

Appendix F
Traffic Memorandum

FEIS TRAFFIC ATTACHMENT

AIRPORT CAMPUS (113 KING STREET)

DEIS Development Plan

The DEIS development Plan called for the re-use of the northernmost existing office as a 125 room hotel, construct a new 149 unit multi-family building, construct 22 townhouse units, and re-occupy the southernmost office building (100,000 s.f.) which was analyzed in our Traffic Impact Study dated March 5, 2021.

FEIS Development Plan

The current development plan is for an Age-Restricted Townhouse Alternative consisting of 125, 2-bedroom townhouses and the repurposing of the Site's southern office building for 50, 2-bedroom multi-family dwelling units. The Site's existing parking garage and northern office building will be removed. A copy of the Preliminary Layout Plan is attached.

As contained in the DEIS (and analyzed in the TIS), the No-Build Conditions for the re-occupancy of the two existing office buildings would generate a total of 303 trips (261 entering trips and 42 exiting trips) during the Weekday Peak AM Hour, a total of 152 trips (76 entering trips and 76 exiting trips) during the Weekday Peak Midday Hour, and a total of 300 trips (47 entering trips and 253 exiting trips) during the Weekday Peak PM Hour.

As contained in the DEIS (and analyzed in the TIS), the Build Conditions with the previously proposed Project would generate a total of 253 trips (153 entering trips and 100 exiting trips) during the Weekday Peak AM Hour, a total of 136 trips (68 entering trips and 68 exiting trips) during the Weekday Peak Midday Hour, and a total of 285 trips (117 entering trips and 168 exiting trips) during the Weekday Peak PM Hour.

The proposed FEIS development plan would generate *significantly less traffic*; a total of 82 trips (20 entering trips and 62 exiting trips) during the Weekday Peak AM Hour, a total of 46 trips (23 entering trips and 23 exiting trips) during the Weekday Peak Midday Hour, and a total of 99 trips (62 entering trips and 37 exiting trips) during the Weekday Peak PM Hour. It should be noted that no credit (reduction in trips) has been taken to account for the age-restriction development proposed. Table No. 1 summarizes the Hourly Trip generation Rates and anticipated Site Generated Traffic Volumes for the reduced FEIS development plan.

Following the same methodology used in the DEIS Traffic Impact Study, the Year 2024 Build Traffic Volumes were developed for the reduced FEIS development plan. A copy of the Year 2019 Existing, Year 2024 No-Build, Arrival/Departure Distributions, Site Generated and Year 2024 Build traffic Volumes are contained in FEIS Traffic Attachment A. The Synchro analysis have also been updated for the reduces development plan as well as to address the DEIS comments. A copy of the resulting Levels of Service, delays and volume-to-capacity (v/c ratios) are summarized in Table No. 2.

TABLE NO. 1
HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

AIRPORT CAMPUS (113 KING STREET) FEIS DEVELOPMENT PLAN	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
APARTMENTS (1) (50 UNITS)						
WEEKDAY PEAK AM HOUR	0.11	6	0.35	18	0.46	24
WEEKDAY PEAK MIDDAY HOUR *	0.13	7	0.13	7	0.26	14
WEEKDAY PEAK PM HOUR	0.35	18	0.21	11	0.56	29
TOWNHOUSES (1) (125 UNITS)						
WEEKDAY PEAK AM HOUR	0.11	14	0.35	44	0.46	58
WEEKDAY PEAK MIDDAY HOUR *	0.13	16	0.13	16	0.26	32
WEEKDAY PEAK PM HOUR	0.35	44	0.21	26	0.56	70
TOTAL "NEW" TRIPS						
WEEKDAY PEAK AM HOUR	-----	20	-----	62	-----	82
WEEKDAY PEAK MIDDAY HOUR *	-----	23	-----	23	-----	46
WEEKDAY PEAK PM HOUR	-----	62	-----	37	-----	99

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)
TRIP GENERATION HANDBOOK - 10TH EDITION, 2017
(1) ITE LAND USE 220 - MULIFAMILY HOUSING

* 50% OF AVERAGE OF WEEKDAY PEAK AM HOUR AND WEEKDAY PEAK PM HOUR WITH A 50/50 ENTRY/EXIT SPLIT

TABLE NO. 2
FEIS LEVEL OF SERVICE SUMMARY TABLE

[illegible]

TABLE NO. 2

FEIS LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
		WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
		LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
5	NYS ROUTE 120 & AMERICAN LANE (N) UN SIGNALIZED																											
	NYS ROUTE 120 SB L-T	A	8.5	0.141	A	7.7	0.025	A	10.0	0.012	A	9.0	0.163	A	7.9	0.029	B	11.1	0.015	A	8.9	0.163	A	7.8	0.028	B	10.4	0.013
	AMERICA LANE (N) WB L	C	23.6	0.052	B	11.2	0.018	C	20.7	0.029	D	34.7	0.088	B	12.5	0.024	D	29.6	0.045	D	29.8	0.075	B	11.9	0.022	D	25.5	0.037
	AMERICA LANE (N) WB R	B	10.5	0.016	A	9.5	0.061	C	20.6	0.390	B	11.4	0.020	A	9.9	0.071	D	31.5	0.540	B	11.4	0.020	A	9.7	0.068	C	24.3	0.457
6	NYS ROUTE 120 & COONEY HILL ROAD UN SIGNALIZED																											
	NYS ROUTE 120 NB L-T	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	8.7	0.001	A	7.7	0.001	A	8.4	0.005
	COONEY HILL ROAD EB L-R	C	18.8	0.008	B	11.4	0.004	D	30.4	0.008	D	27.0	0.013	B	13.0	0.005	F	50.7	0.015	D	26.0	0.074	B	7.7	0.016	D	32.0	0.067
7	NYS ROUTE 120 & 113 KING STREET DRIVEWAY / AMERICAN LANE (S) SIGNALIZED																											
	NYS ROUTE 120 NWB L	A	4.5	0.00	A	0.0	0.00	A	0.0	0.00	A	6.9	0.34	A	4.5	0.05	A	4.6	0.05	A	4.5	0.03	A	4.4	0.01	A	4.7	0.08
	NYS ROUTE 120 NWB T	A	6.4	0.32	A	5.2	0.16	B	13.0	0.73	A	7.2	0.41	A	5.3	0.18	B	15.6	0.79	A	7.2	0.41	A	5.3	0.18	B	15.8	0.80
	NYS ROUTE 120 NWB R	A	1.1	0.15	A	1.7	0.02	A	1.6	0.02	A	1.1	0.16	A	1.7	0.02	A	1.7	0.02	A	1.1	0.16	A	1.7	0.02	A	1.7	0.02
	NYS ROUTE 120 NWB APPROACH	A	4.8	---	A	4.9	---	B	12.8	---	A	5.8	---	A	4.9	---	B	15.0	---	A	5.6	---	A	5.0	---	B	15.0	---
	113 KING STREET DRIVEWAY SEB L-T-R	B	10.1	0.48	A	5.3	0.17	A	6.1	0.30	C	23.7	0.80	A	9.8	0.27	B	11.1	0.45	B	10.9	0.53	A	7.3	0.21	B	12.7	0.46
	NEB APPROACH	B	10.1	---	A	5.3	---	A	6.1	---	C	23.7	---	A	9.8	---	B	11.1	---	B	10.9	---	A	7.3	---	B	12.7	---
	NEB L-T	C	29.0	0.00	A	0.0	0.00	A	0.0	0.00	C	30.7	0.10	C	32.5	0.21	E	61.1	0.77	C	30.1	0.06	C	29.8	0.04	C	29.9	0.04
	NEB R	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.3	0.06	A	0.4	0.08	A	8.6	0.38	A	0.6	0.11	A	0.1	0.02	A	0.3	0.07
	AMERICAN LANE (S) NEB APPROACH	B	14.5	---	A	0.0	---	A	0.0	---	B	15.5	---	B	19.8	---	C	34.9	---	A	7.8	---	B	15.7	---	A	7.1	---
	SWB L-T	C	31.2	0.12	C	30.4	0.08	D	42.6	0.57	C	31.4	0.13	C	30.6	0.09	E	62.3	0.77	C	31.4	0.13	C	30.5	0.09	D	44.5	0.61
	SWB APPROACH	C	31.2	---	C	30.4	---	D	42.6	---	C	31.4	---	B	30.6	---	E	62.3	---	C	31.4	---	C	30.5	---	D	44.5	---
	OVERALL	A	8.1	---	A	6.1	---	B	13.9	---	B	15.0	---	A	9.6	---	C	20.5	---	A	8.6	---	A	7.3	---	B	16.6	---
8	NYS ROUTE 120 & GATEWAY LANE SIGNALIZED																											
	NYS ROUTE 120 NB T-R	A	2.5	0.32	A	2.1	0.14	A	5.3	0.54	A	3.2	0.49	A	2.2	0.17	A	7.6	0.65	A	2.9	0.40	A	2.1	0.16	A	8.6	0.67
	NYS ROUTE 120 NB APPROACH	A	2.5	---	A	2.1	---	A	5.3	---	A	3.2	---	A	2.2	---	A	7.6	---	A	0.2	---	A	2.1	---	A	8.6	---
	NYS ROUTE 120 SB L-T	A	9.5	0.61	A	3.7	0.19	C	25.3	0.80	B	19.3	0.81	A	4.1	0.24	F	246.4	1.48	B	15.2	0.75	A	4.0	0.22	F	200.0	1.37
	NYS ROUTE 120 SB APPROACH	A	9.5	---	A	3.7	---	C	25.3	---	B	19.3	---	A	4.1	---	F	246.4	---	B	5.2	---	A	4.0	---	F	200.0	---
	GATEWAY LANE WB L-R	B	18.4	0.67	C	24.1	0.49	C	25.0	0.80	B	17.9	0.71	C	23.0	0.53	C	28.1	0.81	B	18.2	0.69	C	23.4	0.51	C	28.5	0.81
	GATEWAY LANE WB APPROACH	B	18.4	---	C	24.1	---	C	25.0	---	B	17.9	---	C	23.0	---	C	28.1	---	B	18.2	---	C	23.4	---	C	28.5	---
	OVERALL	A	9.1	---	A	7.5	---	B	17.0	---	B	12.9	---	A	7.2	---	F	106.8	---	B	11.6	---	A	7.4	---	F	81.0	---
	W/ SIGNAL TIMING CHANGES & OPTIMIZED OFF-SETS																											
	NYS ROUTE 120 NB T-R	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NYS ROUTE 120 NB APPROACH	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NYS ROUTE 120 SB L-T	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NYS ROUTE 120 SB APPROACH	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	GATEWAY LANE WB L-R	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	GATEWAY LANE WB APPROACH	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	OVERALL	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---	D	41.1	---	--	---	---	--	---	---	C	27.6	---
	W/ SIGNAL TIMING CHANGES & OPTIMIZED OFF-SETS																											
	NYS ROUTE 120 NB T	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NYS ROUTE 120 NB APPROACH	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NYS ROUTE 120 SB T	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NYS ROUTE 120 SB APPROACH	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NEW KING STREET WB L	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NEW KING STREET WB R	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NEW KING STREET WB APPROACH	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	OVERALL	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---	C	22.0	---	--	---	---	--	---	---	C	22.5	---
	W/ SIGNAL TIMING CHANGES & OPTIMIZED OFF-SETS																											
	NYS ROUTE 120 NB T	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NYS ROUTE 120 NB APPROACH	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NYS ROUTE 120 SB T	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NYS ROUTE 120 SB APPROACH	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NEW KING STREET WB L	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NEW KING STREET WB R	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	NEW KING STREET WB APPROACH	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---												
	OVERALL	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---	C	22.0	---	--	---	---	--	---	---	C	22.5	---

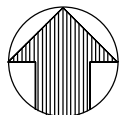
TABLE NO. 2

FEIS LEVEL OF SERVICE SUMMARY TABLE

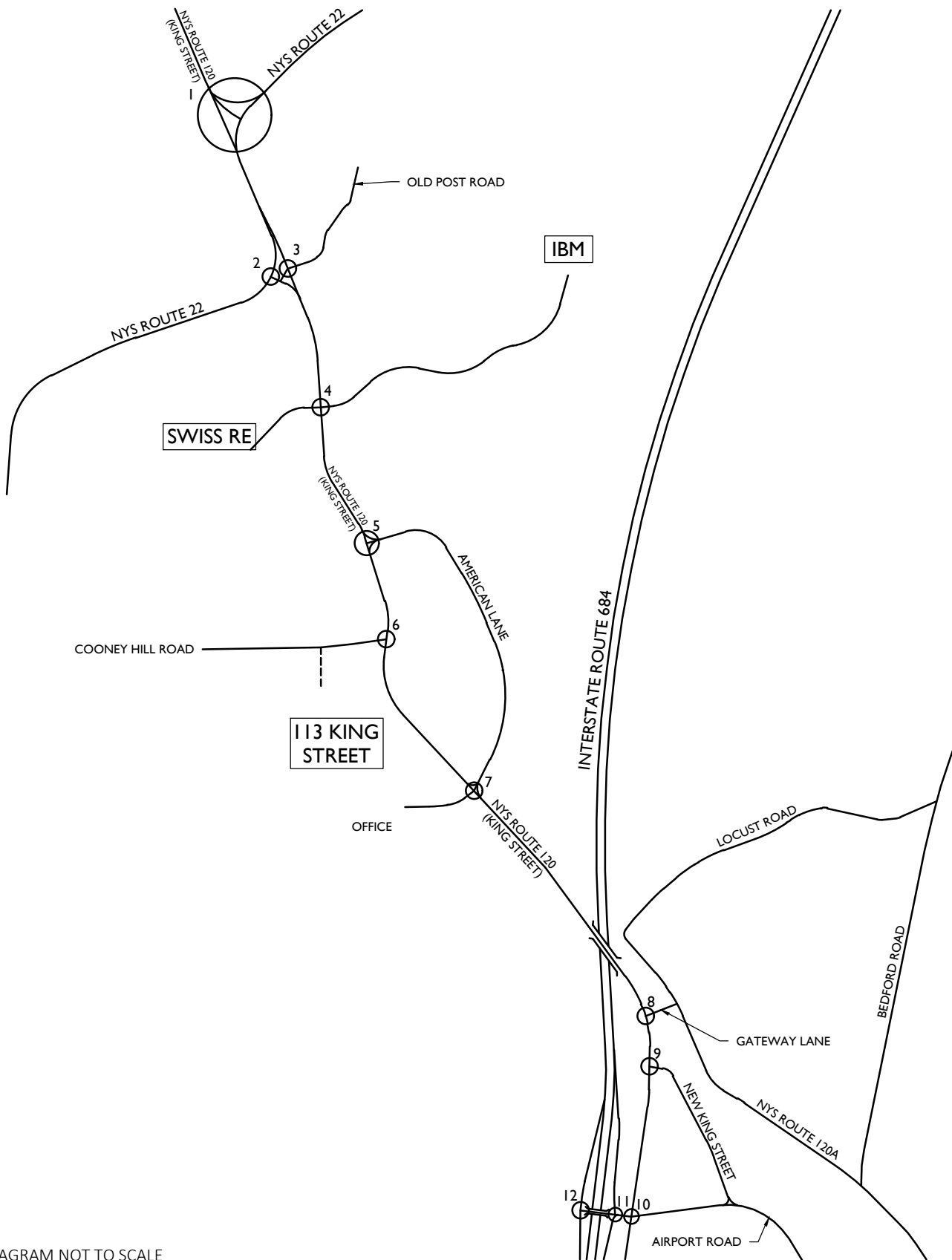
	LOCATION	YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
		WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
		LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
10	NYS ROUTE 120 & AIRPORT ROAD																											
	SIGNALIZED																											
	NYS ROUTE 120 NB L	B	16.5	0.19	B	12.5	0.15	C	20.9	0.55	B	16.6	0.20	B	13.5	0.16	C	28.8	0.67	B	16.6	0.20	B	13.3	0.16	C	26.7	0.64
	NYS ROUTE 120 NB T-T-R	B	15.0	0.13	B	11.3	0.07	C	20.3	0.11	B	17.3	0.19	B	12.4	0.08	C	23.6	0.13	B	16.2	0.17	B	12.1	0.08	C	23.1	0.14
	NYS ROUTE 120 NB APPROACH	B	15.6	----	B	11.9	----	C	20.7	----	B	17.1	----	B	12.9	----	C	26.9	----	B	16.3	----	B	12.6	----	C	25.4	----
	NYS ROUTE 120 SB L	B	16.1	0.11	B	12.8	0.07	B	17.5	0.09	B	16.2	0.12	B	13.8	0.08	C	20.6	0.10	B	16.2	0.12	B	13.6	0.07	C	20.1	0.10
	NYS ROUTE 120 SB T	C	29.2	0.29	C	23.7	0.17	D	38.7	0.58	C	29.8	0.33	C	25.5	0.21	D	50.2	0.75	C	30.0	0.34	C	25.1	0.19	D	46.2	0.69
	NYS ROUTE 120 SB R	A	1.0	0.31	A	1.0	0.27	A	5.8	0.50	A	1.0	0.34	A	1.0	0.30	A	8.6	0.64	A	1.1	0.35	A	1.0	0.29	A	7.4	0.59
	AIRPORT ROAD SB APPROACH	A	8.8	----	A	6.3	----	B	15.7	----	A	9.0	----	A	6.9	----	C	20.6	----	A	9.1	----	A	6.7	----	B	18.8	----
	AIRPORT ROAD EB L	B	19.5	0.35	B	17.0	0.16	C	23.3	0.51	C	23.0	0.53	B	17.2	0.20	C	22.9	0.54	C	21.1	0.44	B	17.1	0.19	C	23.7	0.56
	AIRPORT ROAD EB L-T-R	E	66.0	1.02	C	26.0	0.69	C	26.2	0.68	F	89.0	1.10	C	26.0	0.70	C	24.7	0.66	F	84.3	1.08	C	26.1	0.70	C	25.4	0.67
	AIRPORT ROAD EB APPROACH	D	54.6	----	C	24.4	----	C	25.0	----	E	68.1	----	C	24.1	----	C	23.9	----	E	66.6	----	C	24.3	----	C	24.6	----
	OVERALL	C	34.6	----	B	14.9	----	C	20.2	----	D	42.8	----	B	15.1	----	C	23.0	----	D	41.0	----	B	15.1	----	C	22.3	----
	W/ SIGNAL TIMING CHANGES																											
	NYS ROUTE 120 NB L	--	----	----	--	----	----	--	----	----	B	18.8	0.21	--	----	----	--	----	----	B	18.8	0.21	--	----	----	--	----	----
	NYS ROUTE 120 NB T-T-R	--	----	----	--	----	----	--	----	----	B	19.0	0.20	--	----	----	--	----	----	B	17.7	0.18	--	----	----	--	----	----
	NYS ROUTE 120 NB APPROACH	--	----	----	--	----	----	--	----	----	B	19.0	----	--	----	----	--	----	----	B	18.1	----	--	----	----	--	----	----
	NYS ROUTE 120 SB L	--	----	----	--	----	----	--	----	----	B	18.3	0.13	--	----	----	--	----	----	B	18.3	0.13	--	----	----	--	----	----
	NYS ROUTE 120 SB T	--	----	----	--	----	----	--	----	----	C	32.8	0.34	--	----	----	--	----	----	C	33.0	0.36	--	----	----	--	----	----
	NYS ROUTE 120 SB R	--	----	----	--	----	----	--	----	----	A	1.0	0.34	--	----	----	--	----	----	A	1.0	0.35	--	----	----	--	----	----
	AIRPORT ROAD SB APPROACH	--	----	----	--	----	----	--	----	----	A	9.9	----	--	----	----	--	----	----	A	10.0	----	--	----	----	--	----	----
	AIRPORT ROAD EB L	--	----	----	--	----	----	--	----	----	C	21.6	0.50	--	----	----	--	----	----	B	20.0	0.41	--	----	----	--	----	----
	AIRPORT ROAD EB L-T-R	--	----	----	--	----	----	--	----	----	E	67.7	1.03	--	----	----	--	----	----	E	64.1	1.02	--	----	----	--	----	----
	AIRPORT ROAD EB APPROACH	--	----	----	--	----	----	--	----	----	D	53.1	----	--	----	----	--	----	----	D	51.8	----	--	----	----	--	----	----
	OVERALL	--	----	----	--	----	----	--	----	----	D	35.0	----	--	----	----	--	----	----	C	33.5	----	--	----	----	--	----	----
11	AIRPORT ROAD & I-684 NB ON/OFF RAMP																											
	UNSIGNALIZED																											
	I-684 NB ON-RAMP EB L-T	A	8.4	0.001	A	8.2	0.006	A	9.6	0.004	A	8.6	0.001	A	8.3	0.006	B	10.4	0.005	A	8.6	0.001	A	8.3	0.006	B	10.1	0.005
12	AIRPORT ROAD & I-684 SB ON/OFF RAMP																											
	UNSIGNALIZED																											
	I-684 SB ON-RAMP WB L	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000
	I-684 SB OFF-RAMP SB L	F	439.9	1.897	C	15.0	0.335	C	22.0	0.562	F	608.2	2.269	C	17.1	0.392	F	64.6	0.893	F	650.8	2.362	C	16.5	0.378	E	37.4	0.741

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FEIS LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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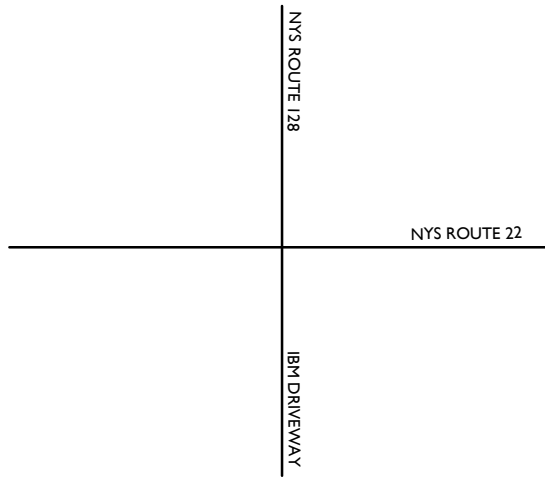
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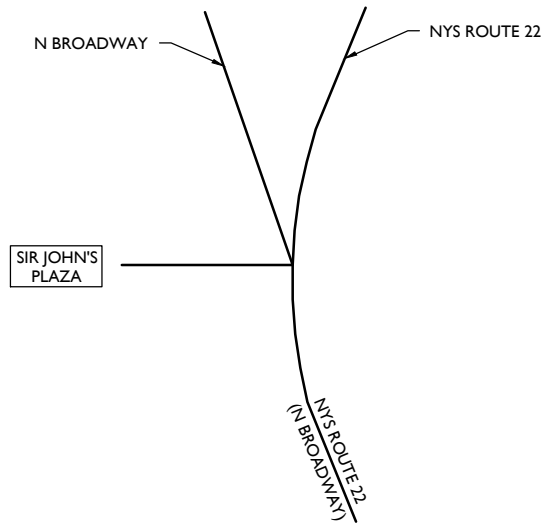
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SHEET TITLE:
SITE LOCATION MAP
STUDY AREA INTERSECTIONS

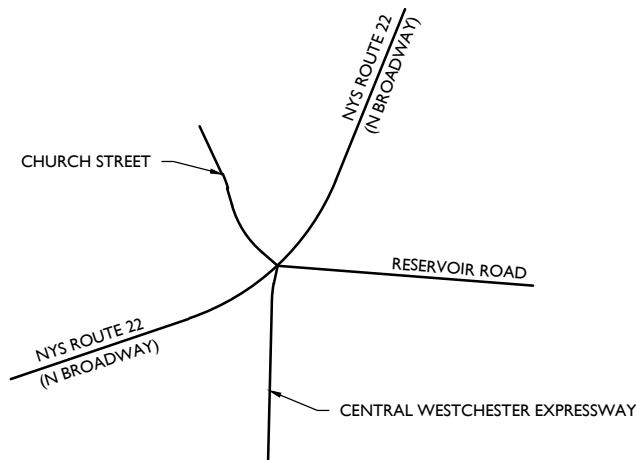
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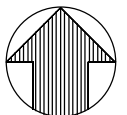
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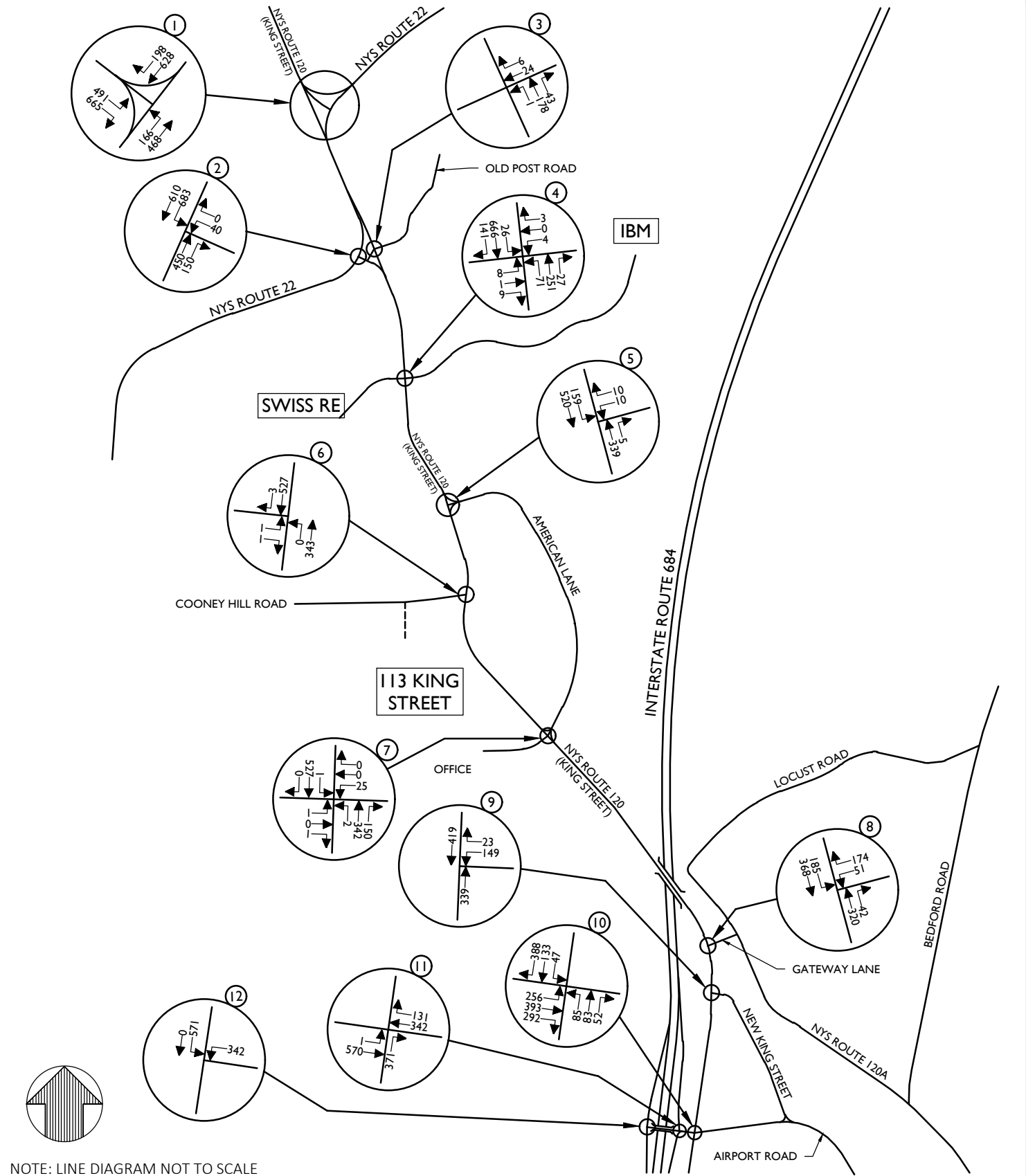
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PROJECT NUMBER: 18002018A		DRAWING NAME: 220822_FIGURES EX-NB	

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STUDY AREA INTERSECTIONS

SHEET NUMBER:
FIGURE NO. 1-A



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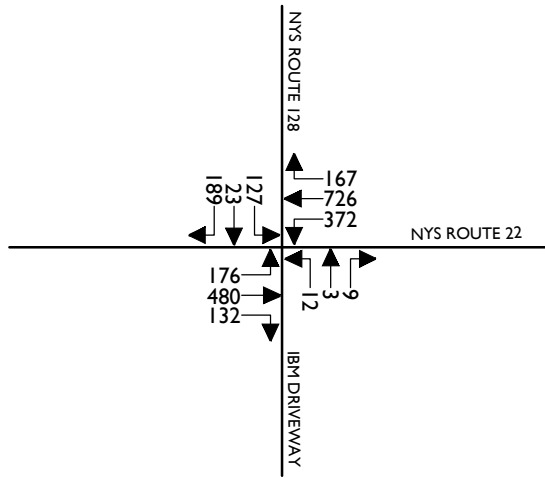
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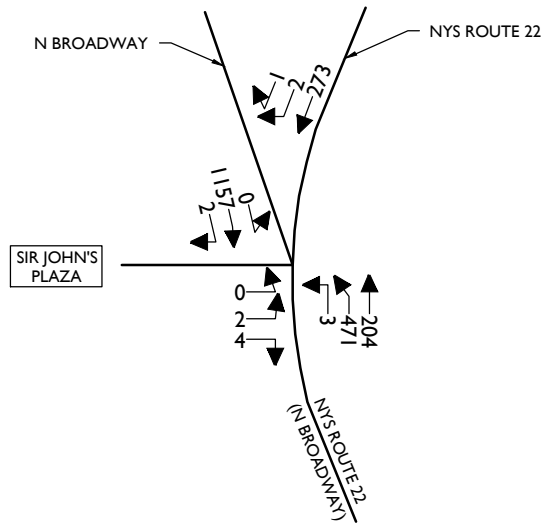
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18002018A	220822_FIGURES EX-NB		

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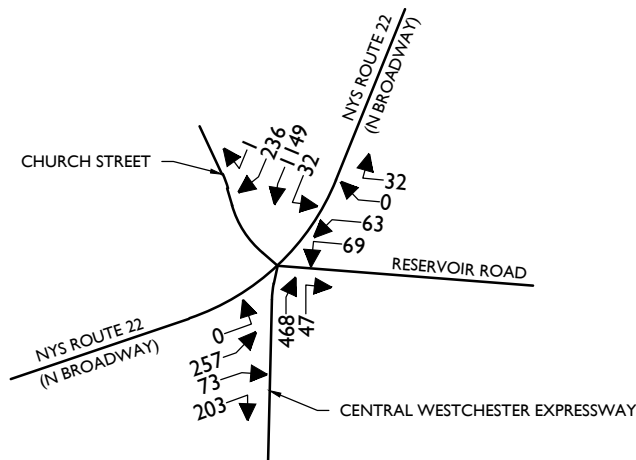
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FIGURE NO. 2



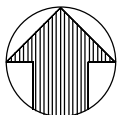
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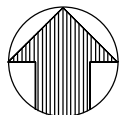
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SHEET TITLE:

2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:

FIGURE NO. 2-A



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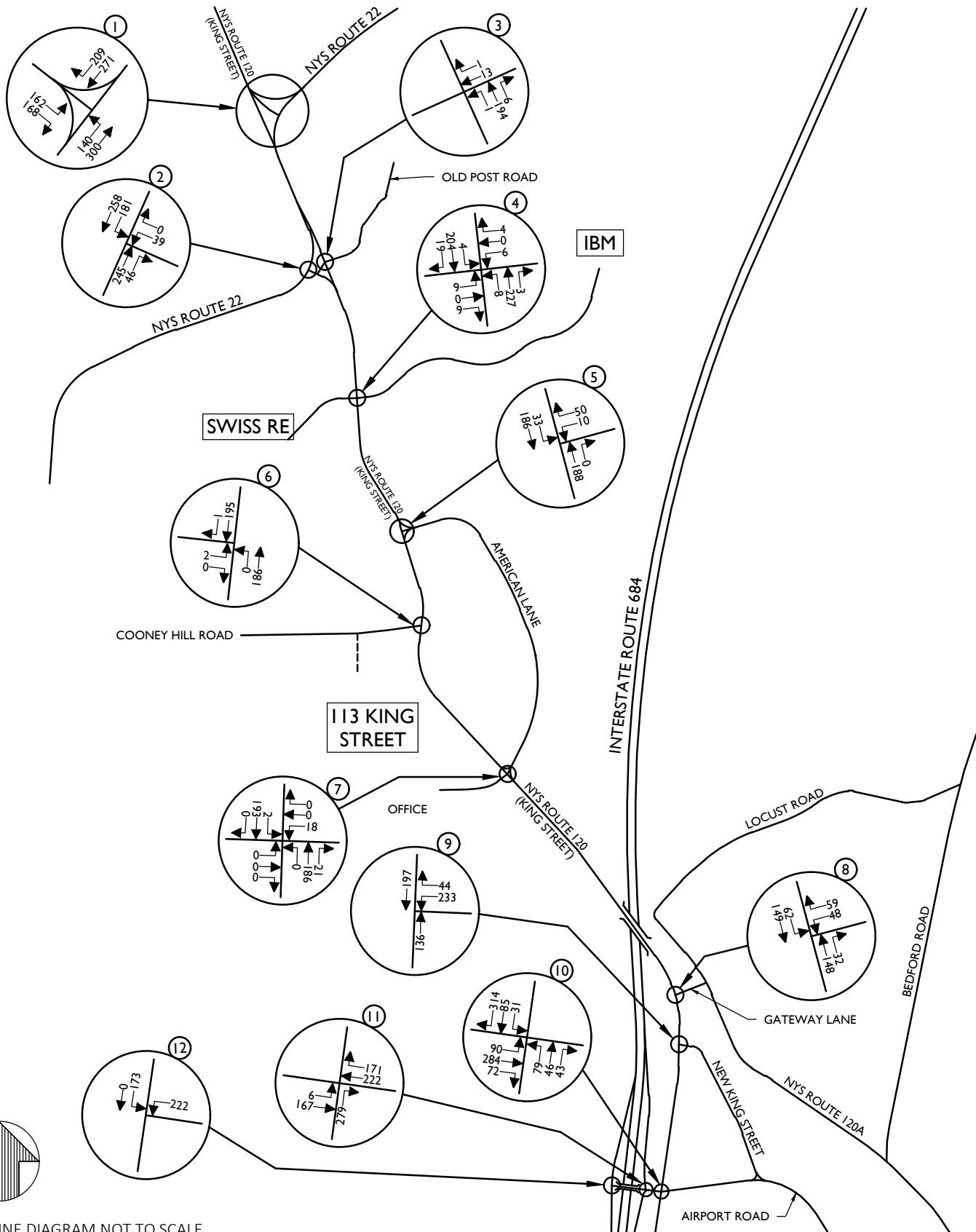
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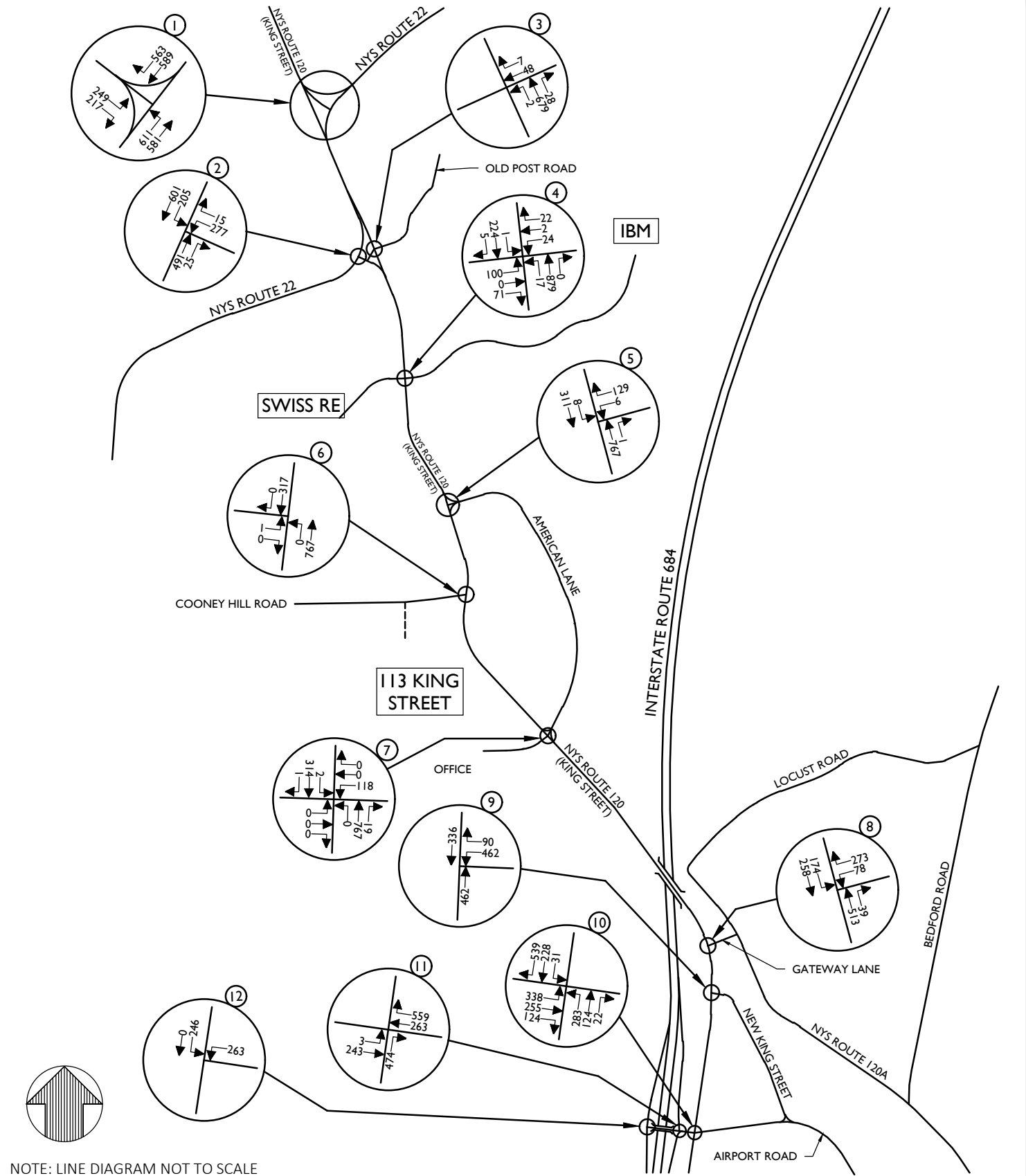
SHEET TITLE:

**2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR**

SHEET NUMBER:

FIGURE NO. 3





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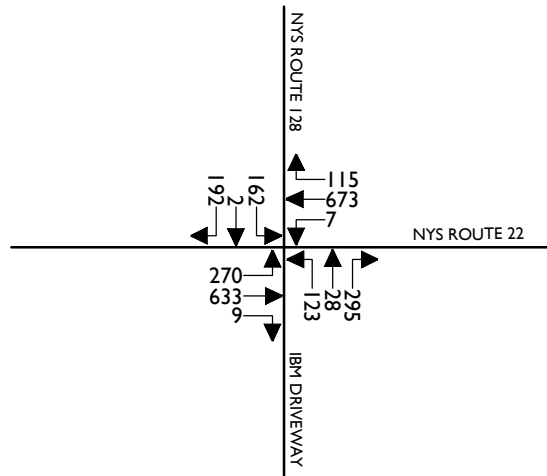
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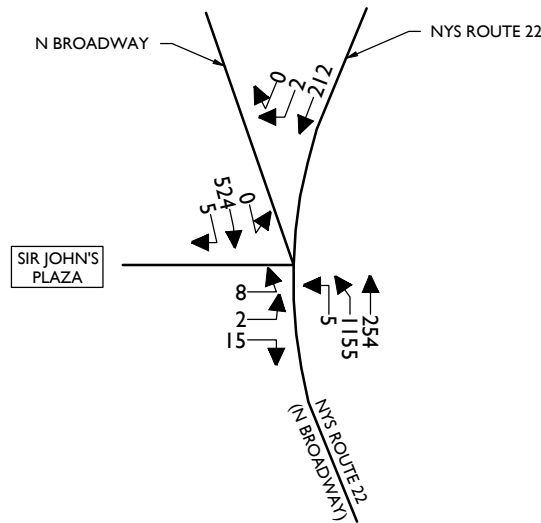
SHEET TITLE: 2019 EXISTING TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER: FIGURE NO. 4

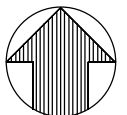
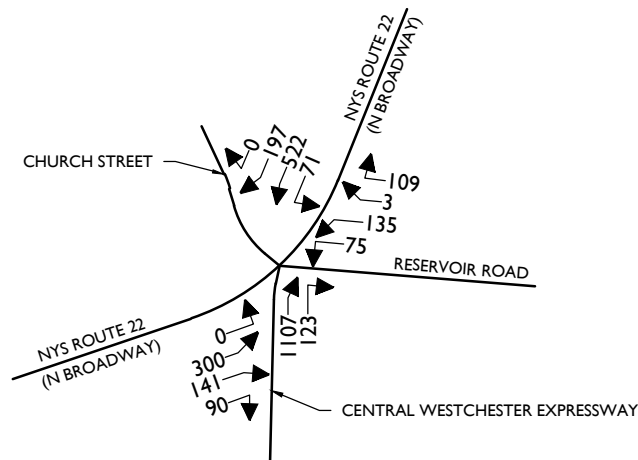
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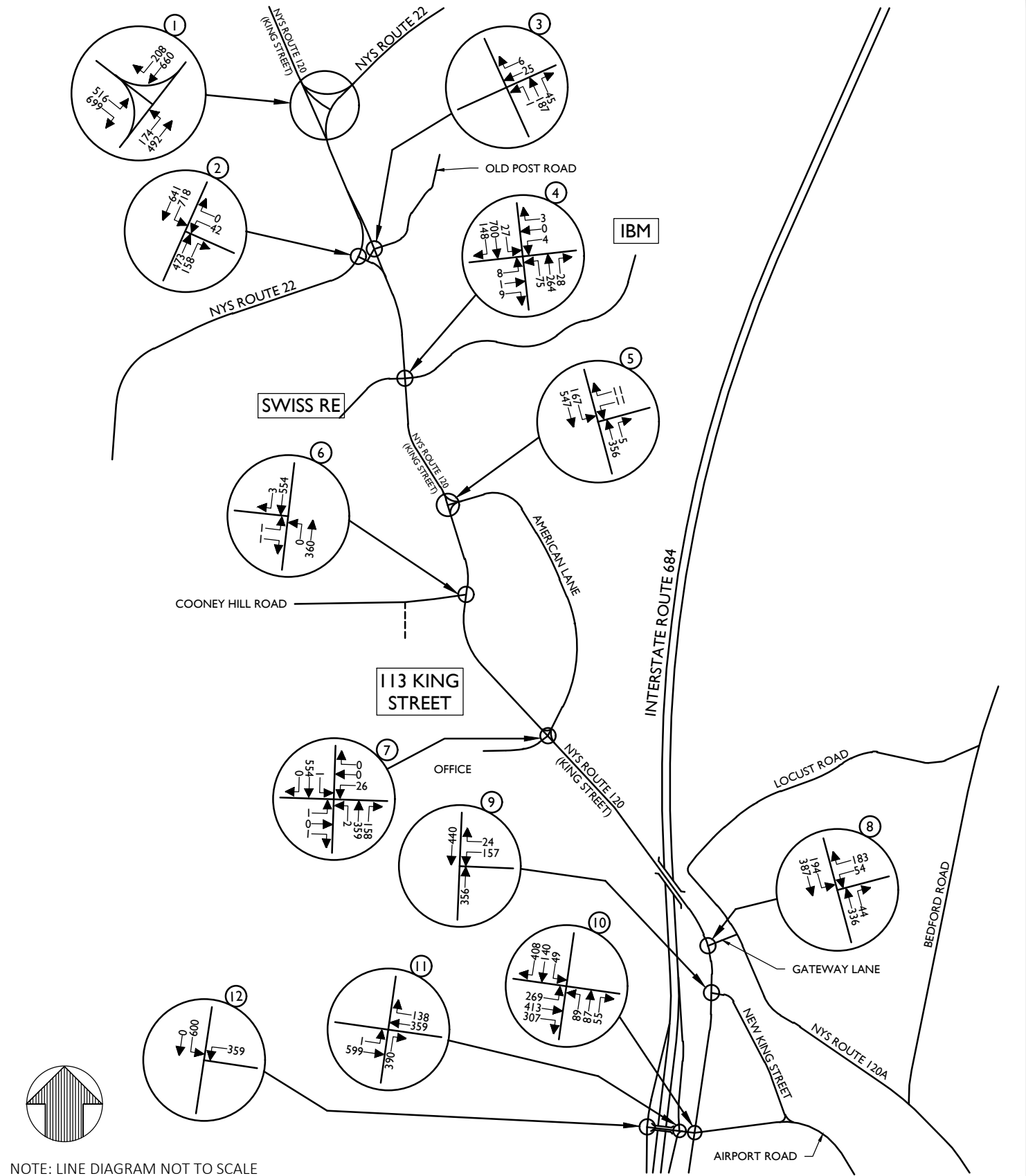
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SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 4-A



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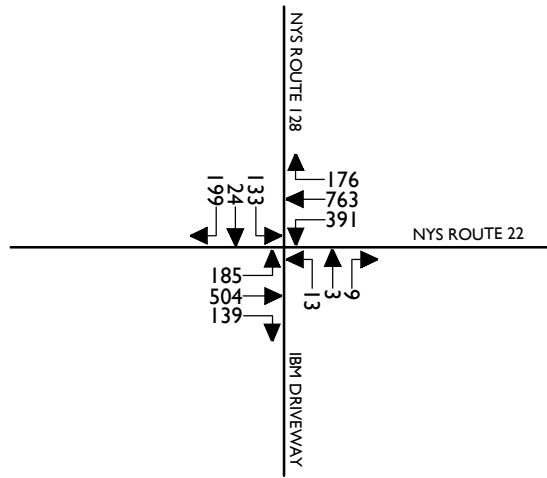
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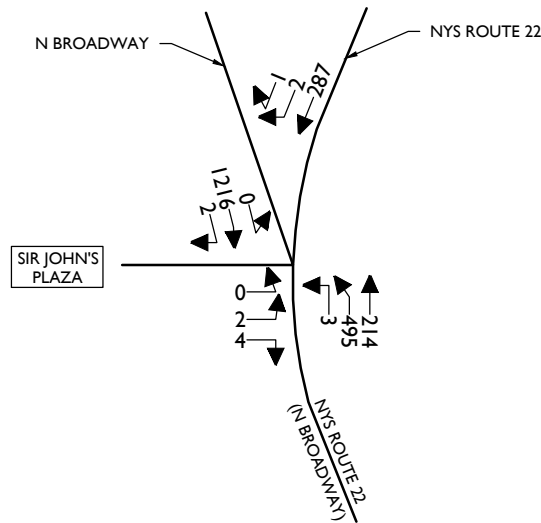
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SHEET TITLE:
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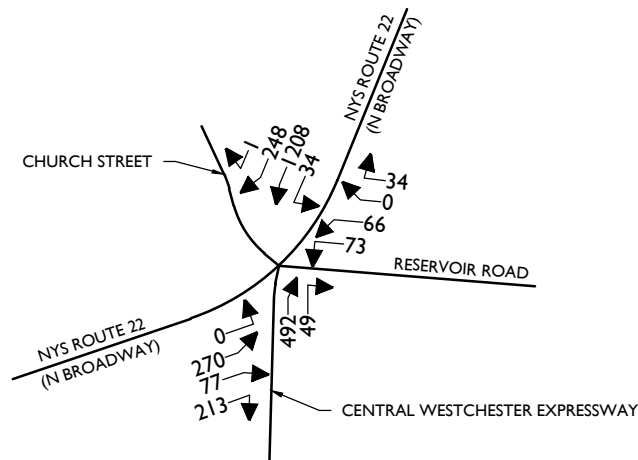
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FIGURE NO. 5



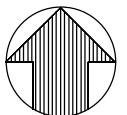
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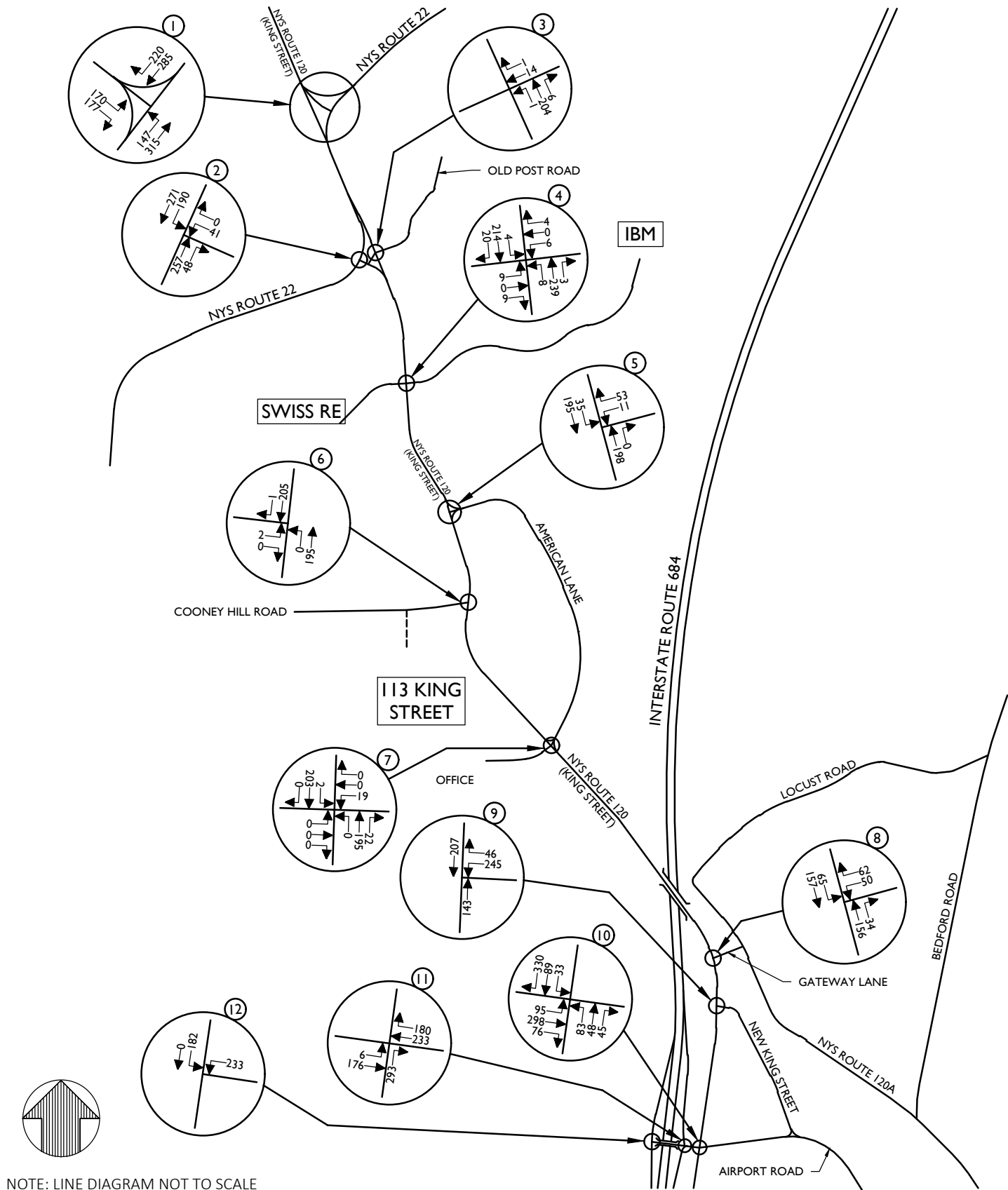
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FIGURE NO. 5-A



