Thru		P	
Right		P	P		Right		P	
Peds					Peds			
NB Right					EB Right	P	P	
SB Right					WB Right	P	P	
Green		32.0	26.0			10.0	62.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LT 404 1836 0.99 0.22 99.5 F 78.3 E  
 R 1583 1583 0.07 1.00 0.1 A

Westbound

L 319 1770 0.51 0.18 61.3 E  
 T 335 1863 0.33 0.18 56.1 E 54.4 D  
 R 1583 1583 0.02 1.00 0.0+ A

Northbound

L 256 1770 0.36 0.52 28.3 C  
 TR 760 1809 0.90 0.42 47.8 D 45.5 D

Southbound

L 212 1770 0.19 0.52 28.8 C  
 TR 775 1846 0.78 0.42 45.0 D 44.0 D

Intersection Delay = 53.7 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: NYS ROUTE 118 & U.S. ROUTE 6  
 Agency: JCE Area Type: All other areas  
 Date: 09/22/2008 Jurisd:  
 Period: PM PEAK HOUR Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMNB15  
 E/W St: BALDWIN PLACE RD/NYS ROUTE 118 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	1	1	1	0	1	1	0
LGConfig		LT	R	L	T	R	L	TR		L	TR	
Volume	179	107	182	254	325	112	182	712	118	49	609	182
Lane Width		12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			4			7

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P	P	
Thru		P			Thru		P	
Right		P	P		Right		P	
Peds					Peds			
WB Left			P		SB Left	P	P	
Thru			P		Thru		P	
Right		P	P		Right		P	
Peds					Peds			
NB Right					EB Right	P	P	
SB Right					WB Right	P	P	
Green		28.0	30.0			10.0	62.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LT 349 1806 0.89 0.19 86.1 F 52.7 D  
 R 1583 1583 0.13 1.00 0.2 A

Westbound

L 366 1770 0.75 0.21 69.4 E  
 T 385 1863 0.92 0.21 87.3 F 66.5 E  
 R 1583 1583 0.08 1.00 0.1 A

Northbound

L 180 1770 1.10 0.52 136.4 F  
 TR 766 1824 1.17 0.42 132.0 F 132.8 F

Southbound

L 180 1770 0.29 0.52 35.6 D  
 TR 756 1800 1.13 0.42 117.1 F 112.3 F

Intersection Delay = 99.4 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & NYS ROUTE 118  
 Agency: JCE Area Type: All other areas  
 Date: 10/09/2008 Jurisd:  
 Period: SAT PEAK HOUR Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATNB15  
 E/W St: BALDWIN PLACE RD/NYS ROUTE 118 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	1	1	1	0	1	1	0
LGConfig		LT	R	L	T	R	L	TR		L	TR	
Volume	276	119	185	308	185	113	174	802	155	96	677	133
Lane Width		12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			5			5

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P	P	
Thru		P			Thru		P	
Right		P	P		Right		P	
Peds					Peds			
WB Left			P		SB Left	P	P	
Thru			P		Thru		P	
Right		P	P		Right		P	
Peds					Peds			
NB Right					EB Right	P	P	
SB Right					WB Right	P	P	
Green		32.0	26.0			10.0	62.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LT	396	1800	1.08	0.22	127.9	F	87.2	F
R	1583	1583	0.13	1.00	0.2	A		
Westbound								
L	319	1770	1.05	0.18	125.6	F		
T	335	1863	0.60	0.18	64.3	E	83.5	F
R	1583	1583	0.08	1.00	0.1	A		
Northbound								
L	180	1770	1.05	0.52	117.4	F		
TR	764	1819	1.35	0.42	203.6	F	190.3	F
Southbound								
L	180	1770	0.58	0.52	45.2	D		
TR	764	1818	1.15	0.42	124.0	F	115.6	F

Intersection Delay = 130.6 (sec/veh) Intersection LOS = F



HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: NYS ROUTE 118 & U.S. ROUTE 6  
 Agency: JCE Area Type: All other areas  
 Date: 10/08/2008 Jurisd:  
 Period: AM PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD15  
 E/W St: NYS ROUTE 118/INTERNAL ROAD N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	1	1	1	0	1	1	0
LGConfig		LT	R	L	T	R	L	TR		L	TR	
Volume	30	294	147	150	216	60	299	547	127	48	545	38
Lane Width		12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			6			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P	P	
Thru		P			Thru		P	
Right		P	P		Right		P	
Peds					Peds			
WB Left			P		SB Left	P	P	
Thru			P		Thru		P	
Right		P	P		Right			
Peds					Peds			
NB Right					EB Right	P	P	
SB Right					WB Right	P	P	
Green		32.0	26.0			10.0	62.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LT 408 1854 0.87 0.22 77.4 E 53.3 D  
 R 1583 1583 0.10 1.00 0.1 A

Westbound

L 319 1770 0.51 0.18 61.3 E  
 T 335 1863 0.70 0.18 69.3 E 56.8 E  
 R 1583 1583 0.04 1.00 0.0+ A

Northbound

L 253 1770 1.28 0.52 189.8 F  
 TR 761 1812 0.96 0.42 51.0 D 93.9 F

Southbound

L 180 1770 0.29 0.52 32.7 C  
 TR 775 1845 0.82 0.42 40.5 D 39.9 D

Intersection Delay = 66.2 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & NYS ROUTE 118  
 Agency: JCE Area Type: All other areas  
 Date: 09/22/2008 Jurisd:  
 Period: PM PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMBD15  
 E/W St: NYS ROUTE 118/INTERNAL ROAD N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	1	1	1	0	1	1	0
LGConfig		LT	R	L	T	R	L	TR		L	TR	
Volume	140	283	534	254	444	150	464	117	118	107	618	37
Lane Width		12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			4			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P	P	
Thru		P			Thru		P	
Right		P	P		Right		P	
Peds					Peds			
WB Left			P		SB Left	P	P	
Thru			P		Thru		P	
Right		P	P		Right			
Peds					Peds			
NB Right					EB Right	P	P	
SB Right					WB Right	P	P	
Green		28.0	30.0			10.0	62.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LT	354	1832	1.30	0.19	214.5	F	95.3	F
R	1583	1583	0.37	1.00	0.7	A		
Westbound								
L	366	1770	0.75	0.21	69.4	E		
T	385	1863	1.25	0.21	193.7	F	122.3	F
R	1583	1583	0.10	1.00	0.1	A		
Northbound								
L	180	1770	2.80	0.52	865.5	F		
TR	724	1725	0.35	0.42	26.5	C	586.6	F
Southbound								
L	547	1770	0.21	0.52	19.9	B		
TR	776	1847	0.92	0.42	58.6	E	53.2	D

Intersection Delay = 197.1 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & NYS ROUTE 118  
 Agency: JCE Area Type: All other areas  
 Date: 10/09/2008 Jurisd:  
 Period: SAT PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD15  
 E/W St: NYS ROUTE 118/INTERNAL ROAD N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	1	1	1	0	1	1	0
LGConfig		LT	R	L	T	R	L	TR		L	TR	
Volume	160	295	553	308	340	164	536	789	155	154	667	50
Lane Width		12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			5			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P	P	
Thru		P			Thru		P	
Right		P	P		Right		P	
Peds					Peds			
WB Left			P		SB Left	P	P	
Thru			P		Thru		P	
Right		P	P		Right			
Peds					Peds			
NB Right					EB Right	P	P	
SB Right					WB Right	P	P	
Green		32.0	26.0			10.0	62.0	
Yellow		3.0	3.0			3.0	3.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS

Eastbound

LT 403 1831 1.23 0.22 181.3 F 82.3 F  
 R 1583 1583 0.38 1.00 0.7 A

Westbound

L 319 1770 1.05 0.18 125.6 F  
 T 335 1863 1.10 0.18 141.8 F 107.1 F  
 R 1583 1583 0.11 1.00 0.1 A

Northbound

L 180 1770 3.24 0.52 1060 F  
 TR 764 1818 1.34 0.42 192.6 F 508.0 F

Southbound

L 180 1770 0.93 0.52 54.6 D  
 TR 774 1843 1.01 0.42 49.2 D 50.2 D

Intersection Delay = 231.2 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD15 - IMP  
 E/W St: INTERNAL ROAD

Inter.: INTERNAL ROAD & U.S. ROUTE 6  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	0	1	2	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	30	294	147	150	216	60	299	547	127	48	545	38
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			12			2

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P	P		NB Left	A	P	
Thru		P	P		Thru		P	
Right		P	P	A	Right		P	
Peds					Peds			
WB Left			A	A	SB Left	A	P	
Thru			A	A	Thru		P	
Right		P	P	A	Right		P	
Peds					Peds			
NB Right					EB Right	A	P	
SB Right					WB Right	A	P	
Green		3.0	33.0	8.5		7.3	73.2	
Yellow		3.0	3.0	3.0		3.0	3.0	
All Red		2.0	2.0	2.0		2.0	2.0	

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	219	1770	0.15	0.28	41.9	D		
T	522	1863	0.61	0.28	52.2	D	35.3	D
R	1583	1583	0.10	1.00	0.0+	A		
Westbound								
L	318	1770	0.51	0.32	52.5	D		
T	590	1863	0.40	0.32	40.5	D	39.1	D
R	1583	1583	0.04	1.00	0.0+	A		
Northbound								
L	435	1770	0.75	0.58	32.0	C		
TR	1709	3454	0.42	0.49	2.7	A	11.8	B
Southbound								
L	463	1770	0.11	0.58	13.9	B		
TR	1738	3514	0.36	0.49	18.6	B	18.3	B

Intersection Delay = 22.6 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & NYS ROUTE 118  
 Agency: JCE Area Type: All other areas  
 Date: 09/22/2008 Jurisd:  
 Period: PM PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMBD15 - IMP  
 E/W St: INTERNAL ROAD/NYS ROUTE 118 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	0	1	2	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	140	283	534	254	444	450	464	411	118	107	618	37
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			9			2

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A		A	NB Left	A	A	A
Thru				A	Thru		A	A
Right		A	A	A	Right		A	A
Peds					Peds			
WB Left		A	A	A	SB Left	A		A
Thru			A	A	Thru			A
Right		A	A	A	Right			A
Peds					Peds			
NB Right		A	A		EB Right	A	A	A
SB Right		A			WB Right	A	A	A
Green		12.0	8.0	33.0		7.0	17.0	43.0
Yellow		3.0	3.0	3.0		3.0	3.0	3.0
All Red		2.0	2.0	2.0		2.0	2.0	2.0

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	210	1770	0.70	0.30	49.6	D		
T	422	1863	0.71	0.23	48.3	D	21.6	C
R	1583	1583	0.36	1.00	0.1	A		
Westbound								
L	427	1770	0.63	0.43	33.9	C		
T	584	1863	0.80	0.31	55.0-	D	28.8	C
R	1583	1583	0.30	1.00	0.1	A		
Northbound								
L	475	1770	1.03	0.52	46.3	D		
TR	1511	3435	0.36	0.44	13.4	B	28.9	C
Southbound								
L	309	1770	0.37	0.33	37.5	D		
TR	1032	3518	0.67	0.29	34.9	C	35.3	D

Intersection Delay = 28.3 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & NYS ROUTE 118  
 Agency: JCE Area Type: All other areas  
 Date: 10/09/2008 Jurisd:  
 Period: SAT PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD15 - IMP  
 E/W St: INTERNAL ROAD/NYS ROUTE 118 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	0	1	2	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	160	295	553	308	340	164	536	789	155	154	667	50
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			10			2

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A		A	NB Left	A	A	A
Thru				A	Thru		A	A
Right		A	A	A	Right		A	A
Peds					Peds			
WB Left		A	A	A	SB Left	A		A
Thru			A	A	Thru			A
Right		A	A	A	Right			A
Peds					Peds			
NB Right					EB Right	A	A	A
SB Right					WB Right	A	A	A
Green		8.5	8.0	34.0		13.5	21.2	36.8
Yellow		3.0	3.0	3.0		3.0	3.0	3.0
All Red		1.0	1.0	2.0		2.0	2.0	2.0

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	263	1770	0.64	0.28	53.7	D		
T	435	1863	0.71	0.23	47.7	D	22.6	C
R	1583	1583	0.37	1.00	0.1	A		
Westbound								
L	373	1770	0.87	0.40	50.4	D		
T	584	1863	0.61	0.31	44.6	D	37.8	D
R	1583	1583	0.11	1.00	0.0+	A		
Northbound								
L	533	1770	1.06	0.55	50.9	D		
TR	1478	3464	0.67	0.43	17.8	B	29.8	C
Southbound								
L	277	1770	0.58	0.34	36.8	D		
TR	885	3511	0.85	0.25	47.5	D	45.6	D

Intersection Delay = 32.9 (sec/veh) Intersection LOS = C

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: OVERHILL ROAD & NYS ROUTE 118  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428AMEX16  
 East/West Street: OVERHILL ROAD  
 North/South Street: NYS ROUTE 118  
 Intersection Orientation: NS  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		197	7	46	596			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		218	7	51	662			
Percent Heavy Vehicles		--	--	8	--	--		
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R
Volume		20	63				
Peak Hour Factor, PHF		0.90	0.90				
Hourly Flow Rate, HFR		22	70				
Percent Heavy Vehicles		0	10				
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage			No	/		/	
Lanes		0	0				
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		51		92				
C(m) (vph)		1309		540				
v/c		0.04		0.17				
95% queue length		0.12		0.61				
Control Delay		7.9		13.0				
LOS		A		B				
Approach Delay				13.0				
Approach LOS				B				

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: OVERHILL ROAD & NYS ROUTE 118  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428PMEX16  
 East/West Street: OVERHILL ROAD  
 North/South Street: NYS ROUTE 118  
 Intersection Orientation: NS

Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		658	18		103	302		
Peak-Hour Factor, PHF		0.96	0.90		0.90	0.90		
Hourly Flow Rate, HFR		685	20		114	335		
Percent Heavy Vehicles		--	--		1	--	--	
Median Type/Storage RT Channelized?		Undivided			/			
Lanes		1	0		0	1		
Configuration		TR				LT		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		7		78			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		7		86			
Percent Heavy Vehicles		0		1			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		114		93				
C(m) (vph)		898		394				
v/c		0.13		0.24				
95% queue length		0.43		0.91				
Control Delay		9.6		16.9				
LOS		A		C				
Approach Delay				16.9				
Approach LOS				C				



TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: OVERHILL ROAD & NYS ROUTE 118  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428SATEX16  
 East/West Street: OVERHILL ROAD  
 North/South Street: NYS ROUTE 118  
 Intersection Orientation: NS Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound			
		1	2	3	4	5	6		
		L	T	R	L	T	R		
Volume		443	10		103	435			
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.95			
Hourly Flow Rate, HFR		492	11		114	457			
Percent Heavy Vehicles		--	--		2	--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes		1	0			0	1		
Configuration			TR			LT			
Upstream Signal?		No				No			

Minor Street:	Approach Movement	Westbound				Eastbound			
		7	8	9	10	11	12		
		L	T	R	L	T	R		
Volume		12		80					
Peak Hour Factor, PHF		0.90		0.90					
Hourly Flow Rate, HFR		13		88					
Percent Heavy Vehicles		0		1					
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage				No	/			/	
Lanes		0		0					
Configuration			LR						

		Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound				Eastbound		
Movement	1	4	7	8	9	10	11	12	
Lane Config		LT		LR					
v (vph)		114		101					
C(m) (vph)		1061		454					
v/c		0.11		0.22					
95% queue length		0.36		0.84					
Control Delay		8.8		15.2					
LOS		A		C					
Approach Delay				15.2					
Approach LOS				C					

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: OVERHILL ROAD & NYS ROUTE 118  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMNB16  
 East/West Street: OVERHILL ROAD  
 North/South Street: NYS ROUTE 118  
 Intersection Orientation: NS  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		237	7	58	657		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		263	7	64	730		
Percent Heavy Vehicles		--	--	8	--	--	
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		21		74			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		23		82			
Percent Heavy Vehicles		0		10			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound					
			1	4	7	8	9	10	11	12	
Movement			LT		LR						
Lane Config											
v (vph)		64			105						
C(m) (vph)		1260			489						
v/c		0.05			0.21						
95% queue length		0.16			0.81						
Control Delay		8.0			14.4						
LOS		A			B						
Approach Delay					14.4						
Approach LOS					B						

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: OVERHILL ROAD & NYS ROUTE 118  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMNB16  
 East/West Street: OVERHILL ROAD  
 North/South Street: NYS ROUTE 118  
 Intersection Orientation: NS  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		753	19	123	380		
Peak-Hour Factor, PHF		0.96	0.90	0.90	0.90		
Hourly Flow Rate, HFR		784	21	136	422		
Percent Heavy Vehicles		--	--	1	--	--	
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		7		97			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		7		107			
Percent Heavy Vehicles		0		1			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound					
			1	4	7	8	9	10	11	12	
Movement			LT		LR						
Lane Config											
v (vph)		136			114						
C(m) (vph)		824			340						
v/c		0.17			0.34						
95% queue length		0.59			1.44						
Control Delay		10.2			20.8						
LOS		B			C						
Approach Delay					20.8						
Approach LOS					C						

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: OVERHILL ROAD & NYS ROUTE 118  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATNB16  
 East/West Street: OVERHILL ROAD  
 North/South Street: NYS ROUTE 118  
 Intersection Orientation: NS  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		540	11	125	524		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.95		
Hourly Flow Rate, HFR		600	12	138	551		
Percent Heavy Vehicles		--	--	2	--	--	
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		13		102			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		14		113			
Percent Heavy Vehicles		0		1			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			4	7	8	9	10	11
Lane Config	1	4	LT		LR			
v (vph)		138			127			
C(m) (vph)		967			378			
v/c		0.14			0.34			
95% queue length		0.50			1.45			
Control Delay		9.3			19.3			
LOS		A			C			
Approach Delay					19.3			
Approach LOS					C			

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: OVERHILL ROAD & NYS ROUTE 118  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD16  
 East/West Street: OVERHILL ROAD  
 North/South Street: NYS ROUTE 118  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		356	7	68	707				
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90				
Hourly Flow Rate, HFR		395	7	75	785				
Percent Heavy Vehicles		--	--	8	--	--			
Median Type/Storage		Undivided		/					
RT Channelized?									
Lanes		1	0		0	1			
Configuration			TR		LT				
Upstream Signal?		No			No				

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		21		98			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		23		108			
Percent Heavy Vehicles		0		10			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage			No	/		/	
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			1	4	7	8	9	10
Lane Config		LT		LR				
v (vph)		75		131				
C(m) (vph)		1125		419				
v/c		0.07		0.31				
95% queue length		0.21		1.32				
Control Delay		8.4		17.5				
LOS		A		C				
Approach Delay				17.5				
Approach LOS				C				

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: OVERHILL ROAD & NYS ROUTE 118  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMBD16  
 East/West Street: OVERHILL ROAD  
 North/South Street: NYS ROUTE 118  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R

Volume		885	19		160	563	
Peak-Hour Factor, PHF		0.96	0.90		0.90	0.90	
Hourly Flow Rate, HFR		921	21		177	625	
Percent Heavy Vehicles		--	--		1	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR			LT	
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume		7		123			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		7		136			
Percent Heavy Vehicles		0		1			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12

Lane Config		LT		LR				
v (vph)		177		143				
C(m) (vph)		732		265				
v/c		0.24		0.54				
95% queue length		0.94		2.95				
Control Delay		11.5		33.4				
LOS		B		D				
Approach Delay				33.4				
Approach LOS				D				

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: OVERHILL ROAD & NYS ROUTE 118  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD16  
 East/West Street: OVERHILL ROAD  
 North/South Street: NYS ROUTE 118  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	

Volume		703	11	162	708		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.95		
Hourly Flow Rate, HFR		781	12	180	745		
Percent Heavy Vehicles		--	--	2	--	--	
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R

Volume		13	134			
Peak Hour Factor, PHF		0.90	0.90			
Hourly Flow Rate, HFR		14	148			
Percent Heavy Vehicles		0	1			
Percent Grade (%)		0		0		
Flared Approach: Exists?/Storage			No	/		/
Lanes		0	0			
Configuration			LR			

## Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12

Movement	1	4		7	8	9		10	11	12
Lane Config		LT			LR					
v (vph)		180		162						
C(m) (vph)		828		293						
v/c		0.22		0.55						
95% queue length		0.82		3.12						
Control Delay		10.6		31.5						
LOS		B		D						
Approach Delay				31.5						
Approach LOS				D						

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMEX17  
 E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Area Type: All other areas  
 Jurisd:  
 Year : 2008 EXISTING TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				208		99	96	167		336	301	
Lane Width					12.0		11.0			11.0		
RTOR Vol						18		68				

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left	P				SB Left	P	P	
Thru					Thru	P	P	
Right	P				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				25.0	25.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 466 1676 0.69 0.28 37.1 D 37.1 D

Northbound

TR 431 1493 0.50 0.29 30.8 C 30.8 C

Southbound

LT 691 1595 1.02 0.62 57.2 E 57.2 E

Intersection Delay = 47.4 (sec/veh) Intersection LOS = D



HCS+: Signalized Intersections Release 5.3

Analyst: RGD

Agency: JCE

Date: 09/22/2008

Period: PM PEAK HOUR

Project ID: 1428PMEX17

E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202

Area Type: All other areas

Jurisd:

Year : 2008 EXISTING TRAFFIC VOLUMES

N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				206		346	383	169	182	176		
Lane Width					12.0		11.0			11.0		
RTOR Vol						76		22				

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left	P				SB Left	P	P	
Thru					Thru	P	P	
Right	P				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				18.0	32.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 474 1706 1.09 0.28 102.1 F 102.1 F

Northbound

TR 642 1751 0.92 0.37 47.4 D 47.4 D

Southbound

LT 519 1748 0.77 0.62 22.7 C 22.7 C

Intersection Delay = 59.7 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD

Inter.: NYS ROUTE 118 & NYS ROUTE 202

Agency: JCE

Area Type: All other areas

Date: 09/22/2008

Jurisd:

Period: SAT PEAK HOUR

Year : 2008 EXISTING TRAFFIC VOLUMES

Project ID: 1428SATEX17

E/W St: NYS ROUTE 202

N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				235		272		182	225	273	190	
Lane Width					12.0			11.0			11.0	
RTOR Vol						46			46			

Duration 0.25 Area Type: All other areas

Signal Operations									
Phase Combination	1	2	3	4	5	6	7	8	
EB Left					NB Left				
Thru					Thru	P			
Right					Right	P			
Peds					Peds	X			
WB Left		P			SB Left	P	P		
Thru					Thru	P	P		
Right		P			Right				
Peds					Peds	X	X		
NB Right					EB Right				
SB Right					WB Right				
Green	25.0				18.0	32.0			
Yellow	3.0				3.0	3.0			
All Red	2.0				2.0	2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 471 1696 1.09 0.28 99.6 F 99.6 F

Northbound

TR 604 1647 0.66 0.37 29.5 C 29.5 C

Southbound

LT 604 1742 0.85 0.62 27.7 C 27.7 C

Intersection Delay = 54.0 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB17  
 E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				220		120		115	177	370	330	
Lane Width					12.0			11.0			11.0	
RTOR Vol						22			58			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left	P	P	
Thru					Thru	P	P	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				25.0	25.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 464 1671 0.76 0.28 40.9 D 40.9 D