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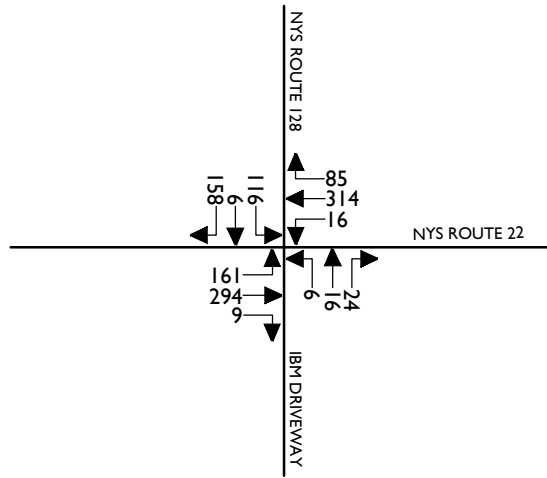
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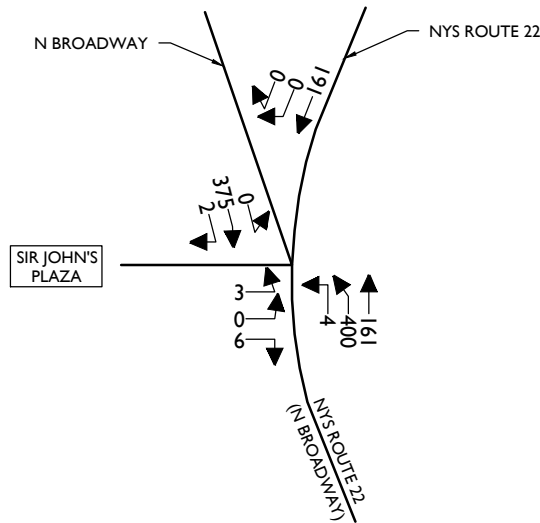
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WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:

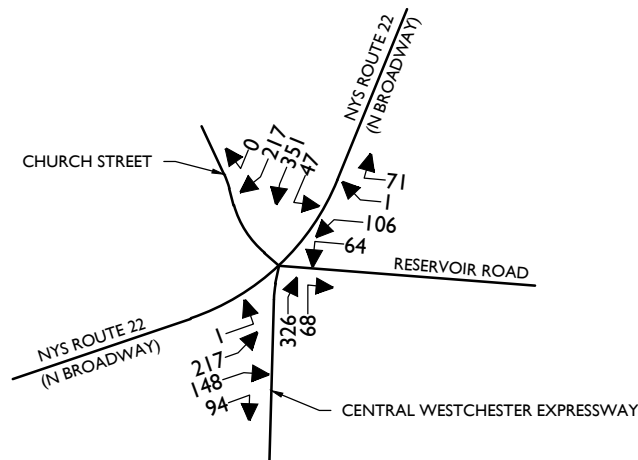
FIGURE NO. 6



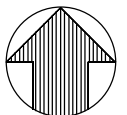
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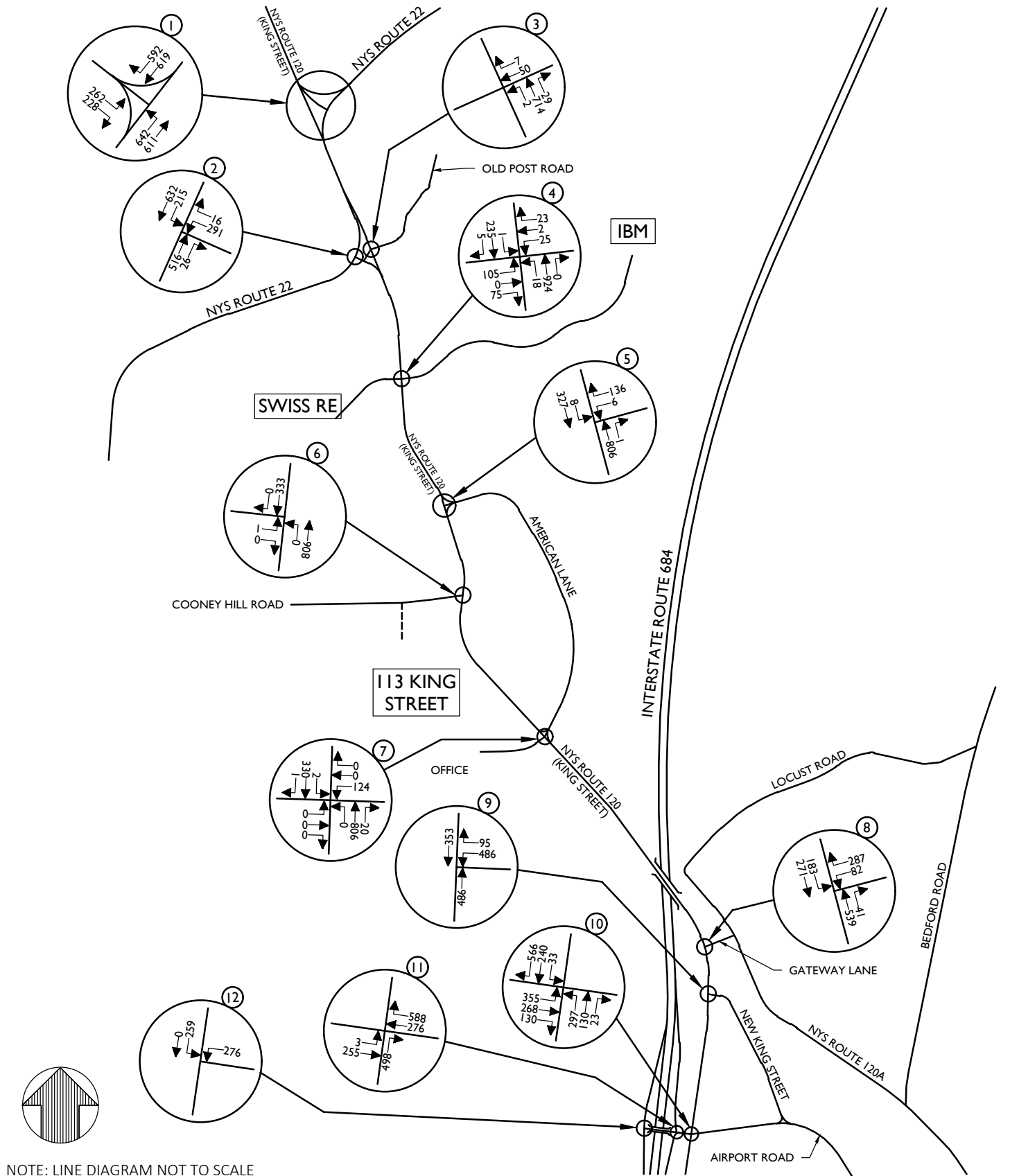
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FIGURE NO. 6-A



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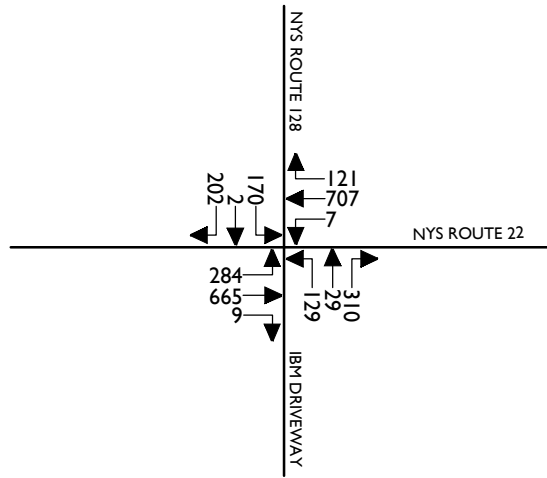
PROJECT NUMBER:	DRAWING NAME:
18002018A	220822_FIGURES EX-NB

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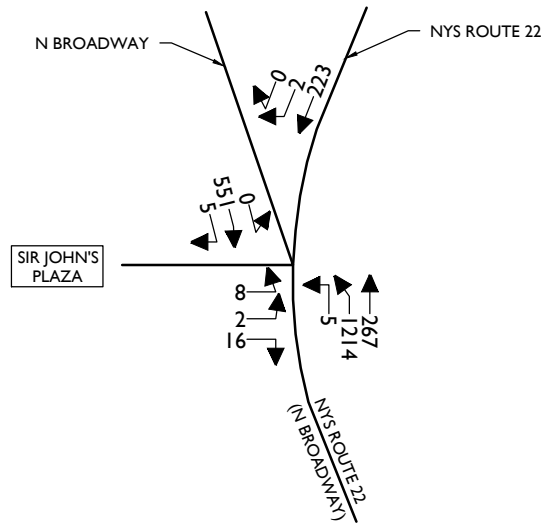
**2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR**

SHEET NUMBER:

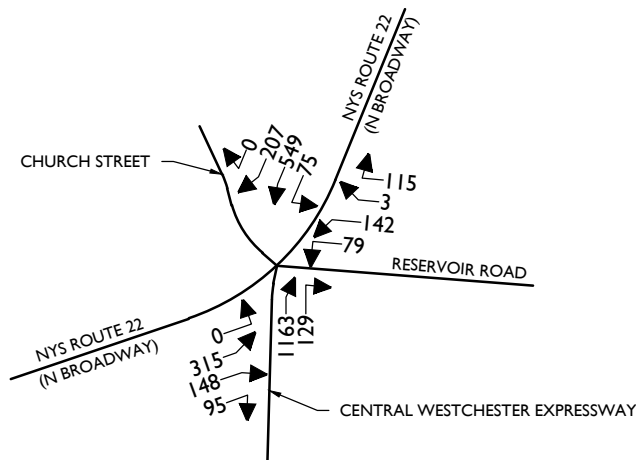
FIGURE NO. 7



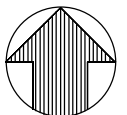
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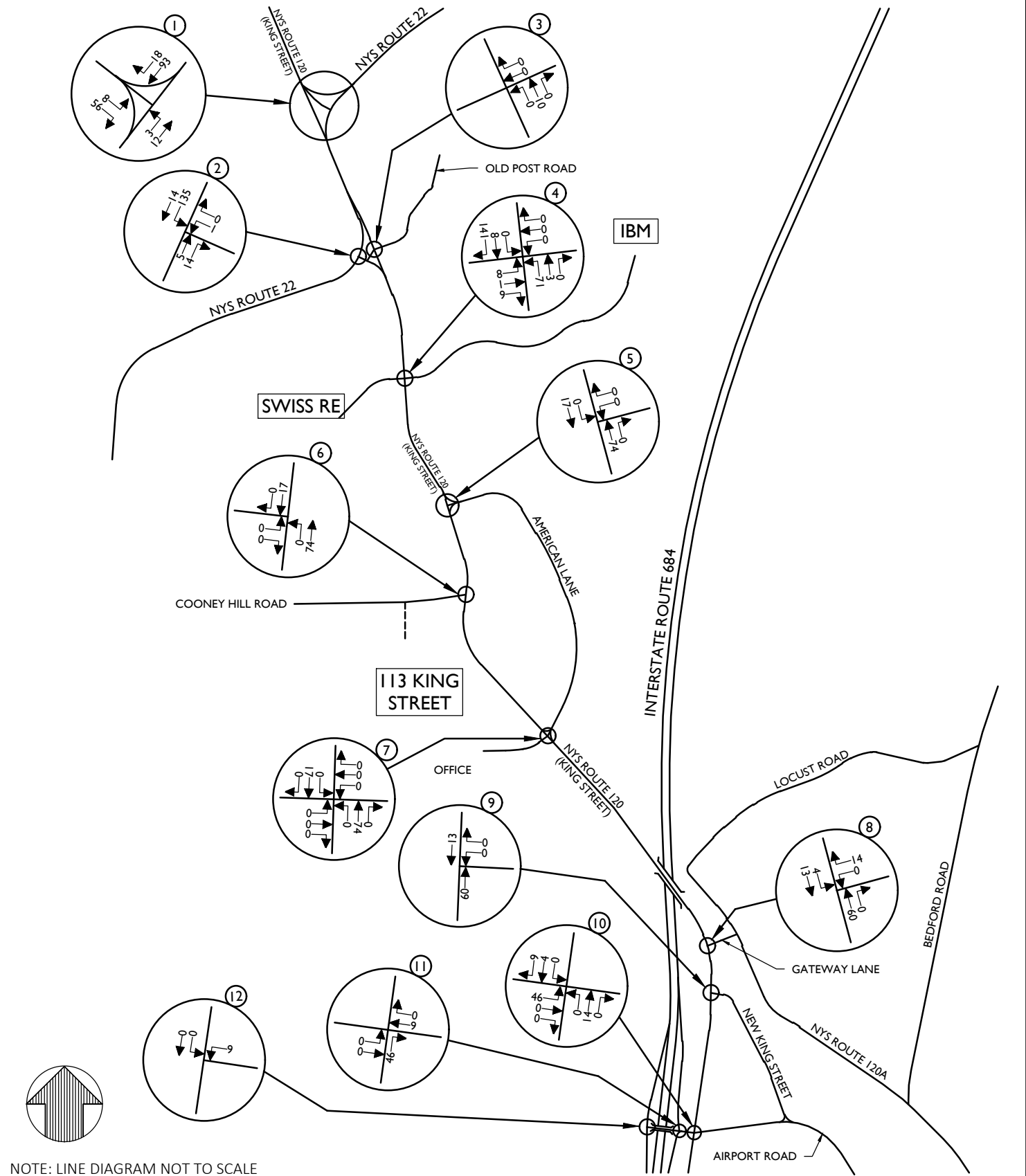
PROJECT NUMBER: 18002018A DRAWING NAME: 220822_FIGURES EX-NB

SHEET TITLE:

2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

FIGURE NO. 7-A



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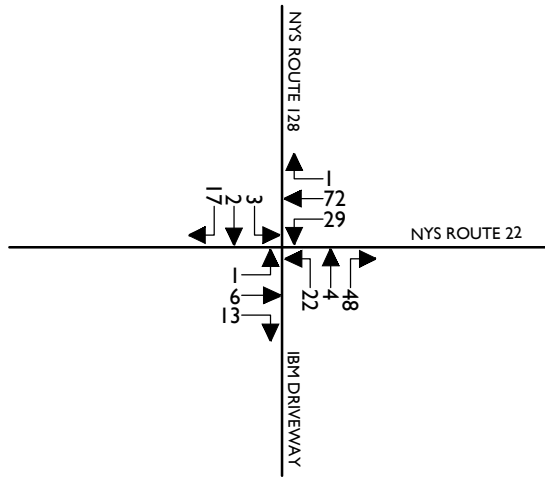
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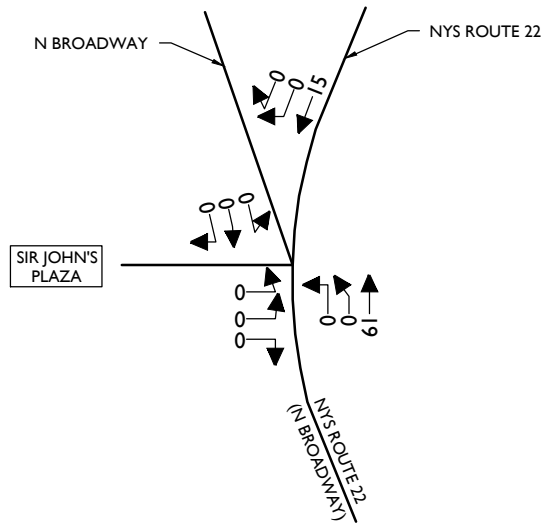
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**OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR**

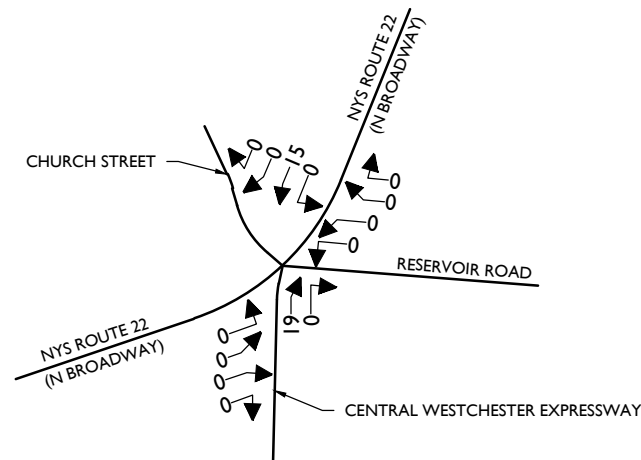
SHEET NUMBER:
FIGURE NO. 8



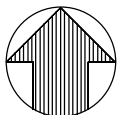
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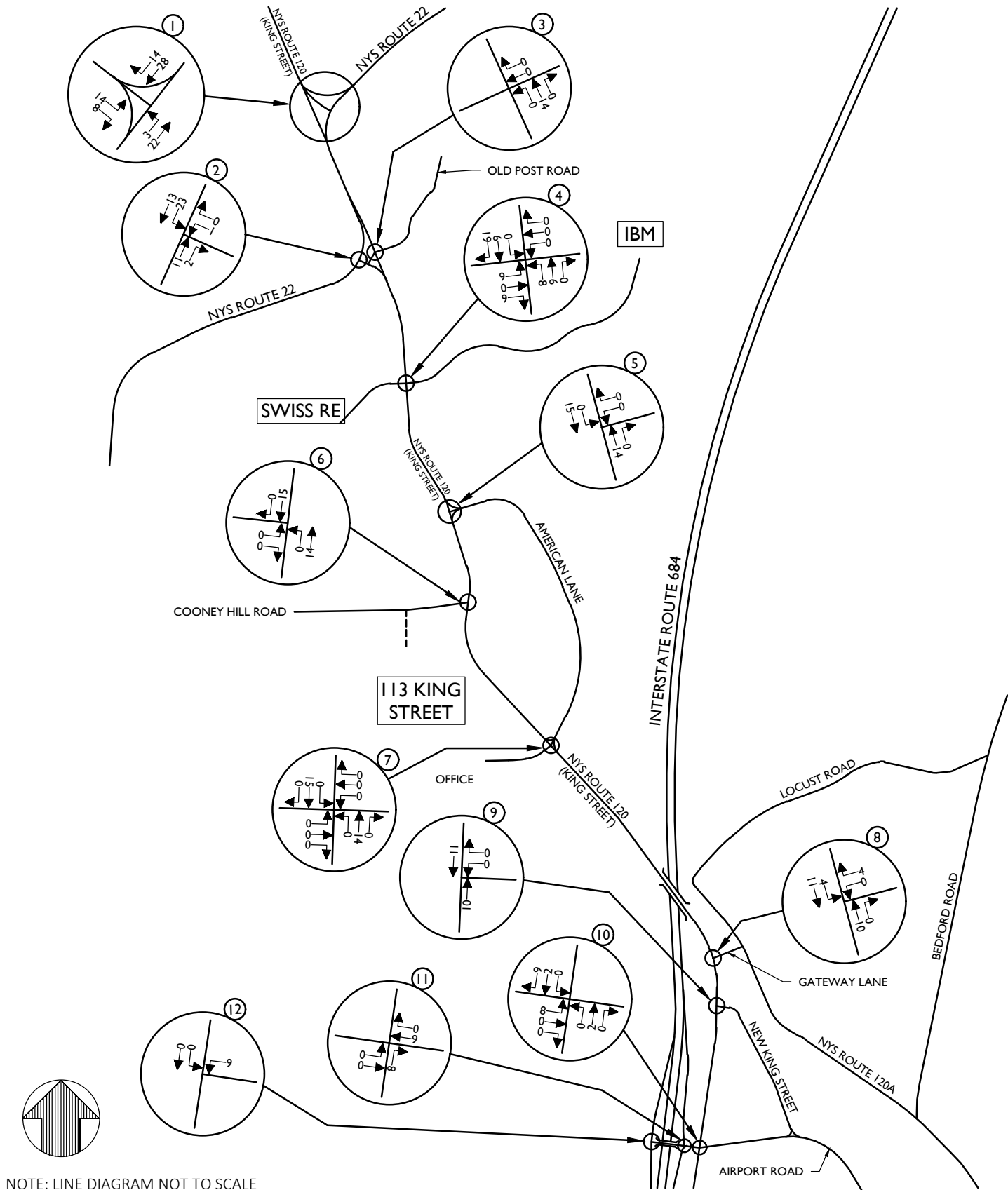
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FIGURE NO. 8-A



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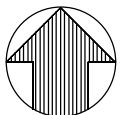
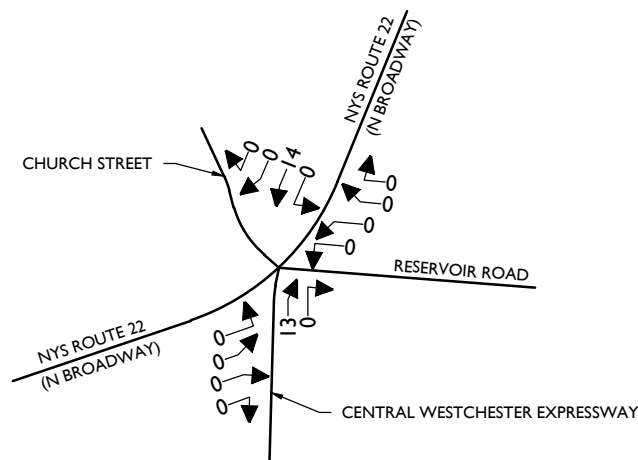
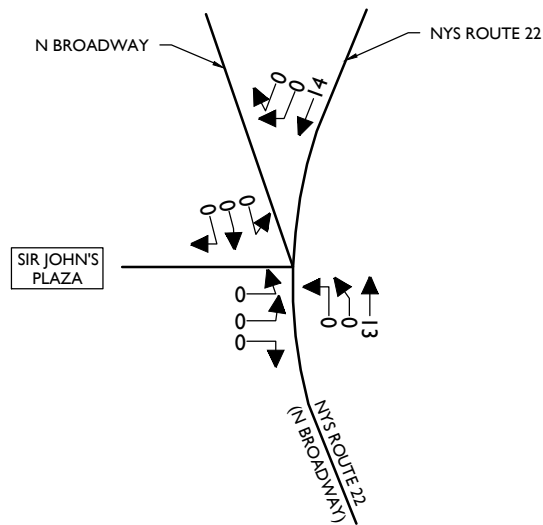
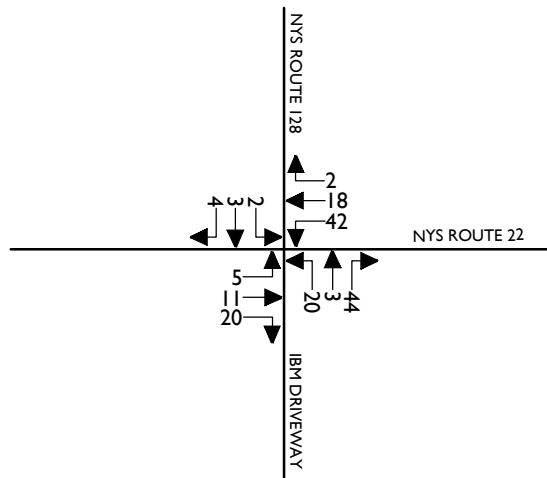
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**OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR**

FIGURE NO. 9



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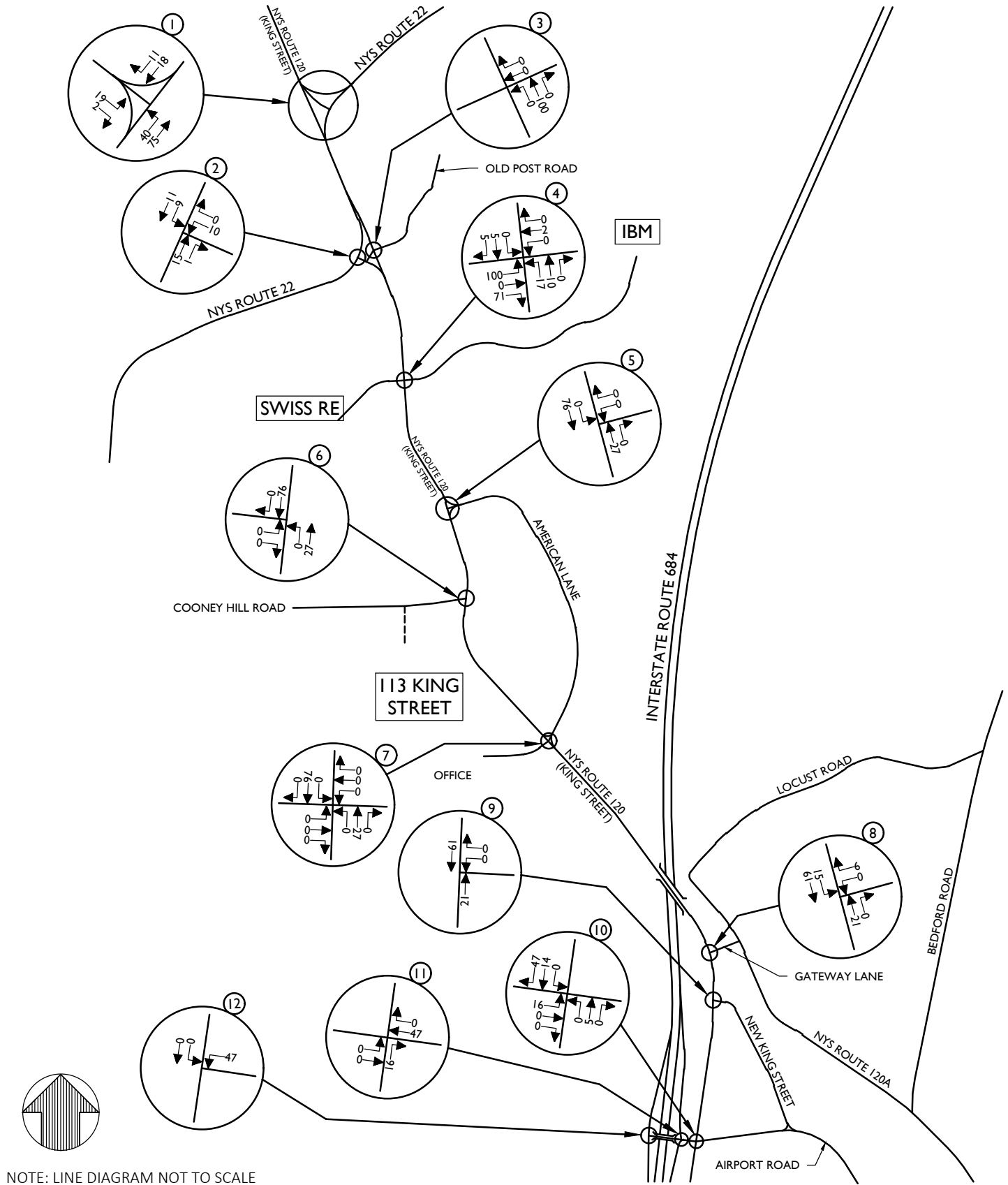
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PROJECT NUMBER:	DRAWING NAME:
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WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:

FIGURE NO. 9-A



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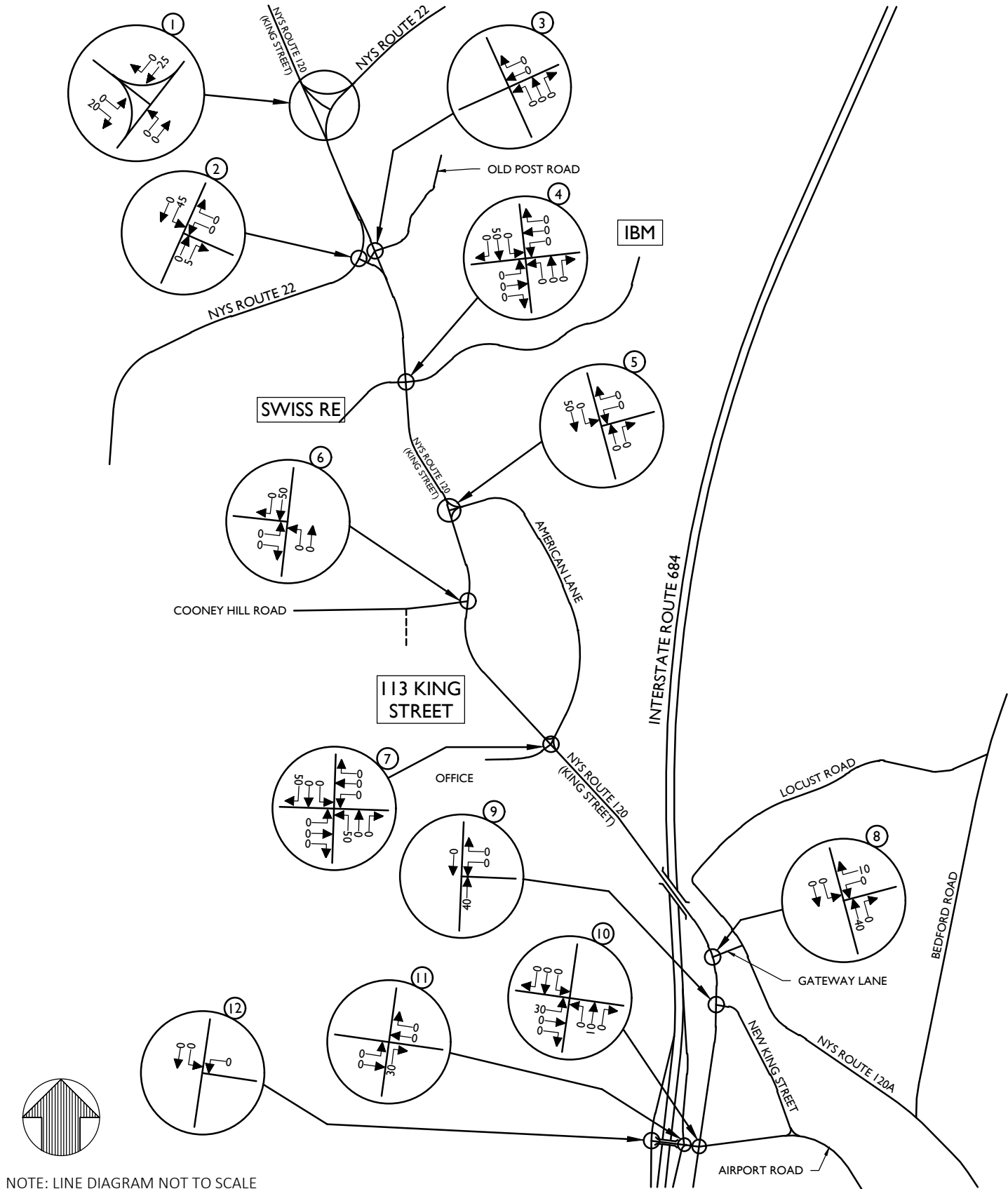
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FIGURE NO. 10



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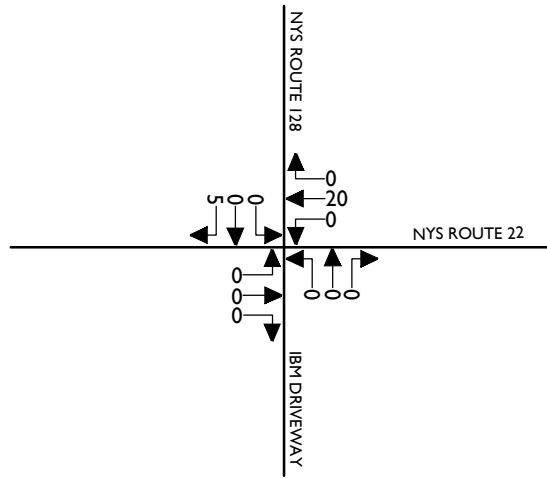
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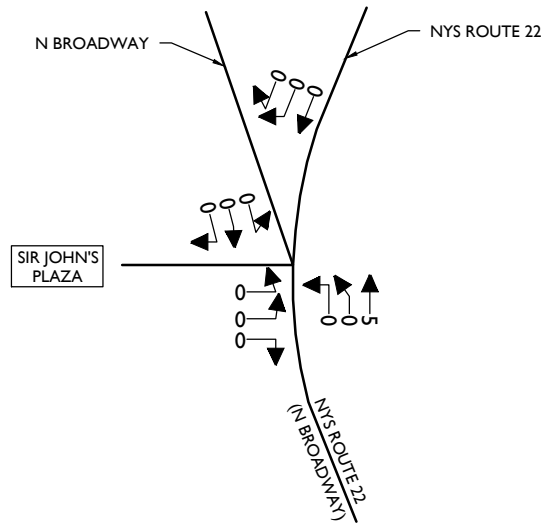
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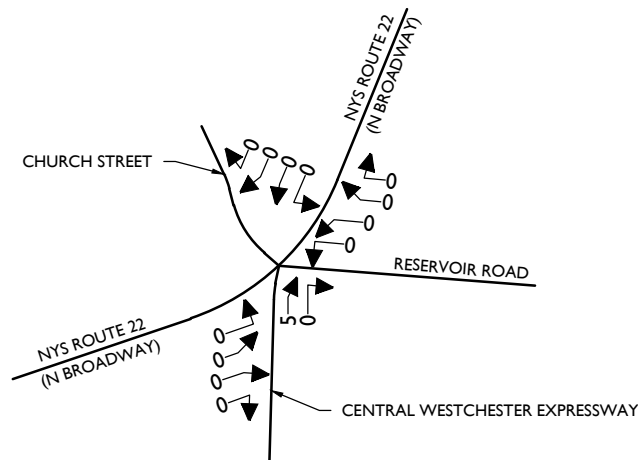
FIGURE NO. 11



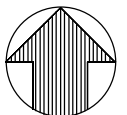
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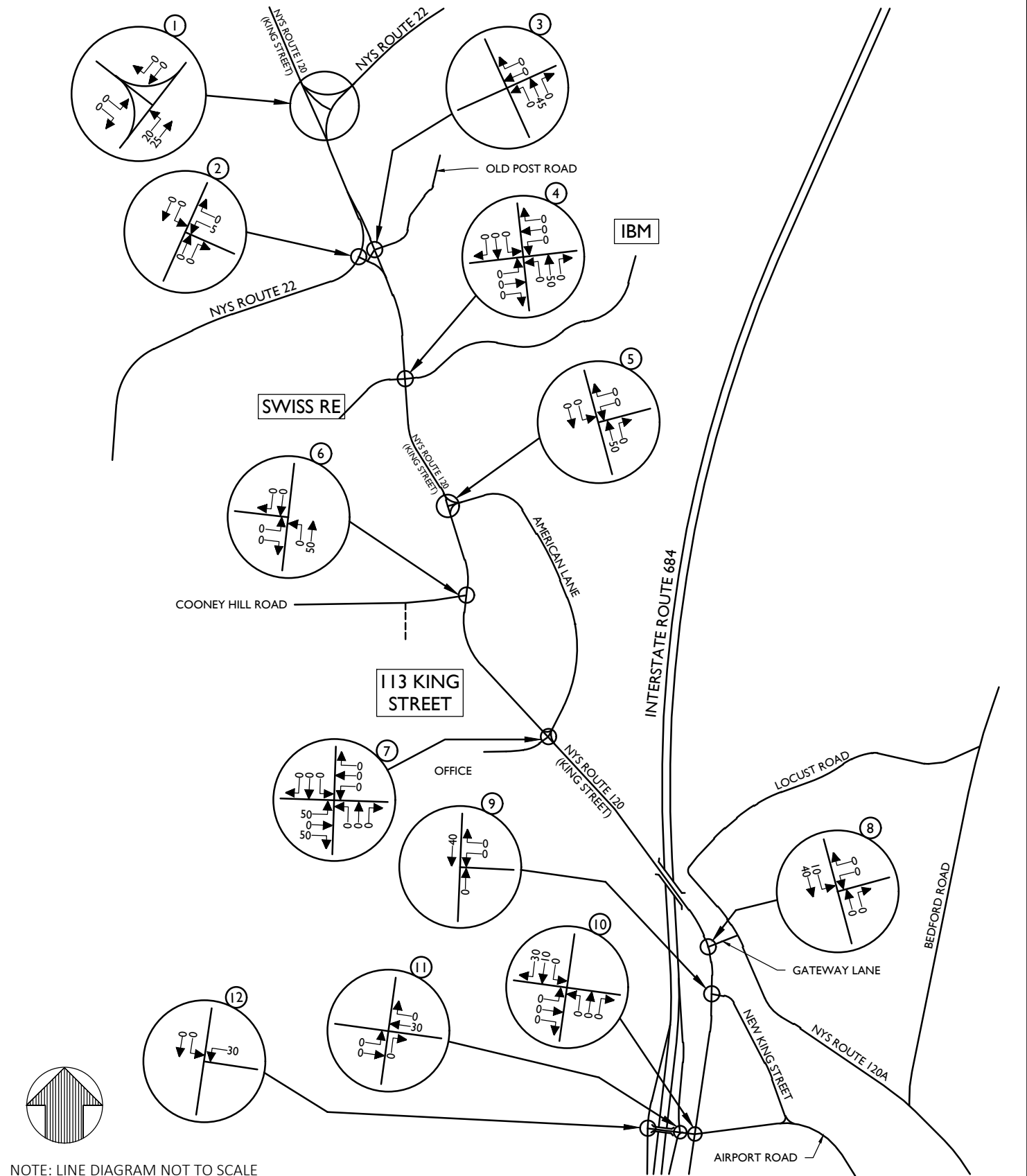
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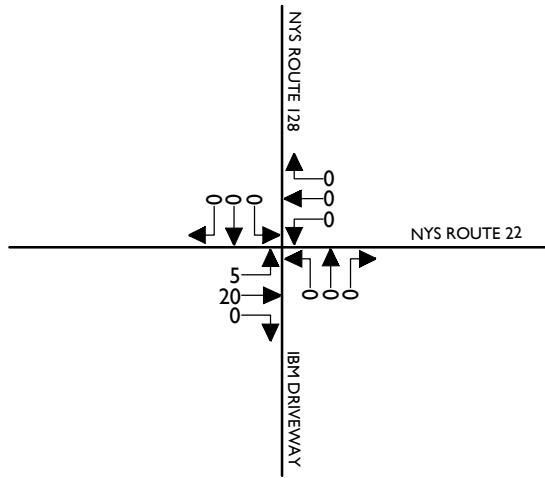
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PROJECT NUMBER: 18002018A	DRAWING NAME: 220822_FIGURES EX-NB
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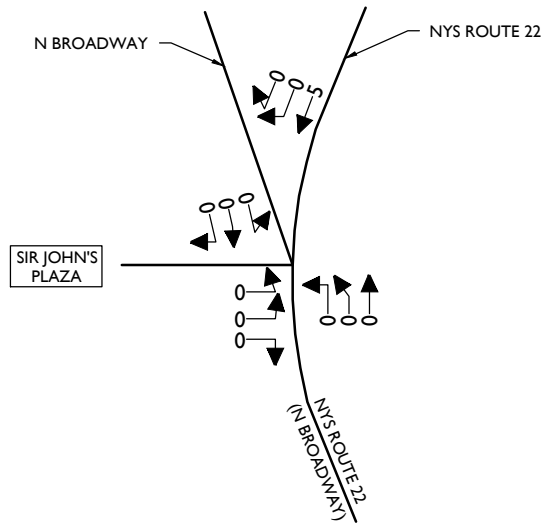
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SHEET NUMBER:

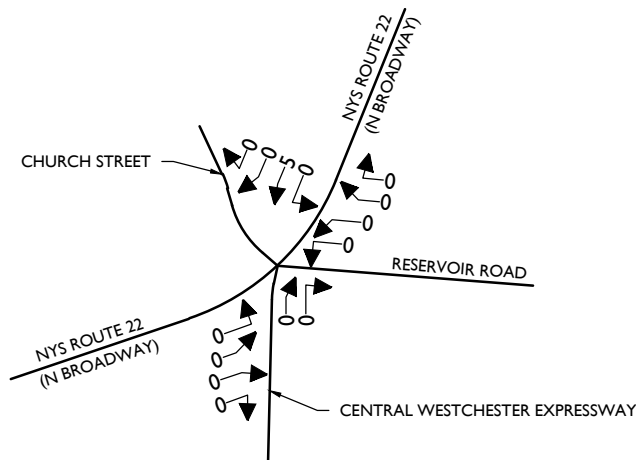
FIGURE NO. 12



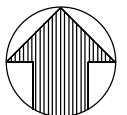
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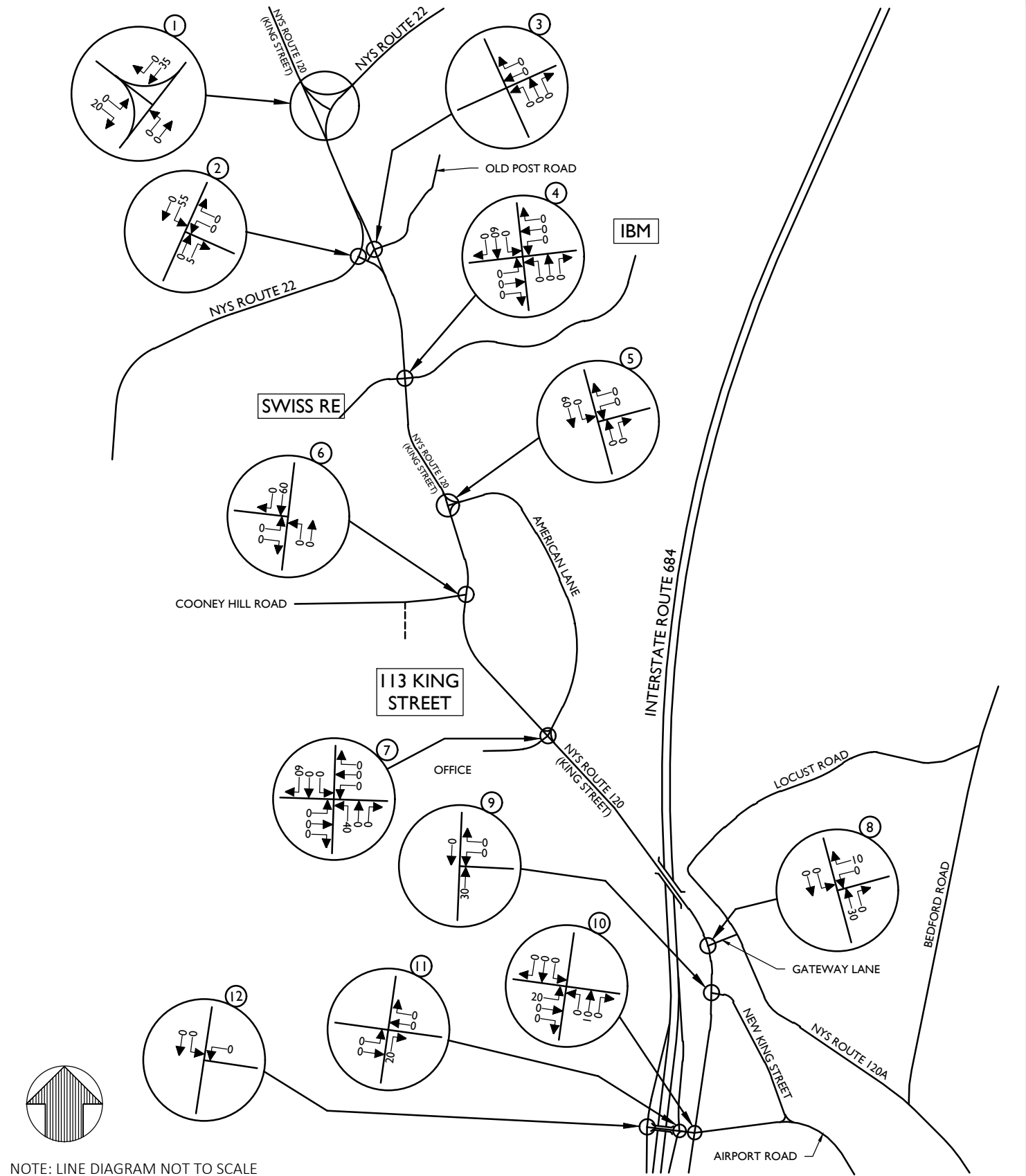
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FIGURE NO. 12-A



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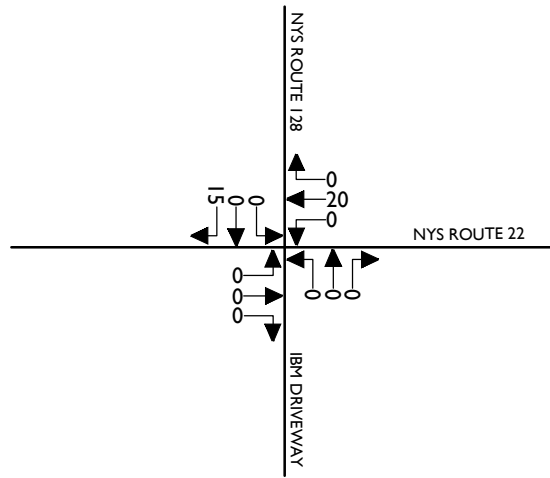
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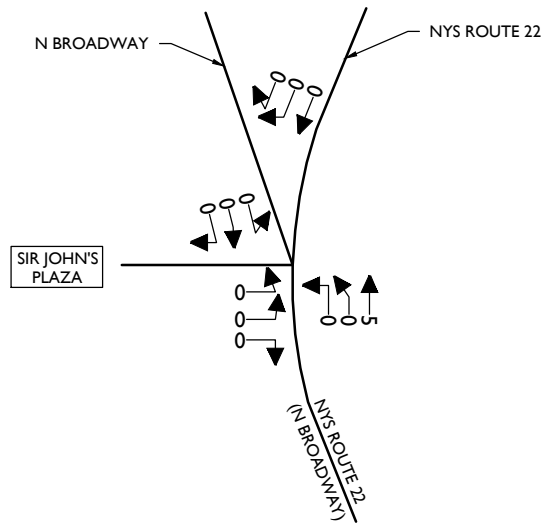
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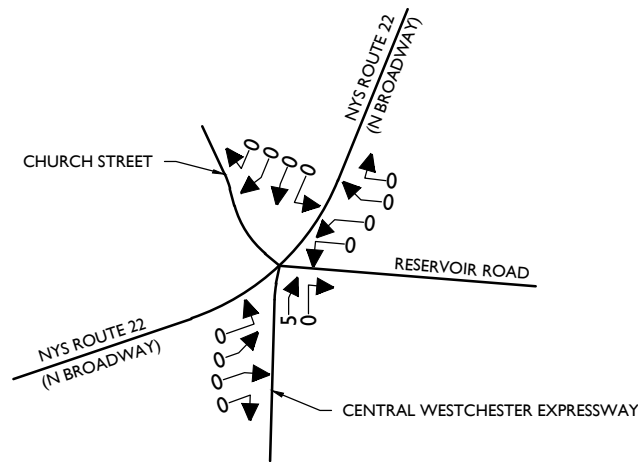
FIGURE NO. 13



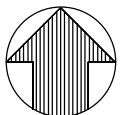
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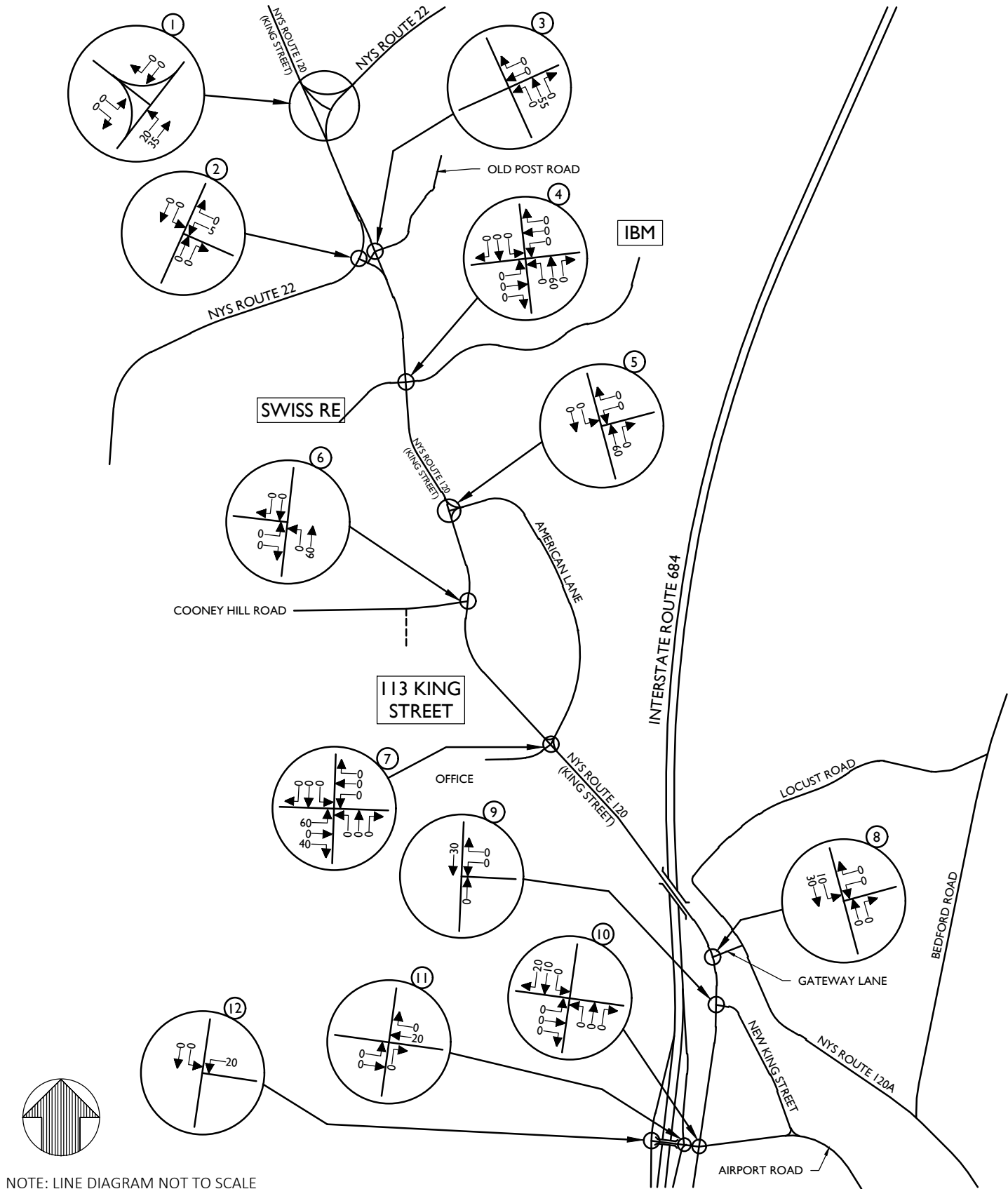
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PROJECT NUMBER: 18002018A DRAWING NAME: 220822_FIGURES EX-NB

SHEET TITLE:
WEEKDAY PEAK MIDDAY HOUR
OFFICE
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 13-A



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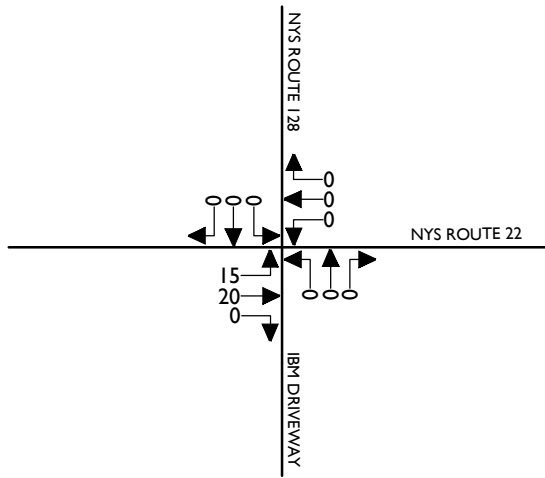
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PROJECT NUMBER: 18002018A	DRAWING NAME: 220822_FIGURES EX-NB		

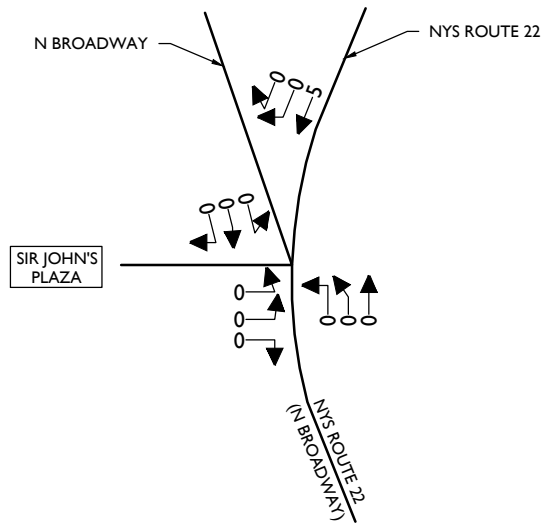
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**WEEKDAY PEAK MIDDAY HOUR
OFFICE
DEPARTURE DISTRIBUTION**

SHEET NUMBER:

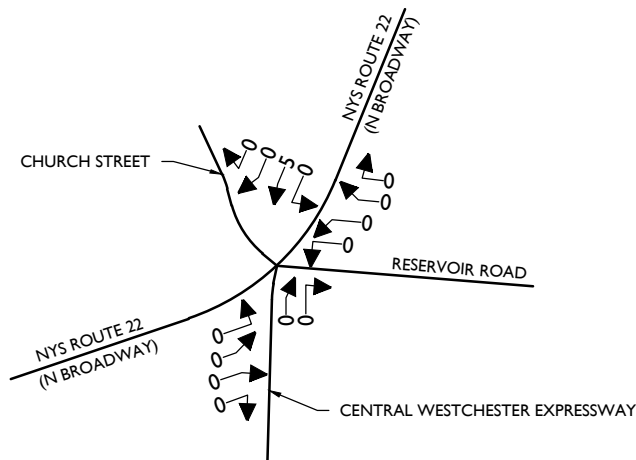
FIGURE NO. 14



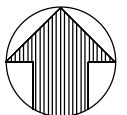
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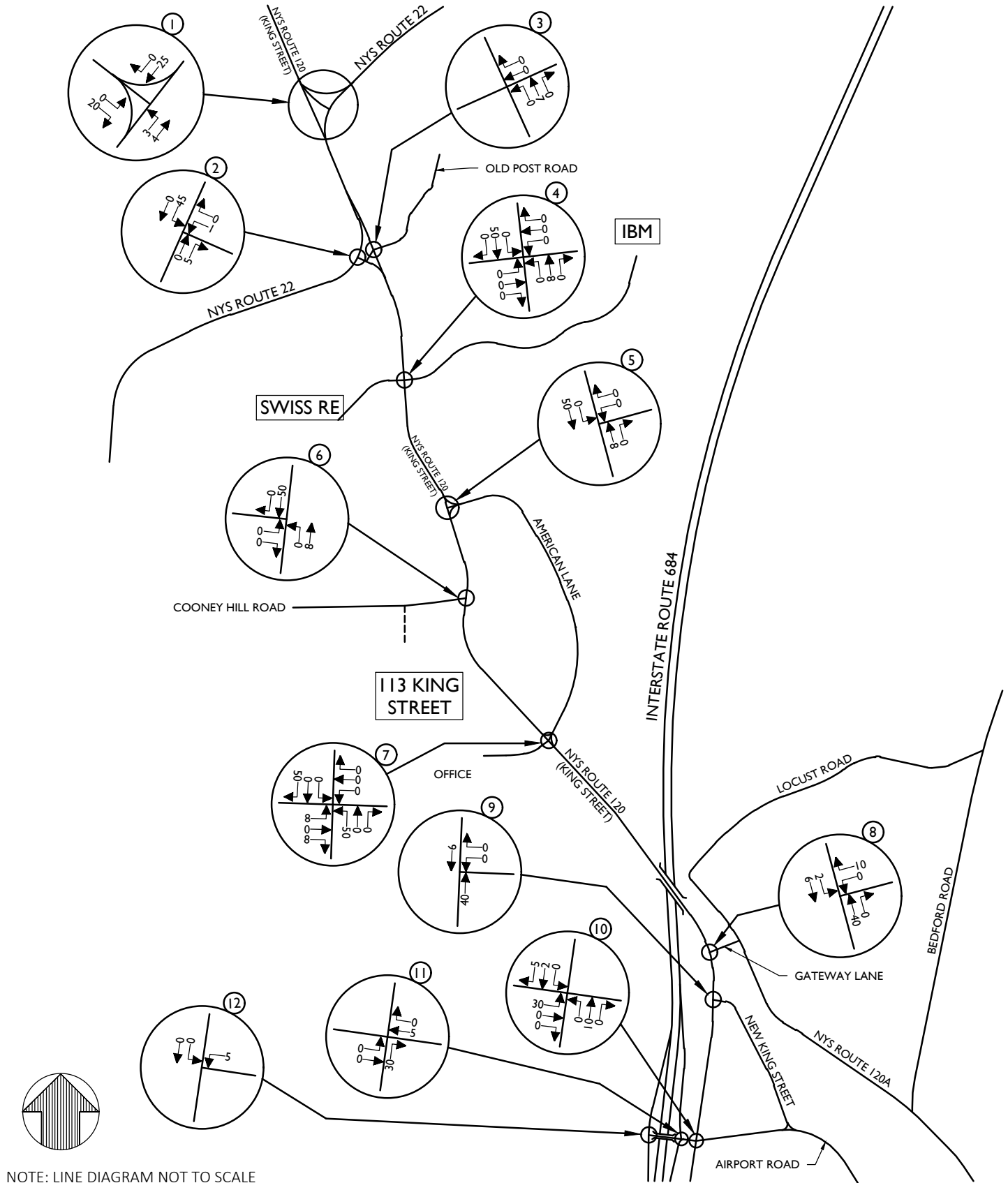
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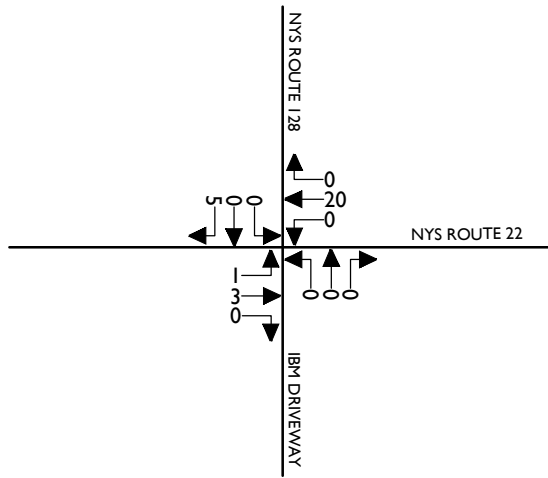
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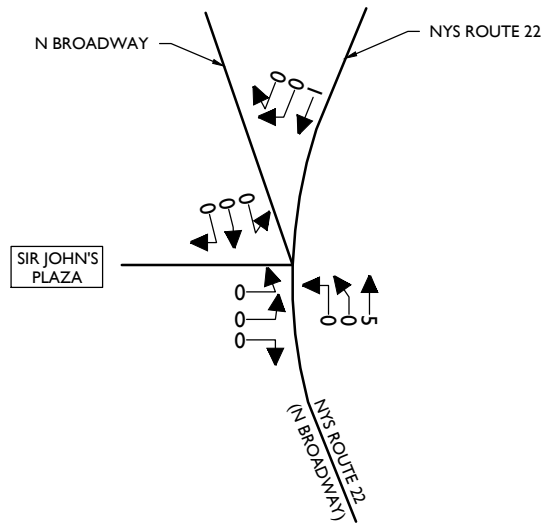
SHEET TITLE:
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100,000 S.F. BUILDING
WEEKDAK PEAK AM HOUR

SHEET NUMBER:

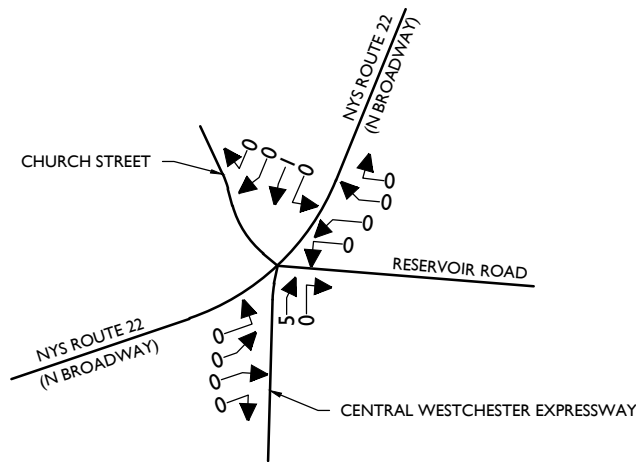
FIGURE NO. 15



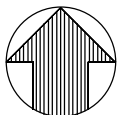
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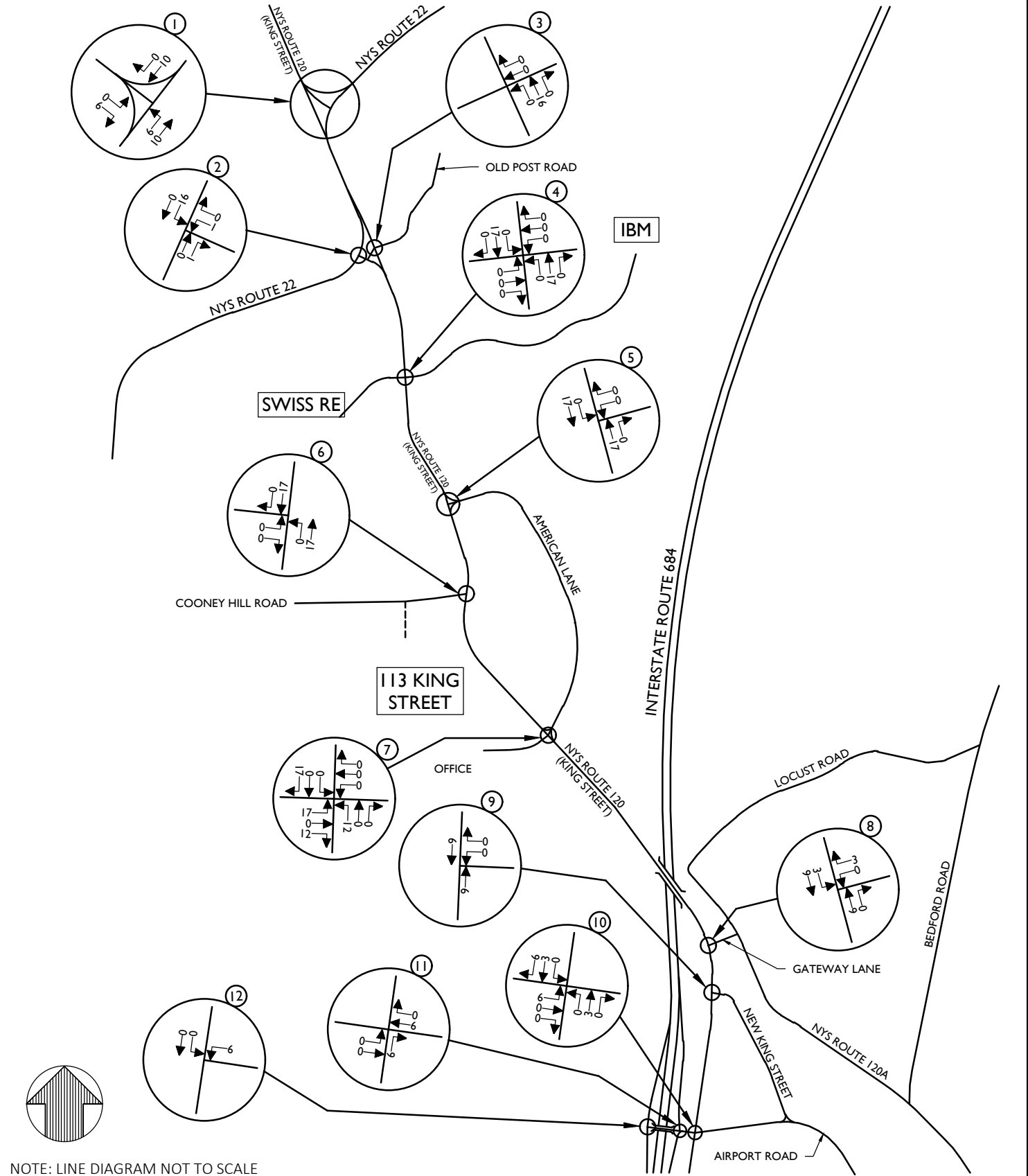
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FIGURE NO. 15-A



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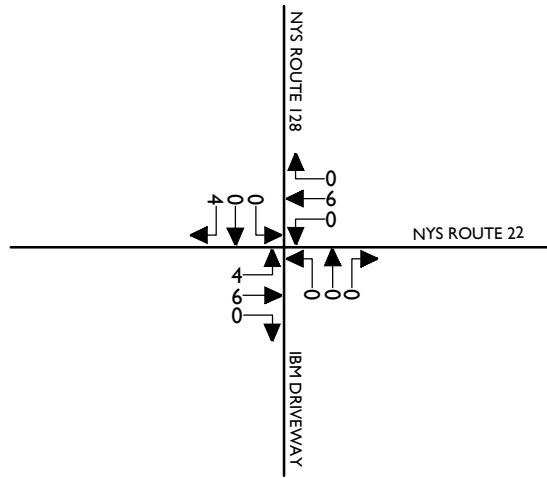
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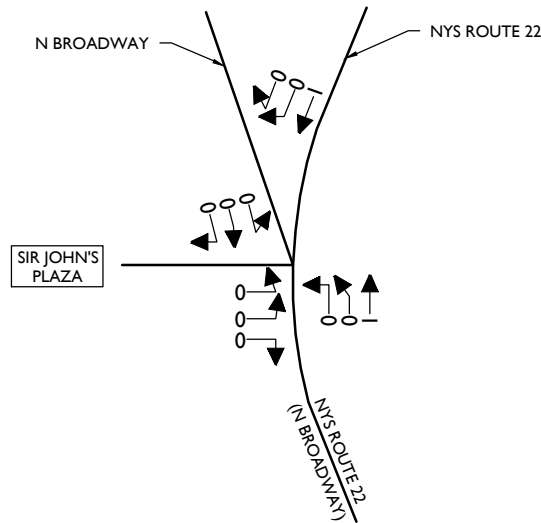
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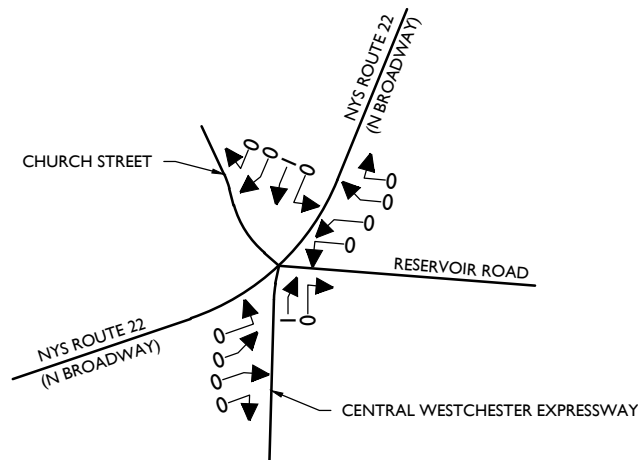
SHEET TITLE:	OFFICE RE-OCCUPANCY 100,000 S.F. BUILDING WEEKDAY PEAK MIDDAY HOUR
SHEET NUMBER:	FIGURE NO. 16



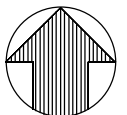
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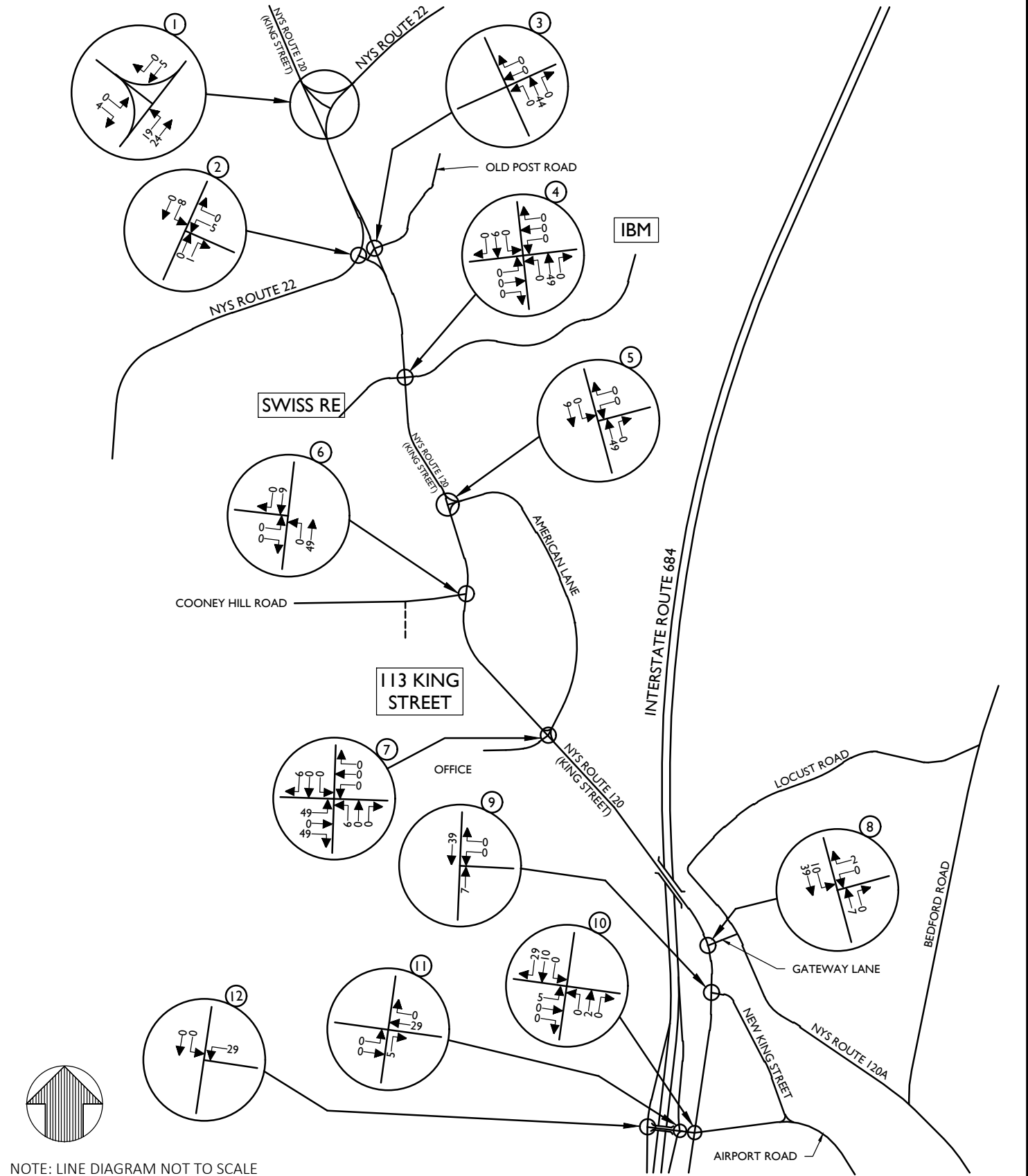
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PROJECT NUMBER: 18002018A DRAWING NAME: 220822_FIGURES EX-NB

SHEET TITLE: OFFICE RE-OCCUPANCY
100,000 S.F. BUILDING
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER: FIGURE NO. 16-A



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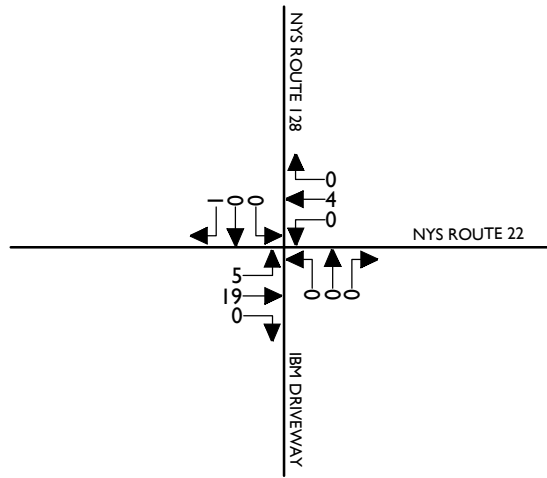
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PROJECT NUMBER:	DRAWING NAME:		
18002018A	220822_FIGURES EX-NB		

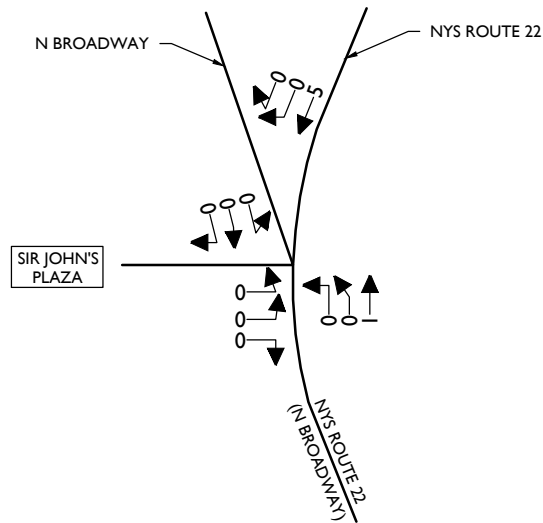
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100,000 S.F. BUILDING
WEEKDAY PEAK PM HOUR**

SHEET NUMBER:

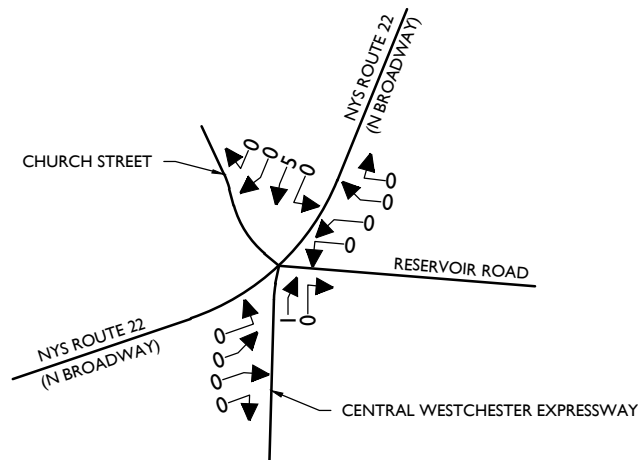
FIGURE NO. 17



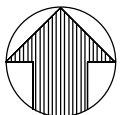
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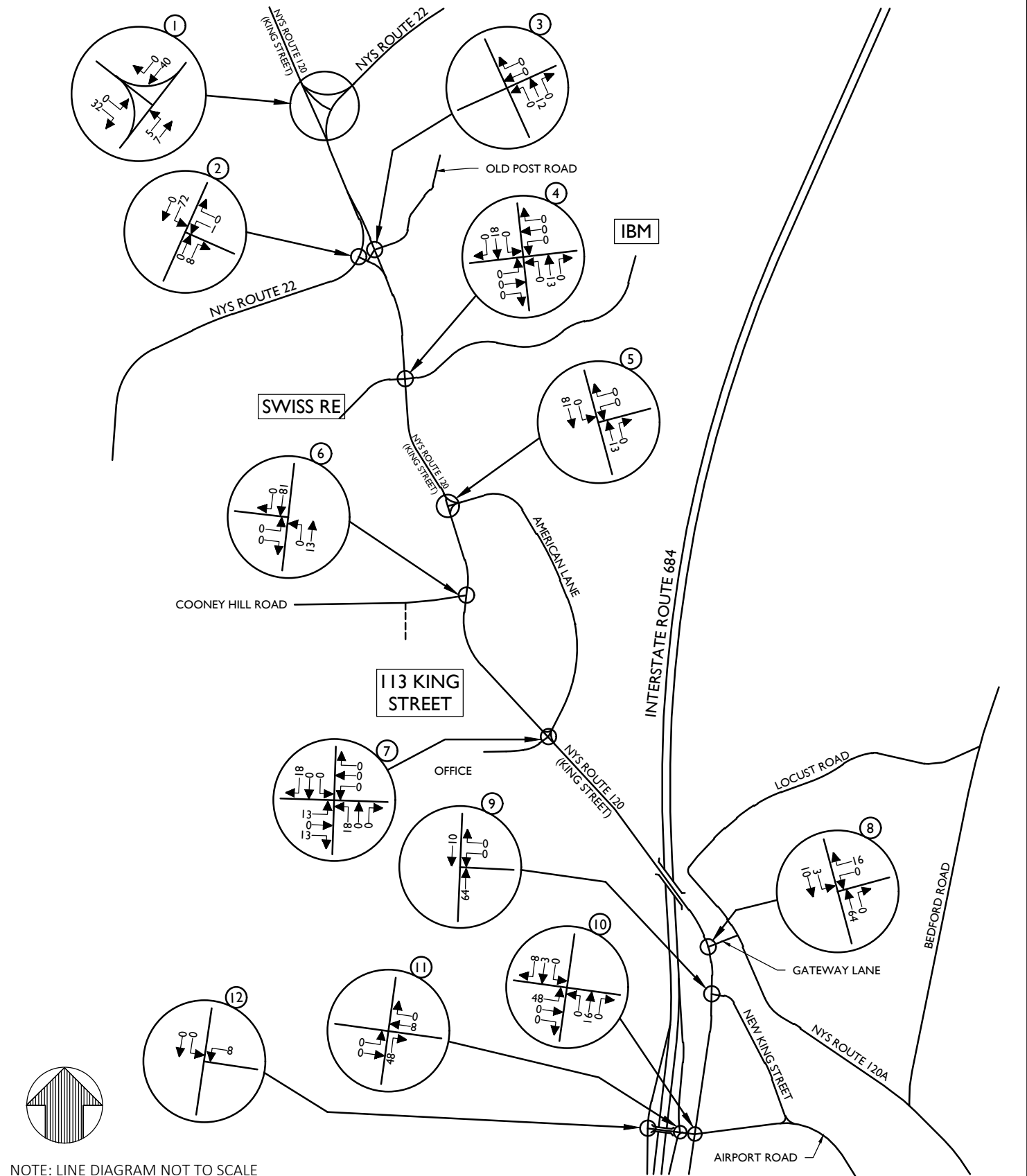
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FIGURE NO. 17-A



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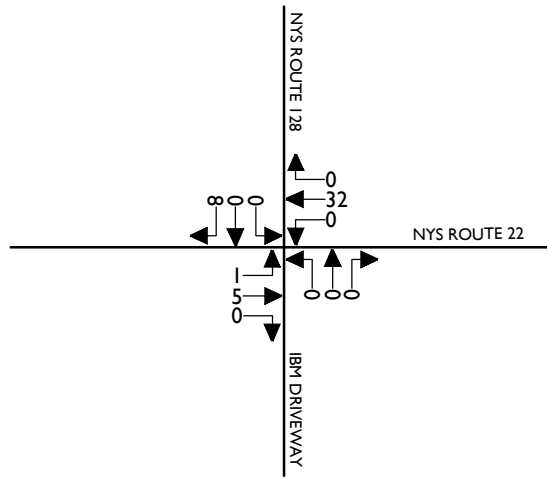
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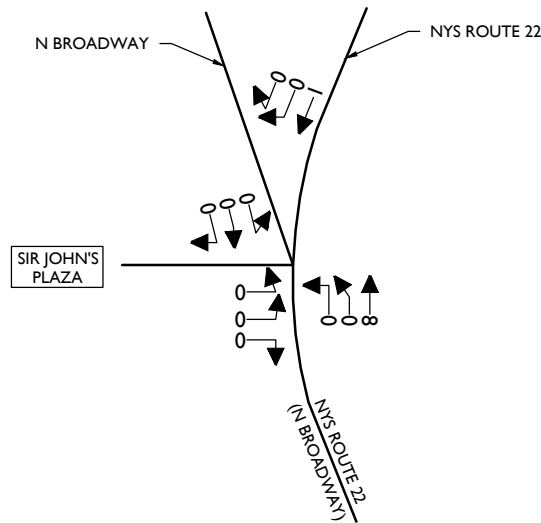
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**OFFICE RE-OCCUPANCY
161,000 S.F. BUILDING
WEEKDAK PEAK AM HOUR**

SHEET NUMBER:

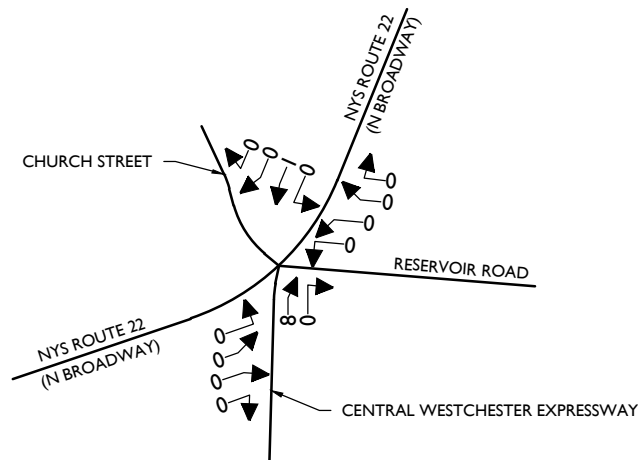
FIGURE NO. 18



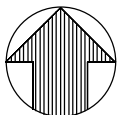
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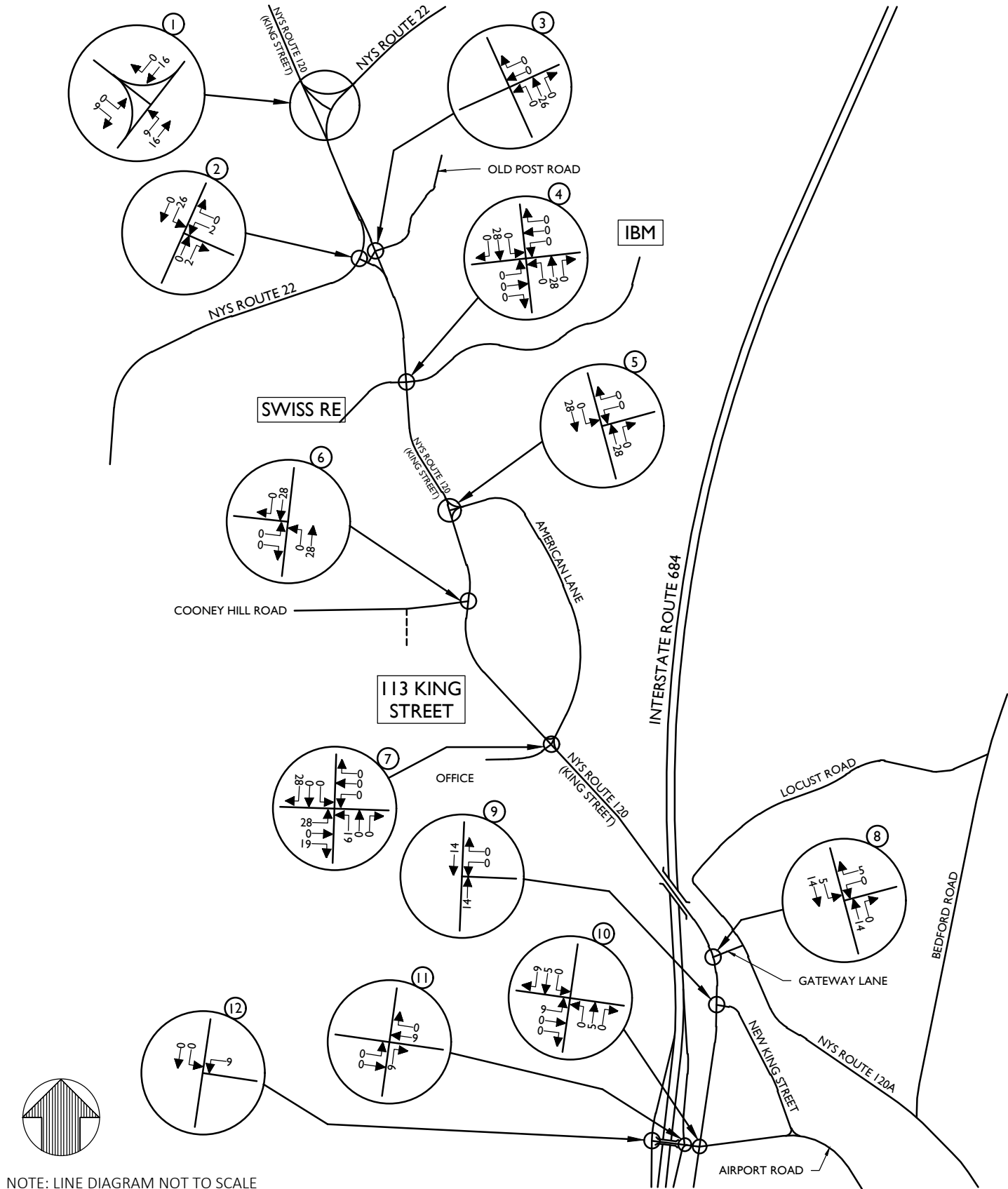
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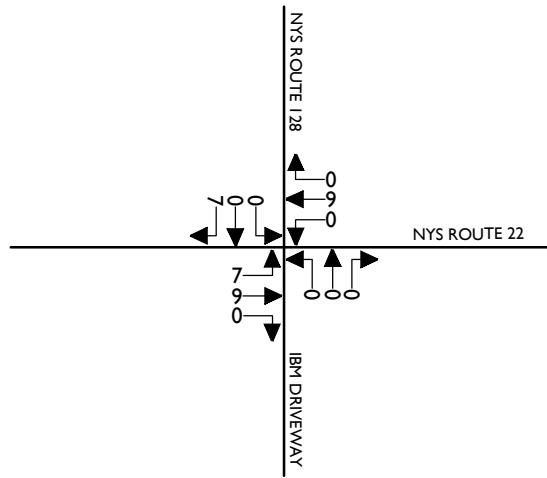
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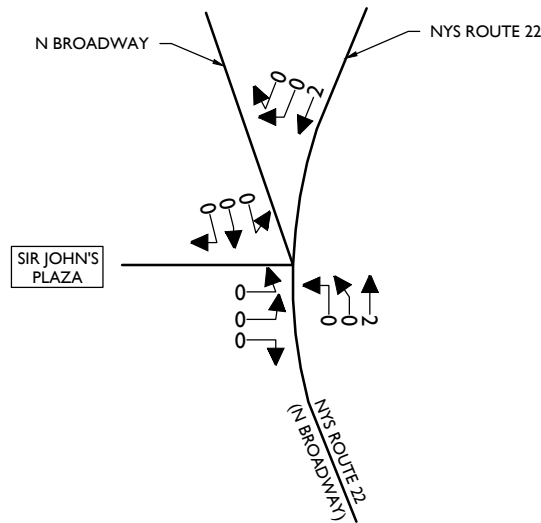
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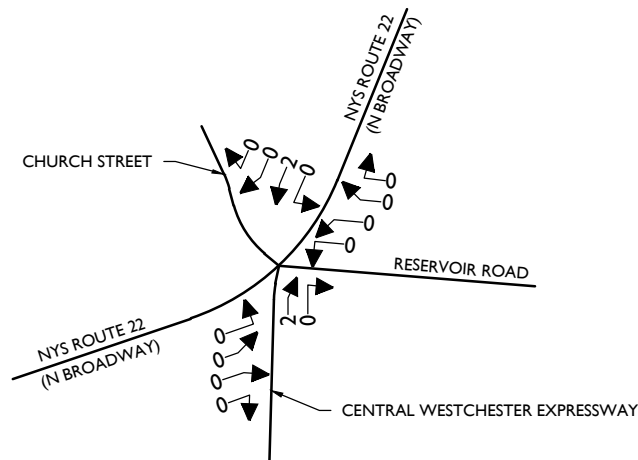
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SHEET NUMBER:	FIGURE NO. 19



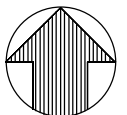
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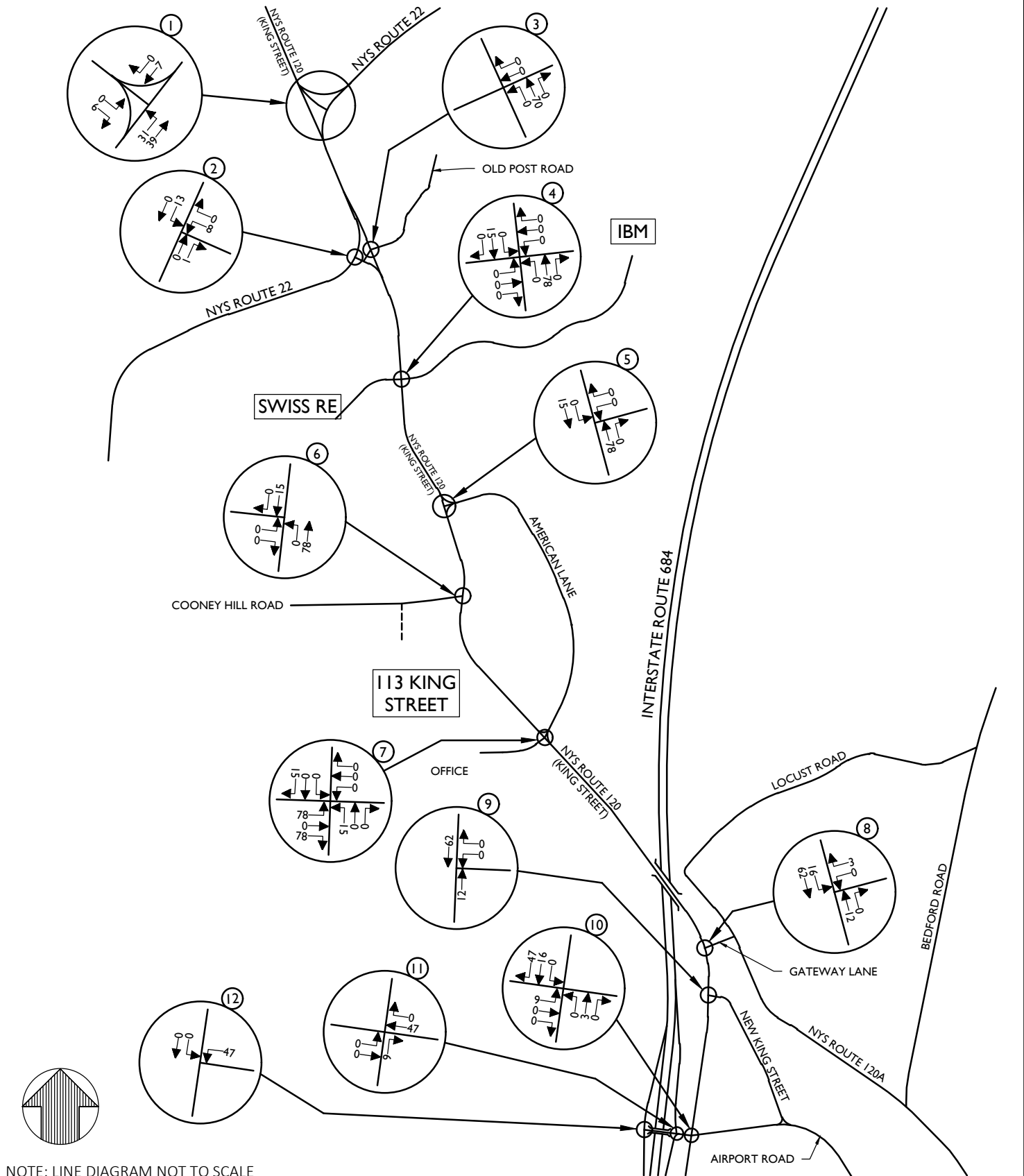
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PROJECT NUMBER: 18002018A DRAWING NAME: 220822_FIGURES EX-NB

SHEET TITLE: OFFICE RE-OCCUPANCY
161,000 S.F. BUILDING
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER: FIGURE NO. 19-A



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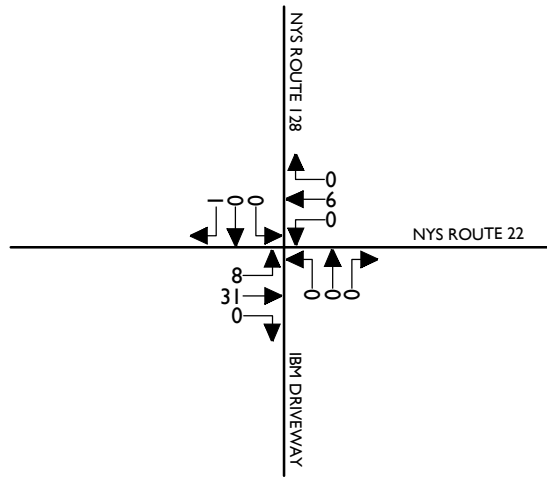
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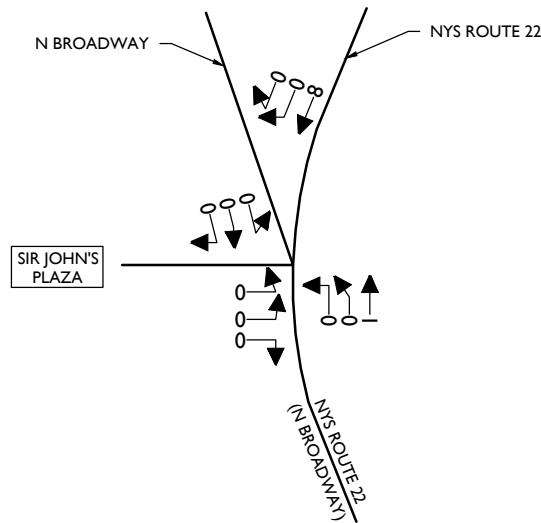
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SHEET TITLE:
OFFICE RE-OCCUPANCY
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WEEKDAY PEAK PM HOUR

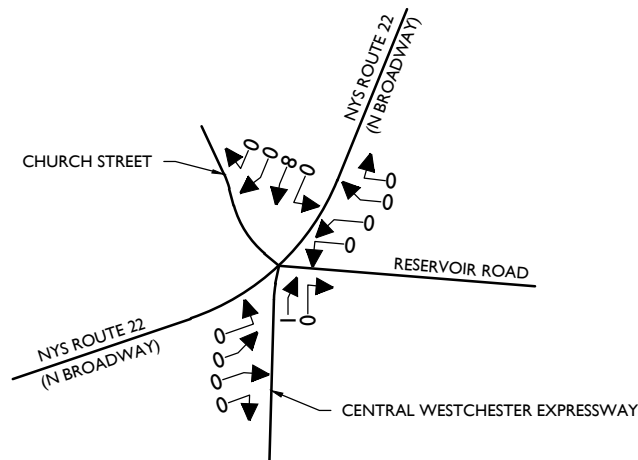
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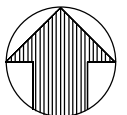
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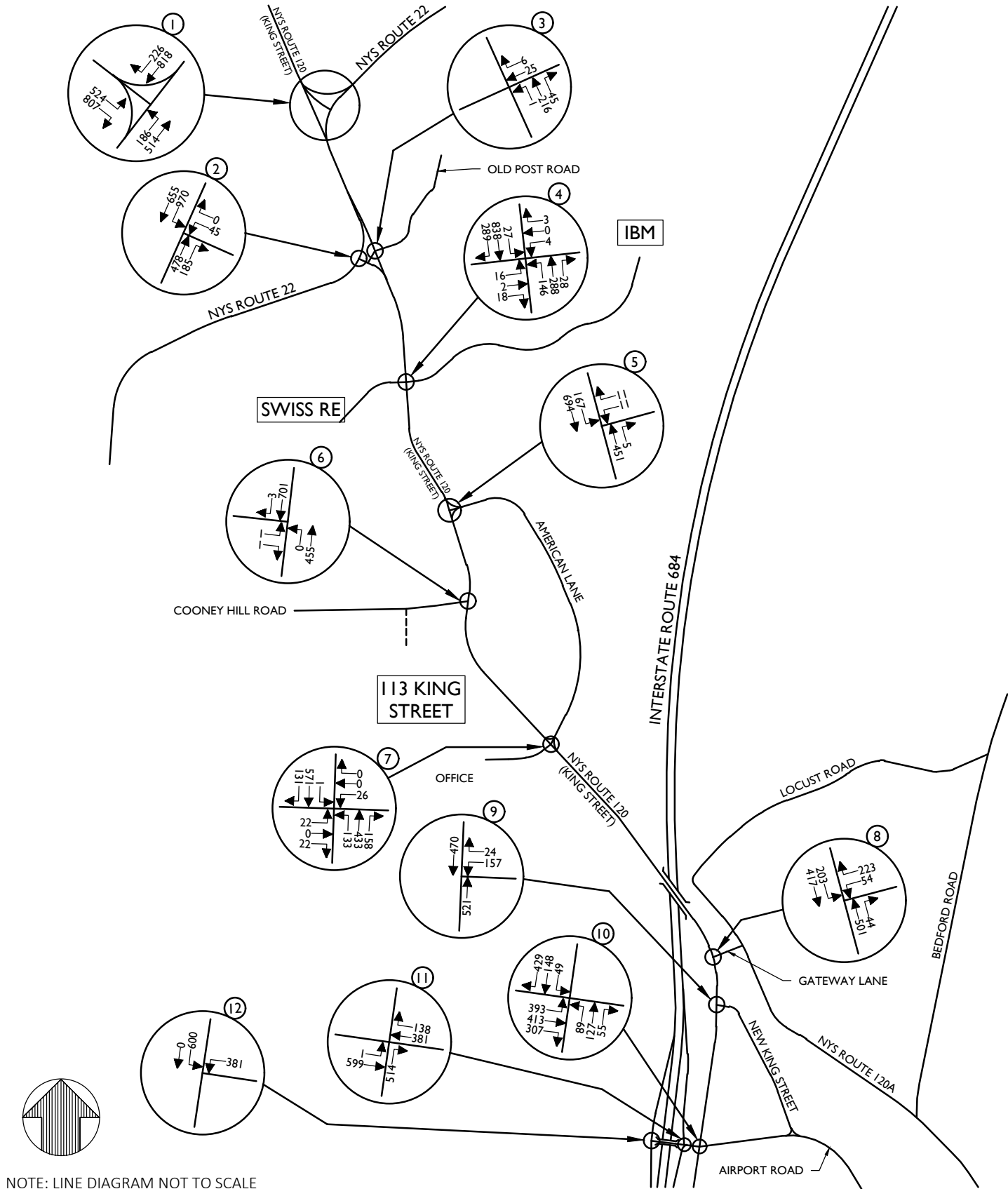
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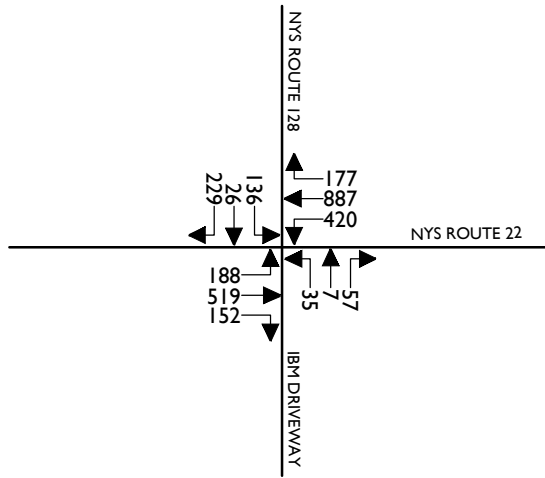
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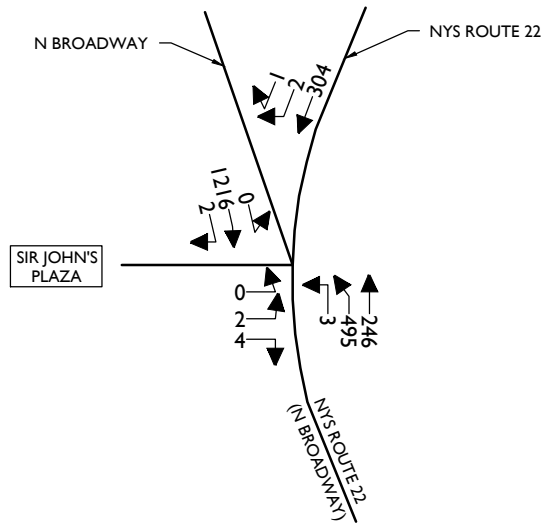
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**2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR**