Northbound

TR 431 1492 0.60 0.29 33.7 C 33.7 C

Southbound

LT 660 1594 1.18 0.62 112.6 F 112.6 F

Intersection Delay = 79.7 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB17  
 E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig						LR			TR			LT
Volume				218		396		443	179	334	216	
Lane Width					12.0			11.0			11.0	
RTOR Vol						84			20			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left	P	P	
Thru					Thru	P	P	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				18.0	32.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 473 1702 1.22 0.28 151.0 F 151.0 F

Northbound

TR 643 1754 1.04 0.37 74.9 E 74.9 E

Southbound

LT 475 1745 1.29 0.62 161.1 F 161.1 F

Intersection Delay = 126.9 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Agency: JCE Area Type: All other areas  
 Date: 10/09/2008 Jurisd:  
 Period: SAT PEAK HOUR Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATNB17  
 E/W St: NYS ROUTE 202 N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				249		324		277	239	321	232	
Lane Width					12.0			11.0			11.0	
RTOR Vol						53			37			

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left	P	P	
Thru					Thru	P	P	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				18.0	32.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 470 1691 1.23 0.28 153.4 F 153.4 F

Northbound

TR 608 1658 0.88 0.37 42.7 D 42.7 D

Southbound

LT 536 1743 1.15 0.62 103.4 F 103.4 F

Intersection Delay = 101.4 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMNB17 - IMP  
 E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 202

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	0	0	1	0
LGConfig				L		R		TR			LT	
Volume				220		120		155	177	370	330	
Lane Width				11.0		11.0		11.0			11.0	
RTOR Vol						82			46			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left	P	P	
Thru					Thru	P	P	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	P		
Green	17.0				25.0	33.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		
Cycle Length: 90.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c g/C		Lane Group Delay LOS		Approach Delay LOS	
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Eastbound

Westbound

L	332	1662	0.73	0.20	47.3	D	41.8	D
R	786	1473	0.05	0.53	10.2	B		

Northbound

TR	572	1514	0.56	0.38	24.1	C	24.1	C
----	-----	------	------	------	------	---	------	---

Southbound

LT	786	1594	0.99	0.71	42.4	D	42.4	D
----	-----	------	------	------	------	---	------	---

Intersection Delay = 38.1 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMNB17  
 E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	0	0	1	0
LGConfig				L		R		TR			LT	
Volume				218		396		433	179	224	216	
Lane Width				16.0		12.0		11.0			11.0	
RTOR Vol						328			9			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		A			SB Left	P	P	
Thru					Thru	P	P	
Right		A			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	P		
Green	25.5				10.0	99.5		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c g/C		Lane Group Delay LOS		Approach Delay LOS	
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Eastbound

Westbound

L	361	2046	0.64	0.18	61.2	E		
R	442	1599	0.17	0.28	41.4	D	56.3	E

Northbound

TR	1172	1749	0.57	0.67	6.9	A	6.9	A
----	------	------	------	------	-----	---	-----	---

Southbound

LT	757	1748	0.65	0.77	12.1	B	12.1	B
----	-----	------	------	------	------	---	------	---

Intersection Delay = 19.0 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATNB17 - IMP  
 E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 NO-BUILD TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 202

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	0	0	1	0
LGConfig				L		R		TR			LT	
Volume				249		324	227	239		321	232	
Lane Width				16.0		12.0	11.0			11.0		
RTOR Vol						288		18				

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					EB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
WB Left		A			SB Left	P	A	
Thru					Thru	A	A	
Right		A			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	P		
Green	25.0				30.0	80.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	348	2006	0.80	0.17	71.6	E		
R	644	1583	0.06	0.41	27.1	C	66.0	E

Northbound

TR	890	1648	0.56	0.54	16.7	B	16.7	B
----	-----	------	------	------	------	---	------	---

Southbound

LT	852	1743	0.72	0.77	11.8	B	11.8	B
----	-----	------	------	------	------	---	------	---

Intersection Delay = 25.5 (sec/veh) Intersection LOS = C



HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD17  
 E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				220		184	170	177		397	354	
Lane Width					12.0		11.0			11.0		
RTOR Vol						33		40				

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left	P	P	
Thru					Thru	P	P	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				25.0	25.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 459 1654 0.90 0.28 54.2 D 54.2 D

Northbound

TR 439 1520 0.78 0.29 42.0 D 42.0 D

Southbound

LT 609 1594 1.37 0.62 193.6 F 193.6 F

Intersection Delay = 124.8 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD17  
 E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig					LR			TR			LT	
Volume				218		466	495	179		321	301	
Lane Width					12.0			11.0			11.0	
RTOR Vol						100			17			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left	P	P	
Thru					Thru	P	P	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				18.0	32.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 471 1695 1.36 0.28 206.4 F 206.4 F

Northbound

TR 645 1758 1.13 0.37 106.1 F 106.1 F

Southbound

LT 462 1748 1.50 0.62 251.2 F 251.2 F

Intersection Delay = 185.9 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Agency: JCE Area Type: All other areas  
 Date: 10/09/2008 Jurisd:  
 Period: SAT PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD17  
 E/W St: NYS ROUTE 202 N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
LGConfig						LR			TR			LT
Volume				249		411		303	239	419	318	
Lane Width					12.0			11.0			11.0	
RTOR Vol						68			27			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left	P	P	
Thru					Thru	P	P	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0				18.0	32.0	
Yellow		3.0				3.0	3.0	
All Red		2.0				2.0	2.0	
								Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

LR 467 1682 1.41 0.28 229.0 F 229.0 F

Northbound

TR 608 1659 0.94 0.37 52.4 D 52.4 D

Southbound

LT 518 1743 1.58 0.62 287.6 F 287.6 F

Intersection Delay = 203.0 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/08/2008  
 Period: AM PEAK HOUR  
 Project ID: 1428AMBD17 - IMP  
 E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	0	0	1	0
LGConfig				L		R		TR			LT	
Volume				220		184		170	177	397	354	
Lane Width				11.0		11.0		11.0			11.0	
RTOR Vol						82			46			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		P			SB Left	P	P	
Thru					Thru	P	P	
Right		P			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	P		
Green	15.5				26.5	33.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	305	1662	0.80	0.18	54.6	D	40.8	D
R	786	1473	0.14	0.53	11.0	B		

Northbound

TR	576	1524	0.58	0.38	24.7	C	24.7	C
----	-----	------	------	------	------	---	------	---

Southbound

LT	803	1594	1.04	0.73	54.4	D	54.4	D
----	-----	------	------	------	------	---	------	---

Intersection Delay = 44.7 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD17  
 E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 118

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	0	0	1	0
LGConfig				L		R		TR			LT	
Volume				218		466	495	179		321	301	
Lane Width				16.0		12.0	11.0			11.0		
RTOR Vol						328		9				

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
WB Left		A			SB Left	P	P	
Thru					Thru	P	P	
Right		A			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	P		
Green	25.5				10.0	99.5		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	361	2046	0.64	0.18	61.2	E	54.3	D
R	442	1599	0.35	0.28	43.9	D		

Northbound

TR	1177	1756	0.63	0.67	7.8	A	7.8	A
----	------	------	------	------	-----	---	-----	---

Southbound

LT	719	1748	0.96	0.77	40.5	D	40.5	D
----	-----	------	------	------	------	---	------	---

Intersection Delay = 30.1 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD17 - IMP  
 E/W St: NYS ROUTE 202

Inter.: NYS ROUTE 118 & NYS ROUTE 202  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: NYS ROUTE 202

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	0	0	1	0
LGConfig				L		R		TR			LT	
Volume				249		411	303	239	419	318		
Lane Width				16.0		12.0	11.0		11.0			
RTOR Vol						288		18				

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
WB Left		A			SB Left	P	A	
Thru					Thru	A	A	
Right		A			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	P		
Green	25.0				30.0	80.0		
Yellow	3.0				3.0	3.0		
All Red	2.0				2.0	2.0		

Cycle Length: 150.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	348	2006	0.80	0.17	71.6	E	57.5	E
R	644	1583	0.21	0.41	29.1	C		

Northbound

TR	895	1658	0.65	0.54	18.8	B	18.8	B
----	-----	------	------	------	------	---	------	---

Southbound

LT	815	1743	1.00	0.77	49.7	D	49.7	D
----	-----	------	------	------	------	---	------	---

Intersection Delay = 41.6 (sec/veh) Intersection LOS = D

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & KENNARD DR  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428AMEX18  
 East/West Street: BALDWIN PLACE ROAD  
 North/South Street: KENNARD DRIVE  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound			
		1 L	2 T	3 R	4   L	5 T	6 R		
Volume		375	0	10	178				
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90				
Hourly Flow Rate, HFR		416	0	11	197				
Percent Heavy Vehicles		--	--	10	--	--			
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes		1	0		0	1			
Configuration			TR		LT				
Upstream Signal?		No			Yes				

Minor Street:	Approach Movement	Northbound				Southbound			
		7 L	8 T	9 R	10   L	11 T	12 R		
Volume		0	25						
Peak Hour Factor, PHF		0.90	0.90						
Hourly Flow Rate, HFR		0	27						
Percent Heavy Vehicles		2	8						
Percent Grade (%)		0	0			0			
Flared Approach: Exists?/Storage			No	/	/			/	
Lanes		0	0						
Configuration			LR						

## Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound				Southbound			
			7	8	9	10	11	12		
Lane Config		LT		LR						
v (vph)		11		27						
C(m) (vph)		1101		624						
v/c		0.01		0.04						
95% queue length		0.03		0.14						
Control Delay		8.3		11.0						
LOS		A		B						
Approach Delay				11.0						
Approach LOS				B						

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & KENNARD DR  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428PMEX18  
 East/West Street: BALDWIN PLACE ROAD  
 North/South Street: KENNARD DRIVE  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume			378	5	12	525		
Peak-Hour Factor, PHF			0.90	0.90	0.90	0.97		
Hourly Flow Rate, HFR			420	5	13	541		
Percent Heavy Vehicles			--	--	0	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes			1	0		0	1	
Configuration				TR		LT		
Upstream Signal?			No			Yes		

Minor Street:	Approach Movement	Northbound			Southbound		
		7	8	9	10	11	12
		L	T	R	L	T	R
Volume		1		19			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		1		21			
Percent Heavy Vehicles		0		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration				LR			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			4	7	8	9	10	11
Lane Config	1	4	LT		LR			
v (vph)		13			22			
C(m) (vph)		1145			597			
v/c		0.01			0.04			
95% queue length		0.03			0.11			
Control Delay		8.2			11.3			
LOS		A			B			
Approach Delay					11.3			
Approach LOS					B			



## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: BALDWIN PLACE ROAD & KENNARD R  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428SATEX18  
 East/West Street: BALDWIN PLACE ROAD  
 North/South Street: KENNARD DRIVE  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R		4 L	5 T	6 R
Volume		450	6	9		393		
Peak-Hour Factor, PHF		0.90	0.90	0.90		0.97		
Hourly Flow Rate, HFR		500	6	10		405		
Percent Heavy Vehicles		--	--	0		--	--	
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		1	0			0	1	
Configuration			TR			LT		
Upstream Signal?		No				Yes		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R		10 L	11 T	12 R
Volume		0		23				
Peak Hour Factor, PHF		0.90		0.90				
Hourly Flow Rate, HFR		0		25				
Percent Heavy Vehicles		0		0				
Percent Grade (%)			0			0		
Flared Approach: Exists?/Storage				No	/			/
Lanes		0		0				
Configuration			LR					

## Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound				Southbound		
			7	8	9		10	11	12
Lane Config		LT		LR					
v (vph)		10		25					
C(m) (vph)		1069		573					
v/c		0.01		0.04					
95% queue length		0.03		0.14					
Control Delay		8.4		11.6					
LOS		A		B					
Approach Delay				11.6					
Approach LOS				B					

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & KENNARD DR  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMNB18  
 East/West Street: BALDWIN PLACE ROAD  
 North/South Street: KENNARD DRIVE  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume		441	0	11	216		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		490	0	12	240		
Percent Heavy Vehicles		--	--	10	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			Yes		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	0		27			
Peak Hour Factor, PHF	0.90		0.90			
Hourly Flow Rate, HFR	0		30			
Percent Heavy Vehicles	2		8			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0		0			
Configuration		LR				

## Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1	4   7	8	9	10	11	12	
v (vph)		12	30					
C(m) (vph)		1033	566					
v/c		0.01	0.05					
95% queue length		0.04	0.17					
Control Delay		8.5	11.7					
LOS		A	B					
Approach Delay			11.7					
Approach LOS			B					

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & KENNARD DR  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMNB18  
 East/West Street: BALDWIN PLACE ROAD  
 North/South Street: KENNARD DRIVE  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	

Volume		461	5	13	631	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.97	
Hourly Flow Rate, HFR		512	5	14	650	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage		Undivided		/		
RT Channelized?						
Lanes		1	0		0	1
Configuration			TR		LT	
Upstream Signal?		No			Yes	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume		1	20	
Peak Hour Factor, PHF		0.90	0.90	
Hourly Flow Rate, HFR		1	22	
Percent Heavy Vehicles		0	0	
Percent Grade (%)		0	0	
Flared Approach: Exists?/Storage		No	/	/
Lanes		0	0	
Configuration		LR		

## Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12

Lane Config		LT		LR			
v (vph)		14		23			
C(m) (vph)		1059		516			
v/c		0.01		0.04			
95% queue length		0.04		0.14			
Control Delay		8.4		12.3			
LOS		A		B			
Approach Delay				12.3			
Approach LOS				B			

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: BALDWIN PLACE RD & KENNARD DR  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATNB18  
 East/West Street: BALDWIN PLACE ROAD  
 North/South Street: KENNARD DRIVE  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R

Volume		554	6	10	491	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.97	
Hourly Flow Rate, HFR		615	6	11	506	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0		0	1
Configuration			TR		LT	
Upstream Signal?		No			Yes	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume	0		24			
Peak Hour Factor, PHF	0.90		0.90			
Hourly Flow Rate, HFR	0		26			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes		0	0			
Configuration			LR			

## Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12

Lane Config		LT		LR			
v (vph)		11		26			
C(m) (vph)		969		493			
v/c		0.01		0.05			
95% queue length		0.03		0.17			
Control Delay		8.8		12.7			
LOS		A		B			
Approach Delay				12.7			
Approach LOS				B			

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: GRAND MEADOW & BALDWIN PLACE  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428AMEX19  
 East/West Street: GRAND MEADOW DRIVE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS

Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4   L	5 T	6 R		
Volume		9	169			425	18		
Peak-Hour Factor, PHF		0.90	0.90			0.91	0.90		
Hourly Flow Rate, HFR		10	187			467	20		
Percent Heavy Vehicles		11	--	--		--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes		0	1			1	0		
Configuration		LT				TR			
Upstream Signal?		No				No			

Minor Street:	Approach Movement	Westbound				Eastbound			
		7 L	8 T	9 R	10   L	11 T	12 R		
Volume					0		3		
Peak Hour Factor, PHF					0.90		0.90		
Hourly Flow Rate, HFR					0		3		
Percent Heavy Vehicles					0		0		
Percent Grade (%)		0				0			
Flared Approach: Exists?/Storage					/		No /		
Lanes					0		0		
Configuration						LR			

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LT							LR
v (vph)	10						3	
C(m) (vph)	1031						592	
v/c	0.01						0.01	
95% queue length	0.03						0.02	
Control Delay	8.5						11.1	
LOS	A						B	
Approach Delay							11.1	
Approach LOS							B	



## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: GRAND MEADOW & BALDWIN PLACE  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428SATEX19  
 East/West Street: GRAND MEADOW DRIVE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		3	417			411	6		
Peak-Hour Factor, PHF		0.90	0.93			0.92	0.90		
Hourly Flow Rate, HFR		3	448			446	6		
Percent Heavy Vehicles		0	--	--		--	--		
Median Type/Storage		Undivided				/			
RT Channelized?									
Lanes		0	1			1	0		
Configuration		LT				TR			
Upstream Signal?		No				No			

Minor Street:	Approach Movement	Westbound				Eastbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume					4		3		
Peak Hour Factor, PHF					0.90		0.90		
Hourly Flow Rate, HFR					4		3		
Percent Heavy Vehicles					0		2		
Percent Grade (%)		0				0			
Flared Approach: Exists?/Storage		/					No	/	
Lanes					0		0		
Configuration						LR			

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound				Eastbound			
			7	8	9	10	11	12		
Lane Config	LT									LR
v (vph)	3							7		
C(m) (vph)	1119							392		
v/c	0.00							0.02		
95% queue length	0.01							0.05		
Control Delay	8.2							14.4		
LOS	A							B		
Approach Delay								14.4		
Approach LOS								B		









HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: GRAND MEADOW & BALDWIN PLACE  
 Agency: JCE Area Type: All other areas  
 Date: 10/08/2008 Jurisd:  
 Period: AM PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD19  
 E/W St: GRAND MEADOW DRIVE/BYPASS ROAD N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	1	0	1	1	0
LGConfig	LTR			L	TR		LTR			L	TR	
Volume	12	16	3	15	6	218	10	35	0	506	112	22
Lane Width	12.0			12.0	12.0		12.0			12.0	12.0	
RTOR Vol	0			206			0			19		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left		P	
Thru		A			Thru		P	
Right		A			Right		P	
Peds					Peds			
WB Left			A		SB Left	A	P	
Thru			A		Thru	P	P	
Right			A		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0	15.0			22.0	18.0		
Yellow	3.0	3.0			3.0	3.0		
All Red	2.0	2.0			2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
LTR	324	1822	0.10	0.18	31.1	C	31.1	C
Westbound								
L	315	1770	0.05	0.18	30.8	C		
TR	299	1681	0.07	0.18	30.9	C	30.8	C
Northbound								
LTR	347	1642	0.14	0.21	29.8	C	29.8	C
Southbound								
L	777	1770	0.71	0.51	18.8	B		
TR	931	1822	0.14	0.51	11.9	B	17.5	B

Intersection Delay = 19.4 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: GRAND MEADOW & BALDWIN PLACE  
 Agency: JCE Area Type: All other areas  
 Date: 09/22/2008 Jurisd:  
 Period: PM PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMBD19  
 E/W St: GRAND MEADOW DRIVE/BYPASS ROAD N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	1	0	1	1	0
LGConfig	LTR			LT R			LTR			L TR		
Volume	10	10	4	18	18	748	3	104	0	519	86	17
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	0			635			0			9		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	P		
Thru		A			Thru	P		
Right		A			Right			
Peds					Peds			
WB Left			A		SB Left	P		
Thru			A		Thru	P		
Right			A		Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	16.0	18.0			41.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	340	1801	0.08	0.19	30.1	C	30.1	C
Westbound								
LT	384	1817	0.10	0.21	28.8	C	30.5	C
R	334	1583	0.37	0.21	31.1	C		
Northbound								
LTR	875	1875	0.13	0.47	13.9	B	13.9	B
Southbound								
L	605	1296	0.93	0.47	45.9	D		
TR	867	1858	0.12	0.47	13.8	B	41.0	D

Intersection Delay = 35.7 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 10/09/2008  
 Period: SAT PEAK HOUR  
 Project ID: 1428SATBD19  
 E/W St: GRAND MEADOW DRIVE

Inter.: GRAND MEADOW & BALDWIN PLACE  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: BALDWIN PLACE ROAD

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	1	0	1	1	0
LGConfig	LTR			L	TR		LTR			L	TR	
Volume	12	13	3	30	15	543	3	95	0	635	86	16
Lane Width	12.0			12.0	12.0		12.0			12.0	12.0	
RTOR Vol	0			463			0			8		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru	A		
Right		A			Right			
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru	A		
Right			A		Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	16.0			49.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 222 1814 0.14 0.12 35.5 D 35.5 D

Westbound

L 334 1770 0.10 0.19 30.3 C  
 TR 307 1627 0.34 0.19 32.3 C 31.8 C

Northbound

LTR 1042 1875 0.10 0.56 9.5 A 9.5 A

Southbound

L 716 1288 0.96 0.56 44.1 D  
 TR 1032 1858 0.10 0.56 9.4 A 39.6 D

Intersection Delay = 35.5 (sec/veh) Intersection LOS = D

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & MAHOPAC HS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428AMEX20  
 East/West Street: MAHOPAC HIGH SCHOOL EXIT  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

Major Street:	Approach Movement	Vehicle Volumes and Adjustments					
		Northbound			Southbound		
		1	2	3	4	5	6
		L	T	R	L	T	R
Volume		32	130	3	70		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		35	144	3	77		
Percent Heavy Vehicles		--	--	0	--	--	
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Vehicle Volumes and Adjustments					
		Westbound			Eastbound		
		7	8	9	10	11	12
		L	T	R	L	T	R
Volume		29	0	6	80	5	105
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		32	0	6	88	5	116
Percent Heavy Vehicles		0	2	0	11	0	32
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		No /
Lanes		0	1	0	1	1	0
Configuration			LTR		L	TR	

Approach	Delay, Queue Length, and Level of Service							
	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LTR		L		TR
v (vph)		3		38		88		121
C(m) (vph)		1409		649		741		892
v/c		0.00		0.06		0.12		0.14
95% queue length		0.01		0.19		0.40		0.47
Control Delay		7.6		10.9		10.5		9.7
LOS		A		B		B		A
Approach Delay				10.9				10.0+
Approach LOS				B				B

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & MAHOPAC HS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428PMEX20  
 East/West Street: MAHOPAC HIGH SCHOOL ENTRANCE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4   L	5 T	6 R
Volume		225	22	11	88		
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR		250	24	12	97		
Percent Heavy Vehicles		--	--	0	--	--	
Median Type/Storage RT Channelized?		Undivided		/			
Lanes Configuration		1	0	TR	0	1	LT
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R
Volume		10	0	14	101	0	82
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		11	0	15	112	0	91
Percent Heavy Vehicles		0	2	0	11	0	32
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				No	/		No /
Lanes Configuration		0	1	0	LTR	1	1 0 L TR

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LTR			L	TR
v (vph)		12		26		112		91
C(m) (vph)		1301		619		537		883
v/c		0.01		0.04		0.21		0.10
95% queue length		0.03		0.13		0.78		0.34
Control Delay		7.8		11.1		13.5		9.5
LOS		A		B		B		A
Approach Delay				11.1				11.7
Approach LOS				B				B

## TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: BALDWIN PLACE RD & MAHOPAC HS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2008 EXISTING TRAFFIC VOLUMES  
 Project ID: 1428SATEX20  
 East/West Street: MAHOPAC HIGH SCHOOL EXIT  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS  
 Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	
Volume		154	10		5	140		
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.90		
Hourly Flow Rate, HFR		171	11		5	155		
Percent Heavy Vehicles		--	--		0	--	--	
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		1	0			0	1	
Configuration		TR				LT		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R
Volume		6	0	15	24	0	12
Peak Hour Factor, PHF		0.90	0.92	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		6	0	16	26	0	13
Percent Heavy Vehicles		0	2	0	11	0	32
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage		No			/		No /
Lanes		0	1	0		1	1
Configuration		LTR				L	TR

## Delay, Queue Length, and Level of Service

Approach Movement	NB 1	SB 4	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config		LT		LTR			L	TR
v (vph)		5		22		26		13
C(m) (vph)		1405		776		576		818
v/c		0.00		0.03		0.05		0.02
95% queue length		0.01		0.09		0.14		0.05
Control Delay		7.6		9.8		11.5		9.5
LOS		A		A		B		A
Approach Delay				9.8				10.9
Approach LOS				A				B



TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & MAHOPAC HS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMNB20  
 East/West Street: MAHOPAC HIGH SCHOOL EXIT  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		124	10	3	84			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		137	11	3	93			
Percent Heavy Vehicles		--	--	0	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		31	0	6	85	5	111
Peak Hour Factor, PHF		0.90	0.92	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		34	0	6	94	5	123
Percent Heavy Vehicles		0	2	0	11	0	32
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				No	/		No /
Lanes		0	1	0	1	1	0
Configuration			LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound				
			4	7	8	9	10	11	12	
Movement	1	4		7	8	9		10	11	12
Lane Config		LT			LTR			L		TR
v (vph)		3			40			94		128
C(m) (vph)		1446			591			684		876
v/c		0.00			0.07			0.14		0.15
95% queue length		0.01			0.22			0.47		0.51
Control Delay		7.5			11.5			11.1		9.8
LOS		A			B			B		A
Approach Delay					11.5				10.4	
Approach LOS					B				B	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & MAHOPAC HS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMNB20  
 East/West Street: MAHOPAC HIGH SCHOOL EXIT  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		259	23	12	111			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		287	25	13	123			
Percent Heavy Vehicles		--	--	0	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		11	0	15	107	0	87
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		12	0	16	118	0	96
Percent Heavy Vehicles		0	2	0	11	0	32
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No		/		No	/
Lanes		0	1	0	1	1	0
Configuration		LTR			L	TR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound				
			4	7	8	9	10	11	12	
Movement	1	4		7	8	9		10	11	12
Lane Config		LT			LTR			L		TR
v (vph)		13			28			118		96
C(m) (vph)		1260			566			484		853
v/c		0.01			0.05			0.24		0.11
95% queue length		0.03			0.16			0.95		0.38
Control Delay		7.9			11.7			14.8		9.8
LOS		A			B			B		A
Approach Delay					11.7				12.5	
Approach LOS					B				B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: BALDWIN PLACE RD & MAHOPAC HS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 NO-BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATNB20  
 East/West Street: MAHOPAC HIGH SCHOOL EXIT  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		182	11	5	170			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		202	12	5	188			
Percent Heavy Vehicles		--	--	0	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		6	0	16	25	0	13
Peak Hour Factor, PHF		0.90	0.92	0.90	0.90	0.25	0.90
Hourly Flow Rate, HFR		6	0	17	27	0	14
Percent Heavy Vehicles		0	2	0	11	0	32
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				No	/		No /
Lanes		0	1	0	1	1	0
Configuration		LTR			L	TR	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Config		LT		LTR		L		TR
v (vph)		5		23		27		14
C(m) (vph)		1368		732		521		783
v/c		0.00		0.03		0.05		0.02
95% queue length		0.01		0.10		0.16		0.05
Control Delay		7.6		10.1		12.3		9.7
LOS		A		B		B		A
Approach Delay				10.1			11.4	
Approach LOS				B			B	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & MAHOPAC HS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD20  
 East/West Street: MAHOPAC HIGH SCHOOL EXIT  
 North/South Street: BADLWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		141	10	3	123			
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR		156	11	3	136			
Percent Heavy Vehicles		--	--	0	--	--		
Median Type/Storage		Undivided		/				
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR		LT			
Upstream Signal?		No			No			

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		31	0	6	85	5	111
Peak Hour Factor, PHF		0.90	0.92	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		34	0	6	94	5	123
Percent Heavy Vehicles		0	2	0	11	0	32
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				No	/		No /
Lanes		0	1	0	1	1	0
Configuration		LTR			L	TR	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Config		LT		LTR		L		TR
v (vph)		3		40		94		128
C(m) (vph)		1423		536		624		827
v/c		0.00		0.07		0.15		0.15
95% queue length		0.01		0.24		0.53		0.55
Control Delay		7.5		12.3		11.8		10.1
LOS		A		B		B		B
Approach Delay				12.3			10.8	
Approach LOS				B			B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 09/22/2008  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & MAHOPAC HS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428PMBD20  
 East/West Street: MAHOPAC HIGH SCHOOL EXIT  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		319	23		12	155		
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.90		
Hourly Flow Rate, HFR		354	25		13	172		
Percent Heavy Vehicles		--	--		0	--	--	
Median Type/Storage		Undivided			/			
RT Channelized?								
Lanes		1	0		0	1		
Configuration			TR			LT		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		11	0	15	107	0	87
Peak Hour Factor, PHF		0.90	0.92	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		12	0	16	118	0	96
Percent Heavy Vehicles		0	2	0	11	0	32
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage				No	/		No /
Lanes		0	1	0	1	1	0
Configuration			LTR		L		TR

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound			
			4	7	8	9	10	11	12
Lane Config	1	LT			LTR		L		TR
v (vph)		13			28		118		96
C(m) (vph)		1191			490		404		800
v/c		0.01			0.06		0.29		0.12
95% queue length		0.03			0.18		1.20		0.41
Control Delay		8.1			12.8		17.5		10.1
LOS		A			B		C		B
Approach Delay					12.8				14.2
Approach LOS					B				B

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: BALDWIN PLACE RD & MAHOPAC HS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD20  
 East/West Street: MAHOPAC HIGH SCHOOL EXIT  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4   L	5 T	6 R	

Volume		243	11	5		225	
Peak-Hour Factor, PHF		0.90	0.90	0.90		0.90	
Hourly Flow Rate, HFR		270	12	5		250	
Percent Heavy Vehicles		--	--	0		--	--
Median Type/Storage		Undivided		/			
RT Channelized?							
Lanes		1	0			0	1
Configuration			TR			LT	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10   L	11 T	12 R

Volume		6	0	16		25	0	13
Peak Hour Factor, PHF		0.90	0.92	0.90		0.90	0.90	0.90
Hourly Flow Rate, HFR		6	0	17		27	0	14
Percent Heavy Vehicles		0	2	0		11	0	32
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage				No	/			No /
Lanes		0	1	0		1	1	0
Configuration			LTR			L		TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12

Movement	1	4		7	8	9		10	11	12
Lane Config		LT			LTR			L		TR
v (vph)		5		23				27		14
C(m) (vph)		1292		645				425		721
v/c		0.00		0.04				0.06		0.02
95% queue length		0.01		0.11				0.20		0.06
Control Delay		7.8		10.8				14.0		10.1
LOS		A		B				B		B
Approach Delay				10.8					12.7	
Approach LOS				B					B	



















TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/09/2008  
 Analysis Time Period: SAT PEAK HOUR  
 Intersection: BALDWIN PLACE RD & MAHOPAC HS  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD21  
 East/West Street: MAHOPAC HIGH SCHOOL ENTRANCE  
 North/South Street: BALDWIN PLACE ROAD  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R	

Volume	14	271			230	19
Peak-Hour Factor, PHF	0.90	0.90			0.90	0.90
Hourly Flow Rate, HFR	15	301			255	21
Percent Heavy Vehicles	1	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT				TR	
Upstream Signal?	No				No	

Minor Street: Approach Movement	Westbound				Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R	

Volume						
Peak Hour Factor, PHF						
Hourly Flow Rate, HFR						
Percent Heavy Vehicles						
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes						
Configuration						

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound			Eastbound		
	1 LT	4 	7 	8 	9 	10 	11 	12 

v (vph)	15
C(m) (vph)	1293
v/c	0.01
95% queue length	0.04
Control Delay	7.8
LOS	A
Approach Delay	
Approach LOS	









HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & SITE ACCESS  
 Agency: JCE Area Type: All other areas  
 Date: 10/08/2008 Jurisd:  
 Period: AM PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD22  
 E/W St: RESIDENTIAL SITE ACCESS N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	1	1	0	0	1	0
LGConfig	LR						L	T	TR			
Volume	36		54				12	563	814 8			
Lane Width	12.0						12.0	12.0	12.0			
RTOR Vol	0									0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru	A		
Right		A			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	21.0			59.0				
Yellow	3.0			3.0				
All Red	2.0			2.0				

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LR 392 1678 0.25 0.23 28.4 C 28.4 C

Westbound

Northbound

L 328 500 0.04 0.66 5.5 A  
 T 1242 1863 0.49 0.67 7.8 A 7.7 A

Southbound

TR 1240 1860 0.72 0.67 11.7 B 11.7 B

Intersection Delay = 11.2 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD  
 Agency: JCE  
 Date: 09/22/2008  
 Period: PM PEAK HOUR  
 Project ID: 1428PMBD22  
 E/W St: RESIDENTIAL SITE ACCESS

Inter.: U.S. ROUTE & SITE ACCESS  
 Area Type: All other areas  
 Jurisd:  
 Year : 2016 BUILD TRAFFIC VOLUMES  
 N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	1	1	0	0	1	0
LGConfig	LR						L	T		TR		
Volume	15		22				48	1052		1025	32	
Lane Width	12.0						12.0	12.0		12.0		
RTOR Vol	17									3		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru	A		
Right		A			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	16.0				94.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LR 232 1737 0.09 0.13 45.8 D 45.8 D

Westbound

Northbound

L 339 433 0.15 0.78 3.4 A  
 T 1459 1863 0.78 0.78 10.2 B 9.9 A

Southbound

TR 1454 1856 0.79 0.78 10.4 B 10.4 B

Intersection Delay = 10.4 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.3

Analyst: RGD Inter.: U.S. ROUTE 6 & SITE ACCESS  
 Agency: JCE Area Type: All other areas  
 Date: 10/09/2008 Jurisd:  
 Period: SAT PEAK HOUR Year : 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428SATBD22  
 E/W St: RESIDENTIAL SITE ACCESS N/S St: U.S. ROUTE 6

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	1	1	0	0	1	0
LGConfig	LR						L	T		TR		
Volume	16		24				30	1151		1189	20	
Lane Width	12.0						12.0	12.0		12.0		
RTOR Vol	0									0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	P		
Thru					Thru	P		
Right		A			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	16.0				64.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LR 298 1678 0.14 0.18 31.4 C 31.4 C

Westbound

Northbound

L 235 326 0.14 0.72 5.1 A  
 T 1345 1863 0.93 0.72 23.3 C 22.8 C

Southbound

TR 1343 1859 0.98 0.72 31.8 C 31.8 C

Intersection Delay = 27.4 (sec/veh) Intersection LOS = C

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: RGD  
 Agency/Co.: JCE  
 Date Performed: 10/08/2008  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: BALDWIN PLACE RD & INTERNAL RD  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016 BUILD TRAFFIC VOLUMES  
 Project ID: 1428AMBD23  
 East/West Street: BALDWIN PLACE ROAD  
 North/South Street: INTERNAL ROAD  
 Intersection Orientation: NS  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		32	496			457	0
Peak-Hour Factor, PHF		0.92	0.92			0.92	0.92
Hourly Flow Rate, HFR		34	539			496	0
Percent Heavy Vehicles		2	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		Yes				No	

Minor Street:	Approach Movement	Westbound				Eastbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					0		64
Peak Hour Factor, PHF					0.92		0.92
Hourly Flow Rate, HFR					0		69
Percent Heavy Vehicles					2		2
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage						/	No /
Lanes					0		0
Configuration						LR	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound				Eastbound				
			1	4	7	8	9	10	11	12	
Lane Config	LT										
v (vph)	34							69			
C(m) (vph)	1068							574			
v/c	0.03							0.12			
95% queue length	0.10							0.41			
Control Delay	8.5							12.1			
LOS	A							B			
Approach Delay								12.1			
Approach LOS								B			







APPENDIX "D"

STANDARDS



LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-minute analysis period. The criteria are given in Exhibit 16-2 from the 2000 Highway Capacity Manual published by the Transportation Research Board.

EXHIBIT 16-2

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE (LOS)	CONTROL DELAY PER VEHICLE (S/VEH)
A	≤10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

LEVEL OF SERVICE A describes operations with low control delay, up to 10 seconds per vehicle (s/veh). This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

LEVEL OF SERVICE B describes operations with control delay greater than 10 and up to 20 seconds per vehicle (s/veh). This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with Level of Service "A", causing higher levels of delay.

LEVEL OF SERVICE C describes operations with control delay greater than 20 and up to 35 seconds per vehicle (s/veh). These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LEVEL OF SERVICE D describes operations with control delay greater than 35 and up to 55 seconds per vehicle (s/veh). At Level of Service D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LEVEL OF SERVICE E describes operations with control delay greater than 55 and up to 80 seconds per vehicle (s/veh). This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

LEVEL OF SERVICE F describes operations with control delay in excess of 80 seconds per vehicle (s/veh). This level is considered unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

The Level of Service (LOS) for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. Control delay is defined as the total elapsed time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. This total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to speed of vehicles in queue. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation. The Level of Service Criteria are given in Exhibit 17-2 from the 2000 Highway Capacity Manual published by the Transportation Research Board.

EXHIBIT 17-2

LEVEL OF SERVICE FOR CRITERIA  
FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE (LOS)	AVERAGE CONTROL DELAY (S/VEH)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

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

**APPENDIX "E"**  
ACCIDENT DATA





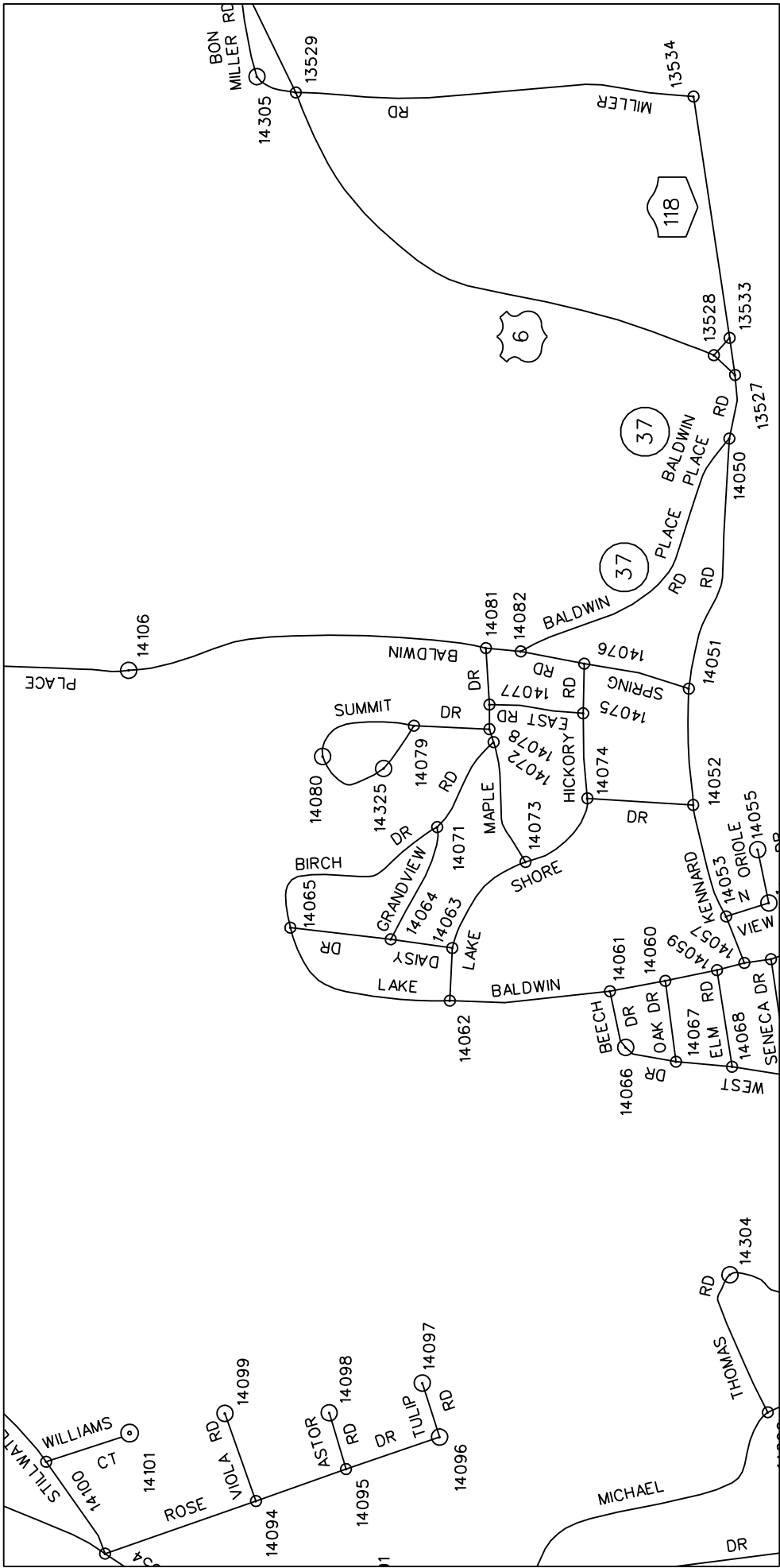
**NYSDOT Safety Information Management System  
Summary Report By Segment And/Or Intersection  
All Accidents (Links & Nodes)**

**Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007**

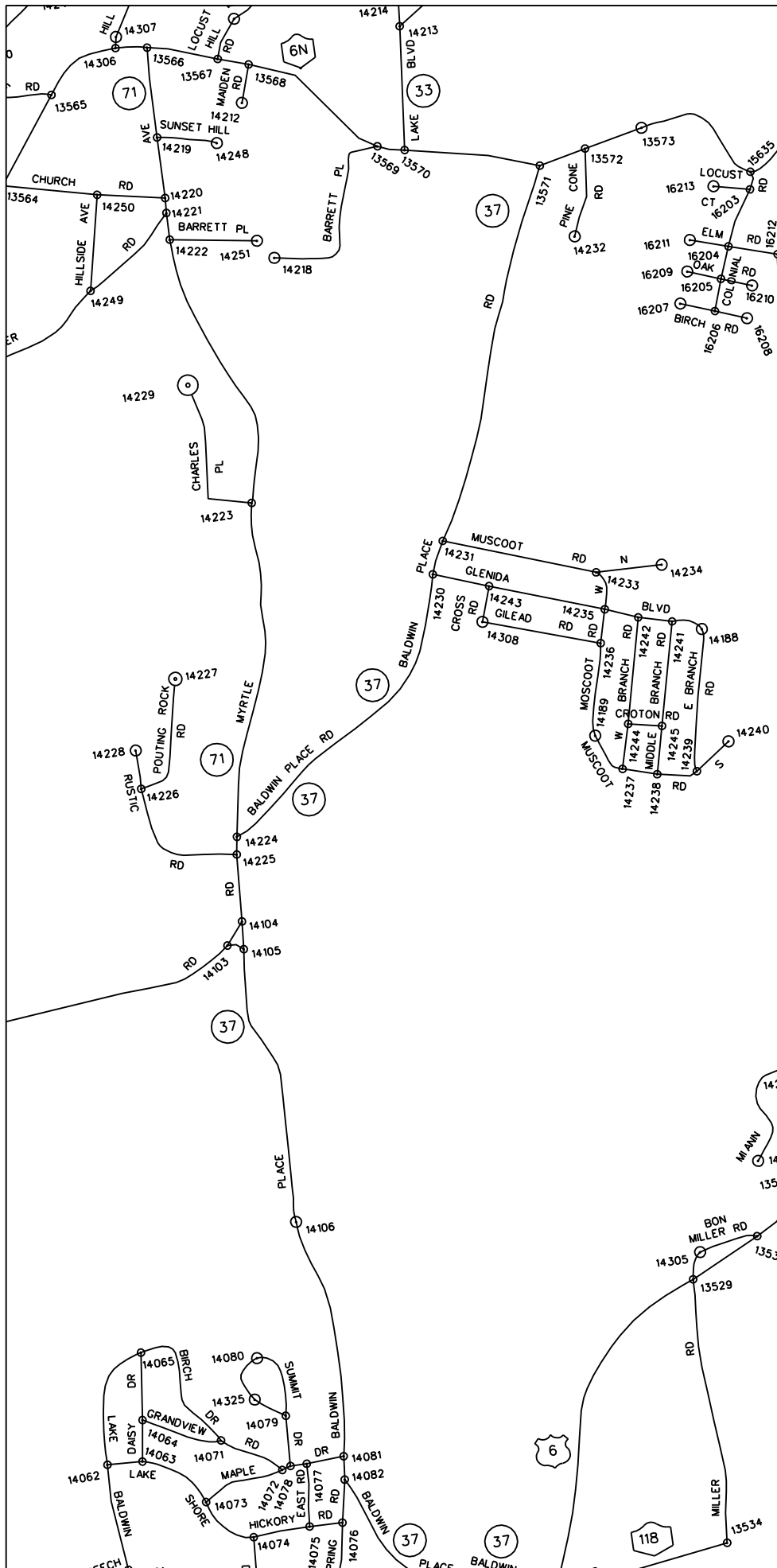
REGN/CNTY: 84 PUTNAM      MUNICIPALITY: 50 T CARMEL      DATES: JAN-01-2005 - DEC-31-2007  
STREET: BALDWIN PLACE RD      LINKS:13527 - 14050 THRU 13571 - 14231

FROM NODE	TO NODE	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED & BIKE **	TRUCK *** **	LIGHT CONDITION			
												DWN/DSK	DAY	NIGHT	
13527	14050	CO37	1	0	1	0	0	0	0	0	0	0	0	0	1
14050		KENNARD RD CO37	2	0	1	1	0	1	0	0	0	0	0	2	0
14082		SPRING RD CO37	2	0	2	0	0	0	0	0	0	0	0	1	1
14081		MAPLE DR CO37	1	0	0	1	0	0	0	0	0	0	0	1	0
14081	14106	CO37	1	1	0	0	0	0	0	0	0	0	0	0	1
14105		STILLWATER RD CO37	4	0	1	3	0	1	0	0	0	0	0	4	0
14105	14104	CO37	4	0	3	1	0	1	1	0	0	0	0	2	1
14225	14224	CO37	3	1	1	1	0	1	3	0	0	1	1	1	1
14224		MYRTLE AVE CO37 CO71	3	0	1	2	0	0	0	0	0	0	0	3	0
14224	14230	CO37	4	0	2	2	0	2	4	0	0	0	0	3	1
14230	14231	CO37	1	0	0	1	0	1	1	0	0	0	0	1	0
14231	13571	CO37	4	0	4	0	0	1	1	0	0	1	3	0	0
13571		CO37 NY6N	1	0	0	1	0	0	0	0	0	0	0	0	0
TOTAL			31	2	16	13	0	8	10	0	0	2	21	6	

\*\* Excludes Non-Reportables      \*\*\* Excludes Pickups & Vans



tcarmel.mun 8/22/2008 2:58:47 PM



tcarmel.mun 8/22/2008 3:01:53 PM

Reqm/Cnty: 84 PUTNAM  
 Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
 Links:13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Link: 13527 - 14050 CO37 \*\*\*

JAN-28-2007 SUN 12:24AM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC Case: 2007-32108682  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CARMEL TOWN PD Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: SNOW  
 Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3028 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 17 Sex: FEMALE Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors:FAILURE TO YIELD RIGHT OF WAY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2489 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 20 Sex: MALE Citation Issued: NO  
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors:NOT APPLICABLE NOT APPLICABLE