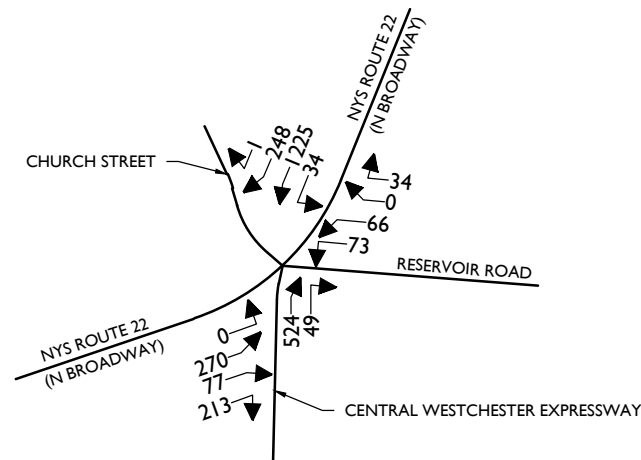
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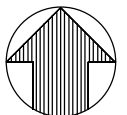
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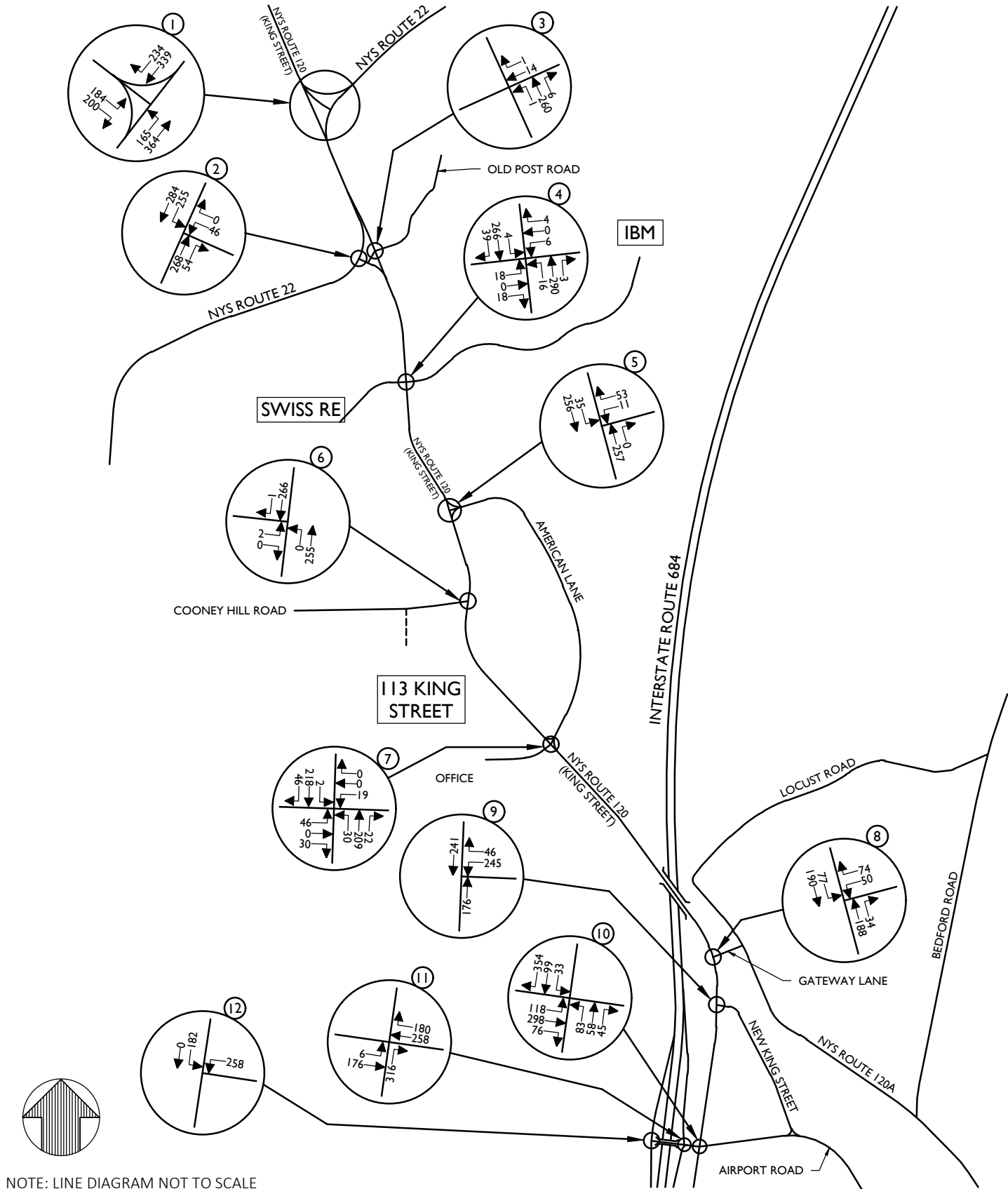
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FIGURE NO. 21-A



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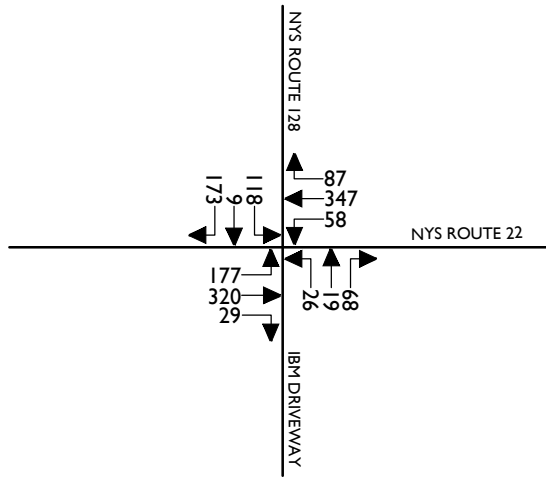
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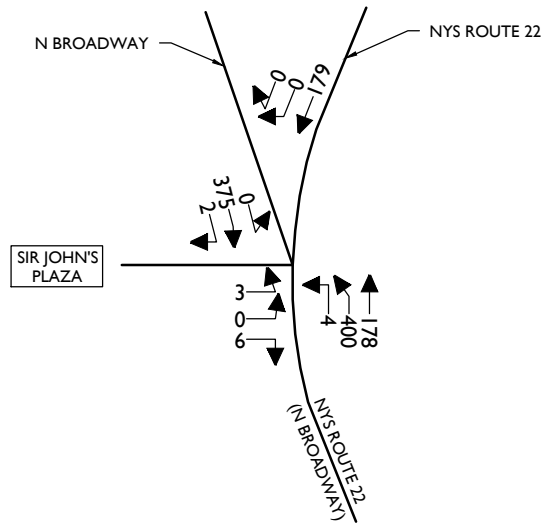
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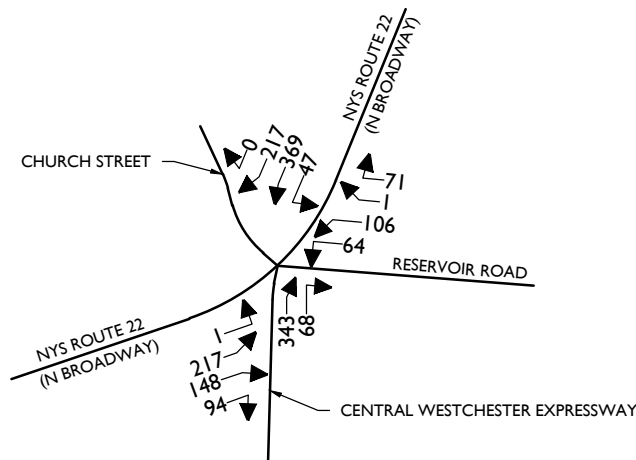
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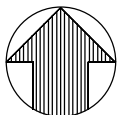
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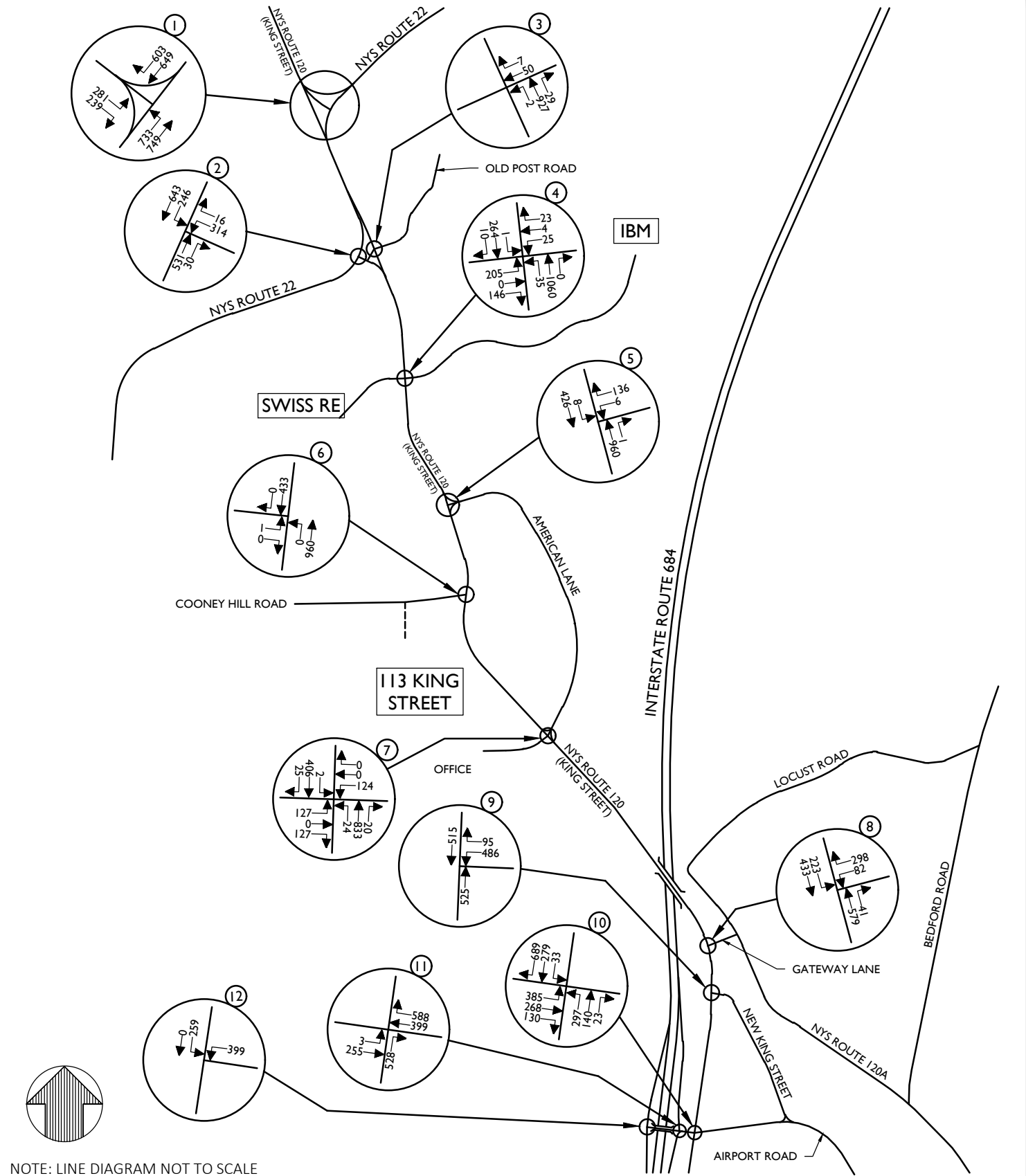
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WEEKDAY PEAK MIDDAY HOUR

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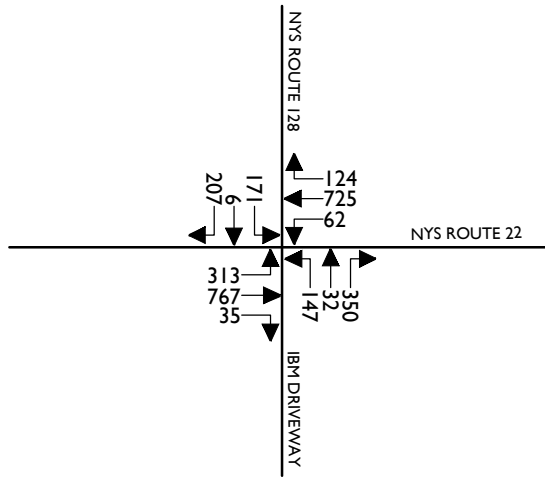
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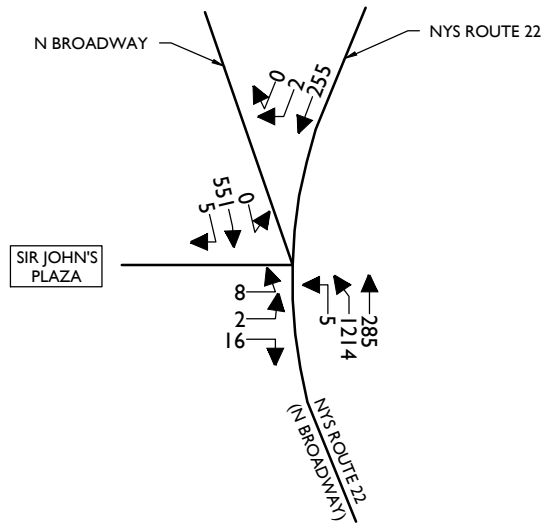
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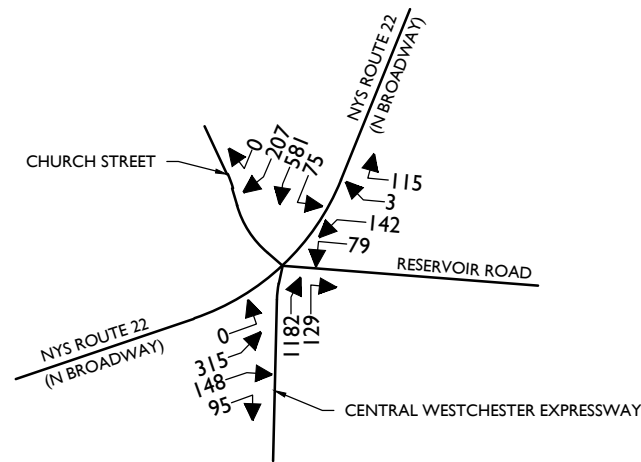
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FIGURE NO. 23



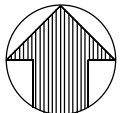
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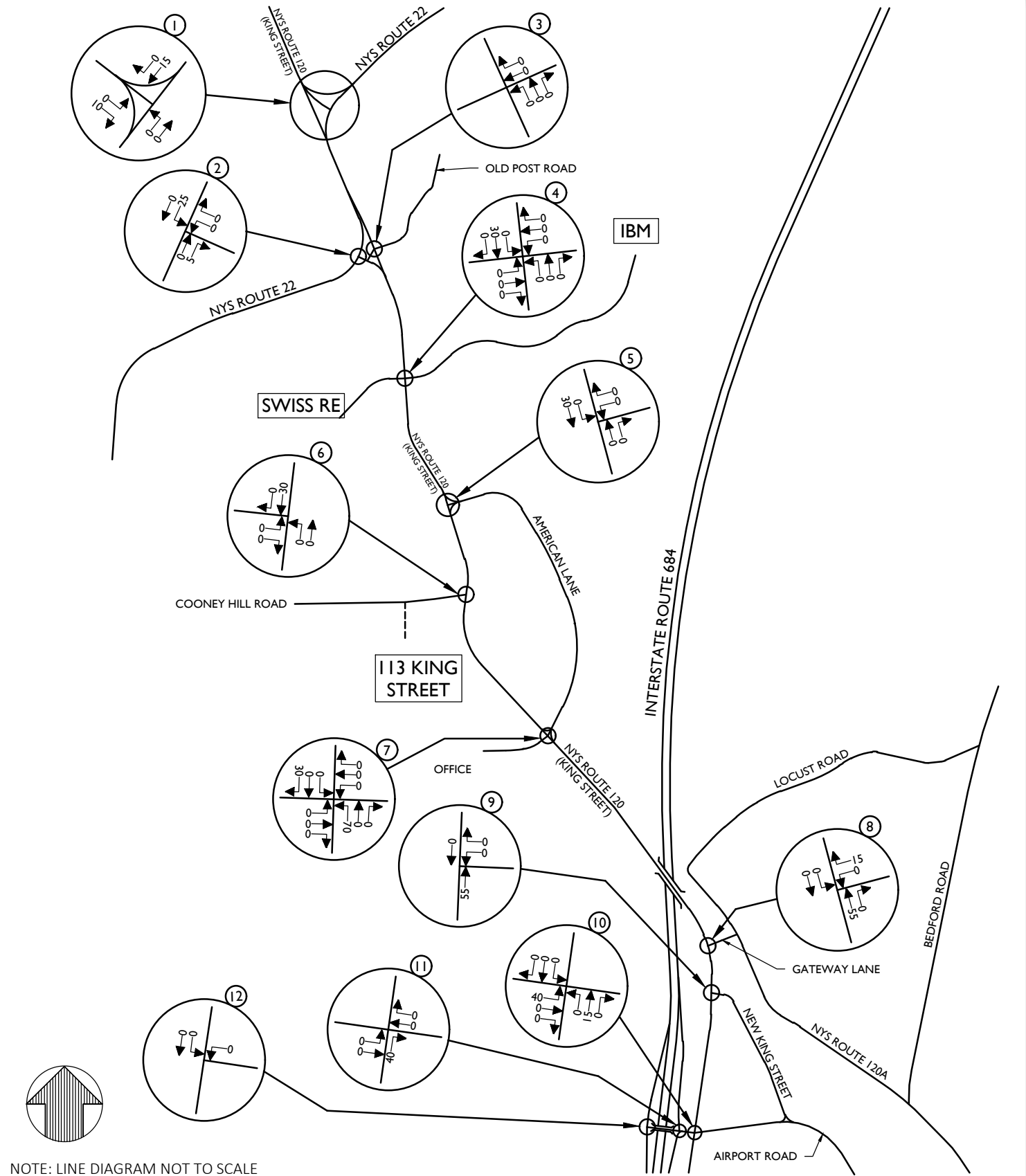
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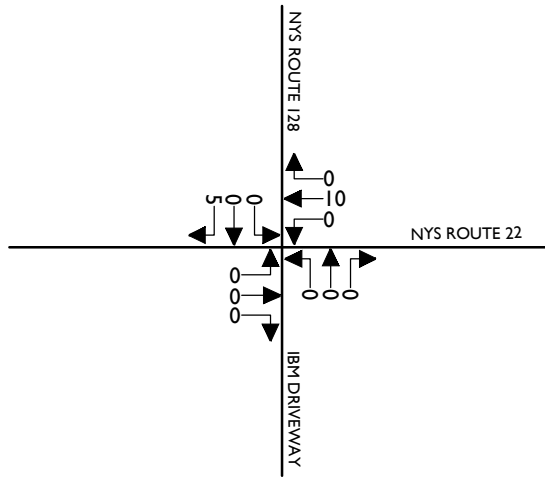
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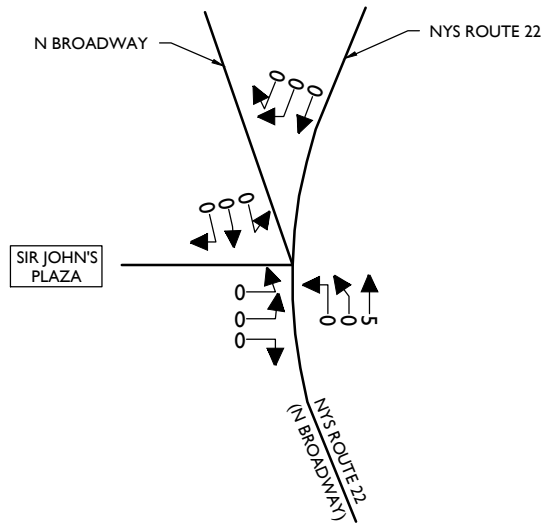
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APARTMENTS
ARRIVAL DISTRIBUTION**

SHEET NUMBER:

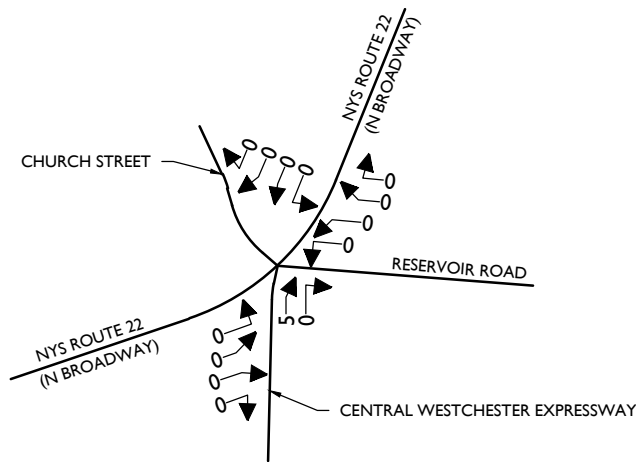
FIGURE NO. 24



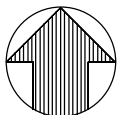
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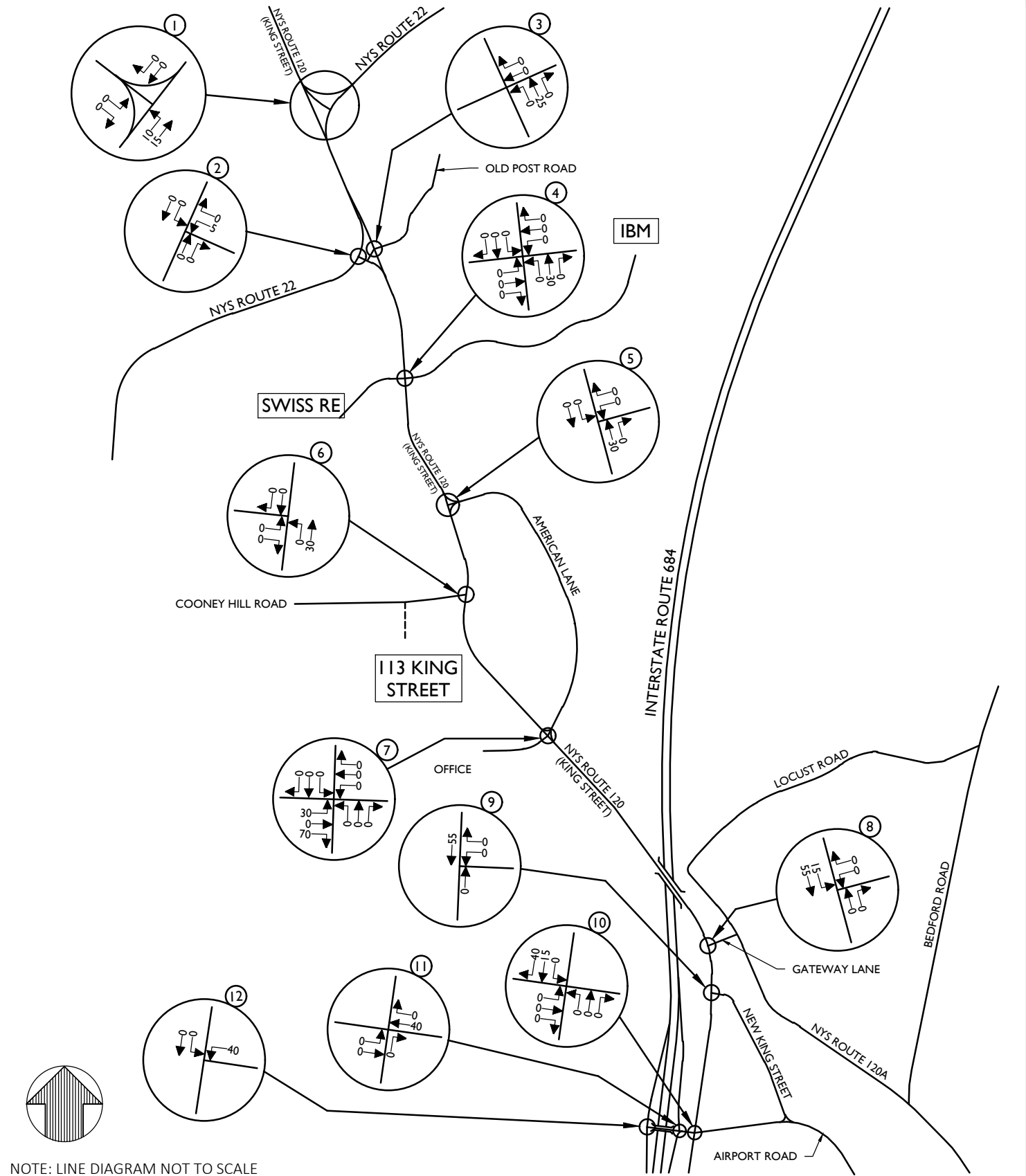
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FIGURE NO. 24-A



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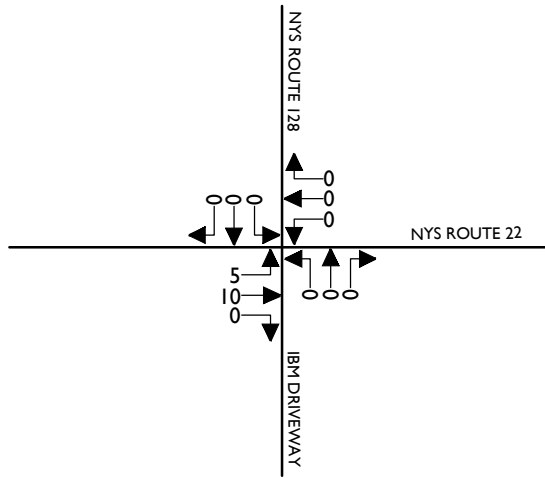
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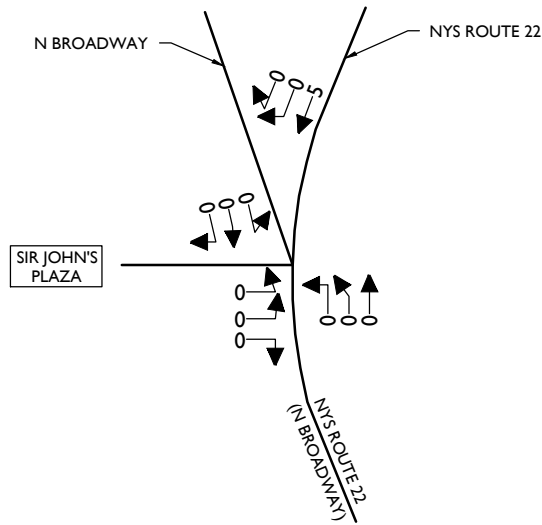
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APARTMENTS
DEPARTURE DISTRIBUTION

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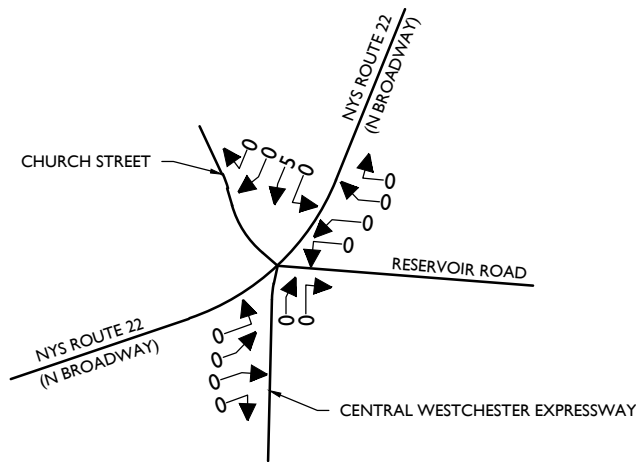
FIGURE NO. 25



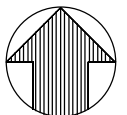
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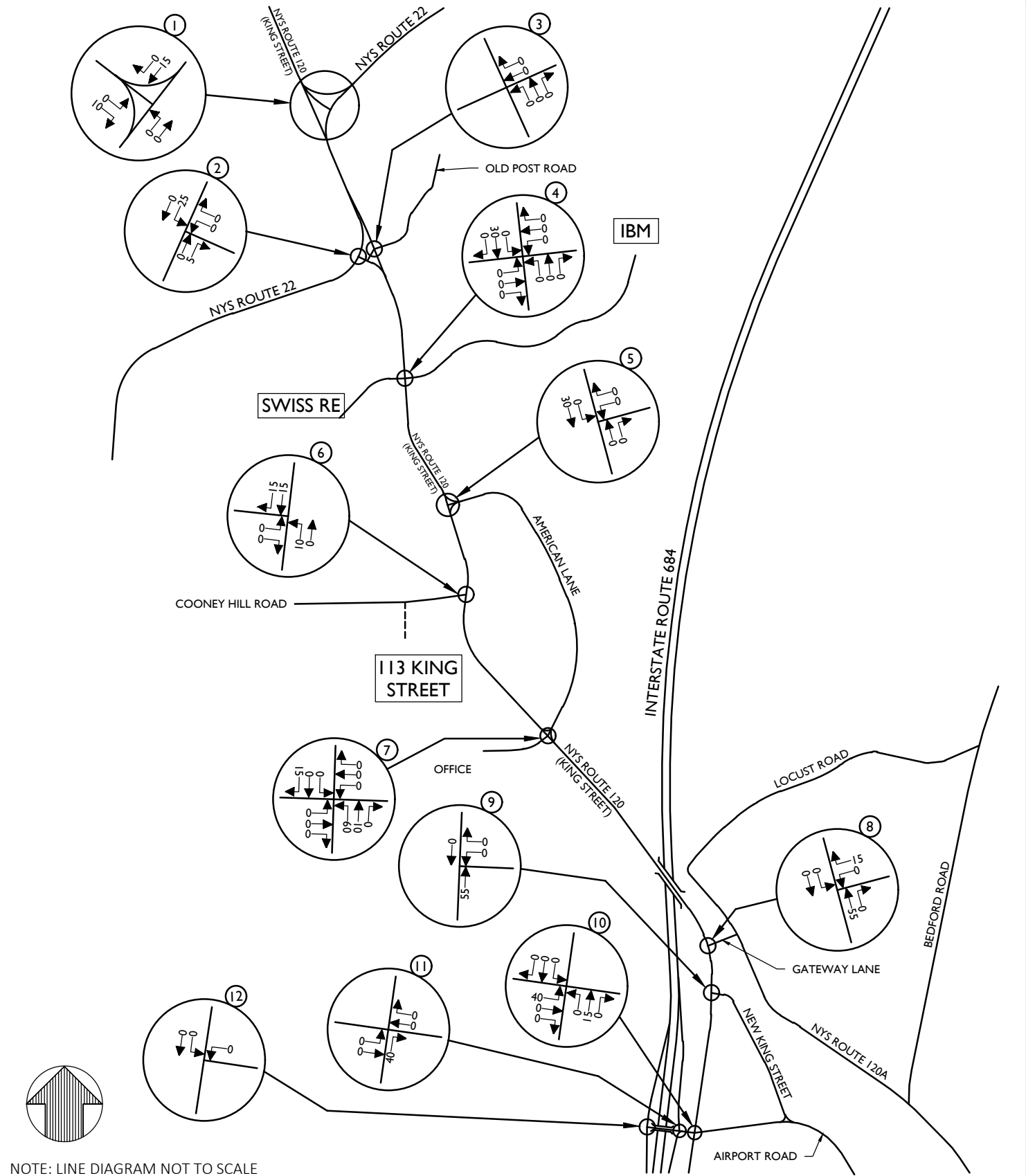
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SHEET NUMBER:

FIGURE NO. 25-A



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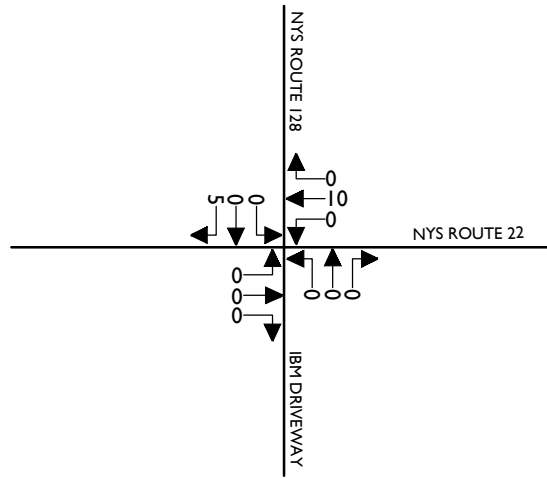
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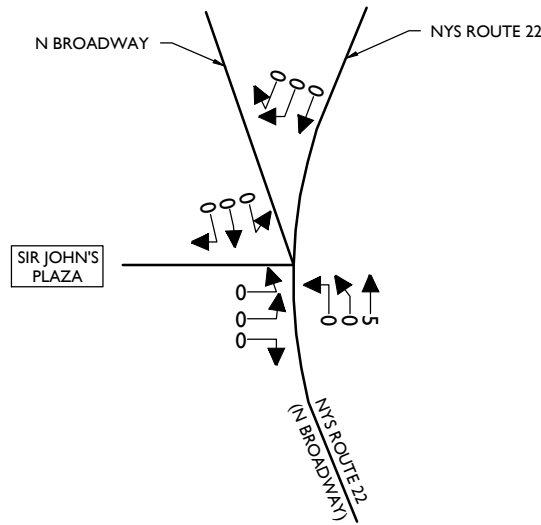
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TOWNHOUSES
ARRIVAL DISTRIBUTION

SHEET NUMBER:

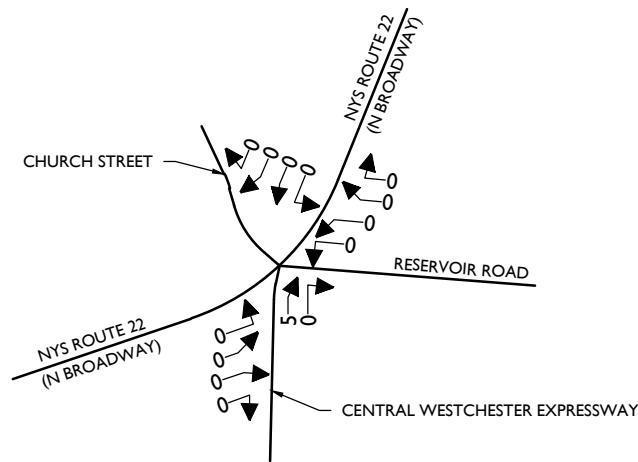
FIGURE NO. 26



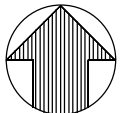
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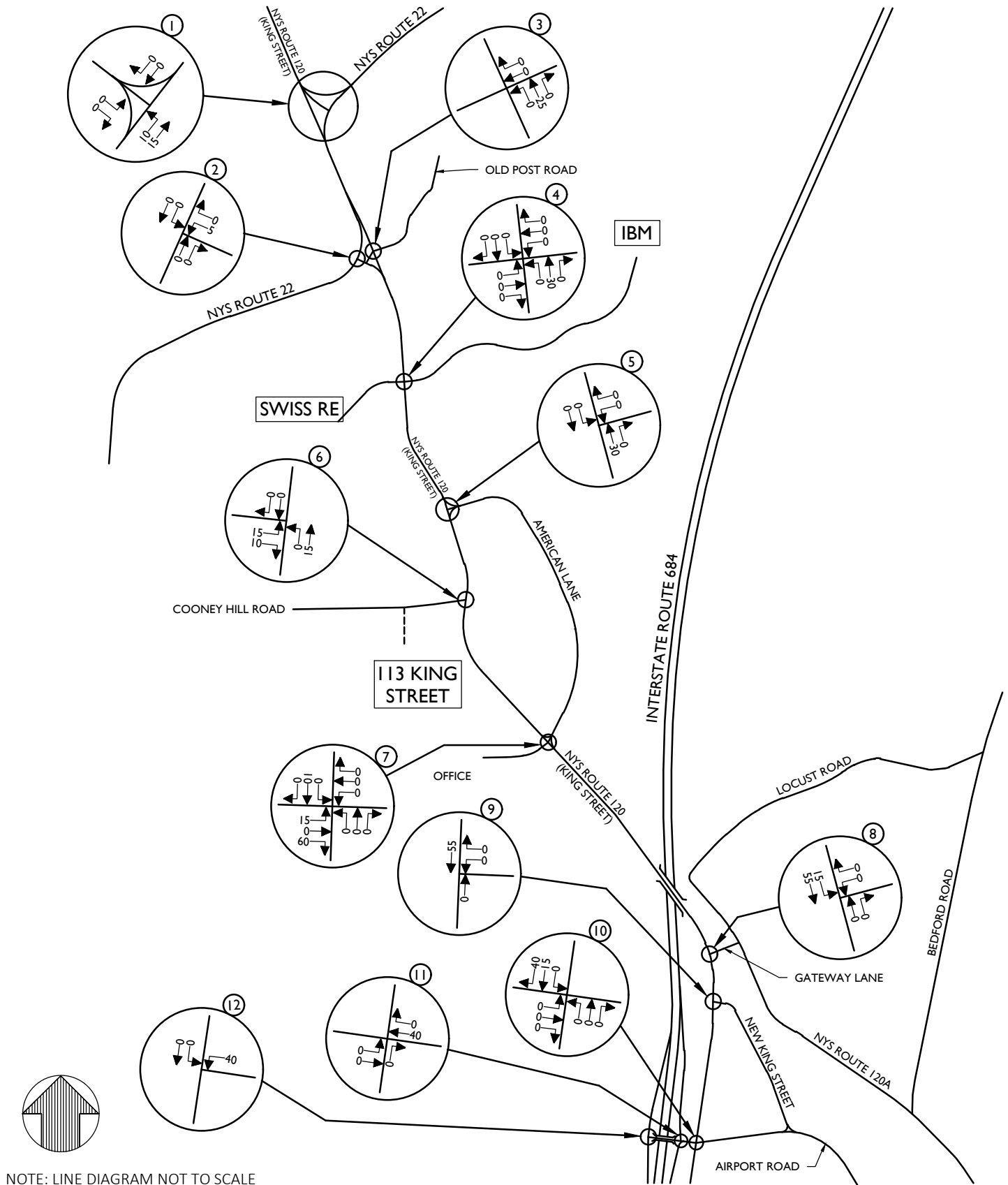
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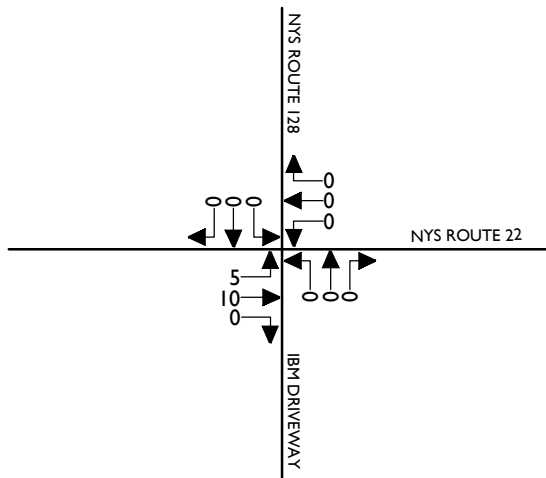
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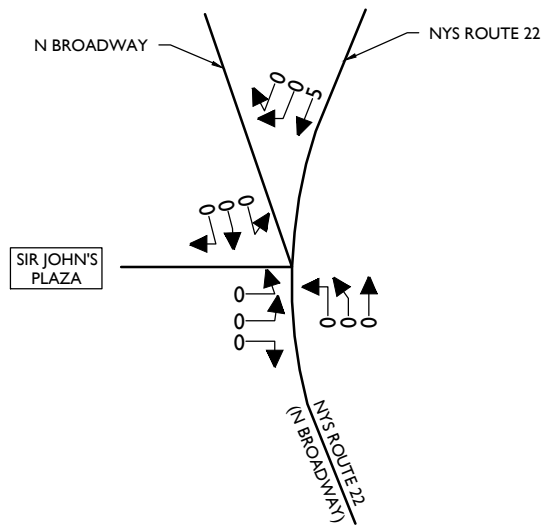
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TOWNHOUSES
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SHEET NUMBER:

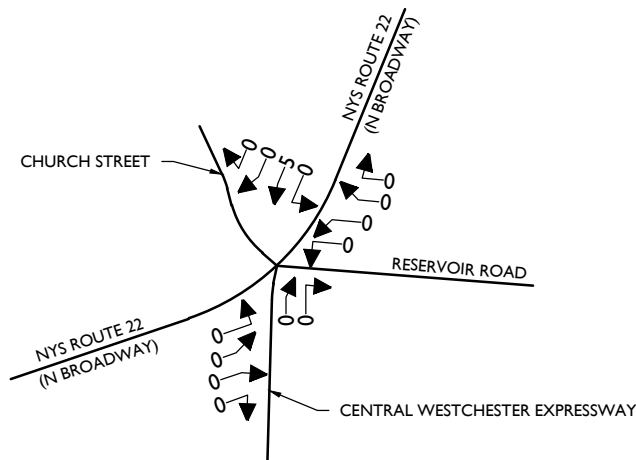
FIGURE NO. 27



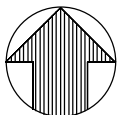
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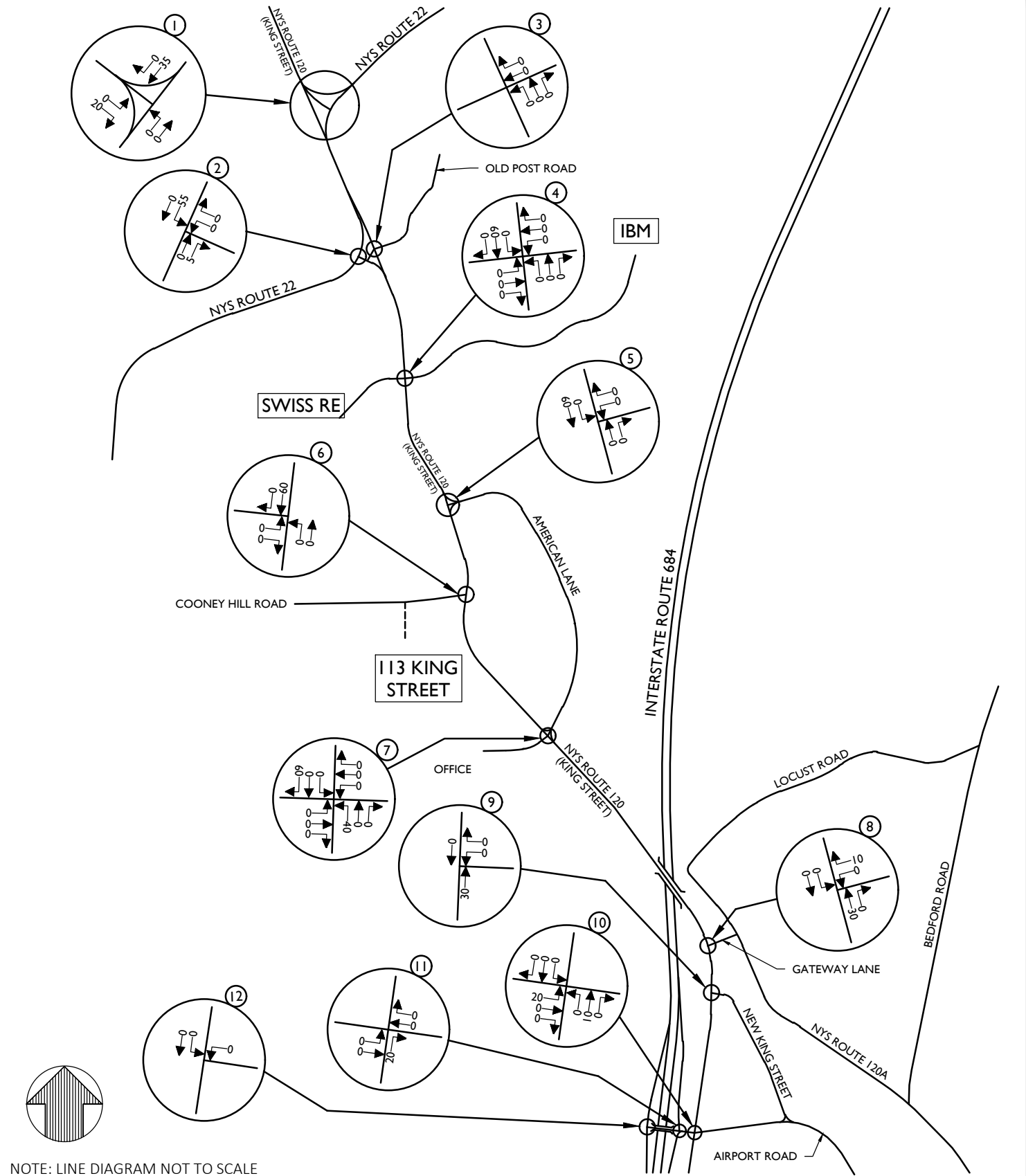
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FIGURE NO. 27-A



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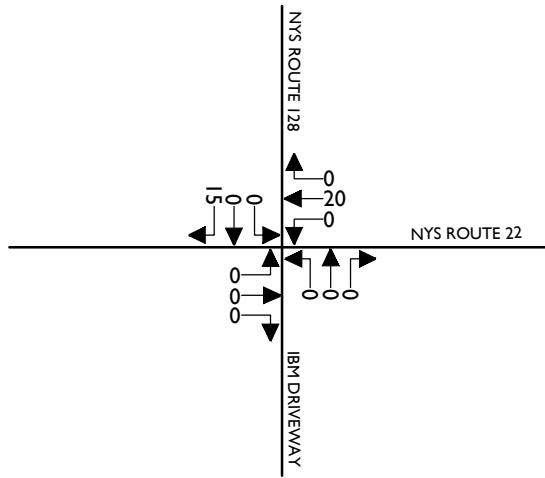
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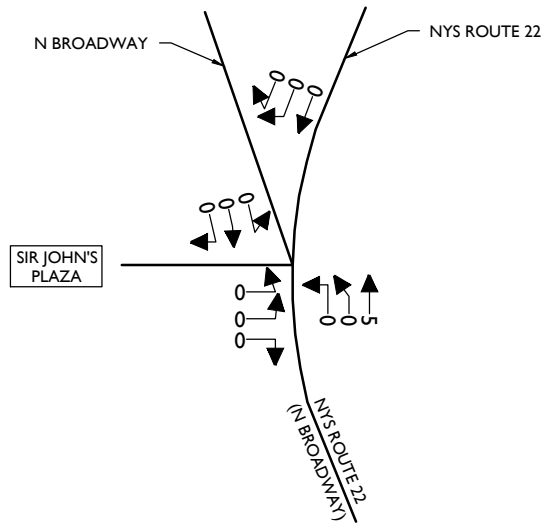
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APARTMENTS
ARRIVAL DISTRIBUTION**

SHEET NUMBER:

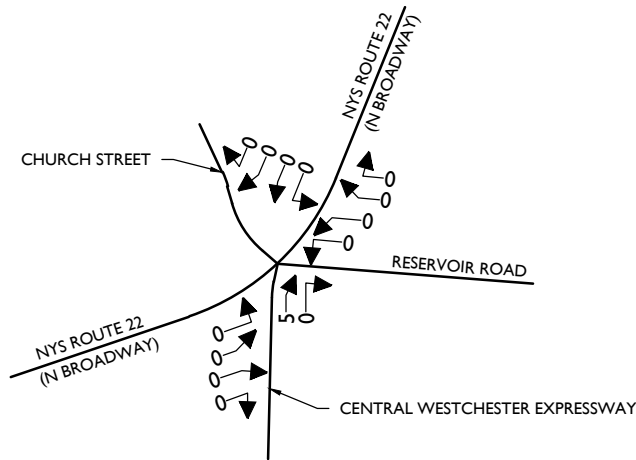
FIGURE NO. 28



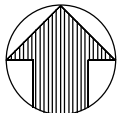
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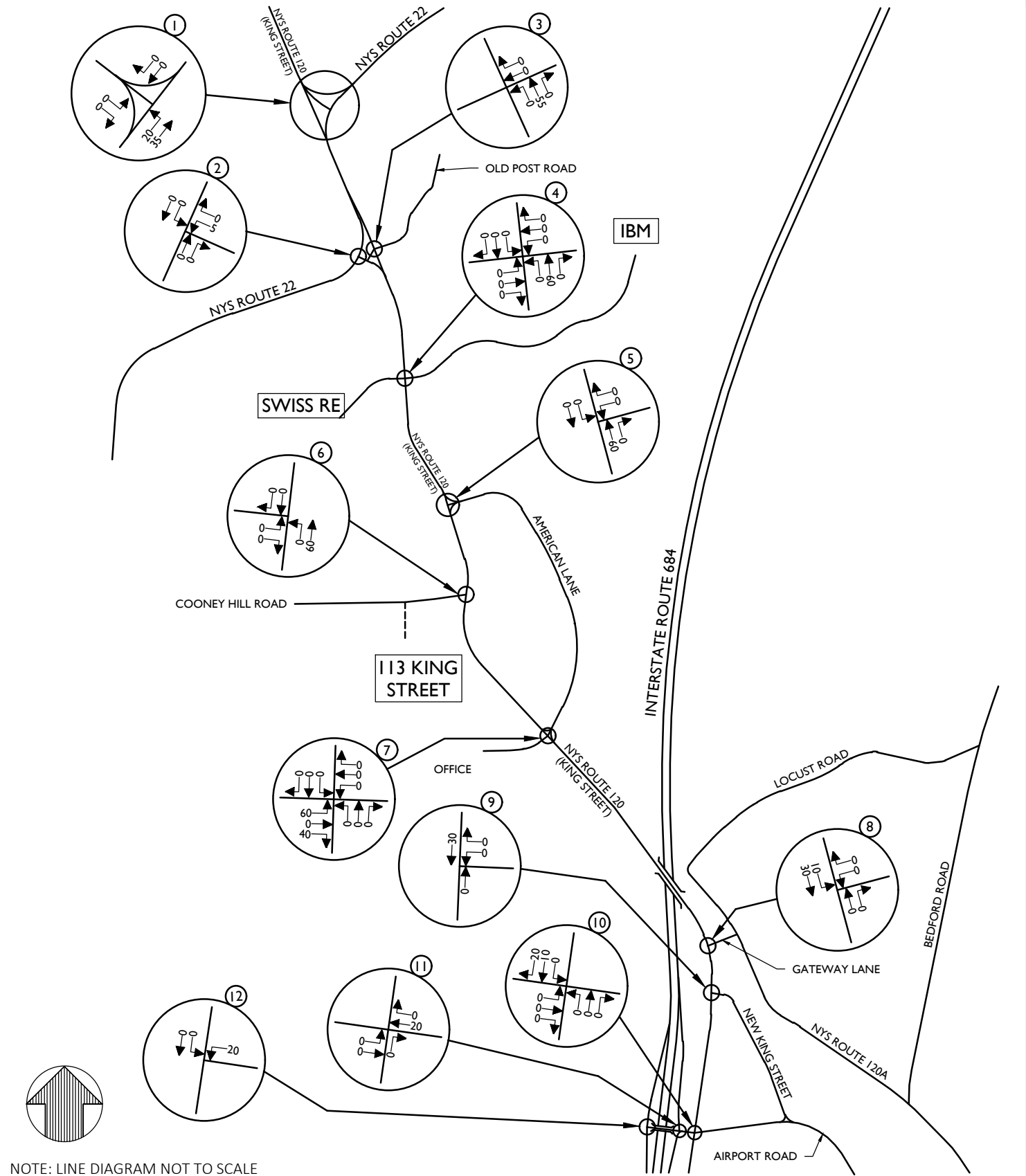
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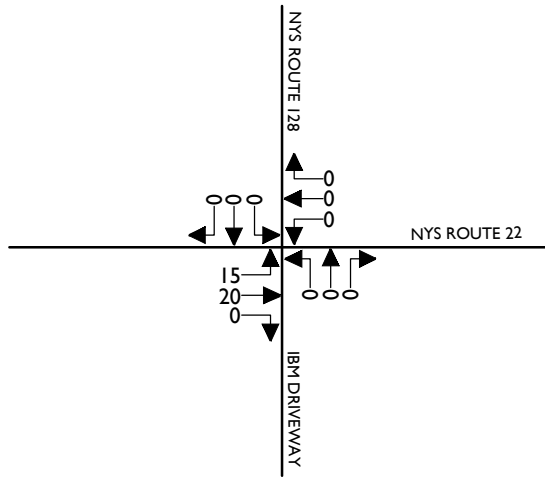
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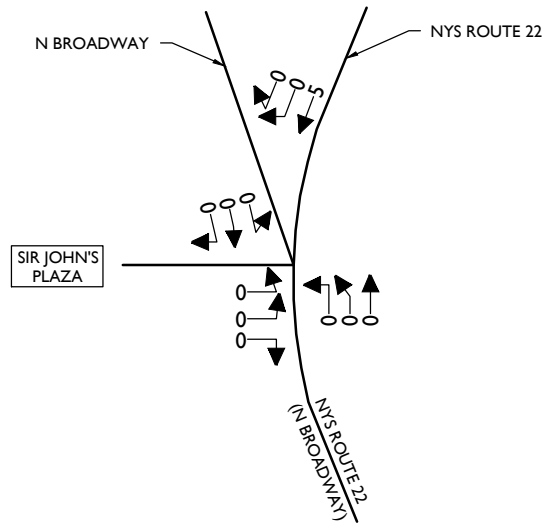
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APARTMENTS
DEPARTURE DISTRIBUTION**

SHEET NUMBER:

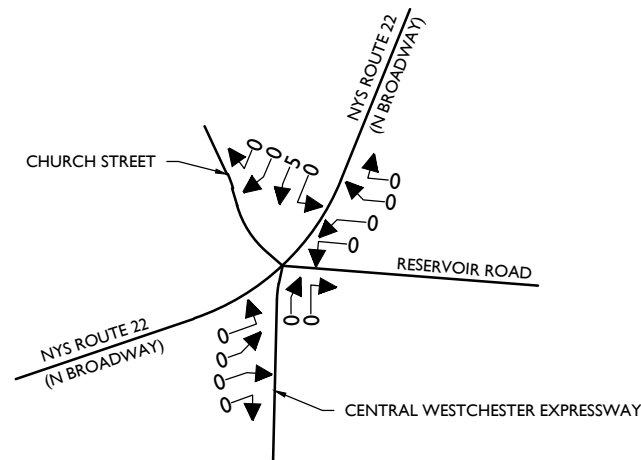
FIGURE NO. 29



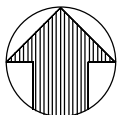
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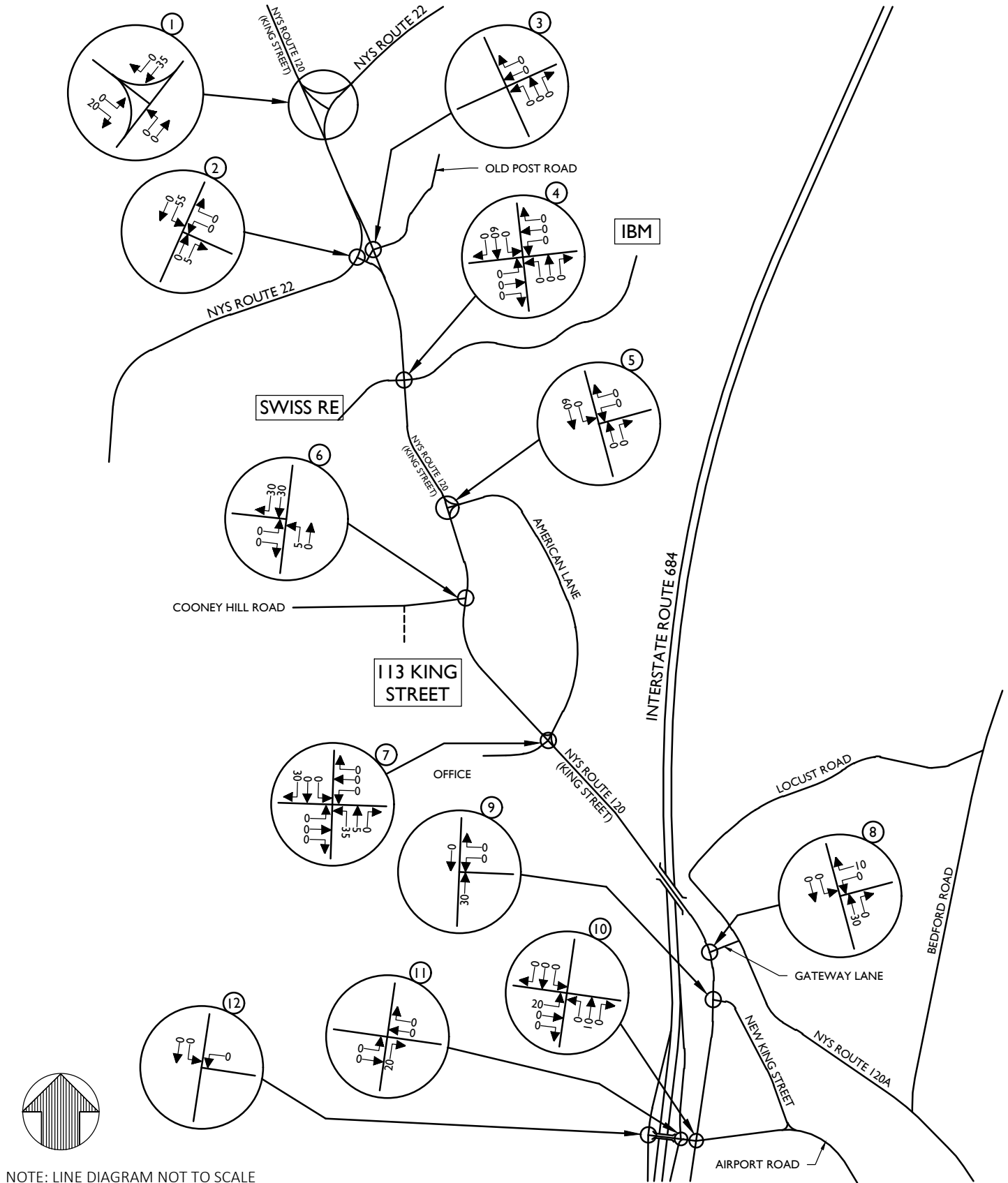
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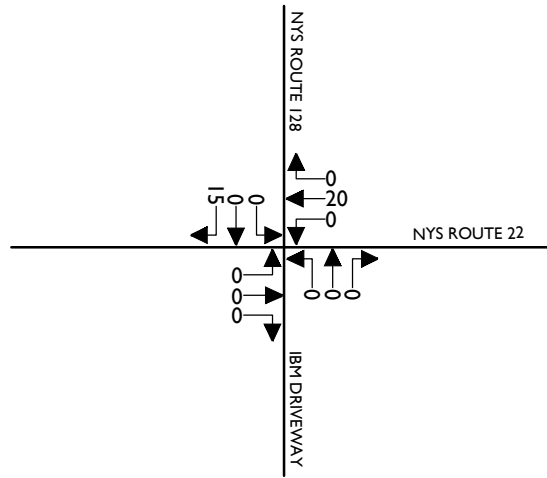
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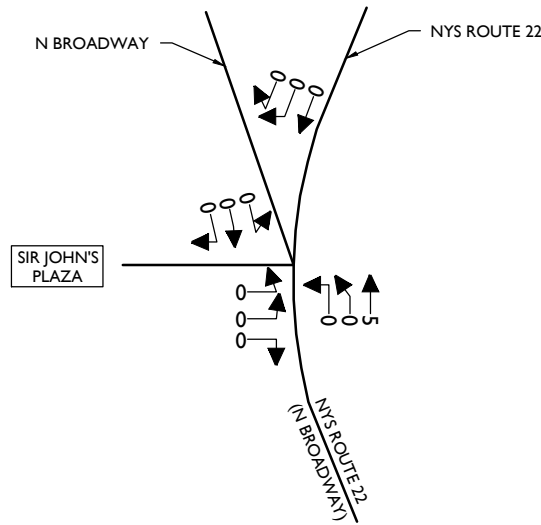
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FIGURE NO. 30

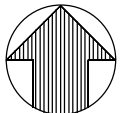
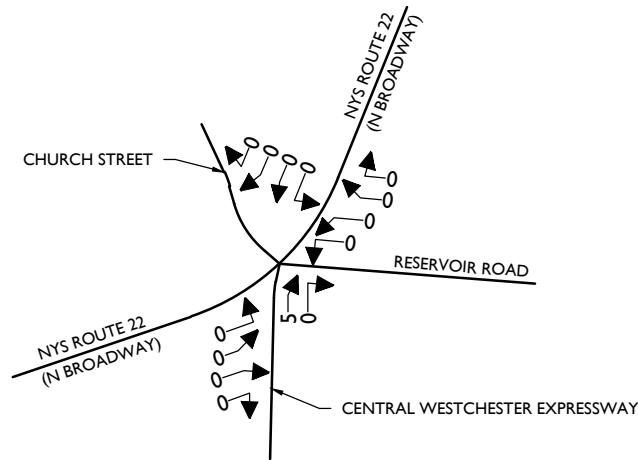
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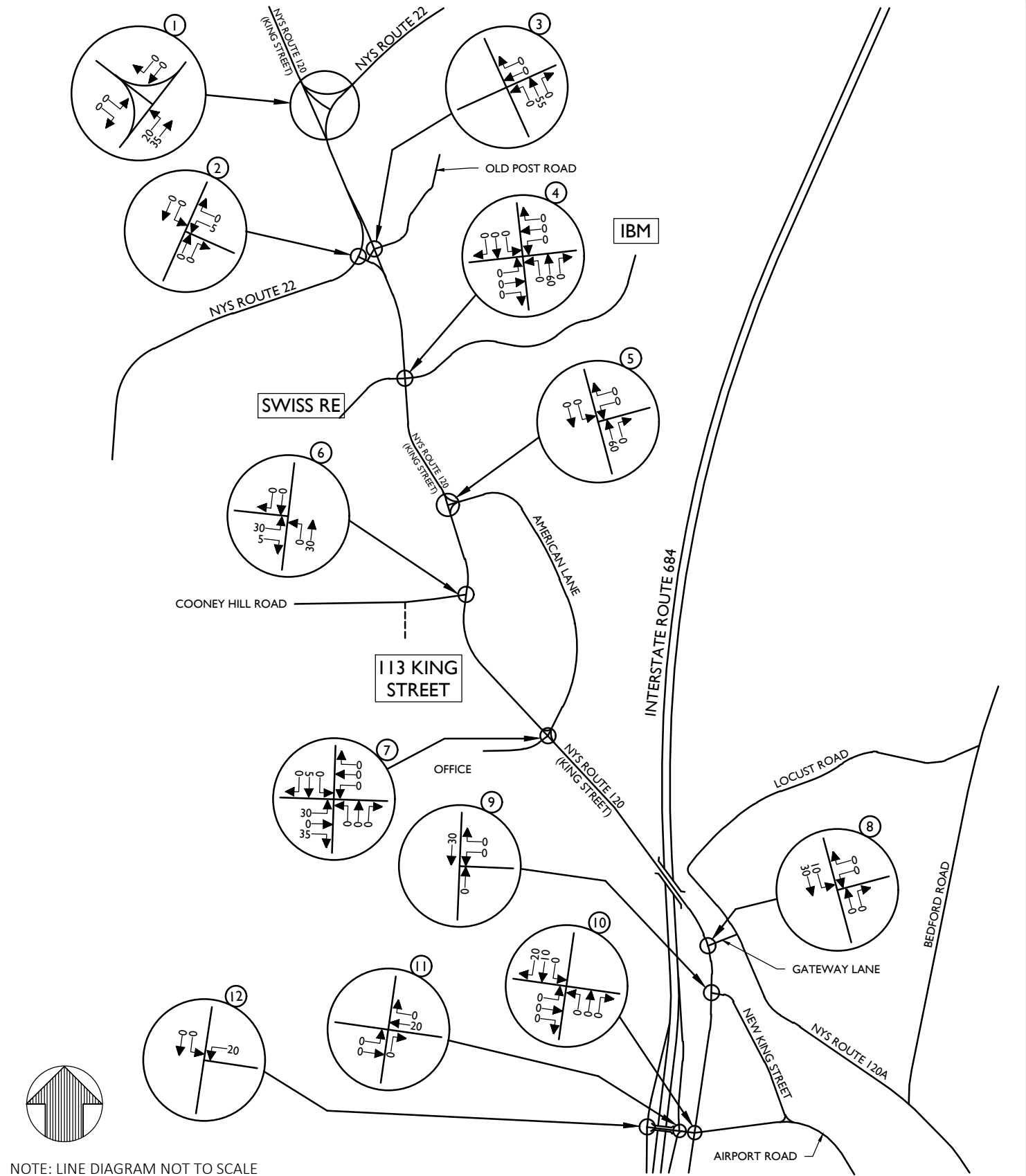
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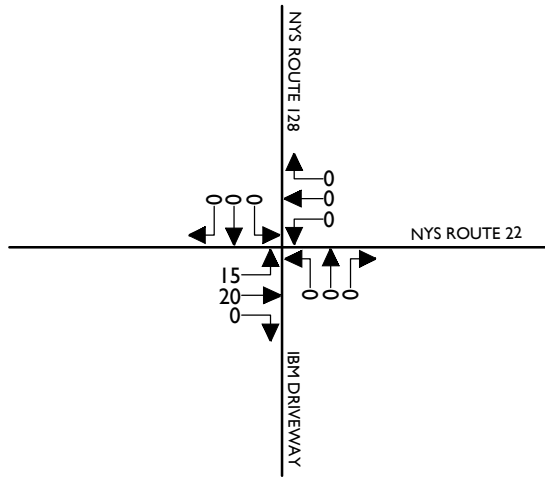
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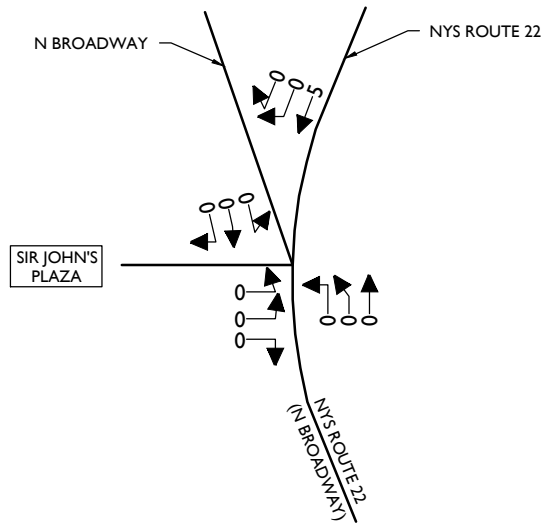
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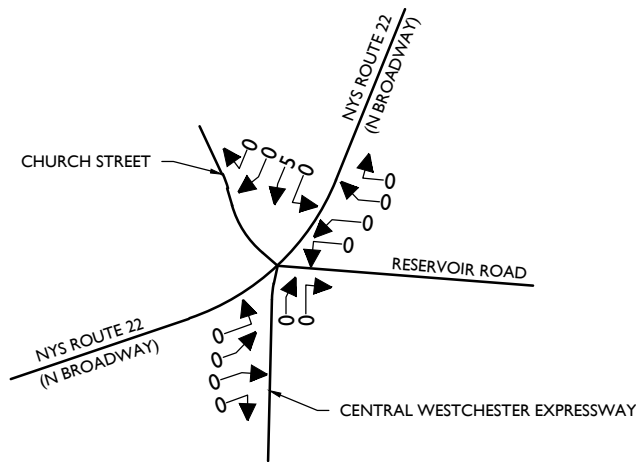
FIGURE NO. 31



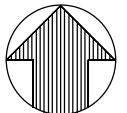
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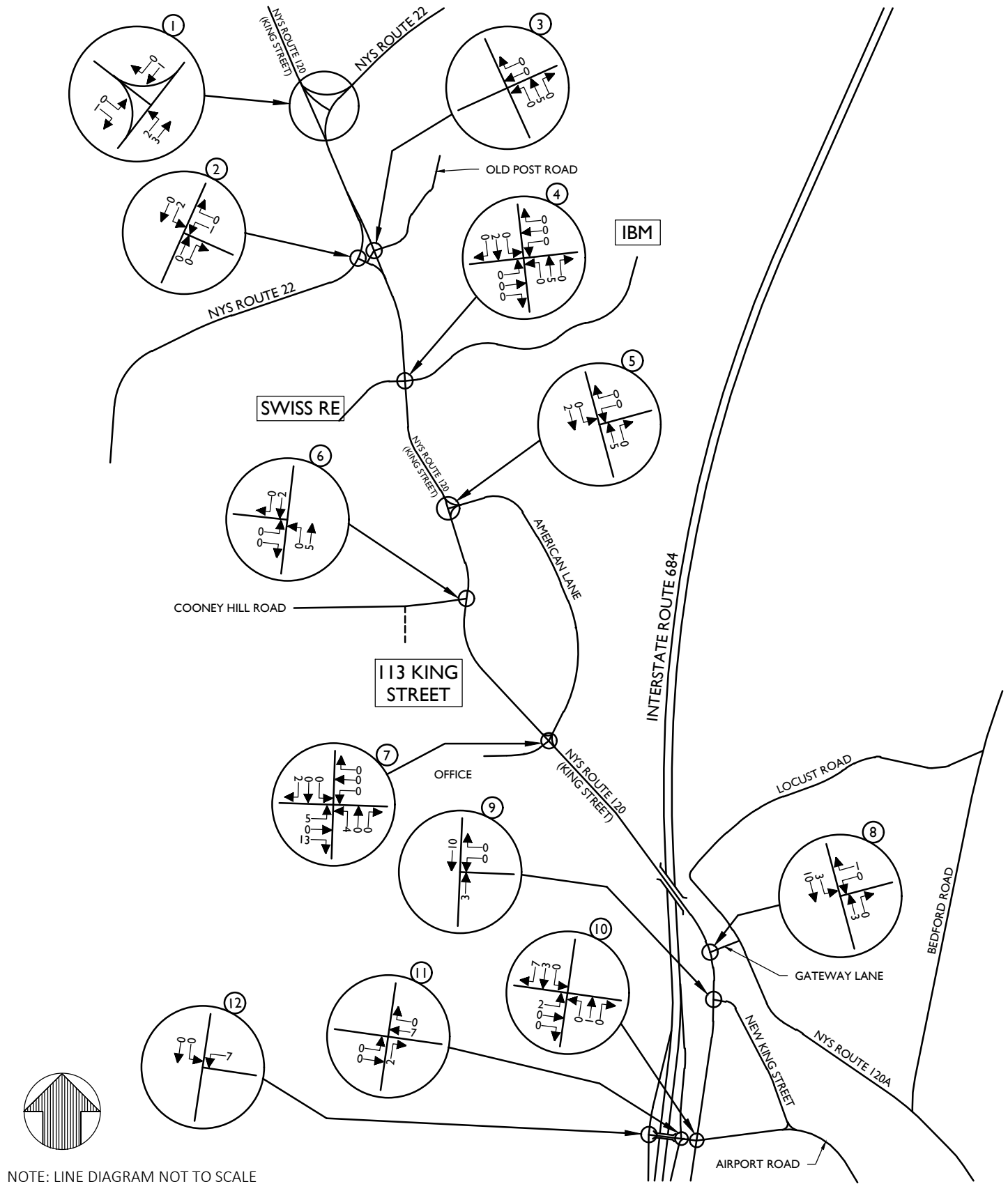
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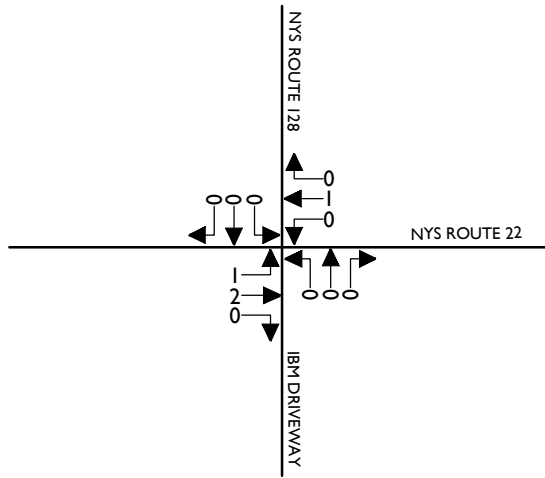
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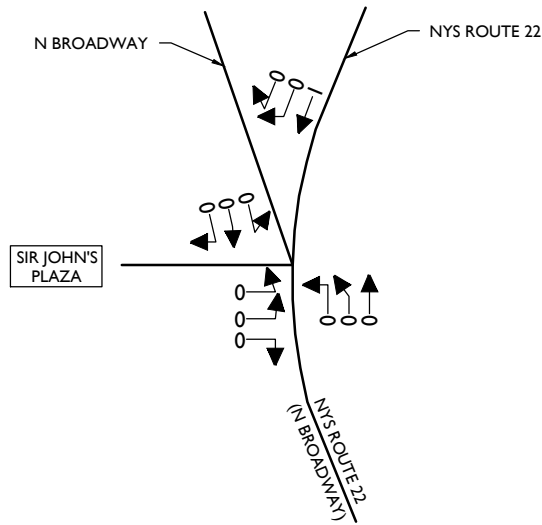
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PROJECT NUMBER: 18002018A		DRAWING NAME: 220819, FIGURES BD	

SHEET TITLE: APARTMENTS SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR
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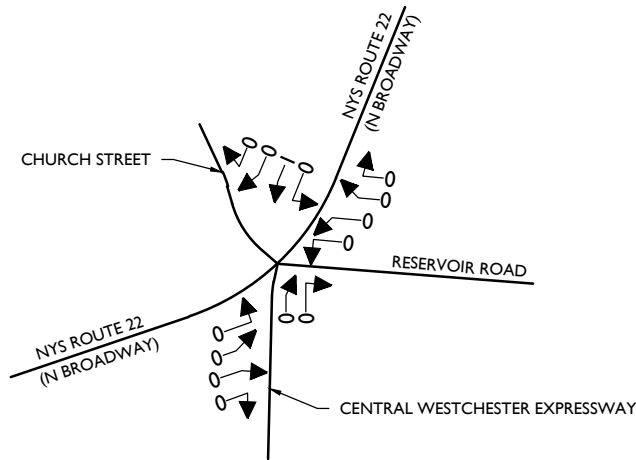
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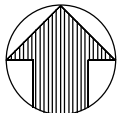
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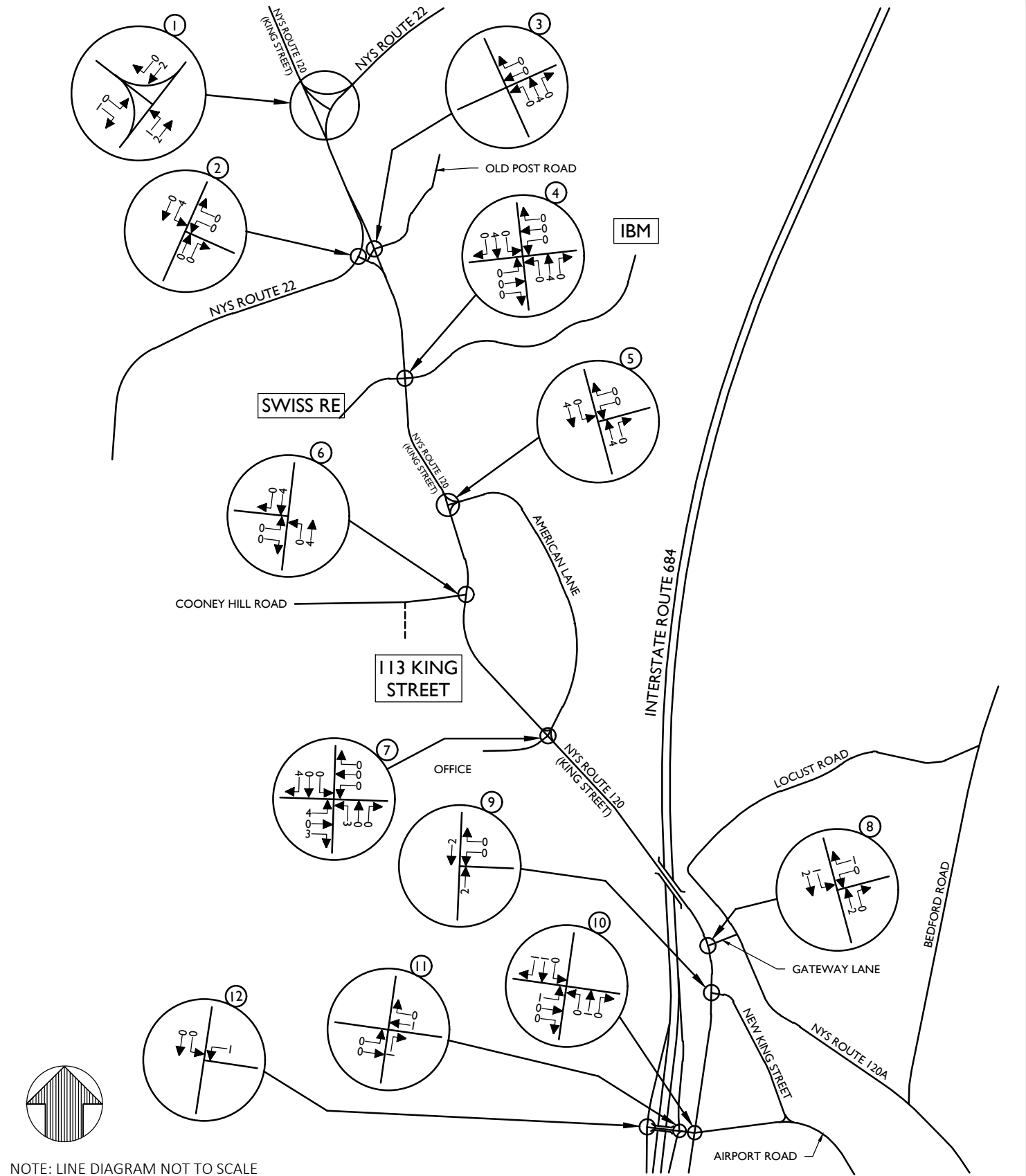
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SHEET NUMBER: FIGURE NO. 35-A



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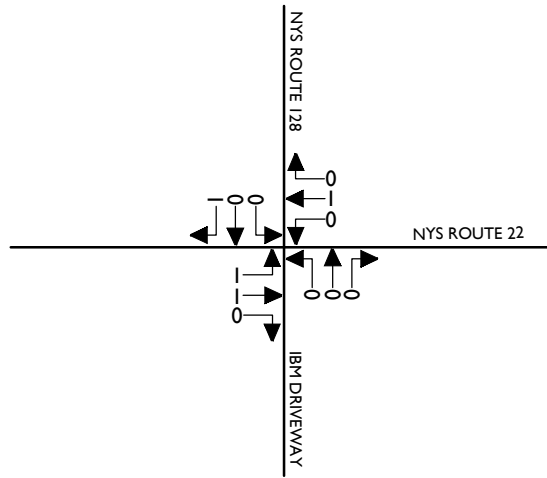
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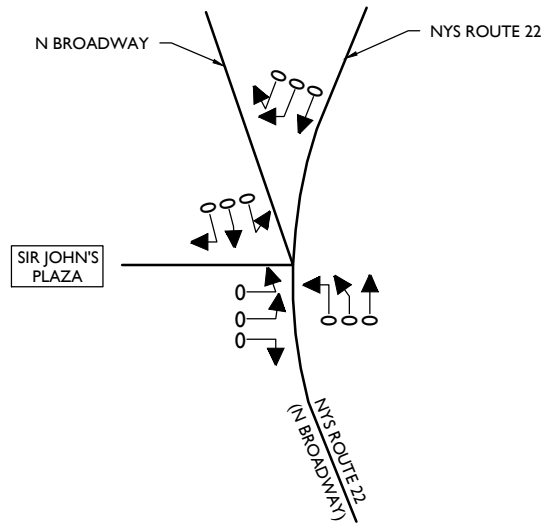
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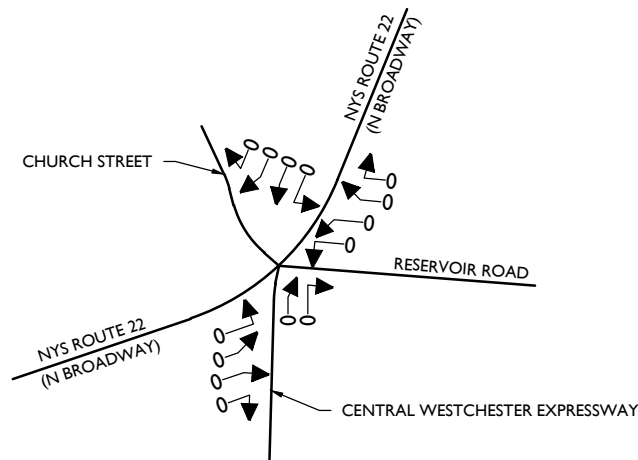
SHEET TITLE:	APARTMENTS SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK MIDDAY HOUR
SHEET NUMBER:	FIGURE NO. 36



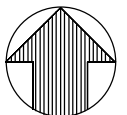
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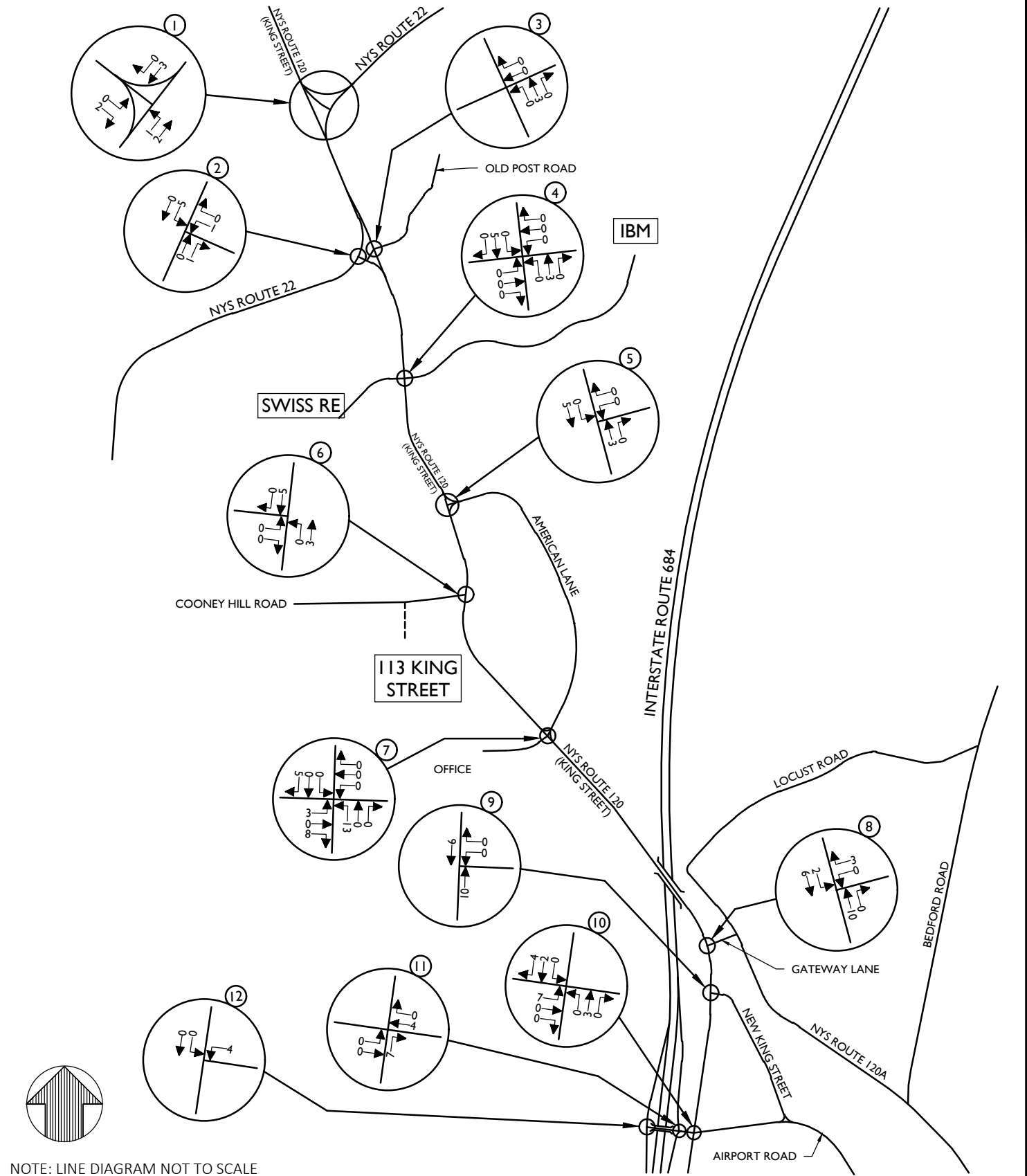
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SHEET TITLE: APARTMENTS SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK MIDDAY HOUR
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SHEET NUMBER: FIGURE NO. 36-A



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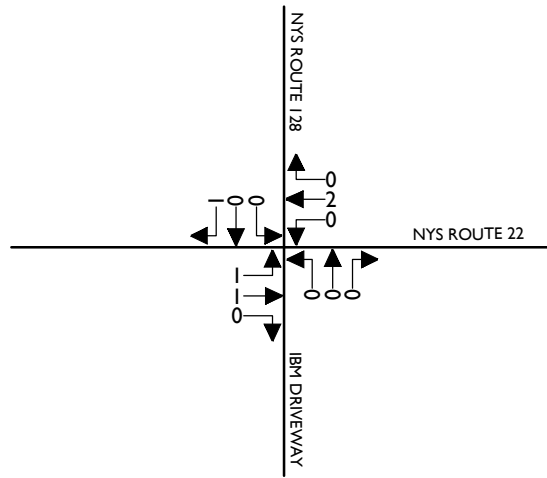
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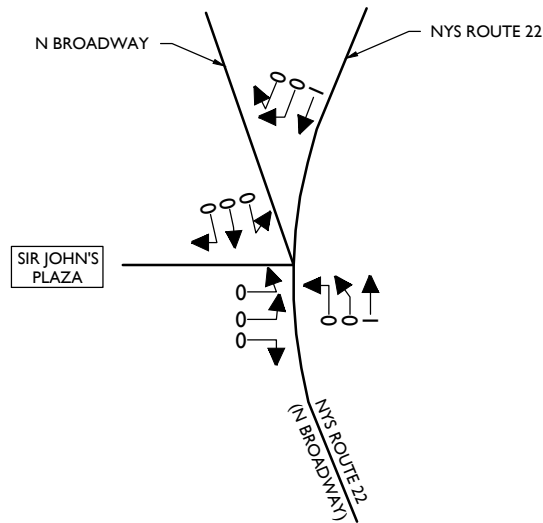
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SHEET TITLE: APARTMENTS
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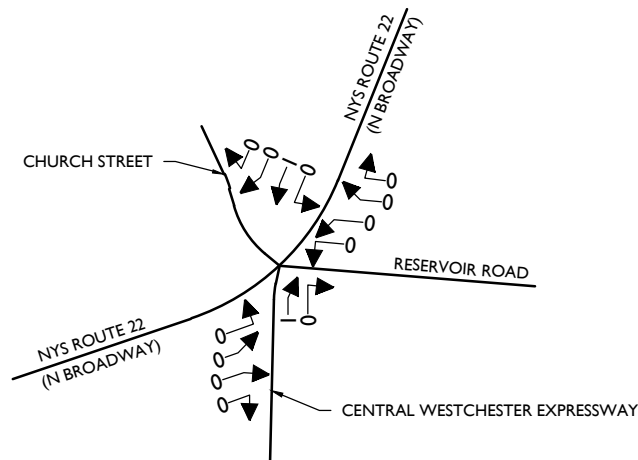
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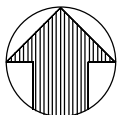
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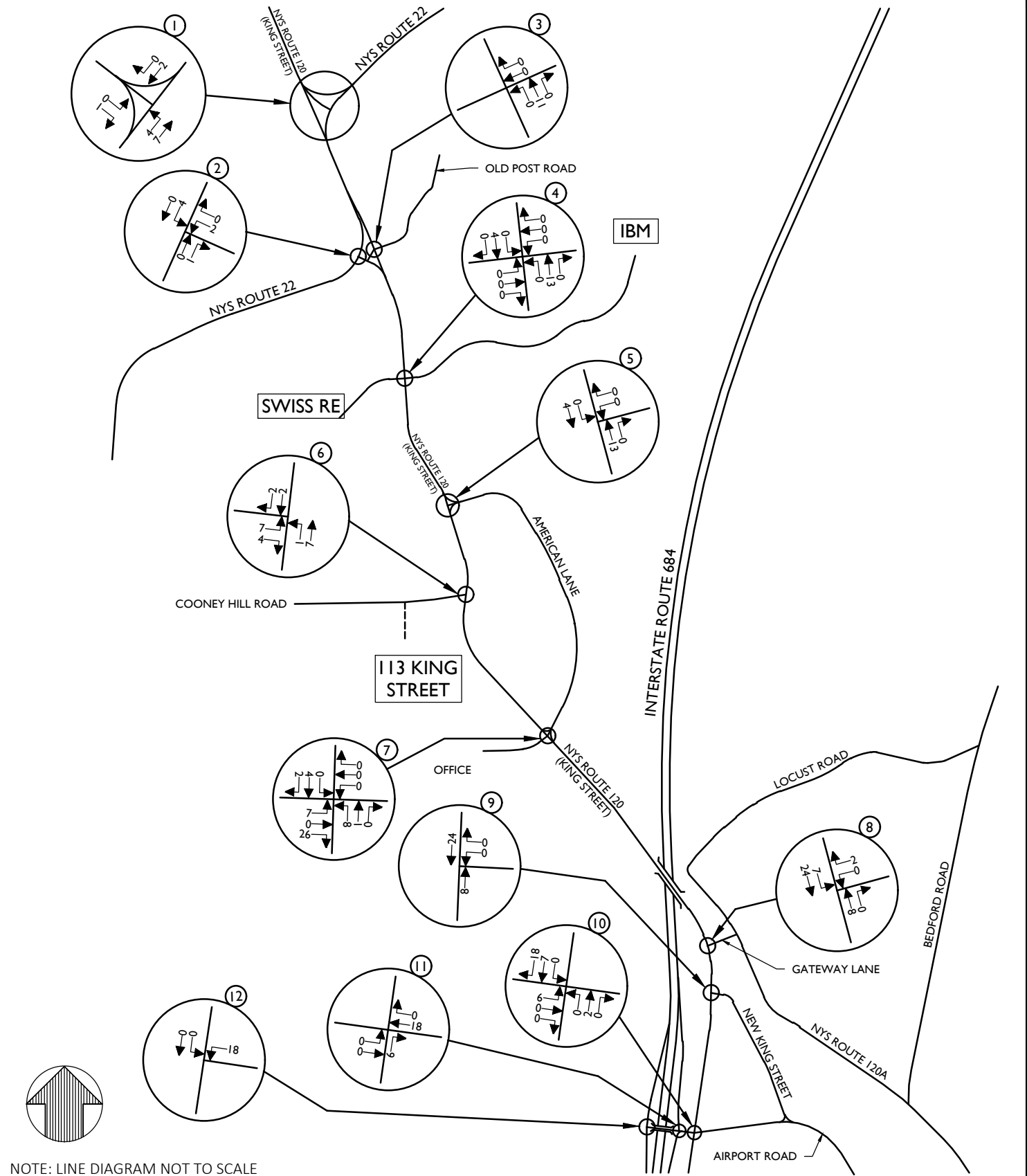
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SHEET TITLE: APARTMENTS
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SHEET NUMBER: FIGURE NO. 37-A



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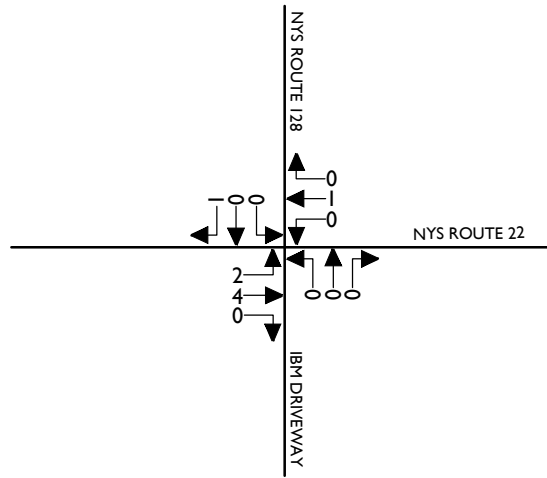
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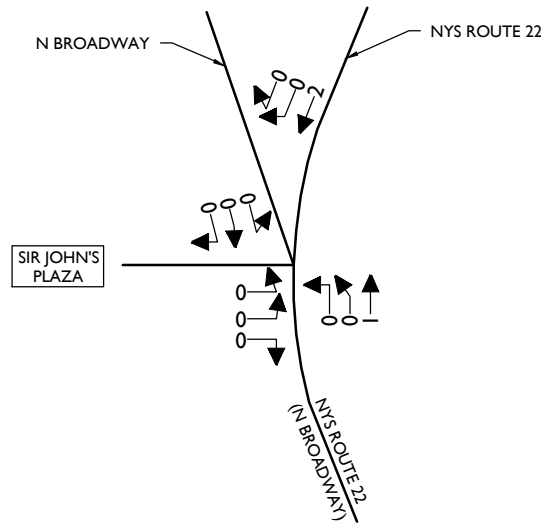
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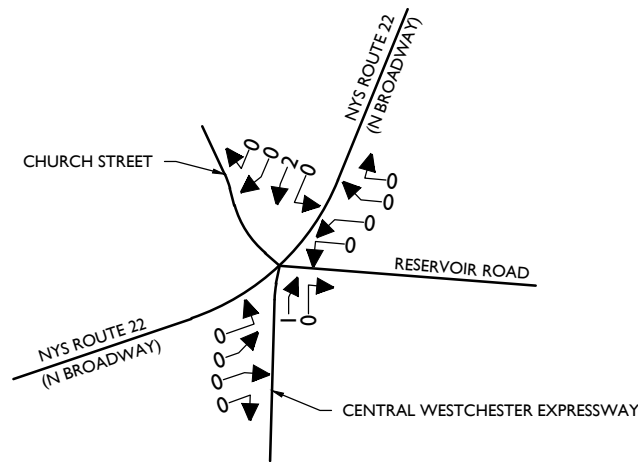
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SHEET NUMBER:	FIGURE NO. 38



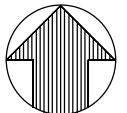
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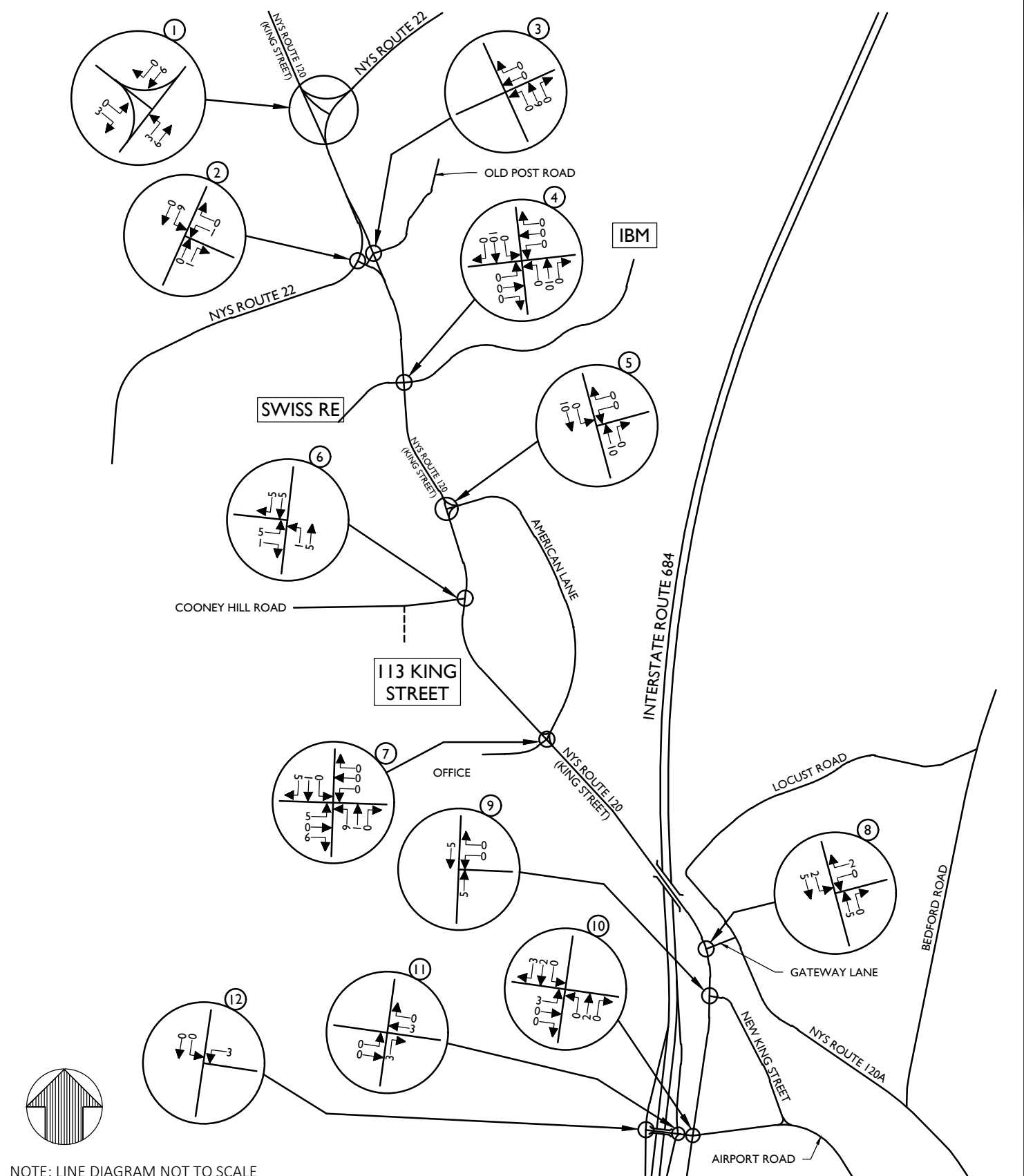
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SHEET TITLE: TOWNHOUSES
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SHEET NUMBER: FIGURE NO. 38-A



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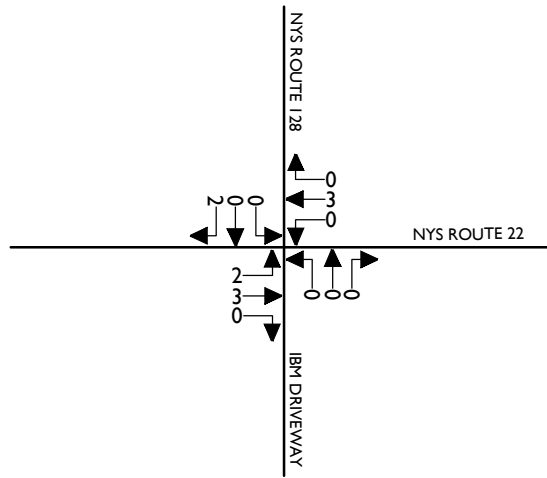
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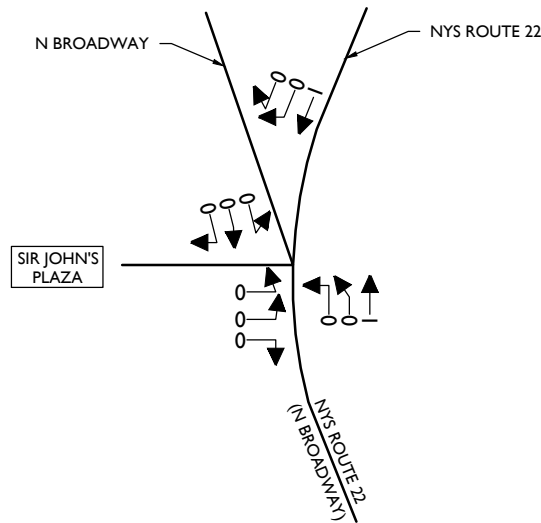
SHEET TITLE: TOWNHOUSES SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK MIDDAY HOUR
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SHEET NUMBER: FIGURE NO. 39