\*\*\* Node: 14050 KENNARD RD CO37 \*\*\*

JAN-30-2005 SUN 04:28PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2005-31415028  
 Accident Class: INJURY Police Agency: CARMEL TOWN PD Num of Veh: 3  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3433 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 45 Sex: MALE Citation Issued: YES  
 Direction of Travel: NORTH-WEST Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors:ALCOHOL INVOLVEMENT FOLLOWING TOO CLOSE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4052 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 36 Sex: FEMALE Citation Issued: NO  
 Direction of Travel: NORTH-WEST Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors:UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 2227 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 38 Sex: FEMALE Citation Issued: NO  
 Direction of Travel: NORTH-WEST Public Property Damage: NO School Bus Involved: NO

All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Node: 14050 KENNARD RD C037 (Continued) \*\*\*

Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN

UNKNOWN

DEC-23-2006 SAT 12:46PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32051393  
Accident Class: PROPERTY DAMAGE Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
Manner of Collision: UNKNOWN Weather: CLOUDY  
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3757 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 39 Sex: MALE Citation Issued: NO  
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3560 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 52 Sex: MALE Citation Issued: NO  
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN NOT APPLICABLE

\*\*\* Node: 14082 SPRING RD C037 \*\*\*

JUN-28-2005 TUE 04:44PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2005-31531966  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4181 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 16 Sex: MALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3542 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 18 Sex: FEMALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: NOT APPLICABLE UNKNOWN

Reqm/Cnty: 84 PUTNAM  
 Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
 Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Node: 14082 SPRING RD C037 (Continued) \*\*\*

AUG-22-2007 WED 08:50PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32327947  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CARMEL TOWN PD Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

Manner of Collision: HEAD ON Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3635 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 65 Sex: MALE Citation Issued: YES  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: MAKING RIGHT TURN Apparent Factors:ALCOHOL INVOLVEMENT Second Event: COLLISION WITH CULVERT/HEADWALL  
 Apparent Factors:NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 57 Sex: MALE Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: STOPPED IN TRAFFIC Apparent Factors:NOT APPLICABLE Second Event: NOT APPLICABLE  
 Apparent Factors:NOT APPLICABLE NOT APPLICABLE

\*\*\* Node: 14081 MAPLE DR C037 \*\*\*

JUN-20-2005 MON 09:15AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31522228  
 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 3  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 MOTORCYCLE Registered Weight: 365 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 20 Sex: MALE Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors:UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3032 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 46 Sex: FEMALE Citation Issued: NO  
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: MAKING LEFT TURN Apparent Factors:UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 4468 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 25 Sex: MALE Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD

All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Node: 14081 MAPLE DR CO37 (Continued) \*\*\*

Apparent Factors: UNKNOWN

UNKNOWN

\*\*\* Link: 14081 - 14106 CO37 \*\*\*

JAN-06-2006 FRI 07:10PM Persons Killed: 1 Persons Injured: 2 Extent of Injuries: KCC Case: 2006-31679349  
Accident Class: FATAL Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
Manner of Collision: HEAD ON Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3254 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 41 Sex: MALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNSAFE SPEED PASSING OR LANE USA

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3326 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 45 Sex: FEMALE Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE UNKNOWN

\*\*\* Node: 14105 STILLWATER RD CO37 \*\*\*

OCT-16-2006 MON 08:26AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32016703  
Accident Class: PROPERTY DAMAGE Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: RIGHT ANGLE Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2574 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 50 Sex: MALE Citation Issued: NO  
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: FAILURE TO KEEP RIGHT UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3239 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 53 Sex: MALE Citation Issued: YES  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD

All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Node: 14105 STILLWATER RD CO37 (Continued) \*\*\*

Apparent Factors: UNKNOWN

UNKNOWN

FEB-16-2007 FRI 07:30AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2007-32121377  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: UNKNOWN Weather: CLEAR  
Road Surface Condition: WET Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2908 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 Sex: FEMALE Citation Issued: NO  
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2818 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 59 Sex: FEMALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: OBSTRUCTION/DEBRIS  
UNKNOWN

MAY-08-2007 TUE 02:21PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32231382  
Accident Class: PROPERTY DAMAGE Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Condition: DRY Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2496 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 23 Sex: MALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: GLARE  
FOLLOWING TOO CLOSE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4705 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 56 Sex: MALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: NOT APPLICABLE  
UNKNOWN

JUL-17-2007 TUE 06:25PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32278784  
Accident Class: PROPERTY DAMAGE Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN



All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Regm/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Node: 14105 STILLWATER RD CO37 (Continued) \*\*\*

Manner of Collision: REAR END  
Road Surface Condition: DRY  
Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL  
Weather: CLEAR  
Light Condition: DAYLIGHT  
Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP

Num of Occupants: 2  
Direction of Travel: NORTH  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN

Registered Weight: 4409  
Driver's Age: 19  
Public Property Damage: NO

Sex: FEMALE  
School Bus Involved: NO

Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP

Num of Occupants: 1  
Direction of Travel: NORTH  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN

Registered Weight: 2355  
Driver's Age: 20  
Public Property Damage: NO

Sex: MALE  
School Bus Involved: NO

UNKNOWN

\*\*\* Link: 14105 - 14104 CO37 \*\*\*

DEC-13-2005 TUE 01:50PM Persons Killed: 0  
Accident Class: INJURY  
Type of Accident: COLLISION WITH MOTOR VEHICLE  
Manner of Collision: UNKNOWN  
Road Surface Condition: DRY  
Loc. of Ped/Bicycle: NOT APPLICABLE

Persons Injured: 3  
Police Agency: PUTNAM CO SHERIFF DEPT  
Traffic Control: NO PASSING ZONE  
Weather: CLEAR  
Road Char.: CURVE AND GRADE  
Action of Ped/Bicycle: NOT APPLICABLE

Extent of Injuries: BBC  
Case: 2005-31696868  
Num of Veh: 2

Veh: 1 CAR/VAN/PICKUP

Num of Occupants: 1  
Direction of Travel: NORTH  
Pre-Accd Action: OVERTAKING  
Apparent Factors: UNSAFE SPEED

Registered Weight: 3532  
Driver's Age: 20  
Public Property Damage: YES

Sex: MALE  
School Bus Involved: NO

Second Event: COLL. W/LIGHT SUPPORT/UTILITY POLE  
UNSAFE LANE CHANGE

Veh: 2 CAR/VAN/PICKUP

Num of Occupants: 2  
Direction of Travel: SOUTH  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE

Registered Weight: 4588  
Driver's Age: 26  
Public Property Damage: NO

Sex: FEMALE  
School Bus Involved: NO

UNKNOWN

DEC-25-2005 SUN 03:00AM Persons Killed: 0  
Accident Class: PROPERTY DAMAGE  
Type of Accident: OTHER NON-COLLISION  
Manner of Collision: OTHER  
Road Surface Condition: UNKNOWN  
Loc. of Ped/Bicycle: NOT APPLICABLE

Persons Injured: 0  
Police Agency: NOT ENTERED  
Traffic Control: UNKNOWN  
Weather: UNKNOWN  
Road Char.: UNKNOWN  
Action of Ped/Bicycle: NOT APPLICABLE

Extent of Injuries:  
Case: 2005-31729803  
Num of Veh: 1

All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Link: 14105 - 14104 CO37 (Continued) \*\*\*

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2923 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 22 Citation Issued: NO  
 Direction of Travel: UNKNOWN Public Property Damage: NO Sex: MALE School Bus Involved: NO  
 Pre-Acc Action: UNKNOWN  
 Apparent Factors: UNKNOWN

UNKNOWN

DEC-29-2005 THU 09:42PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2005-31733566  
 Accident Class: INJURY Police Agency: CARMEL TOWN PD Num of Veh: 1  
 Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: OTHER Weather: RAIN  
 Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2714 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 20 Citation Issued: YES  
 Direction of Travel: NORTH Public Property Damage: YES Sex: MALE School Bus Involved: NO  
 Pre-Acc Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNSAFE SPEED

UNKNOWN

JUN-10-2006 SAT 09:06AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31879282  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CARMEL TOWN PD Num of Veh: 1  
 Type of Accident: OVERTURNED Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLOUDY  
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3612 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 21 Citation Issued: YES  
 Direction of Travel: NORTH Public Property Damage: NO Sex: MALE School Bus Involved: NO  
 Pre-Acc Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNSAFE SPEED

FAILURE TO KEEP RIG

\*\*\* Link: 14225 - 14224 CO37 \*\*\*

MAR-01-2005 TUE 11:25PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31415783  
 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 1  
 Type of Accident: COLLISION WITH TREE Traffic Control: UNKNOWN  
 Manner of Collision: OTHER Weather: SNOW  
 Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# NYS DOT Safety Information Management System Accident Verbal Description Report

All Accidents (Links & Nodes)  
Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Link: 14225 - 14224 C037 (Continued) \*\*\*

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 4500	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 54	Citation Issued: NO
	Direction of Travel: NORTH-WEST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: AVOIDING OBJECT IN ROADWAY		
	Apparent Factors: UNKNOWN		

AUG-23-2005	TUE 02:30PM	Persons Killed: 0	Persons Injured: 1	Extent of Injuries: B	Case: 2005-31569483
	Accident Class: INJURY		Police Agency: PUTNAM CO SHERIFF DEPT		Num of Veh: 1
	Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH		Traffic Control: NO PASSING ZONE		
	Manner of Collision: OTHER		Weather: CLEAR		
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT		
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE			

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 3095	State of Registration: NY
	Num of Occupants: 4	Driver's Age: 17	Citation Issued: YES
	Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: AVOIDING OBJECT IN ROADWAY		Second Event: OVERTURNED
	Apparent Factors: UNSAFE SPEED		REACTION TO OTHER U

AUG-10-2007	FRI 07:06PM	Persons Killed: 1	Persons Injured: 0	Extent of Injuries: K	Case: 2007-32294216
	Accident Class: FATAL		Police Agency: CARMEL TOWN PD		Num of Veh: 1
	Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH		Traffic Control: NO PASSING ZONE		
	Manner of Collision: OTHER		Weather: RAIN		
	Road Surface Condition: WET	Road Char.: CURVE AND GRADE	Light Condition: DUSK		
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE			

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 3793	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 17	Citation Issued: NO
	Direction of Travel: WEST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: DRIVER INEXPERIENCE		UNSAFE SPEED

\*\*\* Node: 14224 MYRTLE AVE C037 C071 \*\*\*

APR-18-2005	MON 03:15PM	Persons Killed: 0	Persons Injured: 1	Extent of Injuries: C	Case: 2005-31467638
	Accident Class: PROPERTY DAMAGE AND INJURY		Police Agency: NOT ENTERED		Num of Veh: 2
	Type of Accident: COLLISION WITH MOTOR VEHICLE		Traffic Control: NO PASSING ZONE		
	Manner of Collision: UNKNOWN		Weather: CLEAR		
	Road Surface Condition: DRY	Road Char.: CURVE AND LEVEL	Light Condition: DAYLIGHT		
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE			

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2418	State of Registration: NY
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All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Regm/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Node: 14224 MYRTLE AVE CO37 CO71 (Continued) \*\*\*

Num of Occupants: 1 Driver's Age: 36 Sex: FEMALE Citation Issued: NO  
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2422 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 16 Sex: MALE Citation Issued: NO  
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY  
Apparent Factors: UNKNOWN

AUG-07-2006 MON 04:50PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31928877  
Accident Class: PROPERTY DAMAGE Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3565 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 Sex: MALE Citation Issued: NO  
Direction of Travel: SOUTH-EAST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4463 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 21 Sex: MALE Citation Issued: NO  
Direction of Travel: SOUTH-EAST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FOLLOWING TOO CLOSELY

MAY-16-2007 WED 02:30PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32224983  
Accident Class: PROPERTY DAMAGE Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4300 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 65 Sex: FEMALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3203 State of Registration: NY

# NYS DOT Safety Information Management System Accident Verbal Description Report

All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Node: 14224 MYRTLE AVE CO37 CO71 (Continued) \*\*\*

Num of Occupants: 1      Driver's Age: 17      Sex: MALE      Citation Issued: NO  
Direction of Travel: NORTH      Public Property Damage: NO      School Bus Involved: NO  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: FOLLOWING TOO CLOSELY

DRIVER INATTENTION

\*\*\* Link: 14224 - 14230 CO37 \*\*\*

JUL-17-2005 SUN 04:34PM      Persons Killed: 0      Persons Injured: 1      Extent of Injuries: B      Case: 2005-31542711  
Accident Class: INJURY      Police Agency: CARMEL TOWN PD      Traffic Control: NONE      Num of Veh: 1  
Manner of Collision: OTHER      Road Char.: STRAIGHT/ GRADE      Light Condition: DAYLIGHT  
Road Surface Condition: WET      Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1      CAR/VAN/PICKUP      Registered Weight: 2629      State of Registration: NY  
Num of Occupants: 1      Driver's Age: 20      Sex: MALE      Citation Issued: YES  
Direction of Travel: NORTH-EAST Public Property Damage: YES      School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD      Second Event: OVERTURNED  
Apparent Factors: UNSAFE SPEED      PAVEMENT SLIPPERY

MAR-10-2007 SAT 01:30PM      Persons Killed: 0      Persons Injured: 0      Extent of Injuries:      Case: 2007-32156597  
Accident Class: PROPERTY DAMAGE      Police Agency: CARMEL TOWN PD      Traffic Control: NO PASSING ZONE      Num of Veh: 1  
Manner of Collision: OTHER      Road Char.: CURVE AND LEVEL      Light Condition: DAYLIGHT  
Road Surface Condition: WET      Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1      CAR/VAN/PICKUP      Registered Weight: 2788      State of Registration: NY  
Num of Occupants: 2      Driver's Age: 16      Sex: MALE      Citation Issued: YES  
Direction of Travel: SOUTH-WEST Public Property Damage: NO      School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD      Second Event: COLLISION WITH TREE  
Apparent Factors: UNSAFE SPEED      UNKNOWN

JUL-25-2007 WED 11:52PM      Persons Killed: 0      Persons Injured: 0      Extent of Injuries:      Case: 2007-32324984  
Accident Class: PROPERTY DAMAGE      Police Agency: CARMEL TOWN PD      Traffic Control: NO PASSING ZONE      Num of Veh: 1  
Manner of Collision: OTHER      Road Char.: CURVE AND LEVEL      Light Condition: DARK-ROAD UNLIGHTED  
Road Surface Condition: DRY      Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1      CAR/VAN/PICKUP      Registered Weight: 3254      State of Registration: NY  
Num of Occupants: 1      Driver's Age: 26      Sex: MALE      Citation Issued: NO

All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Regm/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Link: 14224 - 14230 C037 (Continued) \*\*\*

Direction of Travel: NORTH Public Property Damage: NO  
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY  
Apparent Factors: ANIMAL'S ACTION

School Bus Involved: NO  
Second Event: OVERTURNED

UNKNOWN

AUG-20-2007 MON 07:44AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32327955  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CARMEL TOWN PD Num of Veh: 1  
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE  
Manner of Collision: OTHER Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Road Surface Condition: DRY Action of Ped/Bicycle: NOT APPLICABLE  
Loc. of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3294 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 20 Sex: FEMALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: ANIMAL'S ACTION UNSAFE SPEED

\*\*\* Link: 14230 - 14231 C037 \*\*\*

AUG-29-2006 TUE 11:35AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31928870  
Accident Class: PROPERTY DAMAGE Police Agency: CARMEL TOWN PD Num of Veh: 1  
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE  
Manner of Collision: OTHER Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Road Surface Condition: WET Action of Ped/Bicycle: NOT APPLICABLE  
Loc. of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3005 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 17 Sex: MALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PAVEMENT SLIPPERY OTHER (VEHICLE)

\*\*\* Link: 14231 - 13571 C037 \*\*\*

JAN-25-2006 WED 11:54AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2006-31738809  
Accident Class: INJURY Police Agency: PUTNAM CO SHERIFF DEPT Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
Manner of Collision: UNKNOWN Weather: CLOUDY  
Road Surface Condition: WET Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Link: 14231 - 13571 C037 (Continued) \*\*\*

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2782 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 18 Sex: FEMALE Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: DRIVER INATTENTION UNSAFE SPEED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 5205 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 21 Sex: MALE Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: UNKNOWN

JUN-09-2006 FRI 03:25PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2006-31879281  
 Accident Class: INJURY Police Agency: CARMEL TOWN PD Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5326 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 42 Sex: MALE Citation Issued: NO  
 Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3146 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 18 Sex: FEMALE Citation Issued: NO  
 Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNKNOWN

NOV-22-2006 WED 05:00PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2006-32000845  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CARMEL TOWN PD Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: UNKNOWN Weather: CLOUDY  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4325 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 45 Sex: FEMALE Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE UNKNOWN

All Accidents (Links & Nodes)  
Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links: 13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Link: 14231 - 13571 CO37 (Continued) \*\*\*

Veh: 2	CAR/VAN/PICKUP	Registered Weight: 2542	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 31	Citation Issued: YES
	Direction of Travel: SOUTH	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: FAILURE TO KEEP RIGHT		

DRIVER INATTENTION

SEP-02-2007	SUN 02:00PM	Persons Killed: 0	Persons Injured: 1	Extent of Injuries: C	Case: 2007-32371571
	Accident Class: PROPERTY DAMAGE AND INJURY	Police Agency: CARMEL TOWN PD			Num of Veh: 1
	Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH				
	Manner of Collision: OTHER				
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT		
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE			

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 3206	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 16	Citation Issued: NO
	Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: DRIVER INEXPERIENCE		

TURNING IMPROPER

\*\*\* Node: 13571 CO37 NY6N \*\*\*

FEB-01-2005	TUE 02:00PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2005-31399689
	Accident Class: PROPERTY DAMAGE	Police Agency: NOT ENTERED			Num of Veh: 2
	Type of Accident: COLLISION WITH MOTOR VEHICLE				
	Manner of Collision: REAR END				
	Road Surface Condition: UNKNOWN	Road Char.: UNKNOWN	Light Condition: UNKNOWN		
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE			

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2333	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 46	Citation Issued: NO
	Direction of Travel: UNKNOWN	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: UNKNOWN		
	Apparent Factors: UNKNOWN		

UNKNOWN

Veh: 2	OTHER	Registered Weight: UNKNOWN	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 67	Citation Issued: NO
	Direction of Travel: UNKNOWN	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: UNKNOWN		
	Apparent Factors: UNKNOWN		

UNKNOWN

TOTAL NUMBER OF ACCIDENTS PRINTED: 31



**NYSDOT Safety Information Management System  
Accident Verbal Description Report**

All Accidents (Links & Nodes)

Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Reqn/Cnty: 84 PUTNAM  
Street: BALDWIN PLACE RD

Municipality: 50 T CARMEL  
Links:13527 - 14050 Thru 13571 - 14231

Dates: JAN-01-2005 - DEC-31-2007

ABSENCE OF NODE OR LINK WITHIN A SPECIFIED ROADWAY SECTION + TIME PERIOD INDICATES NO ACCIDENTS FOUND

\*\*\* END OF REPORT \*\*\*

# NYSDOT Safety Information Management System Summary Report By Segment And/Or Intersection

All Accidents (Links & Nodes)

Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

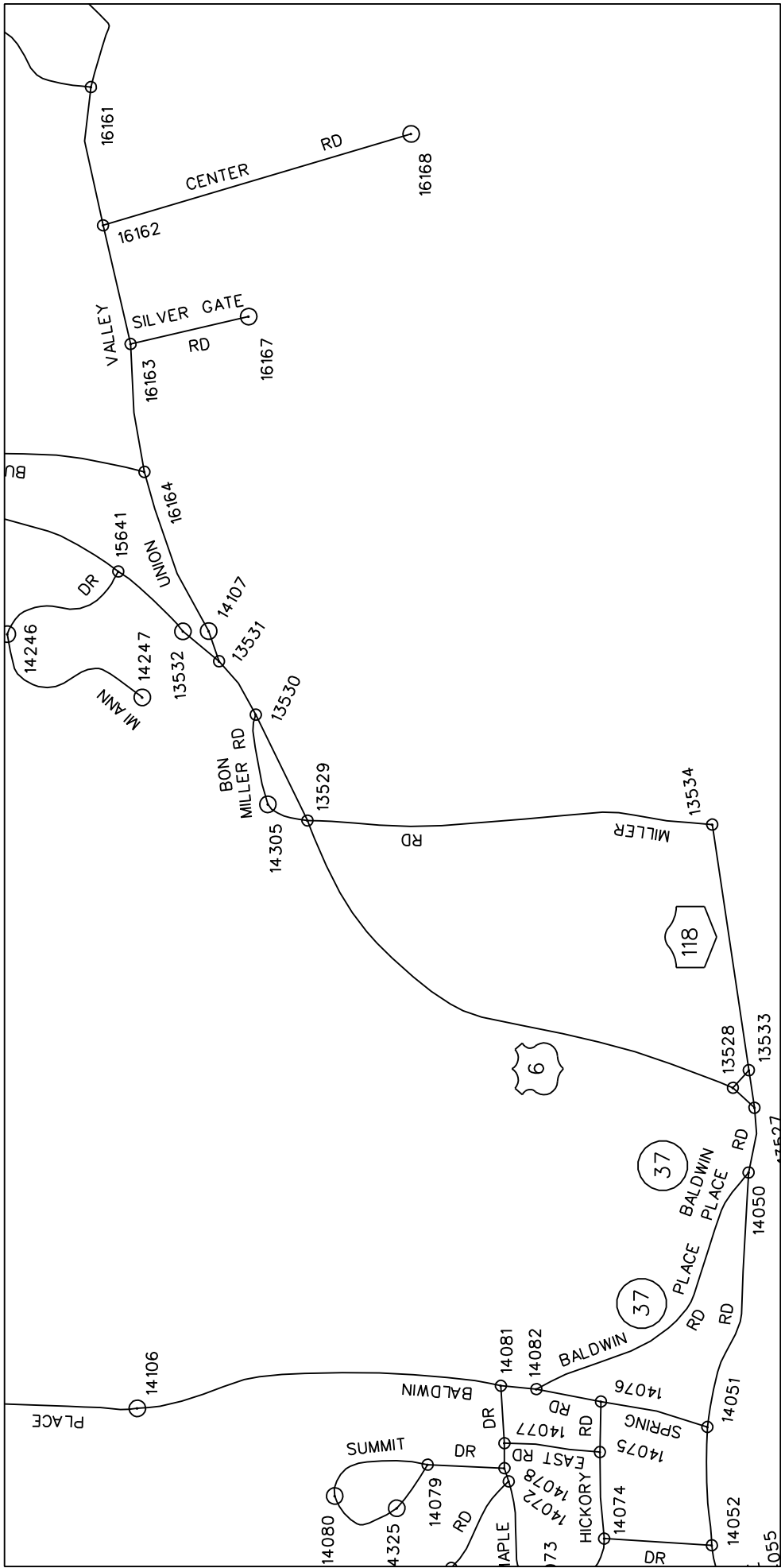
REGN/CNTY: 84 PUTNAM      MUNICIPALITY: 50 T CARMEL      DATES: JAN-01-2005 - DEC-31-2007