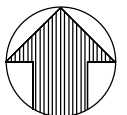
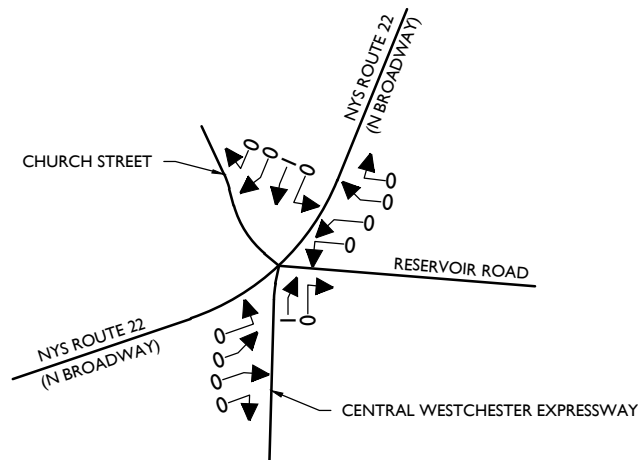
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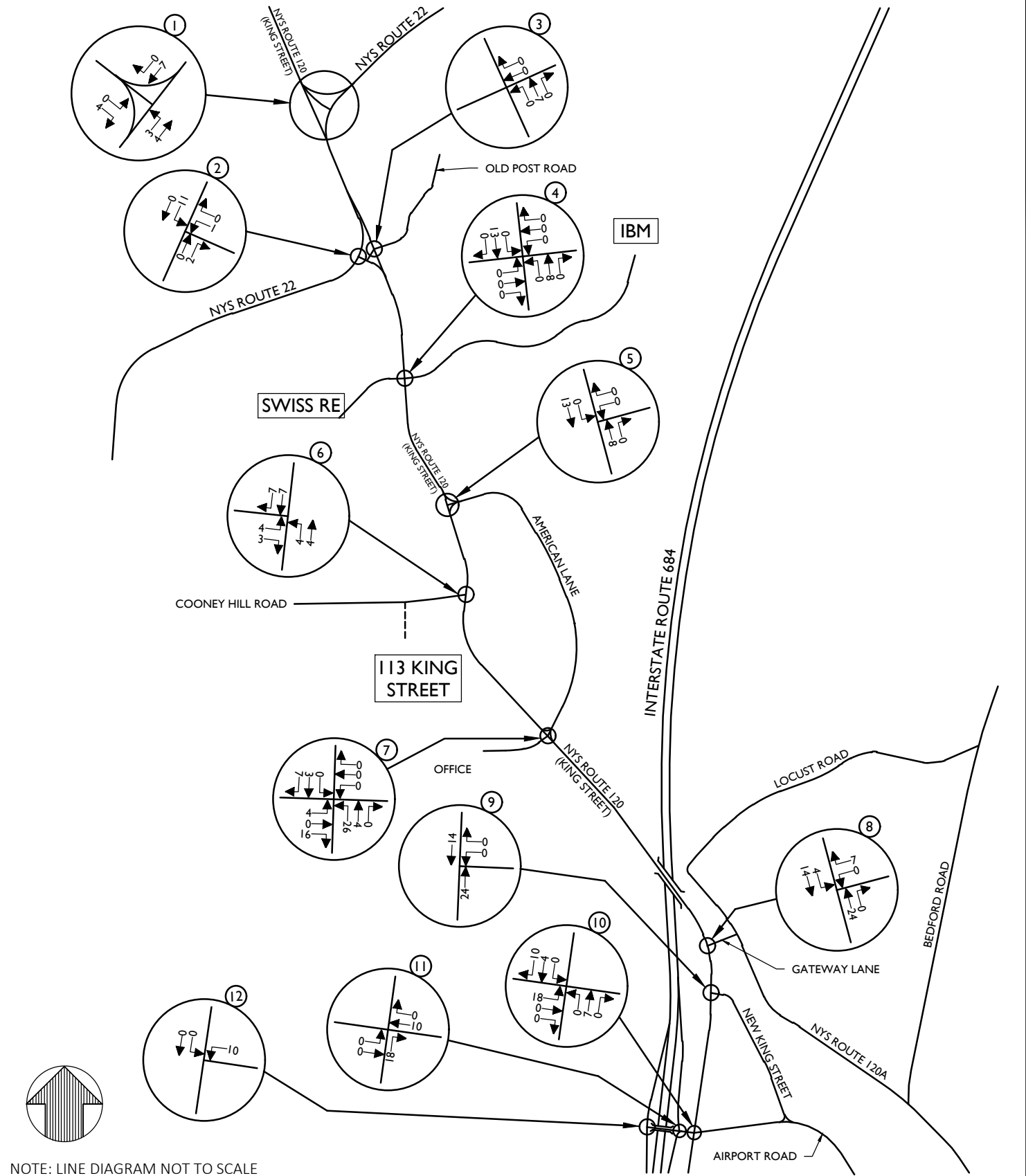
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SHEET TITLE: TOWNHOUSES
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SHEET NUMBER: FIGURE NO. 39-A



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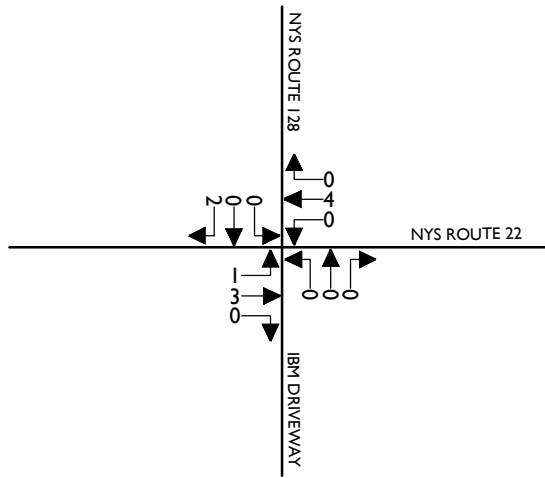
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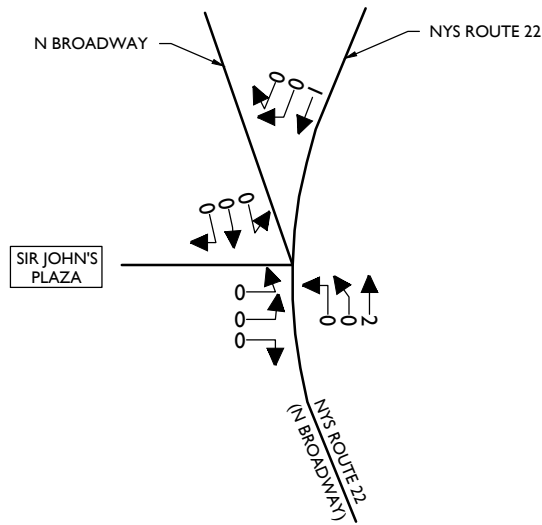
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SHEET TITLE: TOWNHOUSES SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR
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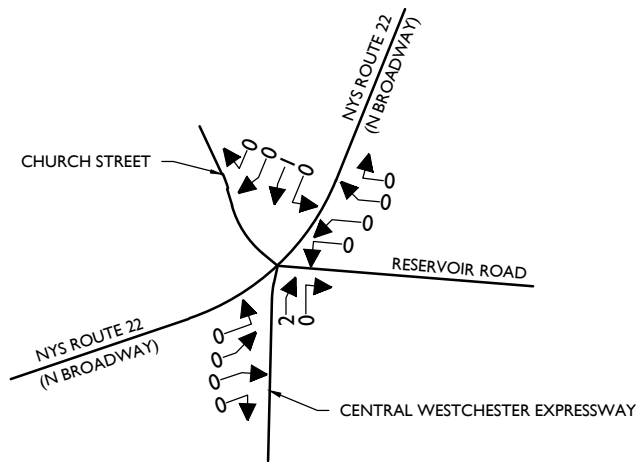
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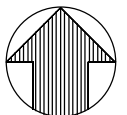
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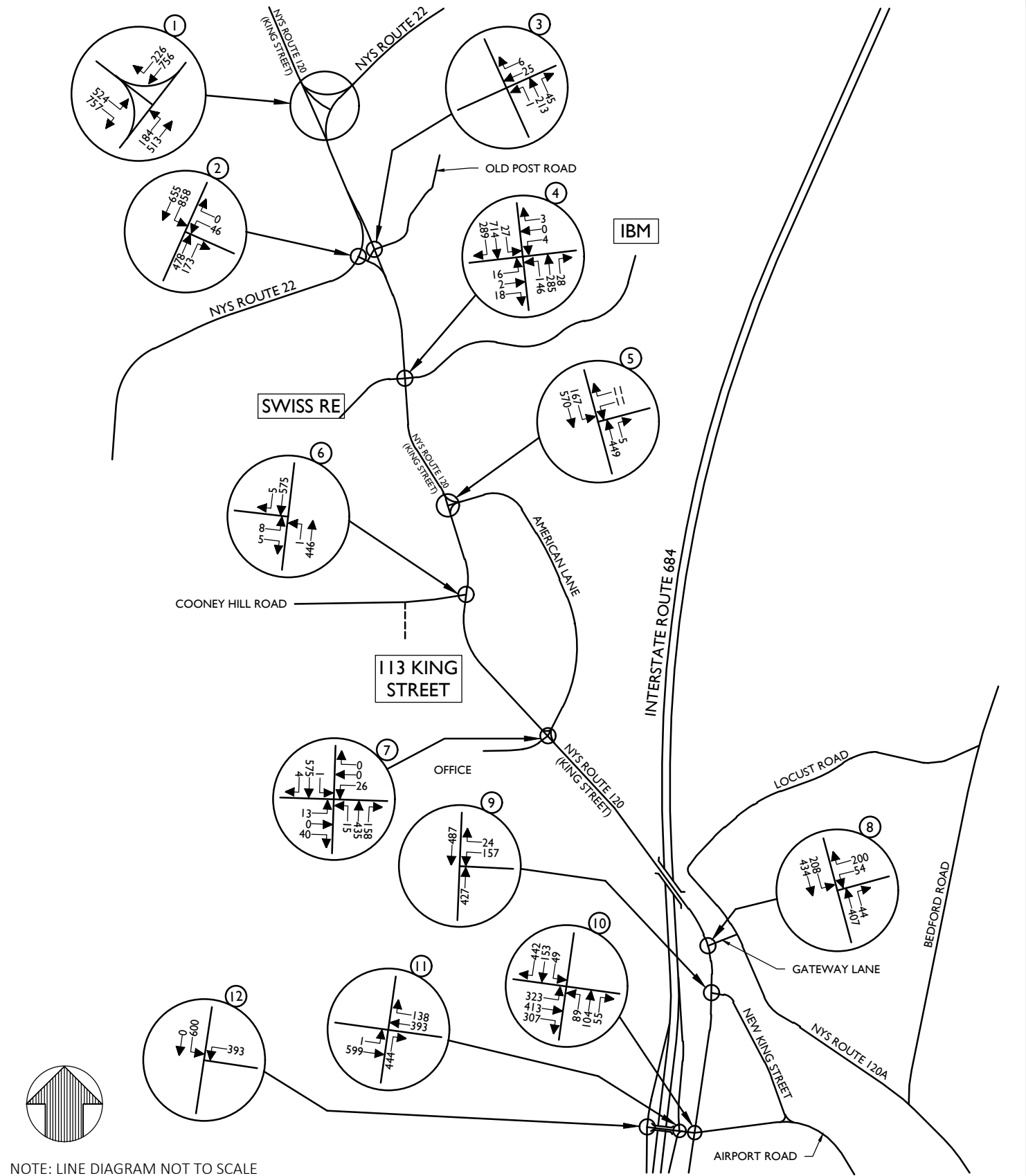
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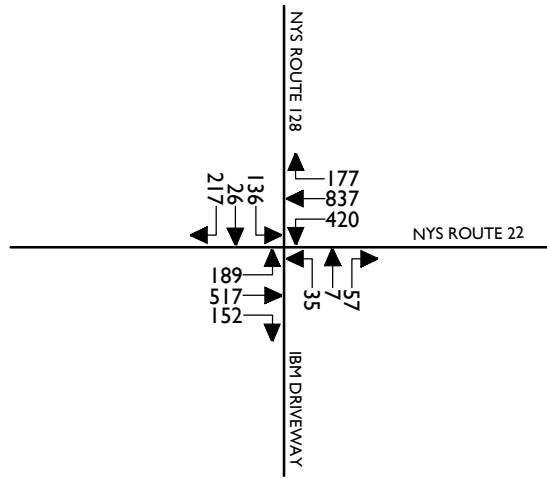
FEIS

SCALE: N.T.S. DATE: 8/19/2022 DRAWN BY: N.S.T. CHECKED BY: J.T.C.

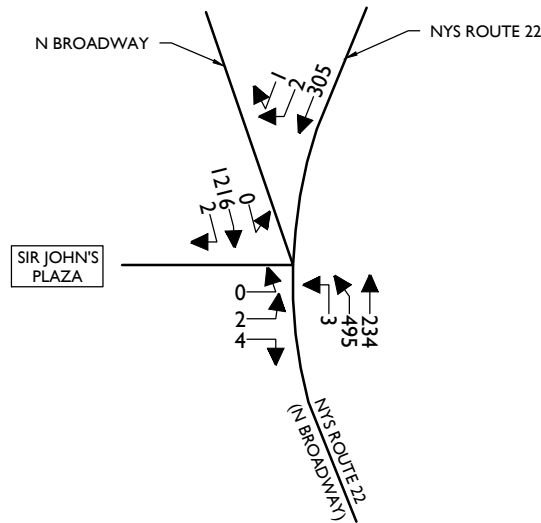
PROJECT NUMBER: 18002018A DRAWING NAME: 220819, FIGURES BD

SHEET TITLE:
**2024 BUILD TRAFFIC
VOLUMES
WEEKDAY PEAK AM HOUR**

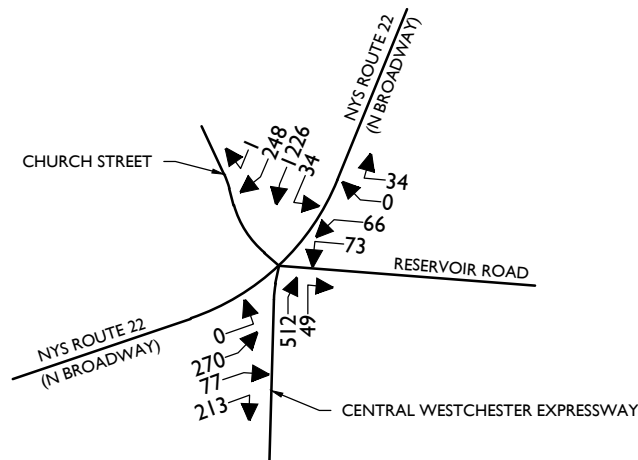
SHEET NUMBER:
FIGURE NO. 41



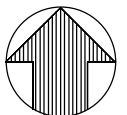
13



14



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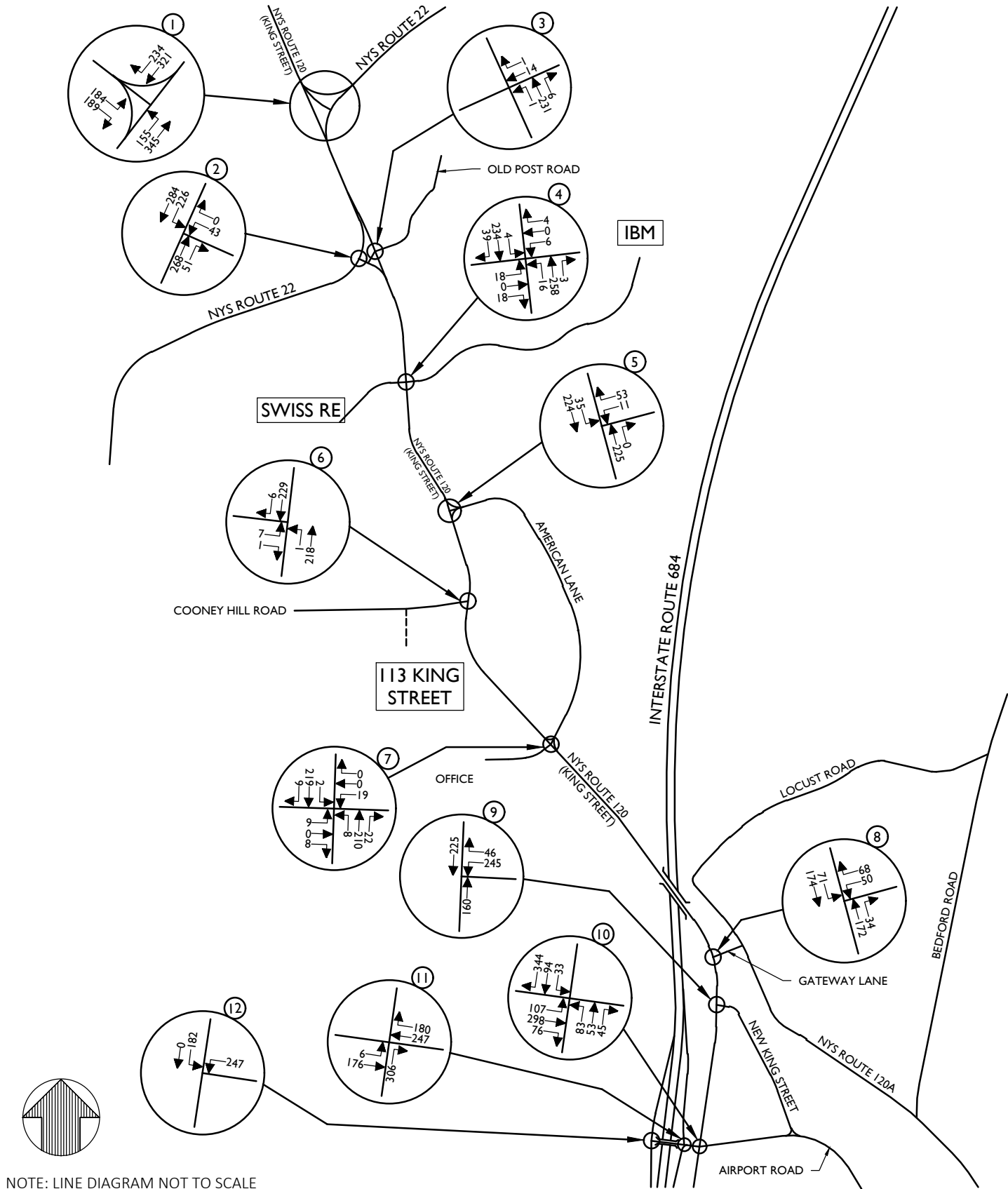
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SCALE: N.T.S. DATE: 8/19/2022 DRAWN BY: N.S.T. CHECKED BY: J.T.C.

PROJECT NUMBER: 18002018A DRAWING NAME: 220819_FIGURES BD

SHEET TITLE: 2024 BUILD TRAFFIC
VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: FIGURE NO. 41-A



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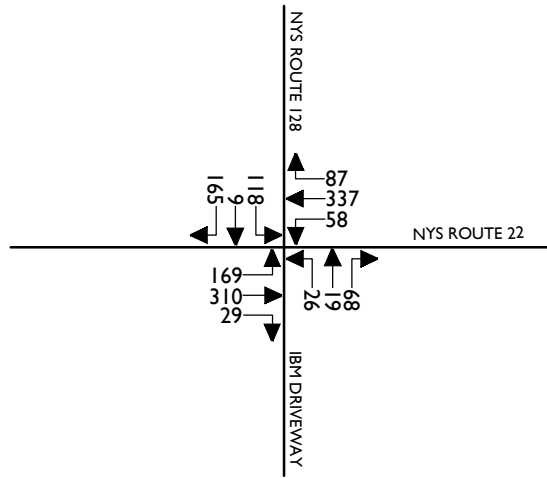
PROJECT NUMBER: 18002018A DRAWING NAME: 220819, FIGURES BD

SHEET TITLE:

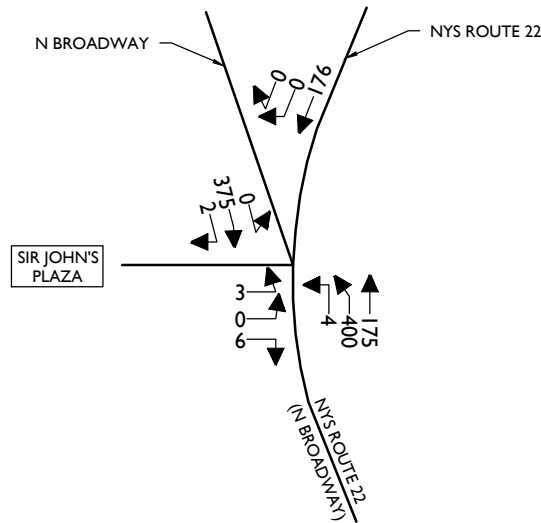
**2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR**

SHEET NUMBER:

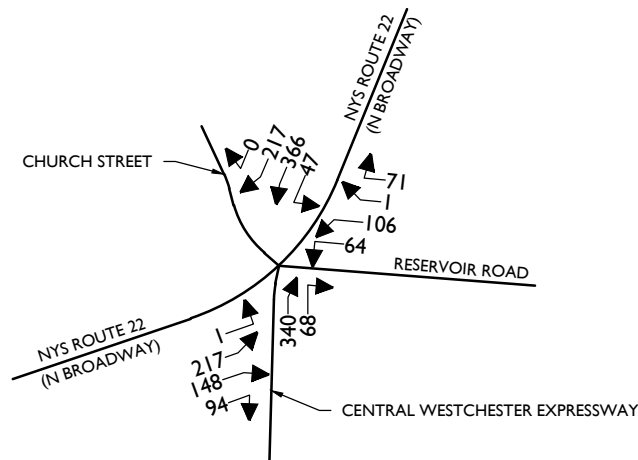
FIGURE NO. 42



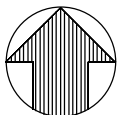
13



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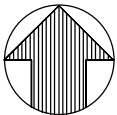
PROJECT NUMBER: 18002018A DRAWING NAME: 220819_FIGURES BD

SHEET TITLE:

2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

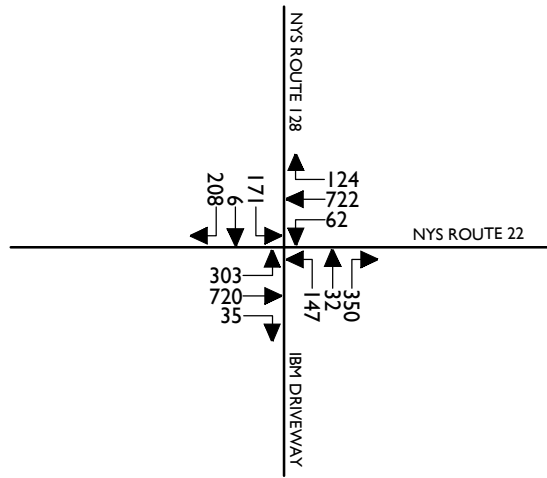
SHEET NUMBER:

FIGURE NO. 42-A

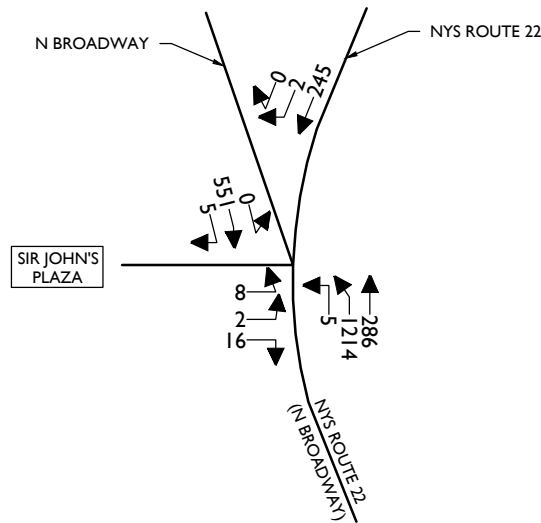


SHEET NUMBER:

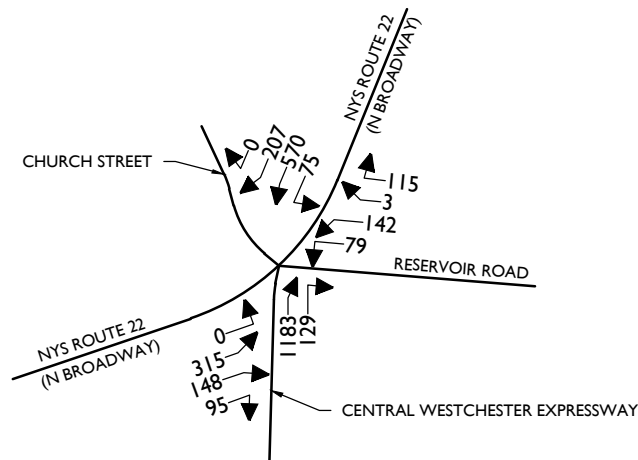
FIGURE NO. 43



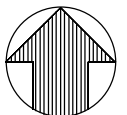
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PROJECT NUMBER: 18002018A DRAWING NAME: 220819_FIGURES BD

SHEET TITLE: 2024 BUILD TRAFFIC
VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: FIGURE NO. 43-A

Level of Service Standards

Level of Service for Signalized Intersections

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Level of Service Criteria For All-Way Stop-Controlled (AWSC) Unsignalized Intersections

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 21-8 LOS by Volume-to-Capacity Ratio

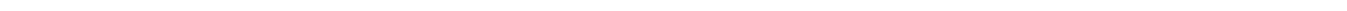
Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.

SYNCHRO ANALYSIS



YEAR 2019 EXISTING CONDITIONS



Year 2019 Existing Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour

09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	166	468	628	198	491	665
Future Volume (vph)	166	468	628	198	491	665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				202		436
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	169	478	641	202	501	679
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	478	641	202	501	679
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

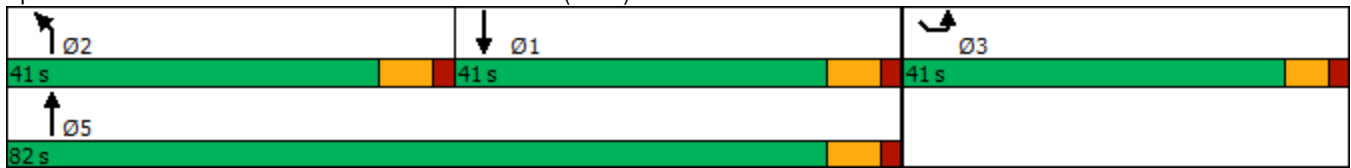
Year 2019 Existing Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	20.1	56.0	28.9	104.4	35.3	104.4
Actuated g/C Ratio	0.19	0.54	0.28	1.00	0.34	1.00
v/c Ratio	0.60	0.28	0.70	0.14	0.92	0.47
Control Delay	48.1	13.3	39.0	0.2	60.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	13.3	39.0	0.2	60.0	1.1
LOS	D	B	D	A	E	A
Approach Delay		22.4	29.7		26.1	
Approach LOS		C	C		C	
Queue Length 50th (ft)	104	86	201	0	321	0
Queue Length 95th (ft)	181	115	290	0	#620	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	485	2324	1084	1478	542	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.21	0.59	0.14	0.92	0.47
Intersection Summary						
Area Type:	Other					
Cycle Length: 123						
Actuated Cycle Length: 104.4						
Natural Cycle: 110						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.92						
Intersection Signal Delay: 26.3				Intersection LOS: C		
Intersection Capacity Utilization 71.2%				ICU Level of Service C		
Analysis Period (min) 15						
# 95th percentile volume exceeds capacity, queue may be longer.						

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	0	450	150	683	610
Future Volume (vph)	40	0	450	150	683	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				33		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	42	0	474	158	719	642
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	474	158	719	642
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.1		16.4	33.6	20.6	44.1
Actuated g/C Ratio	0.15		0.24	0.50	0.31	0.65
v/c Ratio	0.16		0.59	0.21	0.70	0.29
Control Delay	30.3		26.4	9.1	24.9	5.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	30.3		26.4	9.1	24.9	5.1
LOS	C		C	A	C	A
Approach Delay	30.3		22.1			15.6
Approach LOS	C		C			B
Queue Length 50th (ft)	15		88	26	131	48
Queue Length 95th (ft)	49		153	69	206	67
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	899		1791	1297	1775	3380
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.05		0.26	0.12	0.41	0.19

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 67.4

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 17.9

Intersection LOS: B

Intersection Capacity Utilization 56.9%

ICU Level of Service B

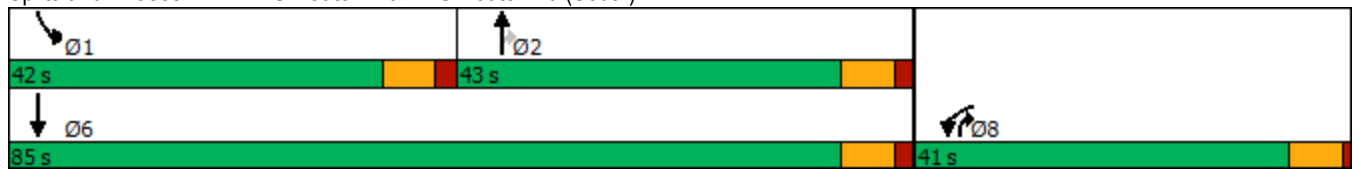
Analysis Period (min) 15

Year 2019 Existing Traffic Volumes
 2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour

09/13/2022

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2019 Existing Traffic Volumes
3: King Street & Old Post Road

Weekday Peak AM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	24	6	1	178	43	0	0	0
Future Volume (vph)	0	0	0	0	24	6	1	178	43	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.972			0.974				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1835	0	0	1745	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1835	0	0	1745	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	27	7	1	202	49	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	34	0	0	252	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	22.0%											
Analysis Period (min)	15											

Year 2019 Existing Traffic Volumes
3: King Street & Old Post Road

Weekday Peak AM Hour
09/13/2022

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶			↷				
Traffic Vol, veh/h	0	0	0	0	24	6	1	178	43	0	0	0
Future Vol, veh/h	0	0	0	0	24	6	1	178	43	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	27	7	1	202	49	0	0	0

Major/Minor	Minor1	Major1			
Conflicting Flow All	-	229	227	0	0
Stage 1	-	229	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-
Critical Hdwy Stg 1	-	4.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-
Pot Cap-1 Maneuver	0	711	844	-	-
Stage 1	0	758	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	0	844	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	844
HCM Lane V/C Ratio	-	-	0.04
HCM Control Delay (s)	-	-	9.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	9	4	0	3	71	251	27	26	666	141
Future Volume (vph)	8	1	9	4	0	3	71	251	27	26	666	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.957			0.950		0.950			0.950		
Satd. Flow (prot)	0	1328	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.297			0.591		
Satd. Flow (perm)	0	1387	1190	0	1909	1623	524	1667	1558	1145	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	1	10	4	0	3	77	273	29	28	724	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	10	0	4	3	77	273	29	28	724	153
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.2	7.2		6.0	7.0	50.6	52.8	52.8	47.2	44.7	62.2
Actuated g/C Ratio		0.10	0.12		0.10	0.11	0.81	0.85	0.85	0.76	0.72	1.00
v/c Ratio		0.07	0.06		0.02	0.01	0.15	0.19	0.02	0.03	0.54	0.09
Control Delay		28.2	1.2		27.5	0.0	2.3	4.2	0.0	2.0	8.6	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.2	1.2		27.5	0.0	2.3	4.2	0.0	2.0	8.6	0.1
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		14.7			15.7			3.5			7.0	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		3	0		1	0	1	0	0	0	106	0
Queue Length 95th (ft)		18	2		10	0	17	100	0	8	343	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		897	449		1235	604	819	1415	1335	1201	1351	1631
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.01	0.02		0.00	0.00	0.09	0.19	0.02	0.02	0.54	0.09
Intersection Summary												
Area Type:	Other											
Cycle Length: 119												
Actuated Cycle Length: 62.2												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.54												
Intersection Signal Delay: 6.1							Intersection LOS: A					
Intersection Capacity Utilization 61.7%							ICU Level of Service B					
Analysis Period (min) 15												

Year 2019 Existing Traffic Volumes
 4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour

09/13/2022

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2019 Existing Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	339	5	159	520
Future Volume (vph)	10	10	339	5	159	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	11	11	361	5	169	553
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	11	361	5	169	553
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.0%			ICU Level of Service A		
Analysis Period (min)	15					

Year 2019 Existing Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak AM Hour
09/13/2022

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	339	5	159	520
Future Vol, veh/h	10	10	339	5	159	520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	11	11	361	5	169	553
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1252	361	0	-	361	0
Stage 1	361	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209	-
Pot Cap-1 Maneuver	237	665	-	0	1203	-
Stage 1	754	-	-	0	-	-
Stage 2	469	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	204	665	-	-	1203	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	17.1	0	2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBTWBLn1WBLn2		SBL	SBT		
Capacity (veh/h)	-	204	665	1203	-	
HCM Lane V/C Ratio	-	0.052	0.016	0.141	-	
HCM Control Delay (s)	-	23.6	10.5	8.5	-	
HCM Lane LOS	-	C	B	A	-	
HCM 95th %tile Q(veh)	-	0.2	0	0.5	-	

Year 2019 Existing Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	0	343	527	3
Future Volume (vph)	1	1	0	343	527	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1135	0	0	1643	1782	0
Flt Permitted	0.976					
Satd. Flow (perm)	1135	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	1	0	361	555	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	361	558	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 37.9% ICU Level of Service A
Analysis Period (min) 15

Year 2019 Existing Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak AM Hour
09/13/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	343	527	3
Future Vol, veh/h	1	1	0	343	527	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	1	1	0	361	555	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	918	557	558	0	-	0
Stage 1	557	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	177	510	1023	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	510	1023	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.8	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1023	-	263	-	-	
HCM Lane V/C Ratio	-	-	0.008	-	-	
HCM Control Delay (s)	0	-	18.8	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Year 2019 Existing Traffic Volumes

Weekday Peak AM Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	527	0	2	342	150	1	0	1	25	0	0
Future Volume (vph)	1	527	0	2	342	150	1	0	1	25	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1801	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.385				0.740			0.757	
Satd. Flow (perm)	0	1801	0	704	1677	1494	0	1345	1545	0	1224	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						161			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	567	0	2	368	161	1	0	1	27	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	0	2	368	161	0	1	1	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

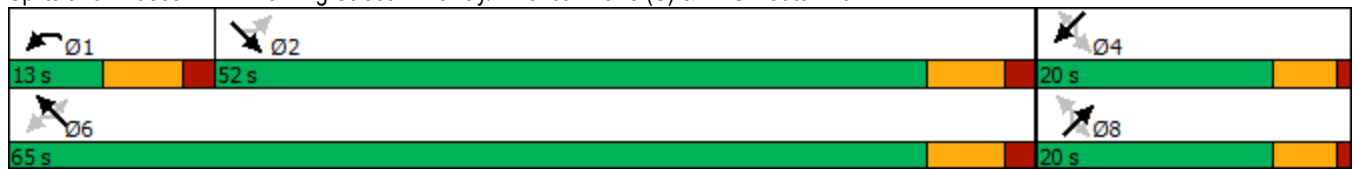
Year 2019 Existing Traffic Volumes
7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak AM Hour

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		55.6		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.65		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.48		0.00	0.32	0.15		0.00	0.00		0.12	
Control Delay		10.1		4.5	6.4	1.1		29.0	0.0		31.2	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		10.1		4.5	6.4	1.1		29.0	0.0		31.2	
LOS		B		A	A	A		C	A		C	
Approach Delay		10.1			4.8			14.5			31.2	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)		121		0	69	0		0	0		12	
Queue Length 95th (ft)		287		2	109	17		5	0		36	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1178		553	1144	1070		237	388		216	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.48		0.00	0.32	0.15		0.00	0.00		0.13	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 50												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.48												
Intersection Signal Delay: 8.1				Intersection LOS: A								
Intersection Capacity Utilization 56.2%				ICU Level of Service B								
Analysis Period (min) 15												

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2019 Existing Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak AM Hour
09/13/2022

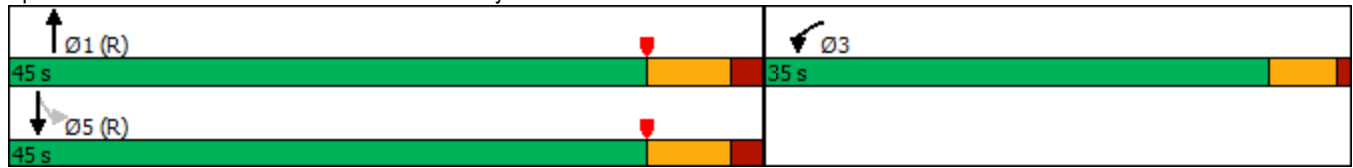
						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	51	174	320	42	185	368
Future Volume (vph)	51	174	320	42	185	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.896		0.984			
Flt Protected	0.989					0.984
Satd. Flow (prot)	1700	0	1620	0	0	1743
Flt Permitted	0.989					0.740
Satd. Flow (perm)	1700	0	1620	0	0	1311
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	185		11			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	54	185	340	45	197	391
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	385	0	0	588
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Year 2019 Existing Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	9.2		58.8			58.8
Actuated g/C Ratio	0.12		0.74			0.74
v/c Ratio	0.67		0.32			0.61
Control Delay	18.4		2.5			9.5
Queue Delay	0.0		0.0			0.0
Total Delay	18.4		2.5			9.5
LOS	B		A			A
Approach Delay	18.4		2.5			9.5
Approach LOS	B		A			A
Queue Length 50th (ft)	26		18			106
Queue Length 95th (ft)	86		35			278
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	753		1193			963
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.32		0.32			0.61
Intersection Summary						
Area Type:	Other					
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.67						
Intersection Signal Delay: 9.1				Intersection LOS: A		
Intersection Capacity Utilization 78.4%				ICU Level of Service D		
Analysis Period (min) 15						

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak AM Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	149	23	339	0	0	419
Future Volume (vph)	149	23	339	0	0	419
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	157	24	357	0	0	441
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	24	357	0	0	441
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

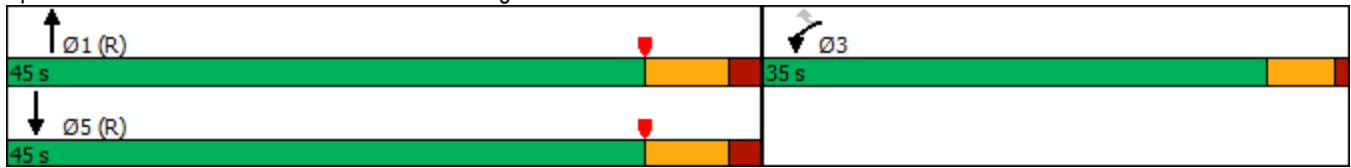
Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak AM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	12.9	12.9	55.1			55.1
Actuated g/C Ratio	0.16	0.16	0.69			0.69
v/c Ratio	0.58	0.09	0.32			0.36
Control Delay	38.8	11.5	6.5			3.2
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.8	11.5	6.5			3.2
LOS	D	B	A			A
Approach Delay	35.2		6.5			3.2
Approach LOS	D		A			A
Queue Length 50th (ft)	73	0	60			30
Queue Length 95th (ft)	123	18	123			51
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	574	1133			1209
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.25	0.04	0.32			0.36
Intersection Summary						
Area Type:	Other					
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow						
Natural Cycle: 40						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.58						
Intersection Signal Delay: 10.3				Intersection LOS: B		
Intersection Capacity Utilization 40.3%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	393	292	0	0	0	85	83	52	47	133	388
Future Volume (vph)	256	393	292	0	0	0	85	83	52	47	133	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938						0.942				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1614	0	0	0	0	1695	3155	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.593			0.661		
Satd. Flow (perm)	1580	1614	0	0	0	0	1058	3155	0	1202	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34						55				413
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	272	418	311	0	0	0	90	88	55	50	141	413
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	245	756	0	0	0	0	90	143	0	50	141	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour

09/13/2022

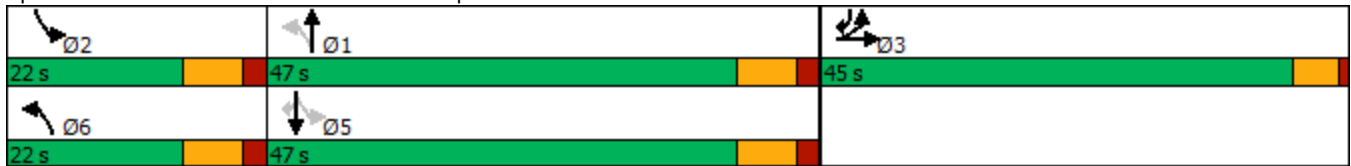
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	40.3	40.3					35.6	29.9		30.2	25.2	73.7
Actuated g/C Ratio	0.45	0.45					0.39	0.33		0.33	0.28	0.82
v/c Ratio	0.35	1.02					0.19	0.13		0.11	0.29	0.31
Control Delay	19.5	66.0					16.5	15.0		16.1	29.2	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	19.5	66.0					16.5	15.0		16.1	29.2	1.0
LOS	B	E					B	B		B	C	A
Approach Delay		54.6						15.6			8.8	
Approach LOS		D						B			A	
Queue Length 50th (ft)	98	~502					30	19		16	66	0
Queue Length 95th (ft)	171	#775					59	43		37	122	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	705	739					550	1438		576	774	1325
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.35	1.02					0.16	0.10		0.09	0.18	0.31
Intersection Summary												
Area Type:	Other											
Cycle Length: 114												
Actuated Cycle Length: 90.2												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.02												
Intersection Signal Delay: 34.6						Intersection LOS: C						
Intersection Capacity Utilization 67.7%						ICU Level of Service C						
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Year 2019 Existing Traffic Volumes

Weekday Peak AM Hour

11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	570	0	0	342	131	0	0	371	0	0	0
Future Volume (vph)	1	570	0	0	342	131	0	0	371	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.963				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1754	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1754	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	633	0	0	380	146	0	0	412	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	634	0	0	526	0	0	0	412	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	59.7%											
Analysis Period (min)	15											
ICU Level of Service B												

Year 2019 Existing Traffic Volumes
11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak AM Hour
09/13/2022

Intersection												
Int Delay, s/veh	13.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱				↱			
Traffic Vol, veh/h	1	570	0	0	342	131	0	0	371	0	0	0
Future Vol, veh/h	1	570	0	0	342	131	0	0	371	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	633	0	0	380	146	0	0	412	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	526	0	- - - 0 - - 633
Stage 1	-	-	- - - - - -
Stage 2	-	-	- - - - - -
Critical Hdwy	4.1	-	- - - - - 6.38
Critical Hdwy Stg 1	-	-	- - - - - -
Critical Hdwy Stg 2	-	-	- - - - - -
Follow-up Hdwy	2.2	-	- - - - - 3.372
Pot Cap-1 Maneuver	1051	- 0 0	- - 0 0 461
Stage 1	-	- 0 0	- - 0 0 -
Stage 2	-	- 0 0	- - 0 0 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	1051	- - - - -	0 461
Mov Cap-2 Maneuver	-	- - - - -	0 -
Stage 1	-	- - - - -	0 -
Stage 2	-	- - - - -	0 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	49.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	461	1051	-	-	-
HCM Lane V/C Ratio	0.894	0.001	-	-	-
HCM Control Delay (s)	49.9	8.4	0	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	9.8	0	-	-	-

Year 2019 Existing Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak AM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	342	0	0	0	0	0	571	0	0
Future Volume (vph)	0	0	0	342	0	0	0	0	0	571	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	393	0	0	0	0	0	656	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	393	0	0	0	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 57.2%	ICU Level of Service B											
Analysis Period (min) 15												

Year 2019 Existing Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak AM Hour
09/13/2022

Intersection												
Int Delay, s/veh	275.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Vol, veh/h	0	0	0	342	0	0	0	0	0	571	0	0
Future Vol, veh/h	0	0	0	342	0	0	0	0	0	571	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	393	0	0	0	0	0	656	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	786	786	-
Stage 1	-	-	-	786	786	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 346	313	0
Stage 1	-	-	0	~ 430	389	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	~ 346	0	-
Mov Cap-2 Maneuver	-	-	-	~ 346	0	-
Stage 1	-	-	-	~ 430	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		\$ 439.9
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	346
HCM Lane V/C Ratio	-	-	1.897
HCM Control Delay (s)	-	-	\$ 439.9
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	44.3

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Year 2019 Existing Traffic Volumes
13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak AM Hour

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	127	23	189	12	3	9	176	480	132	372	726	167
Future Volume (vph)	127	23	189	12	3	9	176	480	132	372	726	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.959		0.950			0.950			0.950		
Satd. Flow (prot)	0	1927	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Flt Permitted		0.757		0.605			0.950			0.950		
Satd. Flow (perm)	0	1521	1495	864	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			195			79			136			172
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	131	24	195	12	3	9	181	495	136	384	748	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	195	12	3	9	181	495	136	384	748	172
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												

Year 2019 Existing Traffic Volumes
13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak AM Hour

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.0	19.0	19.0	19.0	19.0	15.3	36.4	36.4	25.8	46.9	46.9
Actuated g/C Ratio		0.19	0.19	0.19	0.19	0.19	0.15	0.37	0.37	0.26	0.47	0.47
v/c Ratio		0.53	0.44	0.07	0.01	0.03	0.71	0.39	0.21	0.83	0.45	0.21
Control Delay		43.7	8.3	34.3	32.7	0.1	56.2	26.1	5.5	51.5	20.3	3.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		43.7	8.3	34.3	32.7	0.1	56.2	26.1	5.5	51.5	20.3	3.9
LOS		D	A	C	C	A	E	C	A	D	C	A
Approach Delay		24.0			21.3			29.4			27.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)		91	0	6	2	0	113	125	0	229	162	0
Queue Length 95th (ft)		158	57	23	9	0	191	197	44	#404	275	43
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		618	723	351	580	638	506	1269	654	544	1669	823
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.25	0.27	0.03	0.01	0.01	0.36	0.39	0.21	0.71	0.45	0.21
Intersection Summary												
Area Type:	Other											
Cycle Length: 124												
Actuated Cycle Length: 99.4												
Natural Cycle: 90												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.83												
Intersection Signal Delay: 27.5						Intersection LOS: C						
Intersection Capacity Utilization 63.8%						ICU Level of Service B						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2	 Ø1	 Ø3
36 s	42 s	46 s
 Ø6	 Ø5	
36 s	42 s	

Year 2019 Existing Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak AM Hour

09/13/2022

											
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	471	204	0	1157	2	273	2	1
Future Volume (vph)	2	4	3	471	204	0	1157	2	273	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	12	12	12	11	11	11
Grade (%)	0%			4%			1%		0%		
Storage Length (ft)	0	0	0		0	0		0	0	0	
Storage Lanes	1	1	0		1	0		0	2	0	
Taper Length (ft)	25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.998		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	1835	0	3055	0	0
Flt Permitted	0.950			0.995					0.953		
Satd. Flow (perm)	1685	1507	0	1659	1342	0	1835	0	3055	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			208						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Confl. Bikes (#/hr)											
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%		0%		
Adj. Flow (vph)	2	4	3	481	208	0	1181	2	279	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	484	208	0	1183	0	282	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											

Year 2019 Existing Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak AM Hour

09/13/2022



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	106.0	106.0	21.0	106.0	106.0		21.0		
Total Split (%)	7.3%	7.3%	77.4%	77.4%	15.3%	77.4%	77.4%		15.3%		
Maximum Green (s)	5.0	5.0	100.0	100.0	15.0	100.0	100.0		15.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Minimum Gap (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)	5.0	5.0		100.1	125.6		100.1		14.6		
Actuated g/C Ratio	0.04	0.04		0.78	0.98		0.78		0.11		
v/c Ratio	0.03	0.03		0.37	0.16		0.83		0.81		
Control Delay	62.5	0.5		5.8	0.3		16.4		74.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		5.8	0.3		16.4		74.5		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			4.2			16.4		74.5		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		100	0		486		118		
Queue Length 95th (ft)	12	0		204	7		1030		#204		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	65	127		1291	1308		1427		356		
Starvation Cap Reductn	0	0		0	0		0		0		
Spillback Cap Reductn	0	0		0	0		0		0		
Storage Cap Reductn	0	0		0	0		0		0		
Reduced v/c Ratio	0.03	0.03		0.37	0.16		0.83		0.79		

Intersection Summary

Area Type: Other

Cycle Length: 137

Actuated Cycle Length: 128.6

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 20.1

Intersection LOS: C

Intersection Capacity Utilization 87.2%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø3 Ø1	 Ø4	
106 s	21 s	10 s
 Ø5		
106 s		

Year 2019 Existing Traffic Volumes

Weekday Peak AM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	257	73	203	69	63	32	468	47	32	1149	236	1
Future Volume (vph)	257	73	203	69	63	32	468	47	32	1149	236	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.899				0.850		0.850		0.974		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1754	1508	3257	1500	1805	3470	0	0
Flt Permitted		0.996			0.974				0.314			
Satd. Flow (perm)	1511	1474	0	0	1748	1487	3257	1500	597	3470	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	271	77	214	73	66	34	493	49	34	1209	248	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	244	318	0	0	139	34	493	49	34	1458	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	

Year 2019 Existing Traffic Volumes

Weekday Peak AM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street 09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	43.6	43.6			20.3	28.2	59.7	80.1	71.1	71.1		
Actuated g/C Ratio	0.23	0.23			0.11	0.15	0.32	0.42	0.38	0.38		
v/c Ratio	0.70	0.94			0.74	0.12	0.48	0.07	0.12	1.12		
Control Delay	79.3	105.6			104.8	0.8	56.1	1.0	41.0	116.3		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	79.3	105.6			104.8	0.8	56.1	1.0	41.0	116.3		
LOS	E	F			F	A	E	A	D	F		
Approach Delay		94.2			84.4		51.1			114.6		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	296	413			172	0	270	0	27	~1105		
Queue Length 95th (ft)	434	#657			257	0	357	4	59	#1321		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	361	351			278	379	1028	752	352	1304		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.68	0.91			0.50	0.09	0.48	0.07	0.10	1.12		
Intersection Summary												
Area Type:	Other											
Cycle Length: 200												
Actuated Cycle Length: 189.1												
Natural Cycle: 150												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.12												
Intersection Signal Delay: 96.1							Intersection LOS: F					
Intersection Capacity Utilization 87.6%							ICU Level of Service E					
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2 77 s	 Ø3 51 s	 Ø4 36 s	 Ø7 36 s
 Ø5 26 s	 Ø6 51 s		

Year 2019 Existing Traffic Volumes
1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour

09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	140	300	271	209	162	168
Future Volume (vph)	140	300	271	209	162	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				218		175
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	146	313	282	218	169	175
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	313	282	218	169	175
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Year 2019 Existing Traffic Volumes
1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour

09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	15.2	38.2	14.9	67.3	15.9	67.3
Actuated g/C Ratio	0.23	0.57	0.22	1.00	0.24	1.00
v/c Ratio	0.40	0.17	0.39	0.15	0.46	0.12
Control Delay	27.4	7.6	25.3	0.2	27.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	7.6	25.3	0.2	27.6	0.2
LOS	C	A	C	A	C	A
Approach Delay		13.9	14.4		13.6	
Approach LOS		B	B		B	
Queue Length 50th (ft)	50	28	50	0	58	0
Queue Length 95th (ft)	116	56	101	0	130	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	834	3151	1669	1436	804	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.10	0.17	0.15	0.21	0.12
Intersection Summary						
Area Type:	Other					
Cycle Length: 123						
Actuated Cycle Length: 67.3						
Natural Cycle: 100						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.46						
Intersection Signal Delay: 14.0				Intersection LOS: B		
Intersection Capacity Utilization 45.6%				ICU Level of Service A		
Analysis Period (min) 15						

Year 2019 Existing Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour

09/13/2022

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)



Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour

09/13/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	L	R	L	R
Traffic Volume (vph)	39	0	245	46	181	258
Future Volume (vph)	39	0	245	46	181	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				49		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	42	0	263	49	195	277
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	263	49	195	277
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.3		12.4	29.9	12.4	35.4
Actuated g/C Ratio	0.22		0.26	0.63	0.26	0.74
v/c Ratio	0.11		0.32	0.05	0.23	0.11
Control Delay	19.0		17.6	2.5	17.1	4.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.0		17.6	2.5	17.1	4.5
LOS	B		B	A	B	A
Approach Delay	19.0		15.2			9.7
Approach LOS	B		B			A
Queue Length 50th (ft)	11		37	0	26	18
Queue Length 95th (ft)	33		65	11	50	32
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1380		2500	1433	2429	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.03		0.11	0.03	0.08	0.08

Intersection Summary

Area Type: Other
Cycle Length: 126
Actuated Cycle Length: 47.6
Natural Cycle: 100
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 12.3
Intersection Capacity Utilization 45.0%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Year 2019 Existing Traffic Volumes
 2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour

09/13/2022

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)



Year 2019 Existing Traffic Volumes
3: King Street & Old Post Road

Weekday Peak Mid-Day Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	13	1	1	194	6	0	0	0
Future Volume (vph)	0	0	0	0	13	1	1	194	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.991			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1796	0	0	1959	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1796	0	0	1959	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	14	1	1	216	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	15	0	0	224	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.6%											
Analysis Period (min)	15											

Year 2019 Existing Traffic Volumes
3: King Street & Old Post Road

Weekday Peak Mid-Day Hour
09/13/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶			↷				
Traffic Vol, veh/h	0	0	0	0	13	1	1	194	6	0	0	0
Future Vol, veh/h	0	0	0	0	13	1	1	194	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	14	1	1	216	7	0	0	0

Major/Minor	Minor1	Major1				
Conflicting Flow All	-	222	220	0	0	0
Stage 1	-	222	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	709	850	-	-	-
Stage 1	0	754	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	0	850	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.3	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	850
HCM Lane V/C Ratio	-	-	0.018
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak Mid-Day Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	9	0	9	6	0	4	8	227	3	4	204	19
Future Volume (vph)	9	0	9	6	0	4	8	227	3	4	204	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.624			0.610		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1142	1798	1558	1182	1828	1626
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	0	9	6	0	4	8	239	3	4	215	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	9	0	6	4	8	239	3	4	215	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak Mid-Day Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.2	6.8		6.1	6.8	50.4	55.5	55.5	50.4	55.5	60.8
Actuated g/C Ratio		0.10	0.11		0.10	0.11	0.83	0.91	0.91	0.83	0.91	1.00
v/c Ratio		0.05	0.04		0.03	0.02	0.01	0.15	0.00	0.00	0.13	0.01
Control Delay		25.4	0.3		25.3	0.2	1.8	2.9	0.0	2.0	2.9	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		25.4	0.3		25.3	0.2	1.8	2.9	0.0	2.0	2.9	0.0
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		12.9			15.3			2.8			2.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		3	0		2	0	0	0	0	0	0	0
Queue Length 95th (ft)		16	1		13	0	3	82	0	2	74	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1247	607		1279	621	1170	1642	1430	1224	1669	1626
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.01	0.01		0.00	0.01	0.01	0.15	0.00	0.00	0.13	0.01
Intersection Summary												
Area Type:	Other											
Cycle Length: 119												
Actuated Cycle Length: 60.8												
Natural Cycle: 40												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.15												
Intersection Signal Delay: 3.3	Intersection LOS: A											
Intersection Capacity Utilization 35.3%	ICU Level of Service A											
Analysis Period (min) 15												

Year 2019 Existing Traffic Volumes
 4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak Mid-Day Hour
 09/13/2022

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2019 Existing Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	50	188	0	33	186
Future Volume (vph)	10	50	188	0	33	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	11	53	198	0	35	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	53	198	0	35	196
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.0%			ICU Level of Service A		
Analysis Period (min)	15					

Year 2019 Existing Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak Mid-Day Hour
09/13/2022

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	50	188	0	33	186
Future Vol, veh/h	10	50	188	0	33	186
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	11	53	198	0	35	196
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	466	200	0	-	199	0
Stage 1	199	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	604	860	-	0	1367	-
Stage 1	868	-	-	0	-	-
Stage 2	818	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	587	859	-	-	1366	-
Mov Cap-2 Maneuver	587	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.8	0	1.2			
HCM LOS	A					
Minor Lane/Major Mvmt	NBTWBLn1WBLn2		SBL	SBT		
Capacity (veh/h)	-	587	859	1366	-	
HCM Lane V/C Ratio	-	0.018	0.061	0.025	-	
HCM Control Delay (s)	-	11.2	9.5	7.7	-	
HCM Lane LOS	-	B	A	A	-	
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1	-	

Year 2019 Existing Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	0	0	186	195	1
Future Volume (vph)	2	0	0	186	195	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.999	
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1722	1749	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1722	1749	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	0	0	198	207	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	198	208	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 20.8% ICU Level of Service A

Analysis Period (min) 15

Year 2019 Existing Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak Mid-Day Hour
09/13/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	186	195	1
Future Vol, veh/h	2	0	0	186	195	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	2	0	0	198	207	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	408	210	209	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	564	821	1374	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	563	820	1373	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1373	-	563	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Year 2019 Existing Traffic Volumes

Weekday Peak Mid-Day Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	193	0	0	186	21	0	0	0	18	0	0
Future Volume (vph)	2	193	0	0	186	21	0	0	0	18	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.99						
Frt						0.850						
Flt Protected											0.950	
Satd. Flow (prot)	0	1760	0	1827	1774	1553	0	1818	1818	0	1638	1827
Flt Permitted		0.998									0.757	
Satd. Flow (perm)	0	1757	0	1827	1774	1534	0	1818	1818	0	1305	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						26						
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	205	0	0	198	22	0	0	0	19	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	198	22	0	0	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm			Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

Year 2019 Existing Traffic Volumes

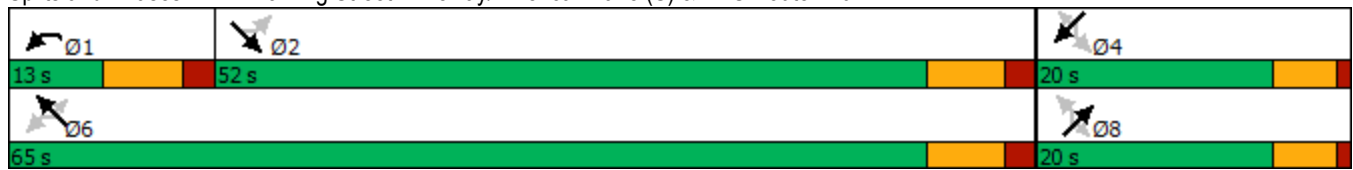
Weekday Peak Mid-Day Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		58.0			58.0	58.0					15.0	
Actuated g/C Ratio		0.68			0.68	0.68					0.18	
v/c Ratio		0.17			0.16	0.02					0.08	
Control Delay		5.3			5.2	1.7					30.4	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay		5.3			5.2	1.7					30.4	
LOS		A			A	A					C	
Approach Delay		5.3			4.9						30.4	
Approach LOS		A			A						C	
Queue Length 50th (ft)		34			33	0					9	
Queue Length 95th (ft)		58			56	6					28	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)						200						
Base Capacity (vph)		1198			1210	1054					230	
Starvation Cap Reductn		0			0	0					0	
Spillback Cap Reductn		0			0	0					0	
Storage Cap Reductn		0			0	0					0	
Reduced v/c Ratio		0.17			0.16	0.02					0.08	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 40												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.17												
Intersection Signal Delay: 6.1	Intersection LOS: A											
Intersection Capacity Utilization 30.3%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2019 Existing Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak Mid-Day Hour
09/13/2022

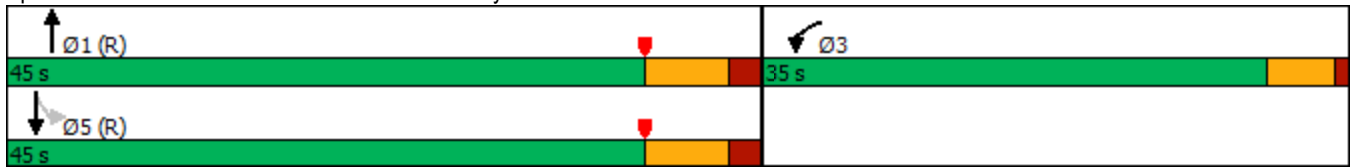
						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	59	148	32	62	149
Future Volume (vph)	48	59	148	32	62	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.926		0.976			
Flt Protected	0.978					0.985
Satd. Flow (prot)	1649	0	1704	0	0	1703
Flt Permitted	0.978					0.871
Satd. Flow (perm)	1649	0	1704	0	0	1506
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	61		18			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	50	61	154	33	65	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	187	0	0	220
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Year 2019 Existing Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	8.4		63.1			63.1
Actuated g/C Ratio	0.10		0.79			0.79
v/c Ratio	0.49		0.14			0.19
Control Delay	24.1		2.1			3.7
Queue Delay	0.0		0.0			0.0
Total Delay	24.1		2.1			3.7
LOS	C		A			A
Approach Delay	24.1		2.1			3.7
Approach LOS	C		A			A
Queue Length 50th (ft)	24		9			25
Queue Length 95th (ft)	67		31			58
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	656		1347			1187
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.17		0.14			0.19
Intersection Summary						
Area Type:	Other					
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow						
Natural Cycle: 40						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.49						
Intersection Signal Delay: 7.5				Intersection LOS: A		
Intersection Capacity Utilization 43.1%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	233	44	136	0	0	197
Future Volume (vph)	233	44	136	0	0	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		47				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	251	47	146	0	0	212
Shared Lane Traffic (%)						
Lane Group Flow (vph)	251	47	146	0	0	212
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak Mid-Day Hour
09/13/2022



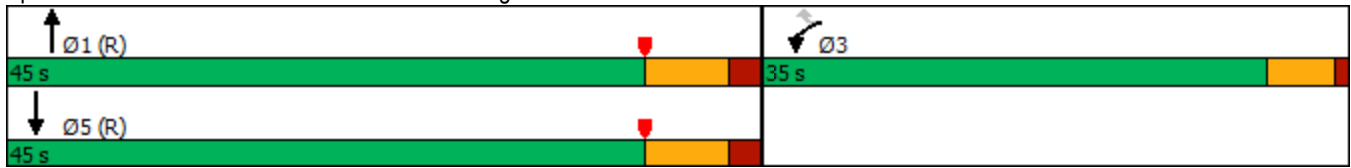
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	16.8	16.8	51.2			51.2
Actuated g/C Ratio	0.21	0.21	0.64			0.64
v/c Ratio	0.67	0.12	0.13			0.20
Control Delay	37.7	7.9	7.1			6.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.7	7.9	7.1			6.5
LOS	D	A	A			A
Approach Delay	33.0		7.1			6.5
Approach LOS	C		A			A
Queue Length 50th (ft)	116	0	25			25
Queue Length 95th (ft)	173	24	59			99
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	661	1113			1082
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.38	0.07	0.13			0.20

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 18.7
Intersection Capacity Utilization 33.3%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak Mid-Day Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	284	72	0	0	0	79	46	43	31	85	314
Future Volume (vph)	90	284	72	0	0	0	79	46	43	31	85	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.971						0.927				0.850
Flt Protected	0.950	0.999					0.950			0.950		
Satd. Flow (prot)	1595	1674	0	0	0	0	1711	3279	0	1694	1750	1545
Flt Permitted	0.950	0.999					0.595			0.691		
Satd. Flow (perm)	1595	1674	0	0	0	0	1072	3279	0	1232	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						47				341
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	98	309	78	0	0	0	86	50	47	34	92	341
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	88	397	0	0	0	0	86	97	0	34	92	341
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak Mid-Day Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	22.9	22.9					31.3	28.0		25.3	21.1	53.0
Actuated g/C Ratio	0.34	0.34					0.46	0.41		0.37	0.31	0.78
v/c Ratio	0.16	0.69					0.15	0.07		0.07	0.17	0.27
Control Delay	17.0	26.0					12.5	11.3		12.8	23.7	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.0	26.0					12.5	11.3		12.8	23.7	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.4						11.9			6.3	
Approach LOS		C						B			A	
Queue Length 50th (ft)	28	149					19	5		7	30	0
Queue Length 95th (ft)	61	253					54	28		27	81	19
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1384	1455					661	1377		685	542	1545
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.06	0.27					0.13	0.07		0.05	0.17	0.22
Intersection Summary												
Area Type: Other												
Cycle Length: 114												
Actuated Cycle Length: 68.1												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.69												
Intersection Signal Delay: 14.9 Intersection LOS: B												
Intersection Capacity Utilization 42.1% ICU Level of Service A												
Analysis Period (min) 15												

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2 22 s	 Ø1 27 s	 Ø3 65 s
 Ø6 22 s	 Ø5 27 s	

Year 2019 Existing Traffic Volumes

Weekday Peak Mid-Day Hour

11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	167	0	0	222	171	0	0	279	0	0	0
Future Volume (vph)	6	167	0	0	222	171	0	0	279	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.941				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1713	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1713	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	182	0	0	241	186	0	0	303	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	427	0	0	0	303	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 33.1%

ICU Level of Service A

Analysis Period (min) 15

Year 2019 Existing Traffic Volumes
11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak Mid-Day Hour
09/13/2022

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱				↱			
Traffic Vol, veh/h	6	167	0	0	222	171	0	0	279	0	0	0
Future Vol, veh/h	6	167	0	0	222	171	0	0	279	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	182	0	0	241	186	0	0	303	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	427	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1143	-	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1143	-	0
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	846	1143	-	-	-
HCM Lane V/C Ratio	0.358	0.006	-	-	-
HCM Control Delay (s)	11.6	8.2	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.6	0	-	-	-

Year 2019 Existing Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak Mid-Day Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	222	0	0	0	0	0	173	0	0
Future Volume (vph)	0	0	0	222	0	0	0	0	0	173	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	231	0	0	0	0	0	180	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	231	0	0	0	0	0	180	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.6%											
Analysis Period (min)	15											
ICU Level of Service A												

Year 2019 Existing Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak Mid-Day Hour
09/13/2022

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Vol, veh/h	0	0	0	222	0	0	0	0	0	173	0	0
Future Vol, veh/h	0	0	0	222	0	0	0	0	0	173	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	231	0	0	0	0	0	180	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	462	462	-
Stage 1	-	-	-	462	462	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	538	487	0
Stage 1	-	-	0	612	554	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	538	0	-
Mov Cap-2 Maneuver	-	-	-	538	0	-
Stage 1	-	-	-	612	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		15
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	538
HCM Lane V/C Ratio	-	-	0.335
HCM Control Delay (s)	-	-	15
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.5

Year 2019 Existing Traffic Volumes

Weekday Peak Mid-Day Hour

13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	110	6	150	6	15	23	153	280	9	15	299	81
Future Volume (vph)	110	6	150	6	15	23	153	280	9	15	299	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1888	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.725		0.679			0.950			0.950		
Satd. Flow (perm)	0	1434	1563	1102	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156			79			79			84
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	115	6	156	6	16	24	159	292	9	16	311	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	156	6	16	24	159	292	9	16	311	84
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												

Year 2019 Existing Traffic Volumes
13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak Mid-Day Hour

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		15.7	15.7	15.7	15.7	15.7	12.3	52.5	52.5	5.5	36.3	36.3
Actuated g/C Ratio		0.19	0.19	0.19	0.19	0.19	0.15	0.64	0.64	0.07	0.44	0.44
v/c Ratio		0.44	0.37	0.03	0.04	0.06	0.63	0.14	0.01	0.13	0.21	0.12
Control Delay		35.6	7.8	28.0	28.0	0.3	45.5	7.7	0.0	42.0	16.2	4.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.6	7.8	28.0	28.0	0.3	45.5	7.7	0.0	42.0	16.2	4.9
LOS		D	A	C	C	A	D	A	A	D	B	A
Approach Delay		19.9			13.6			20.6			14.9	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		55	0	3	7	0	77	24	0	8	48	0
Queue Length 95th (ft)		113	48	13	24	0	150	73	0	29	97	29
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		701	844	538	929	830	615	2126	1056	662	1513	699
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.17	0.18	0.01	0.02	0.03	0.26	0.14	0.01	0.02	0.21	0.12
Intersection Summary												
Area Type:	Other											
Cycle Length: 124												
Actuated Cycle Length: 82.5												
Natural Cycle: 90												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.63												
Intersection Signal Delay: 18.2					Intersection LOS: B							
Intersection Capacity Utilization 44.9%					ICU Level of Service A							
Analysis Period (min) 15												

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2 36 s	 Ø1 42 s	 Ø3 46 s
 Ø6 36 s	 Ø5 42 s	

Year 2019 Existing Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour

09/13/2022

											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	381	153	0	357	2	153	0
Future Volume (vph)	3	0	6	4	381	153	0	357	2	153	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	12	12	12	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	1782	0	3164	0
Flt Permitted		0.950			0.997					0.950	
Satd. Flow (perm)	0	1685	1133	0	1739	1391	0	1782	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			159					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Confl. Bikes (#/hr)											
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	3	0	6	4	397	159	0	372	2	159	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	401	159	0	374	0	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

Year 2019 Existing Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

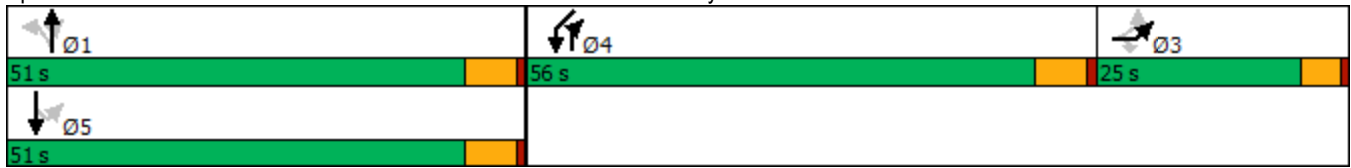
Weekday Peak Mid-Day Hour
09/13/2022

											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		7.8	7.8		45.4	65.4		45.4		8.9	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.13	
v/c Ratio		0.02	0.03		0.35	0.12		0.32		0.39	
Control Delay		30.3	0.3		7.3	0.5		7.0		31.1	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		30.3	0.3		7.3	0.5		7.0		31.1	
LOS		C	A		A	A		A		C	
Approach Delay		10.3			5.4			7.0		31.1	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		53	0		48		30	
Queue Length 95th (ft)		10	0		176	11		160		67	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		495	385		1150	1391		1178		2325	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.01	0.02		0.35	0.11		0.32		0.07	
Intersection Summary											
Area Type:	Other										
Cycle Length: 132											
Actuated Cycle Length: 68.6											
Natural Cycle: 40											
Control Type: Semi Act-Uncoord											
Maximum v/c Ratio: 0.39											
Intersection Signal Delay: 9.7						Intersection LOS: A					
Intersection Capacity Utilization 45.9%						ICU Level of Service A					
Analysis Period (min) 15											

Year 2019 Existing Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour
 09/13/2022

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



Year 2019 Existing Traffic Volumes

Weekday Peak Mid-Day Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	206	141	89	61	101	1	68	310	65	45	334
Future Volume (vph)	1	206	141	89	61	101	1	68	310	65	45	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.947			0.999		0.850		0.850		0.943
Flt Protected			0.996			0.982					0.950	
Satd. Flow (prot)	0	1557	1589	0	0	1834	0	1599	3353	1443	1859	3241
Flt Permitted			0.996			0.982					0.284	
Satd. Flow (perm)	0	1546	1588	0	0	1825	0	1576	3353	1443	556	3241
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Adj. Flow (vph)	1	219	150	95	65	107	1	72	330	69	48	355
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	198	267	0	0	173	0	72	330	69	48	574
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												

Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	206	
Future Volume (vph)	206	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	
Growth Factor	100%	
Heavy Vehicles (%)	14%	
Bus Blockages (#/hr)	0	
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)	219	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases	7	
Permitted Phases		
Detector Phase		
Switch Phase		

Year 2019 Existing Traffic Volumes

Weekday Peak Mid-Day Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street 09/13/2022

												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		29.9	29.9			19.3		28.1	20.0	39.3	34.9	34.9
Actuated g/C Ratio		0.21	0.21			0.14		0.20	0.14	0.28	0.25	0.25
v/c Ratio		0.60	0.79			0.68		0.19	0.69	0.15	0.22	0.71
Control Delay		58.6	69.7			73.7		6.4	66.6	4.1	46.2	54.2
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		58.6	69.7			73.7		6.4	66.6	4.1	46.2	54.2
LOS		E	E			E		A	E	A	D	D
Approach Delay			65.0			53.9			55.8			53.6
Approach LOS			E			D			E			D
Queue Length 50th (ft)		169	238			148		0	148	0	33	245
Queue Length 95th (ft)		296	401			272		28	243	16	80	381
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		511	525			404		507	1108	573	330	1690
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.39	0.51			0.43		0.14	0.30	0.12	0.15	0.34
Intersection Summary												
Area Type:	Other											
Cycle Length: 200												
Actuated Cycle Length: 139.4												
Natural Cycle: 120												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.79												
Intersection Signal Delay: 57.2	Intersection LOS: E											
Intersection Capacity Utilization 67.6%	ICU Level of Service C											
Analysis Period (min) 15												

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2	 Ø3	 Ø4	 Ø7
77 s	51 s	36 s	36 s
 Ø5	 Ø6		
26 s	51 s		

Lane Group	SBR	Ø7
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Minimum Gap (s)		3.0
Time Before Reduce (s)		0.0
Time To Reduce (s)		0.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Year 2019 Existing Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	611	581	589	563	249	217
Future Volume (vph)	611	581	589	563	249	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				599		231
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	650	618	627	599	265	231
Shared Lane Traffic (%)						
Lane Group Flow (vph)	650	618	627	599	265	231
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Year 2019 Existing Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
09/13/2022

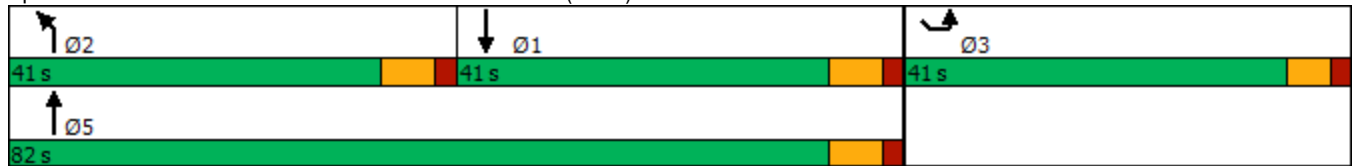
						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	34.4	70.0	28.6	107.9	24.8	107.9
Actuated g/C Ratio	0.32	0.65	0.27	1.00	0.23	1.00
v/c Ratio	1.21	0.29	0.71	0.40	0.69	0.15
Control Delay	146.1	9.2	41.4	0.8	48.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	146.1	9.2	41.4	0.8	48.1	0.2
LOS	F	A	D	A	D	A
Approach Delay		79.4	21.6		25.8	
Approach LOS		E	C		C	
Queue Length 50th (ft)	~548	87	205	0	167	0
Queue Length 95th (ft)	#915	148	299	0	269	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	536	2343	1062	1507	552	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.21	0.26	0.59	0.40	0.48	0.15
Intersection Summary						
Area Type:	Other					
Cycle Length: 123						
Actuated Cycle Length: 107.9						
Natural Cycle: 110						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 1.21						
Intersection Signal Delay: 46.8				Intersection LOS: D		
Intersection Capacity Utilization 80.6%				ICU Level of Service D		
Analysis Period (min) 15						
~ Volume exceeds capacity, queue is theoretically infinite.						

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	277	15	491	25	205	601
Future Volume (vph)	277	15	491	25	205	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			29		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	326	18	578	29	241	707
Shared Lane Traffic (%)						
Lane Group Flow (vph)	344	0	578	29	241	707
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	19.6		19.0	45.8	13.1	39.4
Actuated g/C Ratio	0.27		0.26	0.63	0.18	0.54
v/c Ratio	0.68		0.65	0.03	0.40	0.37
Control Delay	31.7		28.0	1.9	30.8	10.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	31.7		28.0	1.9	30.8	10.6
LOS	C		C	A	C	B
Approach Delay	31.7		26.7			15.8
Approach LOS	C		C			B
Queue Length 50th (ft)	132		115	0	48	85
Queue Length 95th (ft)	237		191	7	95	146
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	924		1742	1263	1659	3362
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.37		0.33	0.02	0.15	0.21

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 72.3

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 22.2

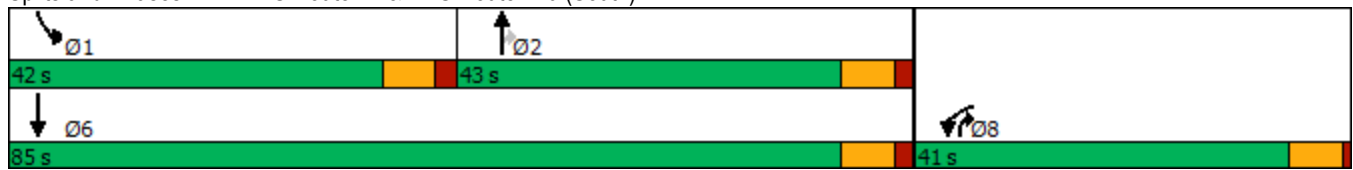
Intersection LOS: C

Intersection Capacity Utilization 56.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2019 Existing Traffic Volumes
3: King Street & Old Post Road

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	48	7	2	679	28	0	0	0
Future Volume (vph)	0	0	0	0	48	7	2	679	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.982			0.995				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1848	0	0	2000	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1848	0	0	2000	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	59	9	2	838	35	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	68	0	0	875	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	47.5%											
Analysis Period (min)	15											
ICU Level of Service A												

Year 2019 Existing Traffic Volumes
3: King Street & Old Post Road

Weekday Peak PM Hour
09/13/2022

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶			↷				
Traffic Vol, veh/h	0	0	0	0	48	7	2	679	28	0	0	0
Future Vol, veh/h	0	0	0	0	48	7	2	679	28	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	59	9	2	838	35	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	860	856	0
Stage 1	-	860	-	-
Stage 2	-	0	-	-
Critical Hdwy	-	5.54	5.7	4.1
Critical Hdwy Stg 1	-	4.54	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2
Pot Cap-1 Maneuver	0	370	406	-
Stage 1	0	470	-	-
Stage 2	0	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	0	406	-
Mov Cap-2 Maneuver	-	0	-	-
Stage 1	-	0	-	-
Stage 2	-	0	-	-

Approach	WB	NB
HCM Control Delay, s	15.6	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	406
HCM Lane V/C Ratio	-	-	0.167
HCM Control Delay (s)	-	-	15.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.6

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	0	71	24	2	22	17	879	0	1	224	5
Future Volume (vph)	100	0	71	24	2	22	17	879	0	1	224	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1765	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.738			0.663		0.573			0.101		
Satd. Flow (perm)	0	1374	1479	0	1225	1623	890	1815	1834	196	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	115	0	82	28	2	25	20	1010	0	1	257	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	82	0	30	25	20	1010	0	1	257	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		11.6	18.4		11.1	18.0	48.7	48.8		45.4	44.0	71.4
Actuated g/C Ratio		0.16	0.26		0.16	0.25	0.68	0.68		0.64	0.62	1.00
v/c Ratio		0.52	0.19		0.16	0.06	0.03	0.81		0.00	0.22	0.00
Control Delay		38.2	6.1		29.3	5.2	4.9	22.6		5.0	10.8	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		38.2	6.1		29.3	5.2	4.9	22.6		5.0	10.8	0.0
LOS		D	A		C	A	A	C		A	B	A
Approach Delay		24.8			18.4			22.2			10.5	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)		51	0		12	0	2	281		0	61	0
Queue Length 95th (ft)		97	26		34	11	10	#776		2	115	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		795	745		709	790	804	1240		616	1159	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.14	0.11		0.04	0.03	0.02	0.81		0.00	0.22	0.00
Intersection Summary												
Area Type:	Other											
Cycle Length: 119												
Actuated Cycle Length: 71.4												
Natural Cycle: 80												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.81												
Intersection Signal Delay: 20.4	Intersection LOS: C											
Intersection Capacity Utilization 71.0%	ICU Level of Service C											
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2019 Existing Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	129	767	1	8	311
Future Volume (vph)	6	129	767	1	8	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	7	147	872	1	9	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	147	872	1	9	353
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.0%			ICU Level of Service B		
Analysis Period (min)	15					

Year 2019 Existing Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak PM Hour

09/13/2022

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	129	767	1	8	311
Future Vol, veh/h	6	129	767	1	8	311
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	147	872	1	9	353
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1243	872	0	-	872	0
Stage 1	872	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308	-
Pot Cap-1 Maneuver	239	376	-	0	733	-
Stage 1	477	-	-	0	-	-
Stage 2	747	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	236	376	-	-	733	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	20.6	0	0.3			
HCM LOS	C					
Minor Lane/Major Mvmt	NBTWBLn1WBLn2		SBL	SBT		
Capacity (veh/h)	-	236	376	733	-	-
HCM Lane V/C Ratio	-	0.029	0.39	0.012	-	-
HCM Control Delay (s)	-	20.7	20.6	10	-	-
HCM Lane LOS	-	C	C	A	-	-
HCM 95th %tile Q(veh)	-	0.1	1.8	0	-	-

Year 2019 Existing Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	0	0	767	317	0
Future Volume (vph)	1	0	0	767	317	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1756	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1756	1801	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	0	0	924	382	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	924	382	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 50.4% ICU Level of Service A

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	767	317	0
Future Vol, veh/h	1	0	0	767	317	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	1	0	0	924	382	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1306	382	382	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	143	649	1188	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	143	649	1188	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1188	-	143	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	30.4	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Year 2019 Existing Traffic Volumes

Weekday Peak PM Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

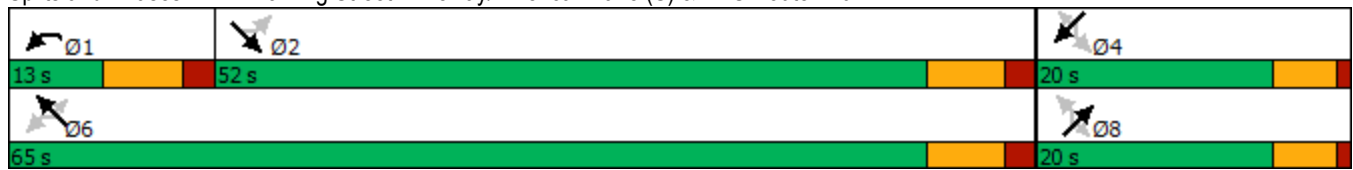
												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	314	1	0	767	19	0	0	0	118	0	0
Future Volume (vph)	2	314	1	0	767	19	0	0	0	118	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt						0.850						
Flt Protected											0.950	
Satd. Flow (prot)	0	1819	0	1827	1792	1412	0	1818	1818	0	1702	1827
Flt Permitted		0.997									0.757	
Satd. Flow (perm)	0	1814	0	1827	1792	1412	0	1818	1818	0	1356	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						26						
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	365	1	0	892	22	0	0	0	137	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	368	0	0	892	22	0	0	0	0	137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm			Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

Year 2019 Existing Traffic Volumes
7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak PM Hour
09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		58.0			58.0	58.0					15.0	
Actuated g/C Ratio		0.68			0.68	0.68					0.18	
v/c Ratio		0.30			0.73	0.02					0.57	
Control Delay		6.1			13.0	1.6					42.6	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay		6.1			13.0	1.6					42.6	
LOS		A			B	A					D	
Approach Delay		6.1			12.8						42.6	
Approach LOS		A			B						D	
Queue Length 50th (ft)		67			259	0					68	
Queue Length 95th (ft)		99			364	5					120	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)						200						
Base Capacity (vph)		1237			1222	971					239	
Starvation Cap Reductn		0			0	0					0	
Spillback Cap Reductn		0			0	0					0	
Storage Cap Reductn		0			0	0					0	
Reduced v/c Ratio		0.30			0.73	0.02					0.57	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.73												
Intersection Signal Delay: 13.9	Intersection LOS: B											
Intersection Capacity Utilization 56.9%	ICU Level of Service B											
Analysis Period (min) 15												

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2019 Existing Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	273	513	39	174	258
Future Volume (vph)	78	273	513	39	174	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.895		0.991			
Flt Protected	0.989					0.980
Satd. Flow (prot)	1709	0	1765	0	0	1751
Flt Permitted	0.989					0.521
Satd. Flow (perm)	1709	0	1765	0	0	931
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	219		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	89	310	583	44	198	293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	399	0	627	0	0	491
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

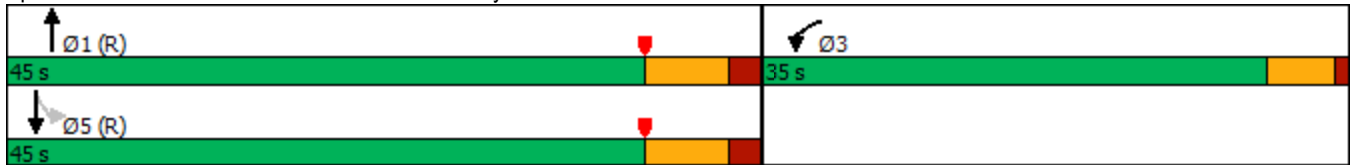
Year 2019 Existing Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	15.1		52.9			52.9
Actuated g/C Ratio	0.19		0.66			0.66
v/c Ratio	0.80		0.54			0.80
Control Delay	25.0		5.3			25.3
Queue Delay	0.0		0.0			0.0
Total Delay	25.0		5.3			25.3
LOS	C		A			C
Approach Delay	25.0		5.3			25.3
Approach LOS	C		A			C
Queue Length 50th (ft)	84		43			152
Queue Length 95th (ft)	152		84			#416
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	777		1168			615
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.51		0.54			0.80
Intersection Summary						
Area Type:	Other					
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow						
Natural Cycle: 45						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.80						
Intersection Signal Delay: 17.0				Intersection LOS: B		
Intersection Capacity Utilization 89.5%				ICU Level of Service E		
Analysis Period (min) 15						

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	462	90	462	0	0	336
Future Volume (vph)	462	90	462	0	0	336
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		97				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	497	97	497	0	0	361
Shared Lane Traffic (%)						
Lane Group Flow (vph)	497	97	497	0	0	361
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

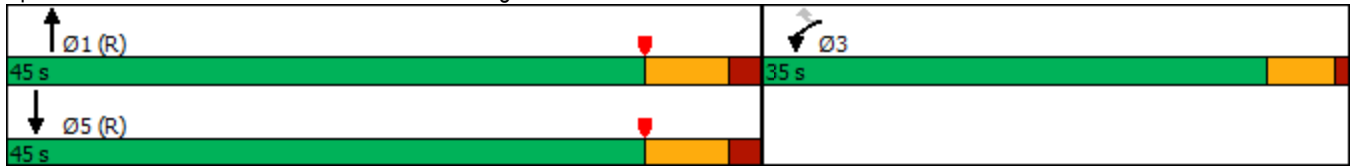
Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	26.1	26.1	41.9			41.9
Actuated g/C Ratio	0.33	0.33	0.52			0.52
v/c Ratio	0.84	0.16	0.53			0.40
Control Delay	38.7	4.6	16.2			9.1
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.7	4.6	16.2			9.1
LOS	D	A	B			A
Approach Delay	33.2		16.2			9.1
Approach LOS	C		B			A
Queue Length 50th (ft)	222	0	159			65
Queue Length 95th (ft)	325	28	267			m79
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	686	938			910
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.74	0.14	0.53			0.40
Intersection Summary						
Area Type:	Other					
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.84						
Intersection Signal Delay: 21.4				Intersection LOS: C		
Intersection Capacity Utilization 59.9%				ICU Level of Service B		
Analysis Period (min) 15						

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	338	255	124	0	0	0	283	124	22	31	228	539
Future Volume (vph)	338	255	124	0	0	0	283	124	22	31	228	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955						0.978				0.850
Flt Protected	0.950	0.996					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3376	0	1633	1800	1575
Flt Permitted	0.950	0.996					0.403			0.654		
Satd. Flow (perm)	1689	1686	0	0	0	0	762	3376	0	1124	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29						15				160
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	360	271	132	0	0	0	301	132	23	33	243	573
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	324	439	0	0	0	0	301	155	0	33	243	573
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

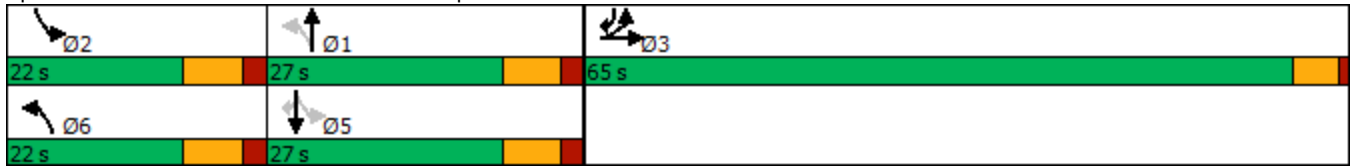
Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	32.3	32.3					42.1	34.8		26.1	20.4	59.8
Actuated g/C Ratio	0.37	0.37					0.49	0.40		0.30	0.24	0.69
v/c Ratio	0.51	0.68					0.55	0.11		0.09	0.58	0.50
Control Delay	23.3	26.2					20.9	20.3		17.5	38.7	5.8
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.3	26.2					20.9	20.3		17.5	38.7	5.8
LOS	C	C					C	C		B	D	A
Approach Delay		25.0						20.7			15.7	
Approach LOS		C						C			B	
Queue Length 50th (ft)	141	192					96	26		9	117	84
Queue Length 95th (ft)	213	290					216	64		33	#255	140
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1190	1196					552	1362		551	422	1509
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.27	0.37					0.55	0.11		0.06	0.58	0.38
Intersection Summary												
Area Type:	Other											
Cycle Length: 114												
Actuated Cycle Length: 86.7												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 20.2						Intersection LOS: C						
Intersection Capacity Utilization 68.0%						ICU Level of Service C						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Year 2019 Existing Traffic Volumes

Weekday Peak PM Hour

11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	243	0	0	263	559	0	0	474	0	0	0
Future Volume (vph)	3	243	0	0	263	559	0	0	474	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.908				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1695	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1695	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	259	0	0	280	595	0	0	504	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	262	0	0	875	0	0	0	504	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	51.5%											
ICU Level of Service	A											
Analysis Period (min)	15											

Year 2019 Existing Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak PM Hour

09/13/2022

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱				↱			
Traffic Vol, veh/h	3	243	0	0	263	559	0	0	474	0	0	0
Future Vol, veh/h	3	243	0	0	263	559	0	0	474	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	259	0	0	280	595	0	0	504	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	875	0	259
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.3
Pot Cap-1 Maneuver	780	0	779
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	780	-	779
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	779	780	-	-	-
HCM Lane V/C Ratio	0.647	0.004	-	-	-
HCM Control Delay (s)	17.7	9.6	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	4.8	0	-	-	-

Year 2019 Existing Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	263	0	0	0	0	0	246	0	0
Future Volume (vph)	0	0	0	263	0	0	0	0	0	246	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	283	0	0	0	0	0	265	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	283	0	0	0	0	0	265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	34.9%											
Analysis Period (min)	15											
ICU Level of Service A												

Year 2019 Existing Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak PM Hour

09/13/2022

Intersection												
Int Delay, s/veh	10.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Vol, veh/h	0	0	0	263	0	0	0	0	0	246	0	0
Future Vol, veh/h	0	0	0	263	0	0	0	0	0	246	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	283	0	0	0	0	0	265	0	0
Major/Minor				Major2				Minor2				
Conflicting Flow All				0	0	0		566	566	-		
Stage 1				-	-	-		566	566	-		
Stage 2				-	-	-		0	0	-		
Critical Hdwy				4.13	-	-		6.62	6.7	-		
Critical Hdwy Stg 1				-	-	-		5.62	5.7	-		
Critical Hdwy Stg 2				-	-	-		-	-	-		
Follow-up Hdwy				2.227	-	-		3.518	4	-		
Pot Cap-1 Maneuver				-	-	0		471	423	0		
Stage 1				-	-	0		551	495	0		
Stage 2				-	-	0		-	-	0		
Platoon blocked, %					-							
Mov Cap-1 Maneuver				-	-	-		471	0	-		
Mov Cap-2 Maneuver				-	-	-		471	0	-		
Stage 1				-	-	-		551	0	-		
Stage 2				-	-	-		-	0	-		
Approach				WB				SB				
HCM Control Delay, s								22				
HCM LOS								C				
Minor Lane/Major Mvmt				WBL	WBT	SBLn1						
Capacity (veh/h)				-	-	471						
HCM Lane V/C Ratio				-	-	0.562						
HCM Control Delay (s)				-	-	22						
HCM Lane LOS				-	-	C						
HCM 95th %tile Q(veh)				-	-	3.4						

Year 2019 Existing Traffic Volumes
13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	162	2	192	123	28	295	270	633	9	7	673	115
Future Volume (vph)	162	2	192	123	28	295	270	633	9	7	673	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.953		0.950			0.950			0.950		
Satd. Flow (prot)	0	1953	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.708		0.593			0.950			0.950		
Satd. Flow (perm)	0	1451	1594	1104	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			194			298			79			116
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	164	2	194	124	28	298	273	639	9	7	680	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	194	124	28	298	273	639	9	7	680	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												

Year 2019 Existing Traffic Volumes
13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		23.3	23.3	23.3	23.3	23.3	20.1	60.8	60.8	5.1	36.7	36.7
Actuated g/C Ratio		0.24	0.24	0.24	0.24	0.24	0.20	0.62	0.62	0.05	0.37	0.37
v/c Ratio		0.48	0.37	0.48	0.06	0.49	0.78	0.29	0.01	0.07	0.52	0.17
Control Delay		38.1	6.8	39.7	30.2	6.7	53.9	10.6	0.0	52.0	28.0	5.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.1	6.8	39.7	30.2	6.7	53.9	10.6	0.0	52.0	28.0	5.9
LOS		D	A	D	C	A	D	B	A	D	C	A
Approach Delay		21.2			17.3			23.3			25.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		89	0	66	14	0	164	87	0	4	174	0
Queue Length 95th (ft)		169	55	135	39	66	271	180	0	20	288	42
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		601	773	457	786	843	531	2209	848	560	1319	669
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.28	0.25	0.27	0.04	0.35	0.51	0.29	0.01	0.01	0.52	0.17
Intersection Summary												
Area Type:	Other											
Cycle Length: 124												
Actuated Cycle Length: 98.4												
Natural Cycle: 90												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.78												
Intersection Signal Delay: 22.5					Intersection LOS: C							
Intersection Capacity Utilization 64.3%					ICU Level of Service C							
Analysis Period (min) 15												

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2	 Ø1	 Ø3
36 s	42 s	46 s
 Ø6	 Ø5	
36 s	42 s	

Year 2019 Existing Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour

09/13/2022

											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	15	5	1155	254	0	524	5	212	2
Future Volume (vph)	8	2	15	5	1155	254	0	524	5	212	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	12	12	12	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	1852	0	3294	0
Flt Permitted		0.950			0.998					0.953	
Satd. Flow (perm)	0	1685	1507	0	1779	1500	0	1852	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			267					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Confl. Bikes (#/hr)											
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	8	2	16	5	1216	267	0	552	5	223	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	16	0	1221	267	0	557	0	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

Year 2019 Existing Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour

09/13/2022

											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		8.5	8.5		100.5	124.0		100.5		14.8	
Actuated g/C Ratio		0.06	0.06		0.74	0.92		0.74		0.11	
v/c Ratio		0.09	0.10		0.93	0.19		0.41		0.63	
Control Delay		65.7	1.3		30.0	0.5		8.8		66.5	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		65.7	1.3		30.0	0.5		8.8		66.5	
LOS		E	A		C	A		A		E	
Approach Delay		26.1			24.7			8.8		66.5	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		928	0		190		103	
Queue Length 95th (ft)		30	0		#1497	10		305		149	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		187	223		1320	1436		1375		611	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.05	0.07		0.93	0.19		0.41		0.37	
Intersection Summary											
Area Type:	Other										
Cycle Length: 157											
Actuated Cycle Length: 135.4											
Natural Cycle: 90											
Control Type: Semi Act-Uncoord											
Maximum v/c Ratio: 0.93											
Intersection Signal Delay: 24.9						Intersection LOS: C					
Intersection Capacity Utilization 89.2%						ICU Level of Service E					
Analysis Period (min) 15											
# 95th percentile volume exceeds capacity, queue may be longer.											

Queue shown is maximum after two cycles.

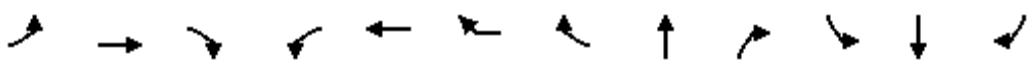
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø1	 Ø4	 Ø3
106 s	31 s	20 s
 Ø5		
106 s		

Year 2019 Existing Traffic Volumes

Weekday Peak PM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	141	90	75	135	3	109	1107	123	71	522	197
Future Volume (vph)	300	141	90	75	135	3	109	1107	123	71	522	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.959	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3511	0
Flt Permitted		0.994			0.983					0.078		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	153	3511	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							101		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	309	145	93	77	139	3	112	1141	127	73	538	203
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	275	272	0	0	219	0	112	1141	127	73	741	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	

Year 2019 Existing Traffic Volumes

Weekday Peak PM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street 09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0										8.0
Flash Dont Walk (s)	25.0	25.0										17.0
Pedestrian Calls (#/hr)	6	6										0
Act Effct Green (s)	35.1	35.1			25.7		37.0	45.4	71.1	62.6	62.6	
Actuated g/C Ratio	0.20	0.20			0.14		0.21	0.26	0.40	0.35	0.35	
v/c Ratio	0.85	0.86			0.84		0.27	1.31	0.20	0.45	0.60	
Control Delay	92.7	95.2			101.2		9.0	196.6	8.6	50.8	51.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	92.7	95.2			101.2		9.0	196.6	8.6	50.8	51.1	
LOS	F	F			F		A	F	A	D	D	
Approach Delay		94.0			70.0			177.8			51.1	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	334	331			255		7	~930	20	60	388	
Queue Length 95th (ft)	473	472			#406		50	#1185	47	110	496	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	419	407			307		487	871	687	247	1412	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.66	0.67			0.71		0.23	1.31	0.18	0.30	0.52	
Intersection Summary												
Area Type:	Other											
Cycle Length: 200												
Actuated Cycle Length: 177.9												
Natural Cycle: 150												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.31												
Intersection Signal Delay: 115.4						Intersection LOS: F						
Intersection Capacity Utilization 81.0%						ICU Level of Service D						
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Queue shown is maximum after two cycles.