LINK: 13529 - 13534 MILLER RD

FROM NODE	TO NODE	DESCRIPTION	TOTAL	F TTL	I NJ	P DO	NUMBER OF ACCIDENTS				L IGHT C ON D I T I O N			
							N /R	W ET R O A D	F I X E D O B J	P E D B I K E	T R U C K B I K E	D W N /D S K	D A Y	N I G H T
							**	**	**	**	**	**	**	**
13529		BON MILLER RD US6	1	0	1	0	0	1	0	0	0	0	0	1
13534	13529	UNKNOWN	6	0	2	4	0	1	0	0	0	0	0	3
		TOTAL	7	0	3	4	0	2	0	0	0	0	0	4

\*\* Excludes Non-Reportables

\*\*\* Excludes Pickups & Vans



toarmel.mun 8/22/2008 3:20:27 PM

All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM  
 Link: 13529 - 13534 MILLER RD  
 Municipality: 50 T CARMEL  
 Dates: JAN-01-2005 - DEC-31-2007  
 Case: 2005-31417267  
 Num of Veh: 2

\*\*\* Node: 13529 BON MILLER RD US6 \*\*\*

JAN-25-2005 TUE 08:50AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C  
 Accident Class: INJURY Police Agency: CARMEL TOWN PD  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3202 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 44 Sex: FEMALE Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: GLARE PAVEMENT SLIPPERY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2985 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 33 Sex: FEMALE Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: UNKNOWN

\*\*\* Link: 13534 - 13529 \*\*\*

AUG-05-2005 FRI 05:00PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: C  
 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2713 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 21 Sex: MALE Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3269 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 68 Sex: MALE Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3757 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 48 Sex: MALE Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO

All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM  
Link: 13529 - 13534 MILLER RD

Dates: JAN-01-2005 - DEC-31-2007

\*\*\* Link: 13534 - 13529 (Continued) \*\*\*

Pre-Accd Action: STARTING IN TRAFFIC  
Apparent Factors: UNKNOWN

UNKNOWN

NOV-17-2006 FRI 03:55PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31997207  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: RIGHT ANGLE Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2494 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 65 Sex: FEMALE Citation Issued: NO  
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: MAKING LEFT TURN Second Event: COLL. W/EARTH ELE./ROCK CUT/DITCH  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4305 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 36 Sex: MALE Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN

FEB-23-2007 FRI 10:12PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32157497  
Accident Class: PROPERTY DAMAGE Police Agency: CARMEL TOWN PD Num of Veh: 1  
Type of Accident: COLLISION WITH DEER Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3793 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 46 Sex: MALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

APR-25-2007 WED 10:25PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32183149  
Accident Class: PROPERTY DAMAGE Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
Manner of Collision: RIGHT ANGLE Weather: RAIN  
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4645 State of Registration: NY

All Accidents (Links & Nodes)

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM Municipality: 50 T CARMEL Dates: JAN-01-2005 - DEC-31-2007  
Link: 13529 - 13534 MILLER RD

\*\*\* Link: 13534 - 13529 (Continued) \*\*\*

Num of Occupants: 2 Driver's Age: 28 Sex: MALE Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE

UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN  
Num of Occupants: 0 Driver's Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO  
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN

MAY-08-2007 TUE 08:36AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32231381  
Accident Class: PROPERTY DAMAGE Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: UNKNOWN Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2930 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 48 Sex: FEMALE Citation Issued: NO  
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: GLARE TURNING IMPROPER

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3310 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 60 Sex: FEMALE Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN

MAY-11-2007 FRI 11:30AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32231368  
Accident Class: INJURY Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3418 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 48 Sex: MALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3102 State of Registration: NY

All Accidents (Links & Nodes)

Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

Reqm/Cnty: 84 PUTNAM Municipality: 50 T CARMEL Dates: JAN-01-2005 - DEC-31-2007  
Link: 13529 - 13534 MILLER RD

\*\*\* Link: 13534 - 13529 (Continued) \*\*\*

Num of Occupants: 1 Driver's Age: 82 Sex: MALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: NOT APPLICABLE UNKNOWN

TOTAL NUMBER OF ACCIDENTS PRINTED: 7

ABSENCE OF NODE OR LINK WITHIN A SPECIFIED ROADWAY SECTION + TIME PERIOD INDICATES NO ACCIDENTS FOUND

\*\*\* END OF REPORT \*\*\*

# NYSDOT Safety Information Management System Summary Report By Segment And/Or Intersection

## Intersection & Non-Intersection Accidents Complete Accident Data From NYSDMV Is Only Available thru 31-DEC-2007

ROUTE: 118 HIGHWAY LOCATION: 118 84021000 - 118 84021001 DATES: 01-JAN-2005 - 31-DEC-2007

REFERENCE	INT.	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	WET	FIXED	PEDEST	TRUCK	TIGHT	CONDITION
								ROAD	OBJ	BIKE	***	DWN/DSK	DAY NIGHT
								**	**	**	**	**	**
118 8402 1000	91	MILLER RD	2	0	1	1	0	0	0	0	0	0	2
		ROUTE TOTAL EXCLUDES 999 RMS	2	0	1	1	0	0	0	0	0	0	2



# NYS DOT Safety Information Management System Summary Report By Segment And/Or Intersection

## Intersection & Non-Intersection Accidents Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

ROUTE: 118 HIGHWAY LOCATION: 118 87011086 - 118 87011104 DATES: 01-JAN-2005 - 31-DEC-2007

REFERENCE	INT.	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	WET	ROAD	NUMBER OF ACCIDENTS			TRUCK			CONDITION		
										OBJ	BIKE	BIKE	***	DWN	DSK	DAY	NIGHT	***
118 8701 1086			5	0	1	4	0	1	0	0	0	0	0	0	0	2	1	
118 8701 1086	01	JCT NY 118 & US 202 END OVERLAP	8	0	1	7	0	1	0	0	1	0	0	0	0	2	3	
118 8701 1087			2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	
118 8701 1087	01	INVALID INTERSECTION NUMBER	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
118 8701 1089			1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	
118 8701 1090			1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
118 8701 1091			2	0	0	1	1	0	0	0	0	0	0	0	0	1	1	
118 8701 1092			2	1	1	0	0	0	0	0	0	0	0	0	0	1	1	
118 8701 1093			1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
118 8701 1093	76	INVALID INTERSECTION NUMBER	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
118 8701 1095			4	0	1	3	0	1	2	0	0	0	0	0	1	1	2	
118 8701 1096			1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	
118 8701 1097			1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
118 8701 1098			3	0	0	3	0	0	0	0	0	0	0	0	0	1	1	
118 8701 1098	08	OVERHILL RD	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
118 8701 1099			3	0	0	3	0	0	0	0	0	0	0	0	0	1	1	
118 8701 1099	99	INVALID INTERSECTION NUMBER	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
118 8701 1099	00	INVALID INTERSECTION NUMBER	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
118 8701 1100			1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
118 8701 1100	09	MEADOW PARK RD	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	
118 8701 1101			1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
118 8701 1103			1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
118 8701 1103	96	MEADOW PARK RD	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
118 8701 1104		WESTCHESTER-PUTNAM	2	0	0	1	1	1	1	0	0	0	0	0	0	0	2	
ROUTE TOTAL EXCLUDES 999 RMS			46	1	11	29	5	5	8	0	1	2	21	15				

\*\* EXCLUDES PARTIALLY CODED NON-REPORTABLES  
\*\*\* EXCLUDES PICKUPS & VANS

Operator Selection Criteria (\* means all):

Region: 8  
County: 4  
Route: 118

Report Legend for Intersection Class

1st Digit: Configuration Cod	2nd Digit: Intersection Traffic Control Code	3rd Digit: Left Turn Code
1 "Y" INTERSECTION	1 RED, YELLOW, GREEN SIGNAL	1 YES LEFT TURN LANE
2 4 LEG INTERSECTION	2 FLASHING DEVICE	2 NO LEFT TURN LANE
3 "T" INTERSECTION	3 STOP SIGN	3 ON RAMP
4 MULTILEG INTERSECTION 5 OR MORE LEG	4 YIELD SIGN	4 OFF RAMP
5 RAMP	5 NO CONTROL	U UNKNOWN PRIOR TO INSTALLATION
U UNKNOWN PRIOR TO INSTALLATION	U UNKNOWN PRIOR TO INSTALLATION	

Route Feature Listing

Feature	Int #	IS	From Reference Mrkr	Class Node	Intersection Type Class	Side Road	User Last Mod Date	Route	Dirn of Trav
1 WESTCHTR-PUTNAM CO	91	N	118 8402 1000		E 312	0.10	14 JUN 1996	118	N
1 MILLER RD	92	S	118 8402 1001		W 332	0.10	14 JUN 1996	118	N
1 BALDWIN PL	95	E	6 8404 1000		X 212	0.00	31 MAY 1996	118	N
1 CODE INT ACC TO 6 84041000 INT 95									
JCT NY 118&KENARD R									

**Operator Selection Criteria (\* means all):**

Region: 8  
County: 7  
Route: 118

**Report Legend for Intersection Class**

1st Digit: Configuration Cod	2nd Digit: Intersection Traffic Control Code	3rd Digit: Left Turn Code
1 "Y" INTERSECTION	1 RED, YELLOW, GREEN SIGNAL	1 YES LEFT TURN LANE
2 4 LEG INTERSECTION	2 FLASHING DEVICE	2 NO LEFT TURN LANE
3 "T" INTERSECTION	3 STOP SIGN	3 ON RAMP
4 MULTILEG INTERSECTION 5 OR MORE LEG	4 YIELD SIGN	4 OFF RAMP
5 RAMP	5 NO CONTROL	U UNKNOWN PRIOR TO INSTALLATION
U UNKNOWN PRIOR TO INSTALLATION	U UNKNOWN PRIOR TO INSTALLATION	

**NYSDOT Safety Information Management System**  
**Route Feature Listing**

Program: sass1501

Date: 08/28/08  
 Page 2

Feature	Int #	IS	From Reference Mlkr	Class Node	Intersection Type Class	Side Road	User Last Mod Date	Route	Dirn of Trav
1 BGN ON MQ6 OSSINING		N	118 8701 1000					118	N
1 CODE INT ACC TO 100 87014164 INT 24		N	118 8701 1000					118	N
JCT NY 118									
1 YORKT-PINE RD	24	N	100 8701 4164	W 332	0.00	31 MAY 1996		118	N
1 BIRDSALL DR	17	N	118 8701 1003	E 332	0.10	14 JUN 1996		118	N
1 JCT NY 129	18	N	118 8701 1010	E 332	0.10	14 JUN 1996		118	N
1 LOCKE AVE	19	S	118 8701 1013	W 322	0.00	14 JUN 1996		118	N
1 MQ 2 MOHEGAN LAKE	20	S	118 8701 1022	X 232	0.20	14 JUN 1996		118	N
1 REVERE ST	64	S	118 8701 1027	E 332	0.10	14 JUN 1996		118	N
1 CARDINAL COURT	65	S	118 8701 1035	W 352	0.10	14 JUN 1996		118	N
1 UNDERHILL AVE	66	S	118 8701 1038	X 222	0.20	14 JUN 1996		118	N
1 ALLEN ST-KEAR ST	68	N	118 8701 1040	X 232	0.20	14 JUN 1996		118	N
1 DOWNING ST	93	N	118 8701 1041	E 312	0.10	14 JUN 1996		118	N
1 COMMERCE ST	70	N	118 8701 1043	E 312	0.10	14 JUN 1996		118	N
1 CODE INT ACC TO 35 87012069 INT 26		S	118 8701 1043					118	N
JCT 118-BGN OVL P									
1 MAPLE HILL RD	26	E	35 8701 2069	X 212	0.00	31 MAY 1996		118	N
1 BROOKSIDE AVE	28	E	35 8701 2070	S 332	0.10	14 JUN 1996		118	N
1 CORTLANDT CIRCLE	29	W	35 8701 2071	S 332	0.10	14 JUN 1996		118	N
1 BROAD ST	30	W	35 8701 2072	N 332	0.10	14 JUN 1996		118	N
1 WILLOWAY ST	31	W	35 8701 2074	N 332	0.10	14 JUN 1996		118	N
1 EVERGREEN ST	32	W	35 8701 2076	N 352	0.10	14 JUN 1996		118	N
1 GREENWOOD ST	33	E	35 8701 2078	N 352	0.10	14 JUN 1996		118	N
1 QUAKER CHURCH RD	34	E	35 8701 2078	S 352	0.10	14 JUN 1996		118	N
1 YORKTOWN/SOMERS TOWN LINE	35	W	35 8701 2080	N 332	0.10	14 JUN 1996		118	N
1 PINES BRIDGE RD- MAHOPAC AV	36	E	35 8701 2082	X 212	0.20	14 JUN 1996		118	N
1 CHALMERS BLVD	37	W	35 8701 2083	N 332	0.15	14 JUN 1996		118	N
1 TOWN OF SOMERS		?	118 8701 1058					118	N
1 CODE INT ACC TO 35 87012084 INT 38		W	118 8701 1058					118	N
JCT NY 202									
1 MAP G3 CROTON FALLS	38	E	35 8701 2084	N 232	0.00	31 MAY 1996		118	N
1 SPRINGS RD	26	W	118 8701 1070	X 332	0.10	09 AUG 2002		118	N
1 OLD TOMAHAWK ST	28	E	118 8701 1083	X 332	0.10	09 AUG 2002		118	N
1 OLD TOMAHAWK ST	30	W	118 8701 1085	N 352	0.10	09 AUG 2002		118	N

Program: sass1501  
 NYSDOT Safety Information Management System  
 Route Feature Listing

Date: 08/28/08  
 Page 3

Feature	Int #	IS	From Reference	Mlrkr	Class Node	Intersection Type	Class	Side Road	User Last Mod Date	Route	Dirn of Trav
OLD TOMAHAWK ST											
1 JCT NY 118 & US 202 END OVERLAP	01	N	118 8701 1086			X	332	0.00	09 AUG 2002	118	N
1 ROVETTO RD	23	S	118 8701 1088			W	352	0.10	14 JUN 1996	118	N
1 MOHAWK LA	94	S	118 8701 1089			W	352	0.10	14 JUN 1996	118	N
1 LITTLE BEAR DR	04	S	118 8701 1090			W	332	0.00	14 JUN 1996	118	N
1 MOHAWK LA	76	S	118 8701 1092			W	332	0.00	14 JUN 1996	118	N
1 HILLANDALE RD	07	N	118 8701 1095			E	352	0.10	14 JUN 1996	118	N
1 GREEN TREE RD	95	N	118 8701 1095			E	352	0.10	14 JUN 1996	118	N
1 OVERHILL RD	08	N	118 8701 1098			E	332	0.10	14 JUN 1996	118	N
1 MEADOW PARK RD	09	S	118 8701 1100			W	352	0.10	14 JUN 1996	118	N
1 MEADOW PARK RD	96	S	118 8701 1103			W	352	0.10	14 JUN 1996	118	N
1 WESTCHESTER-PUTNAM		N	118 8701 1104							118	N

NYS DOT Safety Information Management System  
Accident Verbal Description Report  
Intersection & Non-Intersection Accidents  
Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Route: 118 Highway Location Ref Mrkr Range: 118 84021000 - 118 84021001 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8402 1000 INTERSECTION ACCIDENTS - MILLER RD \*\*\*

JUL-24-2006 MON 08:56 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31879004  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: RIGHT ANGLE Weather: CLEAR  
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2374 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 50 Sex: FEMALE  
Direction of Travel: SOUTH Public Property Damage: NO Citation Issued: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD School Bus Involved: NO  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY  
Num of Occupants: 2 Drivers Age: 27 Sex: MALE  
Direction of Travel: EAST Public Property Damage: NO Citation Issued: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD School Bus Involved: NO  
Apparent Factors: UNKNOWN

DEC-20-2006 WED 08:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32051366  
Accident Class: PROPERTY DAMAGE Police Agency: CARMEL TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2570 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 17 Sex: MALE  
Direction of Travel: SOUTH Public Property Damage: NO Citation Issued: NO  
Pre-Accd Action: SLOWED OR STOPPING School Bus Involved: NO  
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3816 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 37 Sex: FEMALE  
Direction of Travel: SOUTH Public Property Damage: NO Citation Issued: NO  
Pre-Accd Action: SLOWED OR STOPPING School Bus Involved: NO  
Apparent Factors: NOT APPLICABLE UNKNOWN

TOTAL NUMBER OF ACCIDENTS PRINTED: 2

ABSENCE OF REFERENCE MARKERS OR INTERSECTION WITHIN A SPECIFIED ROADWAY SECTION & TIME PERIOD INDICATES NO ACCIDENTS FOUND

\*\*\* END OF REPORT \*\*\*

**NYSDOT Safety Information Management System  
 Accident Verbal Description Report  
 Intersection & Non-Intersection Accidents**

**Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007**

Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1086 NON-INTERSECTION ACCIDENTS \*\*\*

JUN-12-2006 MON 08:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31836172  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 1  
 Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2593 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 69 Sex: FEMALE Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

AUG-18-2006 FRI 05:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31925979  
 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
 Manner of Collision: UNKNOWN Weather: UNKNOWN  
 Road Surface Collision: UNKNOWN Light Condition: UNKNOWN  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 106 Sex: UNKNOWN Citation Issued: NO  
 Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: UNKNOWN  
 Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2698 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 23 Sex: FEMALE Citation Issued: NO  
 Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: UNKNOWN  
 Apparent Factors: UNKNOWN

JAN-04-2007 THU 06:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32085248  
 Accident Class: PROPERTY DAMAGE Police Agency: SOMERS TOWN PD Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3032 State of Registration: NY  
 Num of Occupants: 2 Drivers Age: 21 Sex: MALE Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: STOPPED IN TRAFFIC



NYS DOT Safety Information Management System  
Accident Verbal Description Report  
Intersection & Non-Intersection Accidents  
Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1086 NON-INTERSECTION ACCIDENTS \*\*\* (Continued)

Apparent Factors: NOT APPLICABLE

UNKNOWN

Veh: 2 CAR/VAN/PICKUP

Num of Occupants: 1

Direction of Travel: NORTH

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION

Registered Weight: 2839

Drivers Age: 20

Public Property Damage: NO

Sex: FEMALE

State of Registration: NY

Citation Issued: NO

School Bus Involved: NO

JAN-23-2007 TUE 07:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32094079  
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR  
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP

Num of Occupants: 2

Direction of Travel: NORTH

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN

Registered Weight: 3903

Drivers Age: 46

Public Property Damage: NO

Sex: MALE

State of Registration: NY

Citation Issued: NO

School Bus Involved: NO

Veh: 2 CAR/VAN/PICKUP

Num of Occupants: 1

Direction of Travel: SOUTH-WEST

Pre-Accd Action: STARTING FROM PARKING

Apparent Factors: UNKNOWN

Registered Weight: 4735

Drivers Age: 47

Public Property Damage: NO

Sex: MALE

State of Registration: NY

Citation Issued: NO

School Bus Involved: NO

MAR-16-2007 FRI 11:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32142759  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NOT ENTERED Num of Veh: 1  
Type of Accident: OTHER NON-COLLISION Traffic Control: UNKNOWN  
Manner of Collision: OTHER Weather: UNKNOWN  
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP

Num of Occupants: 1

Direction of Travel: UNKNOWN

Pre-Accd Action: UNKNOWN

Apparent Factors: UNKNOWN

Registered Weight: 2706

Drivers Age: 56

Public Property Damage: NO

Sex: MALE

State of Registration: NY

Citation Issued: NO

School Bus Involved: NO

\*\*\* Ref Mrkr: 118 8701 1086 INTERSECTION ACCIDENTS - JCT NY 118 & US 202 END OVERLAP \*\*\*

JUL-27-2005 WED 03:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31571083

NYS DOT Safety Information Management System  
Accident Verbal Description Report

Intersection & Non-Intersection Accidents  
Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007  
\*\*\* Ref Mrkr: 118 8701 1086 INTERSECTION ACCIDENTS - JCT NY 118 & US 202 END OVERLAP \*\*\* (Continued)

Accident Class: PROPERTY DAMAGE  
Type of Accident: COLLISION WITH MOTOR VEHICLE  
Manner of Collision: UNKNOWN  
Road Surface Collision: UNKNOWN  
Loc. of Ped/Bicycle: NOT APPLICABLE  
Police Agency: NOT ENTERED  
Traffic Control: UNKNOWN  
Weather: UNKNOWN  
Light Condition: UNKNOWN  
Action of Ped/Bicycle: NOT APPLICABLE

Num of Veh: 2

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3461 State of Registration: NY  
Num of Occupants: 3 Drivers Age: 43 Citation Issued: NO  
Direction of Travel: UNKNOWN Sex: FEMALE School Bus Involved: NO  
Pre-Accd Action: UNKNOWN Public Property Damage: NO  
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3552 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 21 Citation Issued: NO  
Direction of Travel: UNKNOWN Sex: MALE School Bus Involved: NO  
Pre-Accd Action: UNKNOWN Public Property Damage: NO  
Apparent Factors: UNKNOWN UNKNOWN

NOV-10-2005 THU 07:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31688566  
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: SIDESWIPE Weather: UNKNOWN  
Road Surface Collision: UNKNOWN Light Condition: UNKNOWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: NY  
Num of Occupants: 1 Drivers Age: 54 Citation Issued: NO  
Direction of Travel: UNKNOWN Sex: MALE School Bus Involved: NO  
Pre-Accd Action: UNKNOWN Public Property Damage: NO  
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN  
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN  
Direction of Travel: UNKNOWN Citation Issued: NO  
Pre-Accd Action: UNKNOWN Public Property Damage: NO School Bus Involved: NO  
Apparent Factors: UNKNOWN UNKNOWN

DEC-05-2005 MON 06:38 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31713071  
Accident Class: INJURY Police Agency: SOMERS TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLOUDY  
Road Surface Collision: WET Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

**NYSDOT Safety Information Management System  
 Accident Verbal Description Report  
 Intersection & Non-Intersection Accidents**

**Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007**

Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007  
 \*\*\* Ref Mrkr: 118 8701 1086 INTERSECTION ACCIDENTS - JCT NY 118 & US 202 END OVERLAP \*\*\* (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4205 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 35 Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3727 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 18 Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: TURNING IMPROPER

FEB-12-2006 SUN 01:17 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31730612  
 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OVERTAKING Weather: SNOW  
 Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3062 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 60 Citation Issued: NO  
 Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNKNOWN

Veh: 2 TRUCK Registered Weight: 55000 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 23 Citation Issued: NO  
 Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: UNKNOWN  
 Truck/Bus Clsf: NOT ENTERED

NOV-29-2006 WED 05:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31997688  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: COLLISION WITH MOTOR VEHICLE Weather: CLEAR  
 Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3701 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 35 Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO

NYS DOT Safety Information Management System  
Accident Verbal Description Report  
Intersection & Non-Intersection Accidents  
Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007  
\*\*\* Ref Mrkr: 118 8701 1086 INTERSECTION ACCIDENTS - JCT NY 118 & US 202 END OVERLAP \*\*\* (Continued)

Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4655 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 35 Citation Issued: NO  
Direction of Travel: NORTH Sex: MALE School Bus Involved: NO  
Pre-Accd Action: SLOWED OR STOPPING Public Property Damage: NO  
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

DEC-07-2006 THU 09:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32018213  
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: REAR END Weather: UNKNOWN  
Road Surface Collision: UNKNOWN Light Condition: UNKNOWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2701 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 26 Citation Issued: NO  
Direction of Travel: UNKNOWN Sex: MALE School Bus Involved: NO  
Pre-Accd Action: UNKNOWN Public Property Damage: NO  
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN  
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Citation Issued: UNKNOWN  
Direction of Travel: UNKNOWN Sex: UNKNOWN School Bus Involved: UNKNOWN  
Pre-Accd Action: UNKNOWN Public Property Damage: NO  
Apparent Factors: UNKNOWN UNKNOWN

FEB-16-2007 FRI 09:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32092260  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 3  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Collision: DRY Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4024 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 44 Citation Issued: NO  
Direction of Travel: SOUTH Sex: FEMALE School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD Public Property Damage: NO  
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3041 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 54 Citation Issued: NO  
Sex: FEMALE

NYS DOT Safety Information Management System  
Accident Verbal Description Report  
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Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007  
\*\*\* Ref Mrkr: 118 8701 1086 INTERSECTION ACCIDENTS - JCT NY 118 & US 202 END OVERLAP \*\*\* (Continued)

Direction of Travel: SOUTH  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: DRIVER INATTENTION  
Public Property Damage: NO  
School Bus Involved: NO  
Veh: 3 CAR/VAN/PICKUP  
Registered Weight: 2952  
Drivers Age: 28  
Sex: FEMALE  
State of Registration: NY  
Citation Issued: NO  
School Bus Involved: NO  
Public Property Damage: NOT APPLICABLE  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: NOT APPLICABLE  
NOT APPLICABLE

JUN-06-2007 WED 09:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32230836  
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: OVERTAKING Weather: CLEAR  
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP  
Registered Weight: 3757  
Drivers Age: 18  
Sex: FEMALE  
State of Registration: NY  
Citation Issued: NO  
School Bus Involved: NO  
Num of Occupants: 1  
Direction of Travel: NORTH-WEST  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN  
Public Property Damage: NO  
UNKNOWN

Veh: 2 CAR/VAN/PICKUP  
Registered Weight: 3380  
Drivers Age: 43  
Sex: FEMALE  
State of Registration: NY  
Citation Issued: NO  
School Bus Involved: NO  
Num of Occupants: 1  
Direction of Travel: NORTH  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN  
Public Property Damage: NO  
UNKNOWN

\*\*\* Ref Mrkr: 118 8701 1087 NON-INTERSECTION ACCIDENTS \*\*\*

JUN-16-2006 FRI 04:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31857751  
Accident Class: PROPERTY DAMAGE Police Agency: SOMERS TOWN PD Num of Veh: 3  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP  
Registered Weight: 4814  
Drivers Age: 31  
Sex: MALE  
State of Registration: NY  
Citation Issued: NO  
School Bus Involved: NO  
Num of Occupants: 1  
Direction of Travel: SOUTH  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN  
Public Property Damage: NO  
UNKNOWN

NYS DOT Safety Information Management System  
Accident Verbal Description Report  
Intersection & Non-Intersection Accidents

Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1087 NON-INTERSECTION ACCIDENTS \*\*\* (Continued)

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4410 State of Registration: NY  
 Num of Occupants: 2 Drivers Age: 19 Citation Issued: YES  
 Direction of Travel: SOUTH Public Property Damage: NO Sex: MALE School Bus Involved: NO  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: GLARE UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 4687 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 42 Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO Sex: FEMALE School Bus Involved: NO  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: UNKNOWN

NOV-06-2006 MON 01:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31964395  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 3  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2740 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 60 Citation Issued: NO  
 Direction of Travel: WEST Public Property Damage: NO Sex: MALE School Bus Involved: NO  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: MA  
 Num of Occupants: 1 Drivers Age: 27 Citation Issued: NO  
 Direction of Travel: WEST Public Property Damage: NO Sex: MALE School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNSAFE SPEED NOT APPLICABLE

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3139 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 80 Citation Issued: NO  
 Direction of Travel: WEST Public Property Damage: NO Sex: MALE School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNSAFE SPEED NOT APPLICABLE

\*\*\* Ref Mrkr: 118 8701 1087 INTERSECTION ACCIDENTS - INVALID INTERSECTION NUMBER 01 \*\*\*

NOV-04-2006 SAT 01:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31969948  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 1  
 Type of Accident: RAN OFF ROAD ONLY Traffic Control: TRAFFIC SIGNAL

NYS DOT Safety Information Management System  
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Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1087 INTERSECTION ACCIDENTS - INVALID INTERSECTION NUMBER 01 \*\*\* (Continued)

Manner of Collision: OTHER  
Road Surface Collision: DRY  
Loc. of Ped/Bicycle: NOT APPLICABLE  
Road Char: STRAIGHT AND LEVEL  
Weather: CLEAR  
Light Condition: DARK-ROAD UNLIGHTED  
Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4572 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 19 Sex: MALE Citation Issued: YES  
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: ALCOHOL INVOLVEMENT UNSAFE SPEED

\*\*\* Ref Mrkr: 118 8701 1089 NON-INTERSECTION ACCIDENTS \*\*\*

FEB-13-2005 SUN 04:48 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31394905  
Accident Class: NON-REPORTABLE Police Agency: NYSP SOMERS Num of Veh: 1  
Type of Accident: COLLISION WITH TREE Traffic Control: NO PASSING ZONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY  
Num of Occupants: 1 Drivers Age: 47 Sex: FEMALE Citation Issued: YES  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD NOT APPLICABLE  
Apparent Factors: ALCOHOL INVOLVEMENT

\*\*\* Ref Mrkr: 118 8701 1090 NON-INTERSECTION ACCIDENTS \*\*\*

MAR-24-2005 THU 05:45 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31412501  
Accident Class: INJURY Police Agency: NYSP SOMERS Num of Veh: 1  
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE  
Manner of Collision: OTHER Weather: SNOW  
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT/ GRADE Light Condition: DAWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3907 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 53 Sex: MALE Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY

\*\*\* Ref Mrkr: 118 8701 1091 NON-INTERSECTION ACCIDENTS \*\*\*

MAR-08-2005 TUE 05:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31394708

NYS DOT Safety Information Management System  
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Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1091 NON-INTERSECTION ACCIDENTS \*\*\* (Continued)

Accident Class: NON-REPORTABLE Police Agency: NYSP SOMERS Num of Veh: 1  
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NO PASSING ZONE  
Manner of Collision: OTHER Weather: SNOW  
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY  
Num of Occupants: 1 Drivers Age: 43 Sex: FEMALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: YES School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY

DEC-11-2006 MON 05:23 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32010717  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 1  
Type of Accident: COLLISION WITH DEER Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2800 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 49 Sex: MALE Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

\*\*\* Ref Mrkr: 118 8701 1092 NON-INTERSECTION ACCIDENTS \*\*\*

MAY-18-2005 WED 04:15 PM Persons Killed: 1 Persons Injured: 0 Extent of Injuries: K Case: 2005-31461661  
Accident Class: FATAL Police Agency: NYSP SOMERS Num of Veh: 1  
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2552 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 17 Sex: MALE Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: YES School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY NOT APPLICABLE

AUG-03-2007 FRI 01:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32286713  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP SOMERS Num of Veh: 1  
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NO PASSING ZONE



NYS DOT Safety Information Management System  
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Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1092 NON-INTERSECTION ACCIDENTS \*\*\* (Continued)

Manner of Collision: OTHER Weather: CLEAR  
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3675 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 16 Sex: MALE Citation Issued: YES  
Direction of Travel: NORTH Public Property Damage: YES School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNSAFE SPEED DRIVER INEXPERIENCE

\*\*\* Ref Mrkr: 118 8701 1093 NON-INTERSECTION ACCIDENTS \*\*\*

SEP-02-2007 SUN 12:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32312723  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
Manner of Collision: RIGHT ANGLE Weather: CLEAR  
Road Surface Collision: DRY Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3402 State of Registration: NY  
Num of Occupants: 2 Drivers Age: 57 Sex: MALE Citation Issued: NO  
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3258 State of Registration: NY  
Num of Occupants: 2 Drivers Age: 51 Sex: FEMALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

\*\*\* Ref Mrkr: 118 8701 1093 INTERSECTION ACCIDENTS - INVALID INTERSECTION NUMBER 76 \*\*\*

OCT-23-2006 MON 11:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32018440  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP THRUWAY TARRYTOWN Num of Veh: 3  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Collision: DRY Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5028 State of Registration: NY  
Num of Occupants: 4 Drivers Age: 35 Sex: FEMALE Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO

NYS DOT Safety Information Management System  
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Complete Accident Data From NYS DMV Is Only Available thru 31-DEC-2007

Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1093 INTERSECTION ACCIDENTS - INVALID INTERSECTION NUMBER 76 \*\*\* (Continued)

Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN Sex: MALE State of Registration: NY  
Num of Occupants: 1 Drivers Age: 83 Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 3 OTHER Registered Weight: UNKNOWN Sex: MALE State of Registration: NY  
Num of Occupants: 1 Drivers Age: 17 Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

\*\*\* Ref Mrkr: 118 8701 1095 NON-INTERSECTION ACCIDENTS \*\*\*

AUG-17-2005 WED 08:40 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC Case: 2005-31522859  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP SOMERS Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE  
Manner of Collision: RIGHT ANGLE Weather: CLEAR  
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4473 State of Registration: NY  
Num of Occupants: 3 Drivers Age: 41 Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD Sex: MALE  
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4170 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 27 Citation Issued: NO  
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: MAKING LEFT TURN Sex: FEMALE  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY NOT APPLICABLE

MAY-18-2006 THU Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31826931  
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

**NYS DOT Safety Information Management System  
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Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1095 NON-INTERSECTION ACCIDENTS \*\*\* (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3425 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 54 Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO Sex: MALE School Bus Involved: NO  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3055 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 48 Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO Sex: FEMALE School Bus Involved: NO  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: UNKNOWN

OCT-23-2006 MON 06:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31948864  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 1  
 Type of Accident: COLLISION WITH TREE Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLOUDY  
 Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAWN  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2310 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 47 Citation Issued: YES  
 Direction of Travel: NORTH Public Property Damage: NO Sex: FEMALE School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: ALCOHOL INVOLVEMENT ANIMAL'S ACTION

DEC-17-2006 SUN 01:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32019559  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 1  
 Type of Accident: COLLISION WITH FENCE Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Collision: DRY Road Char: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3266 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 49 Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO Sex: MALE School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

\*\*\* Ref Mrkr: 118 8701 1096 NON-INTERSECTION ACCIDENTS \*\*\*

NOV-21-2007 WED 08:15 AM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BCC Case: 2007-32395279  
 Accident Class: INJURY Police Agency: NYSP SOMERS Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

NYS DOT Safety Information Management System  
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Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1096 NON-INTERSECTION ACCIDENTS \*\*\* (Continued)

Manner of Collision: REAR END  
Road Surface Collision: WET  
Loc. of Ped/Bicycle: NOT APPLICABLE

Weather: CLOUDY  
Light Condition: DAYLIGHT  
Action of Ped/Bicycle: NOT APPLICABLE

Road Char: STRAIGHT AND LEVEL  
Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2400 State of Registration: NY  
Num of Occupants: 2 Drivers Age: 17 Sex: MALE Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3185 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 25 Sex: FEMALE Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

\*\*\* Ref Mrkr: 118 8701 1097 NON-INTERSECTION ACCIDENTS \*\*\*

APR-26-2005 TUE 11:30 AM

Accident Class: NON-REPORTABLE

Police Agency: SOMERS TOWN PD

Case: 2005-31451744  
Num of Veh: 1

\*\*\* Ref Mrkr: 118 8701 1098 NON-INTERSECTION ACCIDENTS \*\*\*

JAN-05-2005 WED 05:30 PM Persons Killed: 0 Persons Injured: 0  
Accident Class: PROPERTY DAMAGE  
Type of Accident: COLLISION WITH MOTOR VEHICLE  
Manner of Collision: UNKNOWN  
Road Surface Collision: UNKNOWN  
Loc. of Ped/Bicycle: NOT APPLICABLE

Extent of Injuries:  
Police Agency: NOT ENTERED  
Traffic Control: UNKNOWN  
Weather: UNKNOWN  
Light Condition: UNKNOWN  
Action of Ped/Bicycle: NOT APPLICABLE

Case: 2005-31363279  
Num of Veh: 2

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4678 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 45 Sex: MALE Citation Issued: NO  
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN

State of Registration: NY  
Citation Issued: NO  
School Bus Involved: NO

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2453 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 29 Sex: MALE Citation Issued: NO  
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN

State of Registration: NY  
Citation Issued: NO  
School Bus Involved: NO

MAY-17-2007 THU 03:48 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:

Case: 2007-32197033

NYS DOT Safety Information Management System  
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Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1098 NON-INTERSECTION ACCIDENTS \*\*\* (Continued)

Accident Class: PROPERTY DAMAGE  
Type of Accident: COLLISION WITH MOTOR VEHICLE  
Manner of Collision: LEFT TURN (AGAINST OTHER CAR)  
Road Surface Collision: DRY  
Loc. of Ped/Bicycle: NOT APPLICABLE  
Police Agency: NYSP SOMERS  
Traffic Control: NONE  
Weather: CLEAR  
Road Char: STRAIGHT/ GRADE  
Light Condition: DAYLIGHT  
Action of Ped/Bicycle: NOT APPLICABLE

Num of Veh: 2

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2899 State of Registration: NY  
Num of Occupants: 2 Drivers Age: 17 Sex: MALE Citation Issued: YES  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: MAKING U TURN  
Apparent Factors: TURNING IMPROPER NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2830 State of Registration: NY  
Num of Occupants: 2 Drivers Age: 57 Sex: MALE Citation Issued: NO  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

DEC-22-2007 SAT 02:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Case: 2007-32433191  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE Num of Veh: 2  
Manner of Collision: OVERTAKING Weather: CLEAR  
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3842 State of Registration: NY  
Num of Occupants: 2 Drivers Age: 67 Sex: MALE Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: STOPPED IN TRAFFIC NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3137 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 52 Sex: MALE Citation Issued: YES  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

\*\*\* Ref Mrkr: 118 8701 1098 INTERSECTION ACCIDENTS - OVERHILL RD \*\*\*

NOV-03-2006 FRI 09:30 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC Case: 2006-32023976  
Accident Class: INJURY Police Agency: SOMERS TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: REAR END Weather: CLEAR

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Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007  
 \*\*\* Ref Mrkr: 118 8701 1098 INTERSECTION ACCIDENTS - OVERHILL RD \*\*\* (Continued)

Road Surface Collision: DRY Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3014 State of Registration: NY  
 Num of Occupants: 4 Drivers Age: 27 Citation Issued: NO  
 Direction of Travel: WEST Sex: MALE School Bus Involved: NO  
 Pre-Accd Action: STOPPED IN TRAFFIC Public Property Damage: NO  
 Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 18 Citation Issued: YES  
 Direction of Travel: WEST Sex: MALE School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD Public Property Damage: NO  
 Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

\*\*\* Ref Mrkr: 118 8701 1099 NON-INTERSECTION ACCIDENTS \*\*\*

NOV-11-2006 SAT 05:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32013783  
 Accident Class: PROPERTY DAMAGE Police Agency: SOMERS TOWN PD Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 Manner of Collision: OVERTAKING Weather: CLEAR  
 Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5426 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 48 Citation Issued: NO  
 Direction of Travel: NORTH Sex: MALE School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD Public Property Damage: NO  
 Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2388 State of Registration: NY  
 Num of Occupants: 3 Drivers Age: 23 Citation Issued: YES  
 Direction of Travel: SOUTH Sex: MALE School Bus Involved: NO  
 Pre-Accd Action: MAKING LEFT TURN Public Property Damage: NO  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

NOV-11-2006 SAT 06:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32013782  
 Accident Class: PROPERTY DAMAGE Police Agency: SOMERS TOWN PD Num of Veh: 1  
 Type of Accident: COLLISION WITH DEER Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1099 NON-INTERSECTION ACCIDENTS \*\*\* (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3764 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 24 Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO Sex: MALE School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: ANIMAL'S ACTION UNKNOWN

DEC-25-2007 TUE Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32491352  
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: UNKNOWN Weather: UNKNOWN  
Road Surface Collision: UNKNOWN Light Condition: UNKNOWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3633 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 18 Citation Issued: NO  
Direction of Travel: UNKNOWN Sex: MALE School Bus Involved: NO  
Pre-Accd Action: MAKING LEFT TURN Public Property Damage: NO  
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4360 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 18 Citation Issued: NO  
Direction of Travel: UNKNOWN Sex: MALE School Bus Involved: NO  
Pre-Accd Action: UNKNOWN Public Property Damage: NO  
Apparent Factors: UNKNOWN UNKNOWN

\*\*\* Ref Mrkr: 118 8701 1099 INTERSECTION ACCIDENTS - INVALID INTERSECTION NUMBER 99 \*\*\*

MAR-17-2006 FRI 07:45 AM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BBC Case: 2006-31762133  
Accident Class: INJURY Police Agency: SOMERS TOWN PD Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: UNKNOWN Weather: CLEAR  
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4893 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 34 Citation Issued: NO  
Direction of Travel: SOUTH-WEST Sex: FEMALE School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD Public Property Damage: NO  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY TRAFFIC CONTROL DEVICES DISREGARDED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3231 State of Registration: NY  
Num of Occupants: 2 Drivers Age: 64 Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO Sex: MALE School Bus Involved: NO

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Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1099 INTERSECTION ACCIDENTS - INVALID INTERSECTION NUMBER 99 \*\*\* (Continued)

Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN

UNKNOWN

\*\*\* Ref Mrkr: 118 8701 1099 INTERSECTION ACCIDENTS - INVALID INTERSECTION NUMBER 00 \*\*\*

SEP-30-2007 SUN 10:50 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: Case: 2007-SP0277000  
Accident Class: INJURY Police Agency: Num of Veh: 2

Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY  
Num of Occupants: 1 Drivers Age: 20 Citation Issued: NO  
Direction of Travel: WEST Sex: FEMALE School Bus Involved: NO  
Pre-Accd Action: MAKING LEFT TURN Public Property Damage: NO  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: MI  
Num of Occupants: 1 Drivers Age: 43 Citation Issued: NO  
Direction of Travel: EAST Sex: MALE School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE

\*\*\* Ref Mrkr: 118 8701 1100 NON-INTERSECTION ACCIDENTS \*\*\*

MAY-15-2007 TUE 05:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32197419  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 2

Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: REAR END Weather: CLEAR

Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5006 State of Registration: NY  
Num of Occupants: 2 Drivers Age: 58 Citation Issued: NO  
Direction of Travel: SOUTH Sex: MALE School Bus Involved: NO  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 5490 State of Registration: NY  
Num of Occupants: 1 Drivers Age: 36 Citation Issued: NO  
Direction of Travel: SOUTH Sex: MALE School Bus Involved: NO  
Pre-Accd Action: SLOWED OR STOPPING



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Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1100 NON-INTERSECTION ACCIDENTS \*\*\* (Continued)

Apparent Factors: DRIVER INATTENTION NOT APPLICABLE

\*\*\* Ref Mrkr: 118 8701 1100 INTERSECTION ACCIDENTS - MEADOW PARK RD \*\*\*

JAN-13-2006 FRI 08:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31649749  
 Accident Class: NON-REPORTABLE Police Agency: NYSP SOMERS Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 44 Sex: MALE Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 52 Sex: UNKNOWN Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE NOT APPLICABLE

\*\*\* Ref Mrkr: 118 8701 1101 NON-INTERSECTION ACCIDENTS \*\*\*

SEP-15-2007 SAT 02:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32328077  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SOMERS TOWN PD Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
 Manner of Collision: UNKNOWN Weather: CLEAR  
 Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4446 State of Registration: NY  
 Num of Occupants: 3 Drivers Age: 46 Citation Issued: NO  
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3226 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 17 Citation Issued: NO  
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY REACTION TO OTHER UNINVOLVED VEHICLE

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Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1103 NON-INTERSECTION ACCIDENTS \*\*\*

DEC-29-2006 FRI 01:37 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-32051044  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SOMERS TOWN PD Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: REAR END Weather: CLEAR

Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 6171 State of Registration: NY  
 Num of Occupants: 2 Drivers Age: 71 Sex: MALE Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: DRIVER INATTENTION UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4849 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 44 Sex: MALE Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE UNKNOWN

\*\*\* Ref Mrkr: 118 8701 1103 INTERSECTION ACCIDENTS - MEADOW PARK RD \*\*\*

JUN-24-2007 SUN 02:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32229913  
 Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 2  
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

Manner of Collision: REAR END Weather: CLOUDY  
 Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4267 State of Registration: NY  
 Num of Occupants: 1 Drivers Age: 21 Sex: MALE Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3310 State of Registration: NY  
 Num of Occupants: 2 Drivers Age: 56 Sex: MALE Citation Issued: NO  
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE NOT APPLICABLE

\*\*\* Ref Mrkr: 118 8701 1104 NON-INTERSECTION ACCIDENTS \*\*\*

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Route: 118 Highway Location Ref Mrkr Range: 118 87011086 - 118 87011104 Dates: 01-JAN-2005 - 31-DEC-2007

\*\*\* Ref Mrkr: 118 8701 1104 NON-INTERSECTION ACCIDENTS \*\*\* (Continued)

FEB-11-2007 SUN 03:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32081800  
Accident Class: NON-REPORTABLE Police Agency: NYSP SOMERS Num of Veh: 1  
Type of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Collision: DRY Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN Sex: MALE State of Registration: NY  
Num of Occupants: 1 Drivers Age: 20 Citation Issued: YES  
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: MAKING RIGHT TURN UNSAFE SPEED  
Apparent Factors: ALCOHOL INVOLVEMENT

OCT-26-2007 FRI 09:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32368120  
Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 2  
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: COLLISION WITH OTHER FIXED OBJECT Weather: RAIN  
Road Surface Collision: WET Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3880 Sex: MALE State of Registration: NY  
Num of Occupants: 3 Drivers Age: 53 Citation Issued: NO  
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4469 Sex: MALE State of Registration: NY  
Num of Occupants: 1 Drivers Age: 27 Citation Issued: NO  
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

TOTAL NUMBER OF ACCIDENTS PRINTED: 46

ABSENCE OF REFERENCE MARKERS OR INTERSECTION WITHIN A SPECIFIED ROADWAY SECTION & TIME PERIOD INDICATES NO ACCIDENTS FOUND

\*\*\* END OF REPORT \*\*\*



**JOHN COLLINS  
ENGINEERS, P.C.**

TRAFFIC • TRANSPORTATION ENGINEERS

===== 11 BRADHURST AVENUE • HAWTHORNE, N.Y. • 10532 • (914) 347-7500 • FAX (914) 347-7266 =====

**SHARED PARKING ACCUMULATION STUDY  
AND LOADING AREA EVALUATION**

\*\*\*\*\*

**UNION PLACE**

**U.S. ROUTE 6 & BALDWIN PLACE ROAD**

**TOWN OF CARMEL, NEW YORK**

**JOB NO. 1428**

**OCTOBER 15, 2009**



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APPENDIX A – TABLES AND FIGURES





A. PROJECT DESCRIPTION AND LOCATION (Figure No. 1)

The Union Place Development is proposed to be developed on an approximately 300 acre piece of property located between U.S. Route 6 and Baldwin Place Road (CR 37) in the Town of Carmel, New York, as shown on Figure No. 1. The development is a proposed mixed use development consisting of a village main street with 230,000 sq. ft. of small format retail space, 263,000 sq. ft of large format retail space, 125,000 sq. ft. of professional office space, 350,000 sq. ft. of corporate office space, 180 apartments, 10,000 sq. ft. of Community Center and a 90 room hotel. As part of the development, there will also be several community parks and recreational uses. Parking for the main street area of the development will be provided by a combination of surface parallel on-street parking, surface parking lots, and some parking decks. There will also be a residential community including 300 residential units, however all parking for these units will be separate reserved parking. Therefore the 300 residential units were not considered as part of this overall Shared Parking Evaluation.

B. DESCRIPTION OF STUDY PURPOSE AND ANALYSIS PROCEDURES (Figure No. 1)

The purpose of this study is to identify the number of parking spaces required to adequately serve the development without creating excessive areas. The evaluation considers the mixed use nature of the development which allows “shared parking” to occur. A more detailed discussion of this follows.

In order to analyze the parking accumulation within the main street area of the Union Place Development it was necessary to divide the development into four (4) separate parking areas which take into consideration the distance between parking areas. The four parking areas, which are shown on Figure No.1, are listed below along with a brief description of the uses within each section.

- Parking Section 1: Main Access to Third Street

- Buildings I, J, K, L, and M
  - 137,000 S.F. of Retail Space
  - 78 Residential Apartment Units
  - 968 Total Parking Spaces, 64 Residential Reserved Parking Spaces

- Parking Section 2: 3<sup>rd</sup> Street to 1<sup>st</sup> Street

- Buildings E1, E2, F, G, and H
  - 115,000 S.F. of Retail Space
  - 102 Residential Apartment Units
  - 90 Room Hotel
  - 125,000 S.F. of Professional Office Space
  - 10,000 S.F. Community Center
  - 966 Total Parking Spaces, 128 Residential Reserved Parking Spaces

- Parking Section 3: 1<sup>st</sup> Street to Building “A” Access

- Buildings B, C, and D
  - 80,000 S.F. of Junior Anchor Retail Space
  - 15,000 S.F. of Restaurant Space
  - 350,000 S.F. of Corporate Office Space
  - 1221 Total Parking Spaces

- Parking Section 4: Building “A”

- Building A
  - 133,000 S.F. of Anchor Retail Space
  - 534 Total Parking Spaces

These four parking areas were chosen based upon a review of the site plan and considering on data published by the Urban Land Institute (ULI) in their publication Shared Parking, Second Edition dated 2005. The ULI methodology assigns different Levels of Service for walking distances from a persons parking location to his/her destination for this type of development. According to this data, a Level of Service “A” is equal to a walking distance of 300 ft. to 350 ft. while a Level of Service “D” is equal to a walking distance of 1,200 ft. to 1,400 ft. Based on these data, it can be assumed that the maximum distance a person will walk from parking location to destination is approximately 1,400 ft. Thus, dividing the development into areas as described above with the assumption that the majority of parking location to destination trips will be within the individual sections with some “crossover section” trips where walking distances are short enough to allow.

The shared parking analysis conducted for Sections 1, 2, and 3 were based on the ULI shared parking procedures together with data published by the Institute of Transportation Engineers (ITE) in their report Parking Generation, 3<sup>rd</sup> Edition, 2004. These two publications provide peak hour parking rates for visitors and employees as well as parking demand distributions by hour of the day based on the specific land use. Different parking rates and demand distributions are also presented for the weekday and weekend peaks. Using this information a parking demand table by hour of the data was generated for each land use and then was totaled by hour of the day for each section of the site. The highest single hour demand was then compared to the number of parking spaces which are proposed for the particular the section.

A separate shared parking analysis was not compiled for Section 4 of the development since it was considered to function as more of a stand alone parking facility due to its size and that it contains only one land use rather than several land uses as in the other sections. A stand alone retail facility as is proposed typically has peak parking demand ranging from 4 spaces per 1000 sq. ft. to 5 spaces per 1000 sq. ft. For the purposes of this analysis a rate of 4 spaces per 1000 sq. ft. was assumed for the weekday peak periods and a rate of 4.5 spaces per 1000 sq. ft. was assumed for the weekend peak periods based on the ULI and ITE data. This results in a peak parking demand of 532 required parking spaces during weekday peak periods and 599 required parking spaces during the weekend peak periods. The weekday peak periods will be fully satisfied by the proposed 534 parking spaces to be provided within Section 4. The excess available parking spaces in Section 3 of the development, which are well within the acceptable walking distances, will easily accommodate these other vehicles. Employees should be encouraged to park in Section 3 since it would leave the spaces closer to Building A for customers who enter and exit more frequently during the day. It should also be noted that based on the specific tenant, the actual peak demand could be slight lower.

C. RESULTS OF SHARED PARKING ANALYSIS (Table No. 1A, 1B, 2A, 2B, 3A, 3B, 4A & 4B)

The results of the shared parking analysis have been summarized in Table No. 1A and 1B for Section 1, Table No. 2A and 2B for Section 2, Table No. 3A and 3B for Section 3 and Table No. 4A and 4B for the overall development. The “A” tables are for the expected weekday parking generation while the “B” tables are for the expected weekend parking generation.

The shared parking analysis for Section 1 indicates that approximately 651 parking spaces during weekdays and 720 parking spaces during weekends would be required during peak periods. It is proposed that 968 spaces will be provided of which 64 spaces will be reserved for residential tenants only. This results in a minimum surplus of parking spaces in Section 1 of 317 spaces during weekdays and 248 spaces during weekends.

The shared parking analysis for Section 2 of the development indicates that approximately 1067 parking spaces will be required during weekday peak periods while 761 parking spaces will be required during weekend peak periods. Section 2 is proposed to contain 966 parking spaces which results in a 101 parking space deficit during weekdays and a 205 parking space surplus during weekends. Also included in the 966 proposed spaces are 128 parking spaces reserved for residential tenants only. It can be assumed that the parking space deficit on weekdays can be accommodated by the surplus spaces located in Section 1 and for weekends in Sections 1 and 3.

The shared parking analysis for our designated Section 3 of the development indicates that approximately 1,473 parking spaces will be required during weekday peak periods while only 560 parking spaces will be required during weekend peak periods. A total of 1,221 parking spaces are currently proposed within Section 3, which results in a 252 parking space shortage during weekdays and a 661 parking space surplus during weekends. Thus, during weekdays, some patrons may have to park in Sections 1 and 2 and will have a longer walking distance.

A total site shared parking analysis was also compiled which indicates that approximately 3,677 and 2,513 parking spaces will be required during the weekday and weekend peak periods, respectively. Since it is proposed that the development will have a total of 3,689 parking spaces of which 192 spaces will be reserved for residential tenants only, this analysis indicates that there would be a surplus of parking spaces during both the weekday and weekend peak periods for the overall site. However, as previously mentioned in Section 2 and 3 at times some patrons may have to walk a slightly longer distance to their parking space. As the final site plans are developed, some shifting of spaces may be desirable.

#### D. LOADING AREA EVALUATION (Table No. 5)

This portion of the study is to evaluate the number of loading areas required for the Union Place development. The development has a total of 17 separate buildings for which loading areas will be required, many of which have combined uses. It was necessary to identify for each of these buildings the possible number and frequency of deliveries that will be made, to help determine the number and type of Loading Areas required per building. It was also important to account for the ability of the Loading Area to serve multiple uses within a combined use building. For instance a building containing both retail and office space may only require 3 loading docks and 2 loading spaces while separate retail and office buildings of the same size may require a total of 4 loading docks and 3 loading spaces.

In order to analyze the loading area requirements for each of the buildings, data provided by the Institute of Transportation Engineers in their publication entitled Transportation and Land Development, 2<sup>nd</sup> Edition, dated 2002 was referenced. Table L-1 from the ITE report which this data was taken is shown below. This was used to estimate the number of loading bays based on the land use type and the total area of the building. The results of these estimates which are shown in Table No. 5 attached indicate both the number of Loading Docks and the number of Loading Spaces required for each building. A loading dock is a designated off-street area for which trucks can back up directly to a building and make deliveries onto a delivery platform. A Loading Space is a designated parking area provided near a building from which deliveries can also be made while not impeding the flow of traffic.

TABLE L-1: LOADING AREA GUIDELINES

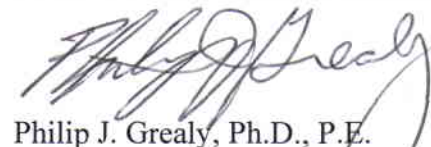
LAND USE	SIZE (GROSS FLOOR AREA IN SQUARE FEET)	LOADING DOCKS	LOADING SPACES	TOTAL SPACES
OFFICE	0 - 30,000	0	1	1
	30,000 – 100,000	1	1	2
	EACH ADDITIONAL 100,000	1	1	+2
COMMERCIAL SUBURBAN	0 – 10,000	0	1	1
	10,000 – 30,000	2	1	3
	30,000 – 80,000	3	2	5
	EACH ADDITIONAL 80,000	1	2	+3
COMMERCIAL CBD	0 – 10,000	0	1	1
	10,000 – 30,000	1	1	2
	30,000 – 80,000	2	1	3
	EACH ADDITIOANL 80,000	1	0	+1
INDUSTRIAL	0 – 5,000	0	1	1
	5,000 – 30,000	1	1	2
	30,000 – 50,000	2	1	3
	50,000 – 100,000	3	1	4
	EACH ADDITIONAL 100,000	1	0	+1

SOURCE: Adapted from Transportation and Land Development, 2<sup>nd</sup> Edition, Table 10-2

A review of Table No. 5 in Appendix "A" indicates that the majority of the buildings will require one (1) or two (2) Loading Docks and one (1) or two (2) Loading Spaces. The smaller buildings, which include Buildings N, O, and P, will not require any Loading Docks but will need one (1) Loading Space. Due to its large size and type of use Building A will likely require three (3) Loading Docks and up to four (4) Loading Spaces.

Respectfully submitted,

JOHN COLLINS ENGINEERS, P.C.



Philip J. Greal, Ph.D., P.E.



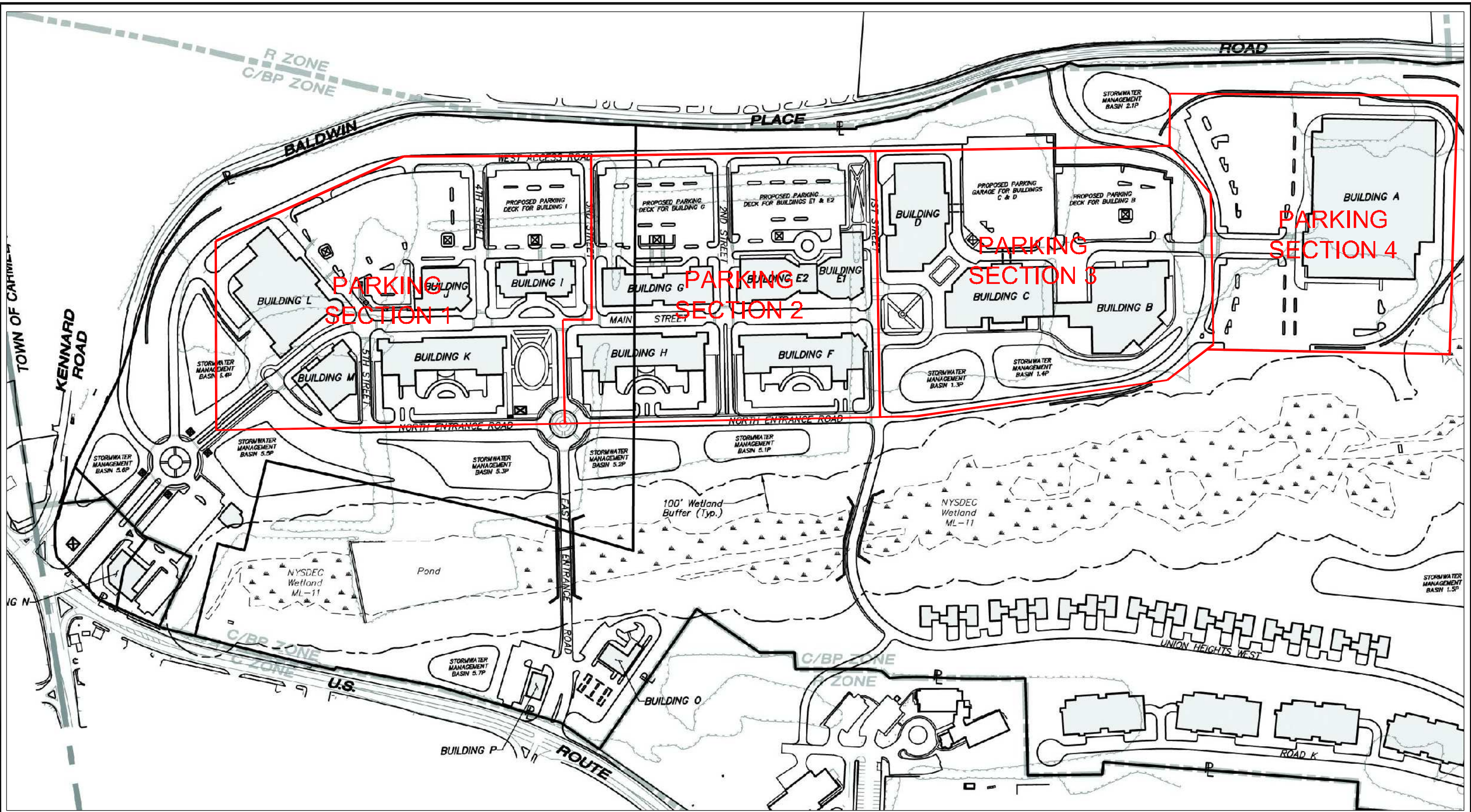
Richard G D'Andrea, E.I.T.



**APPENDIX A**

TABLES AND FIGURES





UNION PLACE  
TOWN OF CARMEL, NEW YORK

**PARKING AREA DESIGNATION  
FOR SHARED PARKING ANALYSIS**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**



TABLE NO. 1A

SHARED PARKING ANALYSIS  
ULI PARKING DEMAND FACTORS  
UNION PLACE - SECTION 1 MAIN ENTRANCE TO 3RD STREET

WEEKDAY

USE SIZE	RETAIL 137,000 SF.			EMPLOYEES			RESIDENTIAL 78 UNITS			TOTAL PEAK DEMAND PER HOUR
	VISITORS 3.20 438	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	RESIDENT RESERVED * 64	RESIDENT NON-RESERVED 1.50 53	GUEST 0.15 12	
12:00-1:00am	0	0	0	0	0	0	64	53	0	117
1:00-2:00	0	0	0	0	0	0	64	53	0	117
2:00-3:00	0	0	0	0	0	0	64	53	0	117
3:00-4:00	0	0	0	0	0	0	64	53	0	117
4:00-5:00	0	0	0	0	0	0	64	53	0	117
5:00-6:00	0	0	0	0	0	0	64	53	0	117
6:00-7:00	1	4	4	10	11	100	64	53	0	132
7:00-8:00	5	22	22	15	16	100	64	48	10	151
8:00-9:00	15	66	66	40	44	100	64	45	20	221
9:00-10:00	35	153	153	75	82	100	64	42	20	344
10:00-11:00	65	285	285	85	93	100	64	40	20	484
11:00-12:00	85	373	373	95	104	100	64	37	20	580
12:00-1:00pm	95	416	416	100	110	100	64	34	20	627
1:00-2:00	100	438	438	100	110	100	64	37	20	651
2:00-3:00	95	416	416	100	110	100	64	37	20	630
3:00-4:00	90	395	395	100	110	100	64	37	20	608
4:00-5:00	90	395	395	100	110	100	64	40	40	613
5:00-6:00	95	416	416	95	104	100	64	45	60	637
6:00-7:00	95	416	416	95	104	100	64	48	100	644
7:00-8:00	95	416	416	95	104	100	64	51	100	648
8:00-9:00	80	351	351	90	99	100	64	52	100	577
9:00-10:00	50	219	219	75	82	100	64	52	100	430
10:00-11:00	30	132	132	40	44	100	64	53	100	304
11:00-12:00	10	44	44	15	16	100	64	53	100	189
									<b>TOTAL REQUIRED SPACES</b>	<b>651</b>
									<b>TOTAL PROVIDED SPACES</b>	<b>968</b>

NOTE:

- 1) HOURLY DISTRIBUTIONS ARE BASED ON THE URBAN LAND INSTITUTE'S PUBLICATION "SHARED PARKING" SECOND EDITION, DATED 2005.
- 2) DEMAND FACTORS ARE BASED ON THE URBAN LAND INSTITUTE'S PUBLICATION "SHARED PARKING" SECOND EDITION, DATED 2005.
- 3) SECTION 1 INCLUDES BUILDINGS I, J, K, L AND M.
- 4) \* RESERVED SPACES HAVE BEEN SUBTRACTED FROM THE TOTAL SPACES REQUIRED FOR RESIDENTS. THE REMAINING 53 PARKINGS SPACES FOR RESIDENTS WILL VARY BY HOUR OF THE DAY.

TABLE NO. 1B

SHARED PARKING ANALYSIS  
ULI PARKING DEMAND FACTORS  
UNION PLACE - SECTION 1 MAIN ENTRANCE TO 3RD STREET

WEEKEND

USE SIZE	RETAIL 137,000 SF.			EMPLOYEES 0.90 123			RESIDENTIAL 78 UNITS			TOTAL PEAK DEMAND PER HOUR
	DEMAND FACTOR PK HR DEMAND	VISITORS 3.60 493	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	RESIDENT RESERVED 1.00 64	RESIDENT NON-RESERVED 1.50 53	GUEST 0.15 12	
TIME OF DAY	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES
12:00-1:00am	0	0	0	0	100	64	100	53	50	6
1:00-2:00	0	0	0	0	100	64	100	53	0	0
2:00-3:00	0	0	0	0	100	64	100	53	0	0
3:00-4:00	0	0	0	0	100	64	100	53	0	0
4:00-5:00	0	0	0	0	100	64	100	53	0	0
5:00-6:00	0	0	0	0	100	64	100	53	0	0
6:00-7:00	1	5	10	12	100	64	100	53	0	0
7:00-8:00	5	25	15	18	100	64	100	48	20	2
8:00-9:00	10	49	40	49	100	64	100	45	20	2
9:00-10:00	30	148	75	92	100	64	100	42	20	2
10:00-11:00	50	247	85	105	100	64	100	40	20	2
11:00-12:00	65	321	95	117	100	64	100	37	20	2
12:00-1:00pm	80	395	100	123	100	64	100	34	20	2
1:00-2:00	90	444	100	123	100	64	100	37	20	2
2:00-3:00	100	493	100	123	100	64	100	37	20	2
3:00-4:00	95	469	100	123	100	64	100	40	20	2
4:00-5:00	90	444	95	117	100	64	100	45	40	5
5:00-6:00	80	395	85	105	100	64	100	48	60	7
6:00-7:00	75	370	80	99	100	64	100	51	100	12
7:00-8:00	65	321	75	92	100	64	100	52	100	12
8:00-9:00	50	247	65	80	100	64	100	52	100	12
9:00-10:00	35	173	45	55	100	64	100	53	100	12
10:00-11:00	15	74	15	18	100	64	100	53	80	9
11:00-12:00										
<b>TOTAL REQUIRED SPACES</b>										<b>720</b>
<b>TOTAL PROVIDED SPACES</b>										<b>968</b>

NOTE:

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- 3) SECTION 1 INCLUDES BUILDINGS I, J, K, L AND M.
- 4) \* RESERVED SPACES HAVE BEEN SUBTRACTED FROM THE TOTAL SPACES REQUIRED FOR RESIDENTS. THE REMAINING 53 PARKINGS SPACES FOR RESIDENTS WILL VARY BY HOUR OF THE DAY.

**TABLE NO. 2A**  
**SHARED PARKING ANALYSIS**  
**ULI PARKING DEMAND FACTORS**  
**UNION PLACE - SECTION 2 3RD STREET TO 1ST STREET**

**WEEKDAY**

USE SIZE	RETAIL 115,000 SF.				RESIDENTIAL 102 UNITS						HOTEL 90 ROOMS				OFFICE 125,000 SF.				COMMUNITY CENTER 10,000 SF.		TOTAL PEAK DEMAND PER HOUR
	DEMAND FACTOR	VISITORS	EMPLOYEES	PK HR DEMAND	RESIDENT RESERVED *	RESIDENT NON-RESERVED	GUEST	PK HR DEMAND	VISITORS	EMPLOYEES	PK HR DEMAND	VISITORS	EMPLOYEES	PK HR DEMAND	VISITORS	EMPLOYEES	PK HR DEMAND	VISITORS	PK HR DEMAND		
TIME OF DAY	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	
12:00-1:00am	0	0	0	0	100	128	100	25	0	0	100	90	5	1	0	0	0	0	0	0	244
1:00-2:00	0	0	0	0	100	128	100	25	0	0	100	90	5	1	0	0	0	0	0	0	244
2:00-3:00	0	0	0	0	100	128	100	25	0	0	100	90	5	1	0	0	0	0	0	0	244
3:00-4:00	0	0	0	0	100	128	100	25	0	0	100	90	5	1	0	0	0	0	0	0	244
4:00-5:00	0	0	0	0	100	128	100	25	0	0	100	90	5	1	0	0	0	0	0	0	244
5:00-6:00	0	0	0	0	100	128	100	25	0	0	100	90	5	1	0	0	0	0	0	0	244
6:00-7:00	1	4	10	9	100	128	100	25	0	0	95	86	5	1	0	0	3	11	70	11	274
7:00-8:00	5	18	15	14	100	128	90	23	10	2	90	81	30	7	1	0	30	107	40	6	385
8:00-9:00	15	55	40	37	100	128	85	21	20	3	80	72	90	20	20	7	75	267	40	6	616
9:00-10:00	35	129	75	69	100	128	80	20	20	3	70	63	90	20	60	20	95	338	70	11	801
10:00-11:00	65	239	85	78	100	128	75	19	20	3	60	54	100	23	100	34	100	356	70	11	944
11:00-12:00	85	313	95	87	100	128	70	18	20	3	60	54	100	23	45	15	100	356	80	12	1009
12:00-1:00pm	95	350	100	92	100	128	65	16	20	3	55	50	100	23	15	5	90	321	60	9	996
1:00-2:00	100	368	100	92	100	128	70	18	20	3	55	50	100	23	45	15	90	321	70	11	1027
2:00-3:00	95	350	100	92	100	128	70	18	20	3	60	54	100	23	100	34	100	356	70	11	1067
3:00-4:00	90	331	100	92	100	128	70	18	20	3	60	54	100	23	45	15	100	356	70	11	1030
4:00-5:00	90	331	100	92	100	128	75	19	40	6	65	59	90	20	15	5	90	321	80	12	993
5:00-6:00	95	350	95	87	100	128	85	21	60	9	70	63	70	16	10	3	50	178	90	14	869
6:00-7:00	95	350	95	87	100	128	90	23	100	15	75	68	40	9	5	2	25	89	100	15	785
7:00-8:00	95	350	95	87	100	128	97	24	100	15	75	68	20	5	2	1	10	36	90	14	726
8:00-9:00	80	294	90	83	100	128	98	25	100	15	80	72	20	5	1	0	7	25	80	12	659
9:00-10:00	50	184	75	69	100	128	99	25	100	15	85	77	20	5	0	0	3	11	70	11	523
10:00-11:00	30	110	40	37	100	128	100	25	100	15	95	86	20	5	0	0	1	4	35	5	414
11:00-12:00	10	37	15	14	100	128	100	25	100	15	100	90	10	2	0	0	0	0	10	2	313
<b>TOTAL REQUIRED SPACES</b>																				<b>1067</b>	
<b>TOTAL PROVIDED SPACES</b>																				<b>966</b>	

NOTE:

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- 3) SECTION 2 INCLUDES BUILDINGS E1, E2, F, G AND H.
- 4) \* RESERVED SPACES HAVE BEEN SUBTRACTED FROM THE TOTAL SPACES REQUIRED FOR RESIDENTS. THE REMAINING 25 PARKING SPACES FOR RESIDENTS WILL VARY BY HOUR OF THE DAY.

**TABLE NO. 2B**  
**SHARED PARKING ANALYSIS**  
**ULI PARKING DEMAND FACTORS**  
**UNION PLACE - SECTION 2 3RD STREET TO 1ST STREET**

**WEEKEND**

USE SIZE	RETAIL 115,000 SF.				RESIDENTIAL 102 UNITS						HOTEL 90 ROOMS				OFFICE 125,000 SF.				COMMUNITY CENTER 10,000 SF.		TOTAL PEAK DEMAND PER HOUR
	VISITORS 3.60 414		EMPLOYEES 0.90 104		RESIDENT RESERVED * 128		RESIDENT NON-RESERVED 1.50 25		GUEST 0.15 15		VISITORS 0.90 81		EMPLOYEES 0.18 16		VISITORS 0.03 4		EMPLOYEES 0.32 40		VISITORS 1.50 15		
DEMAND FACTOR																					
PK HR DEMAND																					
TIME OF DAY	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	
12:00-1:00am	0	0	0	0	100	128	100	25	50	8	100	81	5	1	0	0	0	0	0	0	242
1:00-2:00	0	0	0	0	100	128	100	25	0	0	100	81	5	1	0	0	0	0	0	0	235
2:00-3:00	0	0	0	0	100	128	100	25	0	0	100	81	5	1	0	0	0	0	0	0	235
3:00-4:00	0	0	0	0	100	128	100	25	0	0	100	81	5	1	0	0	0	0	0	0	235
4:00-5:00	0	0	0	0	100	128	100	25	0	0	100	81	5	1	0	0	0	0	0	0	235
5:00-6:00	0	0	0	0	100	128	100	25	0	0	100	81	5	1	0	0	0	0	0	0	235
6:00-7:00	1	4	10	10	100	128	100	25	0	0	95	77	5	1	0	0	0	0	80	12	257
7:00-8:00	5	21	15	16	100	128	90	23	20	3	90	73	30	5	20	1	20	8	45	7	283
8:00-9:00	10	41	40	41	100	128	85	21	20	3	80	65	90	15	60	2	60	24	35	5	346
9:00-10:00	30	124	75	78	100	128	80	20	20	3	70	57	90	15	80	3	80	32	50	8	467
10:00-11:00	50	207	85	88	100	128	75	19	20	3	60	49	100	16	90	3	90	36	35	5	554
11:00-12:00	65	269	95	98	100	128	70	18	20	3	60	49	100	16	100	4	100	40	50	8	632
12:00-1:00pm	80	331	100	104	100	128	65	16	20	3	55	45	100	16	90	3	90	36	50	8	690
1:00-2:00	90	373	100	104	100	128	70	18	20	3	55	45	100	16	80	3	80	32	30	5	725
2:00-3:00	100	414	100	104	100	128	70	18	20	3	60	49	100	16	60	2	60	24	25	4	761
3:00-4:00	100	414	100	104	100	128	70	18	20	3	60	49	100	16	40	2	40	16	30	5	753
4:00-5:00	95	393	100	104	100	128	75	19	20	3	65	53	90	15	20	1	20	8	55	8	731
5:00-6:00	90	373	95	98	100	128	85	21	40	6	70	57	75	12	10	0	10	4	100	15	715
6:00-7:00	80	331	85	88	100	128	90	23	60	9	75	61	60	10	5	0	5	2	95	14	666
7:00-8:00	75	311	80	83	100	128	97	24	100	15	75	61	55	9	0	0	0	0	60	9	640
8:00-9:00	65	269	75	78	100	128	98	25	100	15	80	65	55	9	0	0	0	0	30	5	593
9:00-10:00	50	207	65	67	100	128	99	25	100	15	85	69	55	9	0	0	0	0	10	2	522
10:00-11:00	35	145	45	47	100	128	100	25	100	15	95	77	45	7	0	0	0	0	0	0	444
11:00-12:00	15	62	15	16	100	128	100	25	80	12	100	81	30	5	0	0	0	0	0	0	329
<b>TOTAL REQUIRED SPACES</b>																				<b>761</b>	
<b>TOTAL PROVIDED SPACES</b>																				<b>966</b>	

NOTE:

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- 2) DEMAND FACTORS ARE BASED ON THE URBAN LAND INSTITUTE'S PUBLICATION "SHARED PARKING" SECOND EDITION, DATED 2005.
- 3) SECTION 2 INCLUDES BUILDINGS E1, E2, F, G AND H.
- 4) \* RESERVED SPACES HAVE BEEN SUBTRACTED FROM THE TOTAL SPACES REQUIRED FOR RESIDENTS. THE REMAINING 25 PARKING SPACES FOR RESIDENTS WILL VARY BY HOUR OF THE DAY.



TABLE NO. 3A

SHARED PARKING ANALYSIS  
ULI PARKING DEMAND FACTORS  
UNION PLACE - SECTION 3 1ST STREET BUILDING "A" ACCESS

WEEKDAY

USE SIZE	RETAIL 80,000 SF.			RESTAURANT 15,000 SF.			OFFICE 350,000 SF.			TOTAL PEAK DEMAND PER HOUR
	VISITORS 3.20 256	EMPLOYEES 0.80 64	% OF PEAK	VISITORS 9.00 135	EMPLOYEES 1.50 23	% OF PEAK	VISITORS 0.27 95	EMPLOYEES 2.85 998	% OF PEAK	
12:00-1:00am	0	0	0	0	8	0	0	0	0	8
1:00-2:00	0	0	0	0	0	0	0	0	0	0
2:00-3:00	0	0	0	0	0	0	0	0	0	0
3:00-4:00	0	0	0	0	0	0	0	0	0	0
4:00-5:00	0	0	0	0	0	0	0	0	0	0
5:00-6:00	0	0	0	0	0	0	0	0	0	0
6:00-7:00	1	3	10	0	0	0	0	3	30	39
7:00-8:00	5	13	15	0	5	20	1	30	299	327
8:00-9:00	15	38	40	0	11	50	19	75	748	842
9:00-10:00	35	90	75	15	17	75	60	95	948	1179
10:00-11:00	65	166	85	40	20	90	100	100	998	1387
11:00-12:00	85	218	95	75	20	90	45	100	998	1440
12:00-1:00pm	95	243	100	75	20	90	15	90	898	1341
1:00-2:00	100	256	100	65	20	90	45	90	898	1368
2:00-3:00	95	243	100	40	20	90	100	100	998	1473
3:00-4:00	90	230	100	50	17	75	45	100	998	1419
4:00-5:00	90	230	100	75	17	75	15	90	898	1324
5:00-6:00	95	243	95	95	23	100	10	50	499	963
6:00-7:00	95	243	95	100	23	100	5	25	249	716
7:00-8:00	95	243	95	100	23	100	2	10	100	563
8:00-9:00	80	205	90	100	23	100	1	7	70	491
9:00-10:00	50	128	75	95	23	100	0	3	30	357
10:00-11:00	30	77	40	75	23	100	0	1	10	236
11:00-12:00	10	26	15	25	19	85	0	0	0	88
<b>TOTAL REQUIRED SPACES</b>									<b>1473</b>	
<b>TOTAL PROVIDED SPACES</b>									<b>1221</b>	

NOTE:

- 1) HOURLY DISTRIBUTIONS ARE BASED ON THE URBAN LAND INSTITUTE'S PUBLICATION "SHARED PARKING" SECOND EDITION, DATED 2005.
- 2) DEMAND FACTORS ARE BASED ON THE URBAN LAND INSTITUTE'S PUBLICATION "SHARED PARKING" SECOND EDITION, DATED 2005.
- 3) SECTION 2 INCLUDES BUILDINGS B, C, AND D.

**TABLE NO. 3B**

**SHARED PARKING ANALYSIS  
ULI PARKING DEMAND FACTORS  
UNION PLACE - SECTION 3 1ST STREET BUILDING "A" ACCESS**

**WEEKEND**

USE SIZE	RETAIL 80,000 SF.			RESTAURANT 15,000 SF.			OFFICE 350,000 SF.			TOTAL PEAK DEMAND PER HOUR
	VISITORS 3.60 288	EMPLOYEES 0.90 72	% OF PEAK	VISITORS 12.75 191	EMPLOYEES 2.25 34	% OF PEAK	VISITORS 0.03 11	EMPLOYEES 0.32 112	% OF PEAK	
TIME OF DAY	PARKG. SPACES	PARKG. SPACES	% OF PEAK	PARKG. SPACES	PARKG. SPACES	% OF PEAK	PARKG. SPACES	PARKG. SPACES	% OF PEAK	PARKG. SPACES
12:00-1:00am	0	0	0	96	17	0	0	0	0	0
1:00-2:00	0	0	0	0	0	0	0	0	0	0
2:00-3:00	0	0	0	0	0	0	0	0	0	0
3:00-4:00	0	0	0	0	0	0	0	0	0	0
4:00-5:00	0	0	0	0	0	0	0	0	0	0
5:00-6:00	0	0	0	0	0	0	0	0	0	0
6:00-7:00	1	3	10	0	0	0	0	0	0	0
7:00-8:00	5	14	15	0	7	20	2	22	20	56
8:00-9:00	10	29	40	0	10	30	6	67	60	141
9:00-10:00	30	86	75	0	20	60	8	90	80	259
10:00-11:00	50	144	85	0	25	75	9	101	90	341
11:00-12:00	65	187	95	29	25	75	11	112	100	432
12:00-1:00pm	80	230	100	96	25	75	9	101	90	534
1:00-2:00	90	259	100	105	25	75	8	90	80	560
2:00-3:00	100	288	100	86	25	75	6	67	60	545
3:00-4:00	100	288	100	86	25	75	4	45	40	520
4:00-5:00	95	274	100	86	25	75	2	22	20	481
5:00-6:00	90	259	95	115	34	100	1	11	10	488
6:00-7:00	80	230	85	172	34	100	1	6	5	504
7:00-8:00	75	216	80	182	34	100	0	0	0	489
8:00-9:00	65	187	75	191	34	100	0	0	0	466
9:00-10:00	50	144	65	172	34	100	0	0	0	397
10:00-11:00	35	101	45	172	34	100	0	0	0	339
11:00-12:00	15	43	15	172	29	85	0	0	0	255
<b>TOTAL REQUIRED SPACES</b>										<b>560</b>
<b>TOTAL PROVIDED SPACES</b>										<b>1221</b>

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- 3) SECTION 2 INCLUDES BUILDINGS B, C, AND D.

**TABLE NO. 4A**  
**SHARED PARKING ANALYSIS**  
**ULI PARKING DEMAND FACTORS**  
**UNION PLACE - TOTAL DEVELOPMENT**

**WEEKDAY**

USE SIZE	RETAIL 465,000 SF.				RESIDENTIAL 180 UNITS						HOTEL 90 ROOMS				OFFICE 475,000 SF.				RESTAURANT 15,000 SF.				COMMUNITY CENTER 10,000 SF.		TOTAL PEAK DEMAND PER HOUR
	VISITORS 3.20 1488		EMPLOYEES 0.80 372		RESIDENT RESERVED *		RESIDENT NON-RESERVED 1.50 78		GUEST 0.15 27		VISITORS 1.00 90		EMPLOYEES 0.25 23		VISITORS 0.27 128		EMPLOYEES 2.85 1354		VISITORS 9.00 135		EMPLOYEES 1.50 23		VISITORS 1.50 15		
DEMAND FACTOR PK HR DEMAND	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	
12:00-1:00am	0	0	0	0	100	192	100	78	0	0	100	90	5	1	0	0	0	0	0	0	35	8	0	0	361
1:00-2:00	0	0	0	0	100	192	100	78	0	0	100	90	5	1	0	0	0	0	0	0	0	0	0	0	361
2:00-3:00	0	0	0	0	100	192	100	78	0	0	100	90	5	1	0	0	0	0	0	0	0	0	0	0	361
3:00-4:00	0	0	0	0	100	192	100	78	0	0	100	90	5	1	0	0	0	0	0	0	0	0	0	0	361
4:00-5:00	0	0	0	0	100	192	100	78	0	0	100	90	5	1	0	0	0	0	0	0	0	0	0	0	361
5:00-6:00	0	0	0	0	100	192	100	78	0	0	100	90	5	1	0	0	0	0	0	0	0	0	0	0	361
6:00-7:00	1	15	10	37	100	192	100	78	0	0	95	86	5	1	1	1	10	135	0	0	0	0	70	11	556
7:00-8:00	5	74	15	56	100	192	90	70	10	3	90	81	30	7	5	6	15	203	0	0	20	5	40	6	698
8:00-9:00	15	223	40	149	100	192	85	66	20	5	80	72	90	20	15	19	40	542	0	0	50	11	40	6	1295
9:00-10:00	35	521	75	279	100	192	80	62	20	5	70	63	90	20	35	45	75	1015	15	20	75	17	70	11	2214
10:00-11:00	65	967	85	316	100	192	75	59	20	5	60	54	100	23	65	83	85	1151	40	54	90	20	70	11	2860
11:00-12:00	85	1265	95	353	100	192	70	55	20	5	60	54	100	23	85	109	95	1286	75	101	90	20	80	12	3354
12:00-1:00pm	95	1414	100	372	100	192	65	51	20	5	55	50	100	23	95	122	100	1354	75	101	90	20	60	9	3590
1:00-2:00	100	1488	100	372	100	192	70	55	20	5	55	50	100	23	100	128	100	1354	65	88	90	20	70	11	3677
2:00-3:00	95	1414	100	372	100	192	70	55	20	5	60	54	100	23	95	122	100	1354	40	54	90	20	70	11	3600
3:00-4:00	90	1339	100	372	100	192	70	55	20	5	60	54	100	23	90	115	100	1354	50	68	75	17	70	11	3519
4:00-5:00	90	1339	100	372	100	192	75	59	40	11	65	59	90	20	90	115	100	1354	75	101	75	17	80	12	3532
5:00-6:00	95	1414	95	353	100	192	85	66	60	16	70	63	70	16	95	122	95	1286	95	128	100	23	90	14	3542
6:00-7:00	95	1414	95	353	100	192	90	70	100	27	75	68	40	9	95	122	95	1286	100	135	100	23	100	15	3556
7:00-8:00	95	1414	95	353	100	192	97	76	100	27	75	68	20	5	95	122	95	1286	100	135	100	23	90	14	3555
8:00-9:00	80	1190	90	335	100	192	98	76	100	27	80	72	20	5	80	103	90	1218	100	135	100	23	80	12	3230
9:00-10:00	50	744	75	279	100	192	99	77	100	27	85	77	20	5	50	64	75	1015	95	128	100	23	70	11	2490
10:00-11:00	30	446	40	149	100	192	100	78	100	27	95	86	20	5	30	38	40	542	75	101	100	23	35	5	1567
11:00-12:00	10	149	15	56	100	192	100	78	100	27	100	90	10	2	10	13	15	203	25	34	85	19	10	2	811
<b>TOTAL REQUIRED SPACES</b>																							<b>3677</b>		
<b>TOTAL PROVIDED SPACES</b>																							<b>3689</b>		

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- 4) \* RESERVED SPACES HAVE BEEN SUBTRACTED FROM THE TOTAL SPACES REQUIRED FOR RESIDENTS. THE REMAINING 78 PARKINGS SPACES FOR RESIDENTS WILL VARY BY HOUR OF THE DAY.

**TABLE NO. 4B**  
**SHARED PARKING ANALYSIS**  
**ULI PARKING DEMAND FACTORS**  
**UNION PLACE - TOTAL DEVELOPMENT**

**WEEKEND**

USE SIZE	RETAIL 465,000 SF.				RESIDENTIAL 180 UNITS						HOTEL 90 ROOMS				OFFICE 475,000 SF.				RESTAURANT 15,000 SF.				COMMUNITY CENTER 10,000 SF.		TOTAL PEAK DEMAND PER HOUR
	VISITORS 3.60 1674		EMPLOYEES 0.90 419		RESIDENT RESERVED *		RESIDENT NON-RESERVED 1.50 78		GUEST 0.15 27		VISITORS 0.90 81		EMPLOYEES 0.18 16		VISITORS 0.03 14		EMPLOYEES 0.32 152		VISITORS 12.75 191		EMPLOYEES 2.25 34		VISITORS 1.50 15		
DEMAND FACTOR PK HR DEMAND	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	% OF PEAK	PARKG. SPACES	
12:00-1:00am	0	0	0	0	100	192	100	78	50	14	100	81	5	1	0	0	0	0	50	96	50	17	0	0	365
1:00-2:00	0	0	0	0	100	192	100	78	0	0	100	81	5	1	0	0	0	0	0	0	0	0	0	0	352
2:00-3:00	0	0	0	0	100	192	100	78	0	0	100	81	5	1	0	0	0	0	0	0	0	0	0	0	352
3:00-4:00	0	0	0	0	100	192	100	78	0	0	100	81	5	1	0	0	0	0	0	0	0	0	0	0	352
4:00-5:00	0	0	0	0	100	192	100	78	0	0	100	81	5	1	0	0	0	0	0	0	0	0	0	0	352
5:00-6:00	0	0	0	0	100	192	100	78	0	0	100	81	5	1	0	0	0	0	0	0	0	0	0	0	352
6:00-7:00	1	17	10	42	100	192	100	78	0	0	95	77	5	1	0	0	0	0	0	0	0	0	80	12	418
7:00-8:00	5	84	15	63	100	192	90	70	20	5	90	73	30	5	20	3	20	30	0	0	20	7	45	7	532
8:00-9:00	10	167	40	167	100	192	85	66	20	5	80	65	90	15	60	9	60	91	0	0	30	10	35	5	783
9:00-10:00	30	502	75	314	100	192	80	62	20	5	70	57	90	15	80	11	80	122	0	0	60	20	50	8	1288
10:00-11:00	50	837	85	356	100	192	75	59	20	5	60	49	100	16	90	13	90	137	0	0	75	25	35	5	1668
11:00-12:00	65	1088	95	398	100	192	70	55	20	5	60	49	100	16	100	14	100	152	15	29	75	25	50	8	1976
12:00-1:00pm	80	1339	100	419	100	192	65	51	20	5	55	45	100	16	90	13	90	137	50	96	75	25	50	8	2224
1:00-2:00	90	1507	100	419	100	192	70	55	20	5	55	45	100	16	80	11	80	122	55	105	75	25	30	5	2375
2:00-3:00	100	1674	100	419	100	192	70	55	20	5	60	49	100	16	60	9	60	91	45	86	75	25	25	4	2513
3:00-4:00	100	1674	100	419	100	192	70	55	20	5	60	49	100	16	40	6	40	61	45	86	75	25	30	5	2480
4:00-5:00	95	1590	100	419	100	192	75	59	20	5	65	53	90	15	20	3	20	30	45	86	75	25	55	8	2373
5:00-6:00	90	1507	95	398	100	192	85	66	40	11	70	57	75	12	10	1	10	15	60	115	100	34	100	15	2274
6:00-7:00	80	1339	85	356	100	192	90	70	60	16	75	61	60	10	5	1	5	8	90	172	100	34	95	14	2066
7:00-8:00	75	1256	80	335	100	192	97	76	100	27	75	61	55	9	0	0	0	0	95	182	100	34	60	9	1964
8:00-9:00	65	1088	75	314	100	192	98	76	100	27	80	65	55	9	0	0	0	0	100	191	100	34	30	5	1776
9:00-10:00	50	837	65	272	100	192	99	77	100	27	85	69	55	9	0	0	0	0	90	172	100	34	10	2	1485
10:00-11:00	35	586	45	188	100	192	100	78	100	27	95	77	45	7	0	0	0	0	90	172	100	34	0	0	1155
11:00-12:00	15	251	15	63	100	192	100	78	80	22	100	81	30	5	0	0	0	0	90	172	85	29	0	0	691
<b>TOTAL REQUIRED SPACES</b>																							<b>2513</b>		
<b>TOTAL PROVIDED SPACES</b>																							<b>3689</b>		

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- 4) \* RESERVED SPACES HAVE BEEN SUBTRACTED FROM THE TOTAL SPACES REQUIRED FOR RESIDENTS. THE REMAINING 78 PARKINGS SPACES FOR RESIDENTS WILL VARY BY HOUR OF THE DAY.

**TABLE NO. 5  
UNION PLACE LOADING AREA REQUIREMENTS BY BUILDING**

<b>BUILDING DESIGNATION</b>	<b>BUILDING USE</b>	<b>BUILDING AREA</b>	<b>RECOMMENDED LOADING DOCKS</b>	<b>RECOMMENDED LOADING SPACES</b>
A	ANCHOR RETAIL	133,000 SF	3 - 4	3 - 4
B	JUNIOR ANCHOR RETAIL	80,000 SF	2	2
C	RESTAURANT	7,500 SF	2	3
	CORPORATE OFFICE	175,000 SF		
D	RESTAURANT	7,500 SF	2	3
	CORPORATE OFFICE	175,000 SF		
E1	RETAIL	15,000 SF	2	1
	HOTEL	90 ROOMS		
E2	RETAIL	20,000 SF	2	2
	PROFESSIONAL OFFICE	60,000 SF		
F	RETAIL	30,000 SF	1	1
	RESIDENTIAL	51 UNITS		
G	RETAIL	20,000 SF	3	2
	PROFESSIONAL OFFICE	65,000 SF		
	COMMUNITY SPACE	10,000 SF		
H	RETAIL	30,000 SF	1	1
	RESIDENTIAL	51 UNITS		
I	RETAIL	15,000 SF	1	1
	RESIDENTIAL	27 UNITS		
J	PHARMACY	14,000 SF	1	1
K	RETAIL	30,000 SF	1	1
	RESIDENTIAL	51 UNITS		
L	SPECIALTY GROCER	50,000 SF	2 - 3	2
M	RETAIL/BOOKSTORE	28,000 SF	1	1
N	RESTAURANT	7,000 SF	0	1
O	GAS STATION/ CONVIENCE STORE	4,000 SF	0	1
P	RETAIL	2,000 SF	0	1

NOTES:

- 1) LOADING DOCK AND LOADING SPACE REQUIREMENTS WERE ESTABLISHED BASED ON DATA PUBLISHED BY INSTITUTE OF TRANSPORTATION ENGINEERS IN THEIR PUBLICATION TRANSPORTATION AND LAND DEVELOPMENT, 2ND EDITION, DATED 2002.
- 2) A LOADING DOCK IS A DESIGNATED OFF-STREET AREA FOR WHICH TRUCKS CAN BACK UP DIRECTLY TO A BUILDING AND MAKE DELIVERIES ONTO A DELIVERY PLATFORM. A LOADING SPACE IS A DESIGNATED PARKING AREA PROVIDED NEAR A BUILDING FROM WHICH DELIVERIES CAN ALSO BE MADE WHILE NOT IMPEDING THE FLOW OF TRAFFIC.