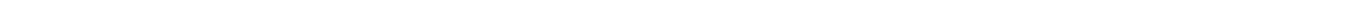
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2 77 s	 Ø3 51 s	 Ø4 36 s	 Ø7 36 s
 Ø5 26 s	 Ø6 51 s		

YEAR 2024 NO-BUILD CONDITIONS



Year 2024 No-Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour

09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	186	514	818	226	524	807
Future Volume (vph)	186	514	818	226	524	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		495
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	190	524	835	231	535	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	524	835	231	535	823
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 No-Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	22.1	62.2	33.1	110.4	35.1	110.4
Actuated g/C Ratio	0.20	0.56	0.30	1.00	0.32	1.00
v/c Ratio	0.64	0.29	0.84	0.16	1.05	0.57
Control Delay	51.1	12.8	45.9	0.2	91.7	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	12.8	45.9	0.2	91.7	1.7
LOS	D	B	D	A	F	A
Approach Delay		23.0	36.0		37.1	
Approach LOS		C	D		D	
Queue Length 50th (ft)	126	96	290	0	~420	0
Queue Length 95th (ft)	202	127	#435	0	#698	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	456	2187	1020	1478	510	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.24	0.82	0.16	1.05	0.57

Intersection Summary

Area Type: Other

Cycle Length: 123

Actuated Cycle Length: 110.4

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 33.5

Intersection LOS: C

Intersection Capacity Utilization 78.6%

ICU Level of Service D

Analysis Period (min) 15

Year 2024 No-Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour

09/13/2022

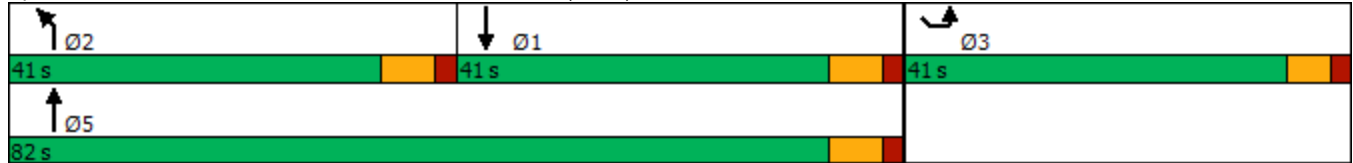
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2024 No-Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	0	478	185	970	655
Future Volume (vph)	45	0	478	185	970	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				7		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Adj. Flow (vph)	47	0	503	195	1021	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	503	195	1021	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 No-Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	10.1		18.0	35.1	35.1	60.1
Actuated g/C Ratio	0.12		0.22	0.42	0.42	0.72
v/c Ratio	0.23		0.70	0.31	0.72	0.28
Control Delay	37.4		35.8	16.7	24.2	4.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	37.4		35.8	16.7	24.2	4.3
LOS	D		D	B	C	A
Approach Delay	37.4		30.5			16.2
Approach LOS	D		C			B
Queue Length 50th (ft)	22		127	63	218	53
Queue Length 95th (ft)	57		180	110	328	74
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	719		1432	1069	1419	3197
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.07		0.35	0.18	0.72	0.22
Intersection Summary						
Area Type:	Other					
Cycle Length: 126						
Actuated Cycle Length: 83.2						
Natural Cycle: 100						
Control Type: Semi Act-Uncoord						
Maximum v/c Ratio: 0.72						
Intersection Signal Delay: 20.7				Intersection LOS: C		
Intersection Capacity Utilization 65.9%				ICU Level of Service C		
Analysis Period (min) 15						

Year 2024 No-Build Traffic Volumes
 2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour

09/13/2022

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2024 No-Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak AM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	25	6	1	216	45	0	0	0
Future Volume (vph)	0	0	0	0	25	6	1	216	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.973			0.977				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1836	0	0	1746	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1836	0	0	1746	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	28	7	1	245	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	35	0	0	297	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	24.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

Year 2024 No-Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak AM Hour
09/13/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶			↷				
Traffic Vol, veh/h	0	0	0	0	25	6	1	216	45	0	0	0
Future Vol, veh/h	0	0	0	0	25	6	1	216	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	28	7	1	245	51	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	273	271	0	0	0
Stage 1	-	273	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	680	802	-	-	-
Stage 1	0	734	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	802	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	802
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Year 2024 No-Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	16	1	18	4	0	3	146	288	28	27	838	289
Future Volume (vph)	16	1	18	4	0	3	146	288	28	27	838	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955			0.950		0.950			0.950		
Satd. Flow (prot)	0	1309	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.164			0.570		
Satd. Flow (perm)	0	1370	1190	0	1909	1623	289	1667	1558	1105	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Adj. Flow (vph)	17	1	20	4	0	3	159	313	30	29	911	314
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	20	0	4	3	159	313	30	29	911	314
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Year 2024 No-Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		6.8	8.4		6.3	7.1	52.3	53.8	53.8	45.4	40.5	63.1
Actuated g/C Ratio		0.11	0.13		0.10	0.11	0.83	0.85	0.85	0.72	0.64	1.00
v/c Ratio		0.12	0.11		0.02	0.01	0.42	0.22	0.02	0.03	0.75	0.19
Control Delay		29.8	4.8		28.5	0.0	5.3	4.3	0.0	2.4	15.8	0.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.8	4.8		28.5	0.0	5.3	4.3	0.0	2.4	15.8	0.3
LOS		C	A		C	A	A	A	A	A	B	A
Approach Delay		16.7			16.3			4.4			11.6	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		6	0		1	0	1	0	0	0	164	0
Queue Length 95th (ft)		27	9		10	0	33	121	0	9	#667	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		880	447		1226	602	691	1420	1340	1178	1208	1631
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.04		0.00	0.00	0.23	0.22	0.02	0.02	0.75	0.19

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 63.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 9.7

Intersection LOS: A

Intersection Capacity Utilization 75.6%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Year 2024 No-Build Traffic Volumes
 4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour

09/13/2022

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 No-Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	11	451	5	167	694
Future Volume (vph)	11	11	451	5	167	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Adj. Flow (vph)	12	12	480	5	178	738
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	480	5	178	738
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.5%			ICU Level of Service A		
Analysis Period (min)	15					

Year 2024 No-Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak AM Hour

09/13/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	11	451	5	167	694
Future Vol, veh/h	11	11	451	5	167	694
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	12	12	480	5	178	738
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1574	480	0	-	480	0
Stage 1	480	-	-	-	-	-
Stage 2	1094	-	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209	-
Pot Cap-1 Maneuver	159	573	-	0	1088	-
Stage 1	679	-	-	0	-	-
Stage 2	389	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	133	573	-	-	1088	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	23.1	0	1.7			
HCM LOS	C					
Minor Lane/Major Mvmt	NBTWBLn1WBLn2		SBL	SBT		
Capacity (veh/h)	-	133	573	1088	-	
HCM Lane V/C Ratio	-	0.088	0.02	0.163	-	
HCM Control Delay (s)	-	34.7	11.4	9	-	
HCM Lane LOS	-	D	B	A	-	
HCM 95th %tile Q(veh)	-	0.3	0.1	0.6	-	

Year 2024 No-Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak AM Hour
09/13/2022

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	0	455	701	3
Future Volume (vph)	1	1	0	455	701	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1135	0	0	1643	1782	0
Flt Permitted	0.976					
Satd. Flow (perm)	1135	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Adj. Flow (vph)	1	1	0	479	738	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	479	741	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	47.1%			ICU Level of Service A		
Analysis Period (min)	15					

Year 2024 No-Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak AM Hour
09/13/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	455	701	3
Future Vol, veh/h	1	1	0	455	701	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	1	1	0	479	738	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1219	740	741	0	-	0
Stage 1	740	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	105	395	875	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	395	875	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	27	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	875	-	166	-	-	
HCM Lane V/C Ratio	-	-	0.013	-	-	
HCM Control Delay (s)	0	-	27	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Year 2024 No-Build Traffic Volumes

Weekday Peak AM Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	571	131	133	433	158	22	0	22	26	0	0
Future Volume (vph)	1	571	131	133	433	158	22	0	22	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1769	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.273				0.739			0.742	
Satd. Flow (perm)	0	1769	0	499	1677	1494	0	1343	1545	0	1200	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				170			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Adj. Flow (vph)	1	614	141	143	466	170	24	0	24	28	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	756	0	143	466	170	0	24	24	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Year 2024 No-Build Traffic Volumes

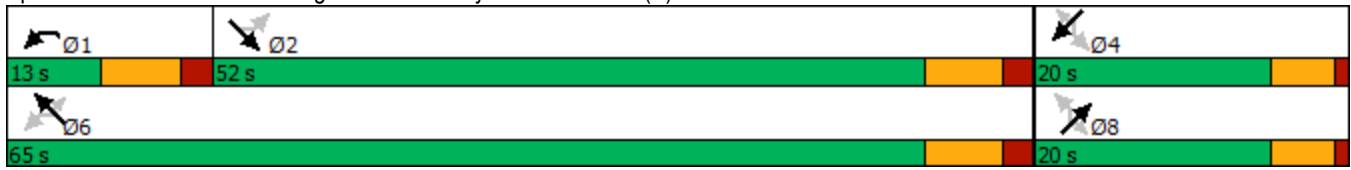
Weekday Peak AM Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		45.2		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.53		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.80		0.34	0.41	0.16		0.10	0.06		0.13	
Control Delay		23.7		6.9	7.2	1.1		30.7	0.3		31.4	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		23.7		6.9	7.2	1.1		30.7	0.3		31.4	
LOS		C		A	A	A		C	A		C	
Approach Delay		23.7			5.8			15.5			31.4	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)		302		23	94	0		11	0		13	
Queue Length 95th (ft)		467		41	147	17		32	0		37	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		949		427	1144	1073		237	388		211	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.80		0.33	0.41	0.16		0.10	0.06		0.13	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.80												
Intersection Signal Delay: 15.0					Intersection LOS: B							
Intersection Capacity Utilization 84.8%					ICU Level of Service E							
Analysis Period (min) 15												

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	223	501	44	203	417
Future Volume (vph)	54	223	501	44	203	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891		0.989			
Flt Protected	0.990					0.984
Satd. Flow (prot)	1692	0	1630	0	0	1743
Flt Permitted	0.990					0.634
Satd. Flow (perm)	1692	0	1630	0	0	1123
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	237		8			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Adj. Flow (vph)	57	237	533	47	216	444
Shared Lane Traffic (%)						
Lane Group Flow (vph)	294	0	580	0	0	660
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak AM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		42.0	42.0
Total Split (%)	43.8%		56.3%		52.5%	52.5%
Maximum Green (s)	30.0		38.0		35.0	35.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effect Green (s)	9.7		58.3			58.3
Actuated g/C Ratio	0.12		0.73			0.73
v/c Ratio	0.71		0.49			0.81
Control Delay	17.9		3.2			19.3
Queue Delay	0.0		0.0			0.0
Total Delay	17.9		3.2			19.3
LOS	B		A			B
Approach Delay	17.9		3.2			19.3
Approach LOS	B		A			B
Queue Length 50th (ft)	27		27			163
Queue Length 95th (ft)	93		45			#516
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	782		1190			818
Starvation Cap Reductn	0		2			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.38		0.49			0.81

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 12.9

Intersection LOS: B

Intersection Capacity Utilization 94.8%

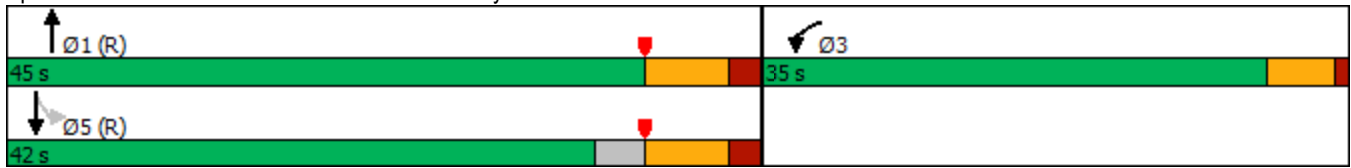
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 No-Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	24	521	0	0	470
Future Volume (vph)	157	24	521	0	0	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		25				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Adj. Flow (vph)	165	25	548	0	0	495
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	25	548	0	0	495
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 No-Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak AM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	13.3	13.3	54.7			54.7
Actuated g/C Ratio	0.17	0.17	0.68			0.68
v/c Ratio	0.59	0.09	0.49			0.41
Control Delay	38.9	11.3	8.6			3.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.9	11.3	8.6			3.5
LOS	D	B	A			A
Approach Delay	35.2		8.6			3.5
Approach LOS	D		A			A
Queue Length 50th (ft)	77	0	111			33
Queue Length 95th (ft)	127	19	221			m64
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	575	1125			1201
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.26	0.04	0.49			0.41

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 10.7

Intersection LOS: B

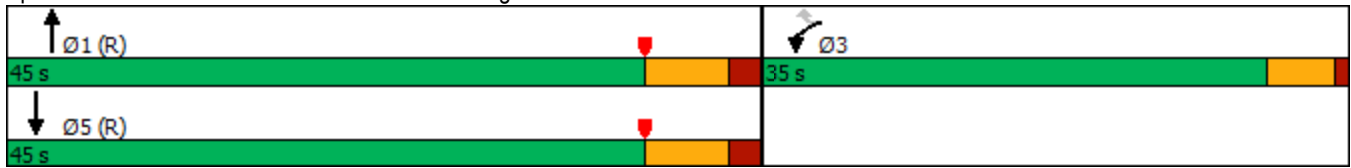
Intersection Capacity Utilization 46.1%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Future Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1613	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.605			0.630		
Satd. Flow (perm)	1580	1613	0	0	0	0	1080	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33						59				456
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	418	439	327	0	0	0	95	135	59	52	157	456
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	376	808	0	0	0	0	95	194	0	52	157	456
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	40.2	40.2					34.8	27.4		30.2	25.1	73.6
Actuated g/C Ratio	0.45	0.45					0.39	0.30		0.33	0.28	0.82
v/c Ratio	0.53	1.10					0.20	0.19		0.12	0.33	0.34
Control Delay	23.0	89.0					16.6	17.3		16.2	29.8	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.0	89.0					16.6	17.3		16.2	29.8	1.0
LOS	C	F					B	B		B	C	A
Approach Delay		68.1						17.1			9.0	
Approach LOS		E						B			A	
Queue Length 50th (ft)	168	~574					32	30		17	74	0
Queue Length 95th (ft)	278	#855					62	58		39	135	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	704	737					556	1450		562	773	1332
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.53	1.10					0.17	0.13		0.09	0.20	0.34

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 90.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 42.8

Intersection LOS: D

Intersection Capacity Utilization 72.7%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Year 2024 No-Build Traffic Volumes

Weekday Peak AM Hour

11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	599	0	0	381	138	0	0	514	0	0	0
Future Volume (vph)	1	599	0	0	381	138	0	0	514	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.964				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1757	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1757	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Adj. Flow (vph)	1	666	0	0	423	153	0	0	571	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	0	0	576	0	0	0	571	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	70.1%											
Analysis Period (min)	15											
ICU Level of Service C												

Year 2024 No-Build Traffic Volumes
11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak AM Hour
09/13/2022

Intersection												
Int Delay, s/veh	55.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱				↱			
Traffic Vol, veh/h	1	599	0	0	381	138	0	0	514	0	0	0
Future Vol, veh/h	1	599	0	0	381	138	0	0	514	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	666	0	0	423	153	0	0	571	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	576	0	- - - 0 - - 666
Stage 1	-	-	- - - - - - -
Stage 2	-	-	- - - - - - -
Critical Hdwy	4.1	-	- - - - - - 6.38
Critical Hdwy Stg 1	-	-	- - - - - - -
Critical Hdwy Stg 2	-	-	- - - - - - -
Follow-up Hdwy	2.2	-	- - - - - - 3.372
Pot Cap-1 Maneuver	1007	- 0 0	- - 0 0 ~ 441
Stage 1	-	- 0 0	- - 0 0 -
Stage 2	-	- 0 0	- - 0 0 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	1007	- - -	- - 0 ~ 441
Mov Cap-2 Maneuver	-	- - -	- - 0 -
Stage 1	-	- - -	- - 0 -
Stage 2	-	- - -	- - 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	175.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	441	1007	-	-	-
HCM Lane V/C Ratio	1.295	0.001	-	-	-
HCM Control Delay (s)	175.3	8.6	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	24.9	0	-	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Year 2024 No-Build Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak AM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	381	0	0	0	0	0	600	0	0
Future Volume (vph)	0	0	0	381	0	0	0	0	0	600	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	438	0	0	0	0	0	690	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	438	0	0	0	0	0	690	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	61.0%				ICU Level of Service B							
Analysis Period (min)	15											

Year 2024 No-Build Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak AM Hour
09/13/2022

Intersection												
Int Delay, s/veh	372											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Vol, veh/h	0	0	0	381	0	0	0	0	0	600	0	0
Future Vol, veh/h	0	0	0	381	0	0	0	0	0	600	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	438	0	0	0	0	0	690	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	876	876	-
Stage 1	-	-	-	876	876	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 304	276	0
Stage 1	-	-	0	~ 388	352	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	~ 304	0	-
Mov Cap-2 Maneuver	-	-	-	~ 304	0	-
Stage 1	-	-	-	~ 388	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		\$ 608.2
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	304
HCM Lane V/C Ratio	-	-	2.269
HCM Control Delay (s)	-	-	\$ 608.2
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	53.1

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Year 2024 No-Build Traffic Volumes

Weekday Peak AM Hour

13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	26	229	35	7	57	188	519	152	420	887	177
Future Volume (vph)	136	26	229	35	7	57	188	519	152	420	887	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1929	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Flt Permitted		0.756		0.568			0.950			0.950		
Satd. Flow (perm)	0	1519	1495	811	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236			79			157			170
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Adj. Flow (vph)	140	27	236	36	7	59	194	535	157	433	914	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	236	36	7	59	194	535	157	433	914	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm

Year 2024 No-Build Traffic Volumes
13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak AM Hour

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effect Green (s)		20.5	20.5	20.5	20.5	20.5	16.4	36.1	36.1	30.1	49.7	49.7
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.34	0.34	0.29	0.47	0.47
v/c Ratio		0.56	0.49	0.23	0.03	0.17	0.75	0.45	0.25	0.84	0.54	0.22
Control Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.9	4.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.9	4.7
LOS		D	A	D	C	A	E	C	A	D	C	A
Approach Delay		23.6			18.9			31.4			29.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		102	0	20	4	0	126	145	0	274	223	4
Queue Length 95th (ft)		169	62	50	16	22	201	212	46	#481	352	50
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		581	718	310	546	605	477	1195	638	513	1680	826
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.29	0.33	0.12	0.01	0.10	0.41	0.45	0.25	0.84	0.54	0.22

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 104.7

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 28.7

Intersection LOS: C

Intersection Capacity Utilization 68.2%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2	 Ø1	 Ø3
36 s	42 s	46 s
 Ø6	 Ø5	
36 s	42 s	

Year 2024 No-Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak AM Hour

09/13/2022

											
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	495	246	0	1216	2	304	2	1
Future Volume (vph)	2	4	3	495	246	0	1216	2	304	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	10	10	10	11	11	11
Grade (%)	0%			4%			1%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.999		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	2296	0	3058	0	0
Flt Permitted	0.950			0.989					0.953		
Satd. Flow (perm)	1685	1507	0	1649	1342	0	2296	0	3058	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			251						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Adj. Flow (vph)	2	4	3	505	251	0	1241	2	310	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	508	251	0	1243	0	313	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Position(ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Size(ft)	40	40	20	40	40	20	40		40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)				43			43				
Detector 2 Size(ft)				40			40				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		

Year 2024 No-Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak AM Hour
09/13/2022

											
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	101.0	101.0	26.0	101.0	101.0		26.0		
Total Split (%)	7.3%	7.3%	73.7%	73.7%	19.0%	73.7%	73.7%		19.0%		
Maximum Green (s)	5.0	5.0	95.0	95.0	20.0	95.0	95.0		20.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Act Effct Green (s)	5.0	5.0		95.2	123.4		95.2		17.3		
Actuated g/C Ratio	0.04	0.04		0.75	0.98		0.75		0.14		
v/c Ratio	0.03	0.03		0.41	0.19		0.72		0.75		
Control Delay	62.5	0.5		7.4	0.4		12.5		64.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		7.4	0.4		12.5		64.5		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			5.1			12.5		64.5		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		123	0		337		126		
Queue Length 95th (ft)	12	0		254	7		652		191		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	66	128		1241	1306		1729		484		
Starvation Cap Reductn	0	0		0	0		0		0		
Spillback Cap Reductn	0	0		0	0		0		0		
Storage Cap Reductn	0	0		0	0		0		0		
Reduced v/c Ratio	0.03	0.03		0.41	0.19		0.72		0.65		
Intersection Summary											
Area Type: Other											
Cycle Length: 137											
Actuated Cycle Length: 126.4											
Natural Cycle: 80											
Control Type: Semi Act-Uncoord											
Maximum v/c Ratio: 0.75											
Intersection Signal Delay: 17.1											
Intersection LOS: B											
Intersection Capacity Utilization 60.8%											
ICU Level of Service B											
Analysis Period (min) 15											
* User Entered Value											

Year 2024 No-Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak AM Hour

09/13/2022

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø3  Ø1	 Ø4	
101 s	26 s	10 s
 Ø5		
101 s		

Year 2024 No-Build Traffic Volumes

Weekday Peak AM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Future Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.899				0.850		0.850		0.975		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3474	0	0
Flt Permitted		0.996			0.974				0.271			
Satd. Flow (perm)	1511	1474	0	0	1748	1487	3257	1500	515	3474	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	552	52	36	1289	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	552	52	36	1551	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Year 2024 No-Build Traffic Volumes

Weekday Peak AM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	45.0	45.0			21.2	29.3	59.5	80.7	71.1	71.1		
Actuated g/C Ratio	0.24	0.24			0.11	0.15	0.31	0.42	0.37	0.37		
v/c Ratio	0.72	0.96			0.75	0.12	0.55	0.08	0.15	1.20		
Control Delay	80.9	110.2			105.6	0.9	58.9	1.2	41.7	148.8		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	80.9	110.2			105.6	0.9	58.9	1.2	41.7	148.8		
LOS	F	F			F	A	E	A	D	F		
Approach Delay		97.4			84.9		53.9			146.4		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	315	441			181	0	311	0	29	~1240		
Queue Length 95th (ft)	458	#710			267	0	407	6	62	#1462		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	356	346			275	382	1011	741	326	1289		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.72	0.96			0.53	0.09	0.55	0.07	0.11	1.20		

Intersection Summary

Area Type: Other

Cycle Length: 200

Actuated Cycle Length: 191.4

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.20

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 114.0

Intersection LOS: F

Intersection Capacity Utilization 91.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2	 Ø3	 Ø4	 Ø7
77 s	51 s	36 s	36 s
 Ø5	 Ø6		
26 s	51 s		

Year 2024 No-Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	165	364	339	234	184	200
Future Volume (vph)	165	364	339	234	184	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr't				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				244		208
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Adj. Flow (vph)	172	379	353	244	192	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	379	353	244	192	208
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 No-Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	16.8	42.5	17.4	73.6	17.7	73.6
Actuated g/C Ratio	0.23	0.58	0.24	1.00	0.24	1.00
v/c Ratio	0.46	0.20	0.46	0.17	0.51	0.14
Control Delay	30.9	8.1	27.5	0.3	31.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	8.1	27.5	0.3	31.0	0.2
LOS	C	A	C	A	C	A
Approach Delay		15.2	16.3		15.0	
Approach LOS		B	B		B	
Queue Length 50th (ft)	66	38	70	0	74	0
Queue Length 95th (ft)	150	73	136	0	163	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	771	3050	1542	1436	742	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.12	0.23	0.17	0.26	0.14

Intersection Summary

Area Type: Other

Cycle Length: 123

Actuated Cycle Length: 73.6

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 15.6

Intersection LOS: B

Intersection Capacity Utilization 46.9%

ICU Level of Service A

Analysis Period (min) 15

Year 2024 No-Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour
 09/13/2022

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)



Year 2024 No-Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	46	0	268	54	255	284
Future Volume (vph)	46	0	268	54	255	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				58		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Adj. Flow (vph)	49	0	288	58	274	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	288	58	274	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 No-Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effect Green (s)	10.2		12.4	29.8	12.4	33.8
Actuated g/C Ratio	0.20		0.24	0.58	0.24	0.66
v/c Ratio	0.13		0.37	0.07	0.35	0.14
Control Delay	19.9		19.2	2.4	19.1	5.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.9		19.2	2.4	19.1	5.2
LOS	B		B	A	B	A
Approach Delay	19.9		16.4			11.8
Approach LOS	B		B			B
Queue Length 50th (ft)	13		41	0	38	21
Queue Length 95th (ft)	38		72	12	68	35
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1274		2309	1452	2243	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.12	0.04	0.12	0.09

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 51.1

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 13.8

Intersection LOS: B

Intersection Capacity Utilization 45.0%

ICU Level of Service A

Analysis Period (min) 15

Year 2024 No-Build Traffic Volumes
 2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour

09/13/2022

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)



Year 2024 No-Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak Mid-Day Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	14	1	1	260	6	0	0	0
Future Volume (vph)	0	0	0	0	14	1	1	260	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.992			0.997				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1797	0	0	1962	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1797	0	0	1962	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	16	1	1	289	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	297	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	24.1%				ICU Level of Service A							
Analysis Period (min)	15											

Year 2024 No-Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak Mid-Day Hour

09/13/2022

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	14	1	1	260	6	0	0	0
Future Vol, veh/h	0	0	0	0	14	1	1	260	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	16	1	1	289	7	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	295	293	0	0	0
Stage 1	-	295	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	658	782	-	-	-
Stage 1	0	714	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	782	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	- 782
HCM Lane V/C Ratio	-	-	- 0.021
HCM Control Delay (s)	-	-	- 9.7
HCM Lane LOS	-	-	- A
HCM 95th %tile Q(veh)	-	-	- 0.1

Year 2024 No-Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak Mid-Day Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	18	6	0	4	16	290	3	4	266	39
Future Volume (vph)	18	0	18	6	0	4	16	290	3	4	266	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.575			0.574		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1053	1798	1558	1112	1828	1626
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	19	0	19	6	0	4	17	305	3	4	280	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	19	0	6	4	17	305	3	4	280	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Year 2024 No-Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak Mid-Day Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		6.6	7.0		6.3	6.9	50.0	55.1	55.1	48.4	51.1	60.4
Actuated g/C Ratio		0.11	0.12		0.10	0.11	0.83	0.91	0.91	0.80	0.85	1.00
v/c Ratio		0.09	0.09		0.03	0.02	0.02	0.19	0.00	0.00	0.18	0.03
Control Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.1	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.1	0.0
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		15.4			15.8			3.0			3.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		5	0		2	0	1	0	0	0	0	0
Queue Length 95th (ft)		26	9		13	0	6	110	0	2	102	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1257	614		1288	629	1123	1639	1428	1186	1548	1626
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.03		0.00	0.01	0.02	0.19	0.00	0.00	0.18	0.03
Intersection Summary												
Area Type:	Other											
Cycle Length: 119												
Actuated Cycle Length: 60.4												
Natural Cycle: 40												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.19												
Intersection Signal Delay: 4.1	Intersection LOS: A											
Intersection Capacity Utilization 38.6%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 No-Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	53	257	0	35	256
Future Volume (vph)	11	53	257	0	35	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Adj. Flow (vph)	12	56	271	0	37	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	56	271	0	37	269
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.5%			ICU Level of Service A		
Analysis Period (min)	15					

Year 2024 No-Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak Mid-Day Hour
09/13/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	53	257	0	35	256
Future Vol, veh/h	11	53	257	0	35	256
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	12	56	271	0	37	269
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	616	273	0	-	272	0
Stage 1	272	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	507	788	-	0	1286	-
Stage 1	814	-	-	0	-	-
Stage 2	765	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	491	787	-	-	1285	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.3	0	0.9			
HCM LOS	B					
Minor Lane/Major Mvmt	NBTWBLn1WBLn2		SBL	SBT		
Capacity (veh/h)	-	491	787	1285	-	
HCM Lane V/C Ratio	-	0.024	0.071	0.029	-	
HCM Control Delay (s)	-	12.5	9.9	7.9	-	
HCM Lane LOS	-	B	A	A	-	
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1	-	

Year 2024 No-Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	0	0	255	266	1
Future Volume (vph)	2	0	0	255	266	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1722	1750	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1722	1750	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Adj. Flow (vph)	2	0	0	271	283	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	271	284	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.4%			ICU Level of Service A		
Analysis Period (min)	15					

Year 2024 No-Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak Mid-Day Hour
09/13/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	255	266	1
Future Vol, veh/h	2	0	0	255	266	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	2	0	0	271	283	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	557	286	285	0	-	0
Stage 1	285	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	451	740	1289	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	450	739	1288	-	-	-
Mov Cap-2 Maneuver	450	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1288	-	450	-	-	
HCM Lane V/C Ratio	-	-	0.005	-	-	
HCM Control Delay (s)	0	-	13	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Year 2024 No-Build Traffic Volumes

Weekday Peak Mid-Day Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	218	46	30	209	22	46	0	30	19	0	0
Future Volume (vph)	2	218	46	30	209	22	46	0	30	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.99						
Frt		0.977				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1739	0	1736	1774	1553	0	1727	1545	0	1638	1827
Flt Permitted		0.999		0.533				0.744			0.725	
Satd. Flow (perm)	0	1737	0	974	1774	1534	0	1352	1545	0	1250	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2	232	49	32	222	23	49	0	32	20	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	283	0	32	222	23	0	49	32	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Year 2024 No-Build Traffic Volumes

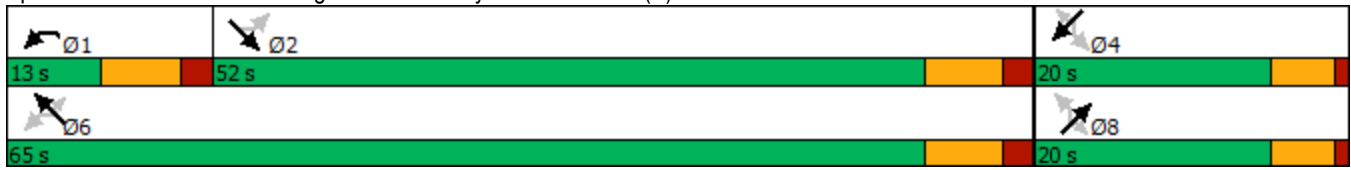
Weekday Peak Mid-Day Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		50.5		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.59		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.27		0.05	0.18	0.02		0.21	0.08		0.09	
Control Delay		9.8		4.5	5.3	1.7		32.5	0.4		30.6	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		9.8		4.5	5.3	1.7		32.5	0.4		30.6	
LOS		A		A	A	A		C	A		C	
Approach Delay		9.8			4.9			19.8			30.6	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		72		5	37	0		23	0		9	
Queue Length 95th (ft)		122		13	62	6		54	0		28	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1040		718	1210	1054		238	388		220	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.27		0.04	0.18	0.02		0.21	0.08		0.09	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 40												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.27												
Intersection Signal Delay: 9.6				Intersection LOS: A								
Intersection Capacity Utilization 41.9%				ICU Level of Service A								
Analysis Period (min) 15												

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak Mid-Day Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	74	188	34	77	190
Future Volume (vph)	50	74	188	34	77	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919		0.980			
Flt Protected	0.980					0.986
Satd. Flow (prot)	1641	0	1718	0	0	1704
Flt Permitted	0.980					0.853
Satd. Flow (perm)	1641	0	1718	0	0	1474
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	77		15			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Adj. Flow (vph)	52	77	196	35	80	198
Shared Lane Traffic (%)						
Lane Group Flow (vph)	129	0	231	0	0	278
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

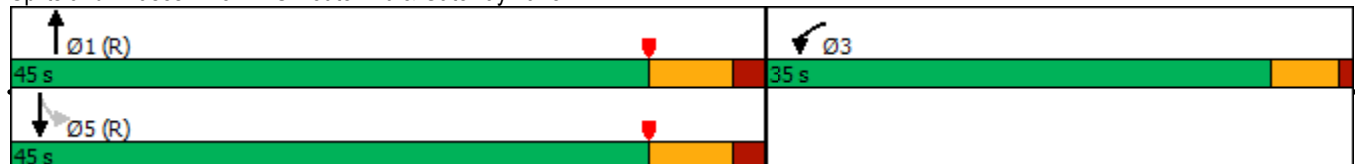
Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak Mid-Day Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	8.6		62.9			62.9
Actuated g/C Ratio	0.11		0.79			0.79
v/c Ratio	0.53		0.17			0.24
Control Delay	23.0		2.2			4.1
Queue Delay	0.0		0.0			0.0
Total Delay	23.0		2.2			4.1
LOS	C		A			A
Approach Delay	23.0		2.2			4.1
Approach LOS	C		A			A
Queue Length 50th (ft)	25		12			34
Queue Length 95th (ft)	71		34			77
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	663		1354			1158
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.19		0.17			0.24
Intersection Summary						
Area Type:	Other					
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow						
Natural Cycle: 40						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.53						
Intersection Signal Delay: 7.2				Intersection LOS: A		
Intersection Capacity Utilization 49.4%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 No-Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak Mid-Day Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	245	46	176	0	0	241
Future Volume (vph)	245	46	176	0	0	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		49				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Adj. Flow (vph)	263	49	189	0	0	259
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	49	189	0	0	259
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 No-Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	17.4	17.4	50.6			50.6
Actuated g/C Ratio	0.22	0.22	0.63			0.63
v/c Ratio	0.68	0.12	0.17			0.24
Control Delay	37.6	7.7	7.5			6.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.6	7.7	7.5			6.5
LOS	D	A	A			A
Approach Delay	32.9		7.5			6.5
Approach LOS	C		A			A
Queue Length 50th (ft)	122	0	34			28
Queue Length 95th (ft)	180	23	77			104
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	662	1101			1071
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.40	0.07	0.17			0.24

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 17.6

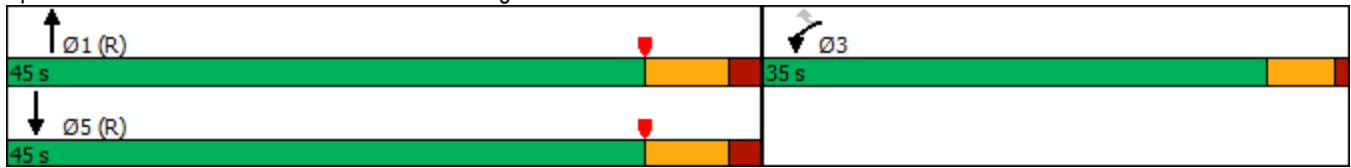
Intersection LOS: B

Intersection Capacity Utilization 36.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak Mid-Day Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	298	76	0	0	0	83	58	45	33	99	354
Future Volume (vph)	118	298	76	0	0	0	83	58	45	33	99	354
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.970						0.934				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1595	1670	0	0	0	0	1711	3296	0	1694	1750	1545
Flt Permitted	0.950	0.998					0.583			0.681		
Satd. Flow (perm)	1595	1670	0	0	0	0	1050	3296	0	1215	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						49				385
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Adj. Flow (vph)	128	324	83	0	0	0	90	63	49	36	108	385
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	115	420	0	0	0	0	90	112	0	36	108	385
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak Mid-Day Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	24.8	24.8					31.7	28.3		25.4	21.1	54.9
Actuated g/C Ratio	0.35	0.35					0.45	0.40		0.36	0.30	0.78
v/c Ratio	0.20	0.70					0.16	0.08		0.08	0.21	0.30
Control Delay	17.2	26.0					13.5	12.4		13.8	25.5	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.2	26.0					13.5	12.4		13.8	25.5	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.1						12.9			6.9	
Approach LOS		C						B			A	
Queue Length 50th (ft)	36	162					20	7		8	37	0
Queue Length 95th (ft)	76	272					59	34		29	97	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1330	1396					638	1354		661	525	1537
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.09	0.30					0.14	0.08		0.05	0.21	0.25
Intersection Summary												
Area Type: Other												
Cycle Length: 114												
Actuated Cycle Length: 70.3												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.70												
Intersection Signal Delay: 15.1 Intersection LOS: B												
Intersection Capacity Utilization 42.8% ICU Level of Service A												
Analysis Period (min) 15												

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2 22 s	 Ø1 27 s	 Ø3 65 s
 Ø6 22 s	 Ø5 27 s	

Year 2024 No-Build Traffic Volumes

Weekday Peak Mid-Day Hour

11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	176	0	0	258	180	0	0	316	0	0	0
Future Volume (vph)	6	176	0	0	258	180	0	0	316	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.944				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1720	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1720	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	7	191	0	0	280	196	0	0	343	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	476	0	0	0	343	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	35.8%											
Analysis Period (min)	15											
	ICU Level of Service A											

Year 2024 No-Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak Mid-Day Hour

09/13/2022

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	176	0	0	258	180	0	0	316	0	0	0
Future Vol, veh/h	6	176	0	0	258	180	0	0	316	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	191	0	0	280	196	0	0	343	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	476	0	-	-	-	0	-	-	191			
Stage 1	-	-	-	-	-	-	-	-	-			
Stage 2	-	-	-	-	-	-	-	-	-			
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.36			
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-			
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.354			
Pot Cap-1 Maneuver	1097	-	0	0	-	-	0	0	836			
Stage 1	-	-	0	0	-	-	0	0	-			
Stage 2	-	-	0	0	-	-	0	0	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1097	-	-	-	-	-	-	0	836			
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-			
Stage 1	-	-	-	-	-	-	-	0	-			
Stage 2	-	-	-	-	-	-	-	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.3			0			12.3					
HCM LOS							B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	836	1097	-	-	-							
HCM Lane V/C Ratio	0.411	0.006	-	-	-							
HCM Control Delay (s)	12.3	8.3	0	-	-							
HCM Lane LOS	B	A	A	-	-							
HCM 95th %tile Q(veh)	2	0	-	-	-							

Year 2024 No-Build Traffic Volumes

Weekday Peak Mid-Day Hour

12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	258	0	0	0	0	0	182	0	0
Future Volume (vph)	0	0	0	258	0	0	0	0	0	182	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	0	0	0	269	0	0	0	0	0	190	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	269	0	0	0	0	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	31.0%											
Analysis Period (min)	15											
	ICU Level of Service A											

Year 2024 No-Build Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak Mid-Day Hour

09/13/2022

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	258	0	0	0	0	0	182	0	0
Future Vol, veh/h	0	0	0	258	0	0	0	0	0	182	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	269	0	0	0	0	0	190	0	0
Major/Minor				Major2				Minor2				
Conflicting Flow All				0	0	0		538	538	-		
Stage 1				-	-	-		538	538	-		
Stage 2				-	-	-		0	0	-		
Critical Hdwy				4.14	-	-		6.65	6.7	-		
Critical Hdwy Stg 1				-	-	-		5.65	5.7	-		
Critical Hdwy Stg 2				-	-	-		-	-	-		
Follow-up Hdwy				2.236	-	-		3.545	4	-		
Pot Cap-1 Maneuver				-	-	0		484	439	0		
Stage 1				-	-	0		562	510	0		
Stage 2				-	-	0		-	-	0		
Platoon blocked, %					-							
Mov Cap-1 Maneuver				-	-	-		484	0	-		
Mov Cap-2 Maneuver				-	-	-		484	0	-		
Stage 1				-	-	-		562	0	-		
Stage 2				-	-	-		-	0	-		
Approach				WB				SB				
HCM Control Delay, s								17.1				
HCM LOS								C				
Minor Lane/Major Mvmt		WBL	WBT	SBLn1								
Capacity (veh/h)		-	-	484								
HCM Lane V/C Ratio		-	-	0.392								
HCM Control Delay (s)		-	-	17.1								
HCM Lane LOS		-	-	C								
HCM 95th %tile Q(veh)		-	-	1.8								

Year 2024 No-Build Traffic Volumes

Weekday Peak Mid-Day Hour

13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	118	9	173	26	19	68	177	320	29	58	347	87
Future Volume (vph)	118	9	173	26	19	68	177	320	29	58	347	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1890	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.726		0.673			0.950			0.950		
Satd. Flow (perm)	0	1437	1563	1092	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			180			79			79			91
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Adj. Flow (vph)	123	9	180	27	20	71	184	333	30	60	361	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	180	27	20	71	184	333	30	60	361	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												

Year 2024 No-Build Traffic Volumes

Weekday Peak Mid-Day Hour

13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effect Green (s)		17.2	17.2	17.2	17.2	17.2	14.0	45.5	45.5	7.5	36.5	36.5
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.53	0.53	0.09	0.42	0.42
v/c Ratio		0.46	0.39	0.12	0.05	0.18	0.68	0.19	0.03	0.38	0.25	0.13
Control Delay		36.1	7.4	30.0	28.4	7.3	47.6	13.0	0.1	46.5	18.3	5.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.1	7.4	30.0	28.4	7.3	47.6	13.0	0.1	46.5	18.3	5.3
LOS		D	A	C	C	A	D	B	A	D	B	A
Approach Delay		19.6			16.1			23.9			19.3	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		62	0	12	9	0	93	48	0	31	62	0
Queue Length 95th (ft)		126	51	36	29	30	177	96	0	77	124	33
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		678	832	515	896	803	593	1768	891	638	1459	681
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.19	0.22	0.05	0.02	0.09	0.31	0.19	0.03	0.09	0.25	0.13

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 85.9

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 20.8

Intersection LOS: C

Year 2024 No-Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak Mid-Day Hour

09/13/2022

Intersection Capacity Utilization 48.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2	 Ø1	 Ø3
36 s	42 s	46 s
 Ø6	 Ø5	
36 s	42 s	

Year 2024 No-Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour

09/13/2022

											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	400	181	0	375	2	182	0
Future Volume (vph)	3	0	6	4	400	181	0	375	2	182	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	2229	0	3164	0
Flt Permitted		0.950			0.996					0.950	
Satd. Flow (perm)	0	1685	1133	0	1737	1391	0	2229	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			189					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Adj. Flow (vph)	3	0	6	4	417	189	0	391	2	190	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	421	189	0	393	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	

Year 2024 No-Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour

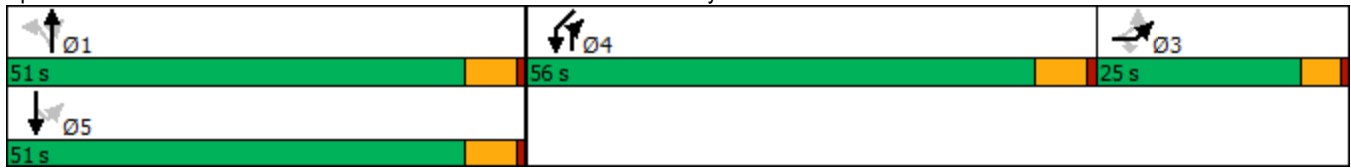
09/13/2022

											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		7.9	7.9		45.4	66.1		45.4		9.6	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.14	
v/c Ratio		0.02	0.03		0.37	0.14		0.27		0.43	
Control Delay		31.0	0.3		7.9	0.5		6.7		31.4	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		31.0	0.3		7.9	0.5		6.7		31.4	
LOS		C	A		A	A		A		C	
Approach Delay		10.6			5.6			6.7		31.4	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		60	0		38		37	
Queue Length 95th (ft)		10	0		193	12		120		77	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		490	382		1137	1391		1459		2301	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.01	0.02		0.37	0.14		0.27		0.08	
Intersection Summary											
Area Type: Other											
Cycle Length: 132											
Actuated Cycle Length: 69.3											
Natural Cycle: 40											
Control Type: Semi Act-Uncoord											
Maximum v/c Ratio: 0.43											
Intersection Signal Delay: 10.1											
Intersection LOS: B											
Intersection Capacity Utilization 47.8%											
ICU Level of Service A											
Analysis Period (min) 15											
* User Entered Value											

Year 2024 No-Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour
 09/13/2022

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



Year 2024 No-Build Traffic Volumes

Weekday Peak Mid-Day Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street 09/13/2022

												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	217	148	94	64	106	1	71	343	68	47	369
Future Volume (vph)	1	217	148	94	64	106	1	71	343	68	47	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.946			0.999		0.850		0.850		0.944
Flt Protected			0.996			0.982					0.950	
Satd. Flow (prot)	0	1557	1587	0	0	1834	0	1599	3353	1443	1859	3249
Flt Permitted			0.996			0.982					0.258	
Satd. Flow (perm)	0	1546	1587	0	0	1825	0	1576	3353	1443	505	3249
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Adj. Flow (vph)	1	231	157	100	68	113	1	76	365	72	50	393
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	209	280	0	0	182	0	76	365	72	50	624
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		20	40		40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			43			43			43			43
Detector 2 Size(ft)			40			40			40			40
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	217	
Future Volume (vph)	217	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	14%	
Adj. Flow (vph)	231	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		

Year 2024 No-Build Traffic Volumes

Weekday Peak Mid-Day Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street 09/13/2022

												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		32.0	32.0			20.5		29.4	22.0	42.5	37.1	37.1
Actuated g/C Ratio		0.22	0.22			0.14		0.20	0.15	0.29	0.26	0.26
v/c Ratio		0.61	0.80			0.70		0.20	0.72	0.15	0.24	0.75
Control Delay		60.5	72.4			76.5		7.0	68.8	4.2	47.4	57.2
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		60.5	72.4			76.5		7.0	68.8	4.2	47.4	57.2
LOS		E	E			E		A	E	A	D	E
Approach Delay			67.3			56.0			58.1			56.5
Approach LOS			E			E			E			E
Queue Length 50th (ft)		186	262			164		0	172	0	36	283
Queue Length 95th (ft)		320	433			288		32	272	18	84	421
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		491	504			388		504	1066	573	320	1630
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.43	0.56			0.47		0.15	0.34	0.13	0.16	0.38

Intersection Summary

Area Type: Other

Cycle Length: 200

Actuated Cycle Length: 144.8

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Lane Group	SBR	Ø7
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	7	
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	36.0	
Total Split (s)	36.0	
Total Split (%)	18%	
Maximum Green (s)	31.0	
Yellow Time (s)	3.5	
All-Red Time (s)	1.5	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Ped	
Walk Time (s)	8.0	
Flash Dont Walk (s)	23.0	
Pedestrian Calls (#/hr)	2	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Intersection Signal Delay: 59.7	Intersection LOS: E
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2	 Ø3	 Ø4	 Ø7
77 s	51 s	36 s	36 s
 Ø5	 Ø6		
26 s	51 s		

Year 2024 No-Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour

09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	733	749	649	603	281	239
Future Volume (vph)	733	749	649	603	281	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		254
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	780	797	690	641	299	254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	797	690	641	299	254
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 No-Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	34.3	71.6	30.3	111.8	27.1	111.8
Actuated g/C Ratio	0.31	0.64	0.27	1.00	0.24	1.00
v/c Ratio	1.51	0.37	0.76	0.43	0.73	0.17
Control Delay	270.4	10.7	44.3	0.9	50.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	270.4	10.7	44.3	0.9	50.7	0.2
LOS	F	B	D	A	D	A
Approach Delay		139.1	23.4		27.5	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~814	133	241	0	203	0
Queue Length 95th (ft)	#1146	202	336	0	307	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	516	2255	1022	1507	531	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.51	0.35	0.68	0.43	0.56	0.17

Intersection Summary

Area Type: Other

Cycle Length: 123

Actuated Cycle Length: 111.8

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.51

Intersection Signal Delay: 76.8

Intersection LOS: E

Intersection Capacity Utilization 90.8%

ICU Level of Service E

Analysis Period (min) 15

Year 2024 No-Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour

09/13/2022

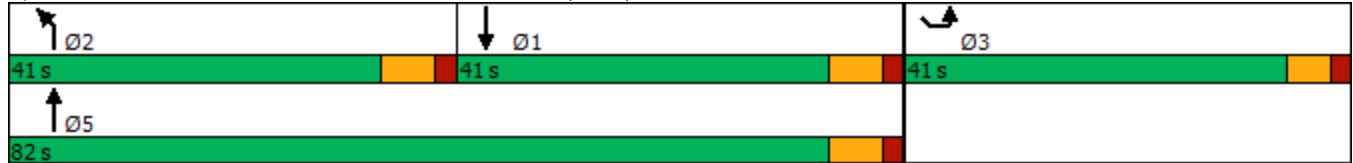
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2024 No-Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	314	16	531	30	246	643
Future Volume (vph)	314	16	531	30	246	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			35		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Adj. Flow (vph)	369	19	625	35	289	756
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	0	625	35	289	756
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 No-Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effect Green (s)	22.8		21.4	51.5	14.2	42.9
Actuated g/C Ratio	0.29		0.27	0.65	0.18	0.54
v/c Ratio	0.72		0.68	0.04	0.48	0.40
Control Delay	34.5		30.9	1.8	34.7	12.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.5		30.9	1.8	34.7	12.0
LOS	C		C	A	C	B
Approach Delay	34.5		29.3			18.3
Approach LOS	C		C			B
Queue Length 50th (ft)	164		138	0	65	104
Queue Length 95th (ft)	291		231	8	124	177
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	851		1604	1207	1528	3223
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.46		0.39	0.03	0.19	0.23

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 79.2

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 24.8

Intersection LOS: C

Intersection Capacity Utilization 59.7%

ICU Level of Service B

Analysis Period (min) 15

Year 2024 No-Build Traffic Volumes
 2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour

09/13/2022

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2024 No-Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	50	7	2	927	29	0	0	0
Future Volume (vph)	0	0	0	0	50	7	2	927	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.983			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1850	0	0	2002	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1850	0	0	2002	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	62	9	2	1144	36	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	71	0	0	1182	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	60.7%				ICU Level of Service B							
Analysis Period (min)	15											

Year 2024 No-Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak PM Hour
09/13/2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶			↷				
Traffic Vol, veh/h	0	0	0	0	50	7	2	927	29	0	0	0
Future Vol, veh/h	0	0	0	0	50	7	2	927	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	62	9	2	1144	36	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1166	1162	0	0	0
Stage 1	-	1166	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	266	282	-	-	-
Stage 1	0	367	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	282	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	22	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	282
HCM Lane V/C Ratio	-	-	0.25
HCM Control Delay (s)	-	-	22
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1

Year 2024 No-Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Future Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.666		0.505			0.090		
Satd. Flow (perm)	0	1372	1479	0	1232	1623	785	1815	1834	174	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1218	0	1	303	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1218	0	1	303	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Year 2024 No-Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		19.7	30.4		19.7	29.4	51.1	48.6		44.9	40.2	84.7
Actuated g/C Ratio		0.23	0.36		0.23	0.35	0.60	0.57		0.53	0.47	1.00
v/c Ratio		0.74	0.26		0.11	0.04	0.08	1.17		0.01	0.34	0.01
Control Delay		44.6	4.0		25.7	4.3	8.1	108.8		8.0	16.7	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		44.6	4.0		25.7	4.3	8.1	108.8		8.0	16.7	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		27.7			16.0			105.6			16.0	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)		116	0		13	0	7	~725		0	96	0
Queue Length 95th (ft)		190	33		34	11	23	#1214		2	182	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		651	862		584	876	654	1041		504	893	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.36	0.19		0.05	0.03	0.06	1.17		0.00	0.34	0.01

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 84.7

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.17

Intersection Signal Delay: 73.8

Intersection LOS: E

Intersection Capacity Utilization 86.3%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 No-Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	136	960	1	8	426
Future Volume (vph)	6	136	960	1	8	426
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Adj. Flow (vph)	7	155	1091	1	9	484
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	155	1091	1	9	484
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	65.6%			ICU Level of Service C		
Analysis Period (min)	15					

Year 2024 No-Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak PM Hour
09/13/2022

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	136	960	1	8	426
Future Vol, veh/h	6	136	960	1	8	426
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	155	1091	1	9	484

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1593	1091	0
Stage 1	1091	-	-
Stage 2	502	-	-
Critical Hdwy	5.8	5.92	-
Critical Hdwy Stg 1	4.8	-	-
Critical Hdwy Stg 2	4.8	-	-
Follow-up Hdwy	3.5	3.318	-
Pot Cap-1 Maneuver	155	286	0
Stage 1	390	-	0
Stage 2	666	-	0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	153	286	604
Mov Cap-2 Maneuver	153	-	-
Stage 1	390	-	-
Stage 2	656	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.4	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	- 153 286 604	-	-
HCM Lane V/C Ratio	- 0.045 0.54 0.015	-	-
HCM Control Delay (s)	- 29.6 31.5 11.1	-	-
HCM Lane LOS	- D D B	-	-
HCM 95th %tile Q(veh)	- 0.1 3 0	-	-

Year 2024 No-Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak PM Hour
09/13/2022

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	0	0	960	433	0
Future Volume (vph)	1	0	0	960	433	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1756	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1756	1801	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	1	0	0	1157	522	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	1157	522	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.5%			ICU Level of Service B		
Analysis Period (min)	15					

Year 2024 No-Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak PM Hour
09/13/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	960	433	0
Future Vol, veh/h	1	0	0	960	433	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	1	0	0	1157	522	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1679	522	522	0	-	0
Stage 1	522	-	-	-	-	-
Stage 2	1157	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	80	535	1055	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	535	1055	-	-	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	50.7	0		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1055	-	80	-	-	
HCM Lane V/C Ratio	-	-	0.015	-	-	
HCM Control Delay (s)	0	-	50.7	-	-	
HCM Lane LOS	A	-	F	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Year 2024 No-Build Traffic Volumes

Weekday Peak PM Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	406	25	24	833	20	127	0	127	124	0	0
Future Volume (vph)	2	406	25	24	833	20	127	0	127	124	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.992				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1805	0	1736	1792	1412	0	1727	1545	0	1702	1827
Flt Permitted		0.997		0.409				0.601			0.590	
Satd. Flow (perm)	0	1800	0	747	1792	1412	0	1092	1545	0	1057	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				26			148			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	2	472	29	28	969	23	148	0	148	144	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	0	28	969	23	0	148	148	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Year 2024 No-Build Traffic Volumes

Weekday Peak PM Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		53.0		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.62		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.45		0.05	0.79	0.02		0.77	0.38		0.77	
Control Delay		11.1		4.6	15.6	1.7		61.1	8.6		62.3	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		11.1		4.6	15.6	1.7		61.1	8.6		62.3	
LOS		B		A	B	A		E	A		E	
Approach Delay		11.1			15.0			34.9			62.3	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)		100		4	308	0		76	0		74	
Queue Length 95th (ft)		230		11	438	6		#161	43		#158	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1124		579	1222	971		192	394		186	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.45		0.05	0.79	0.02		0.77	0.38		0.77	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 20.5

Intersection LOS: C

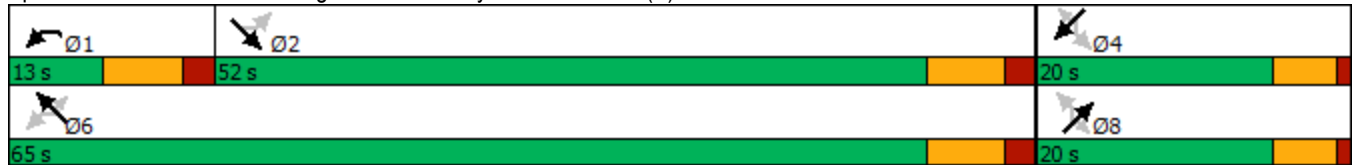
Intersection Capacity Utilization 67.5%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	298	579	41	223	433
Future Volume (vph)	82	298	579	41	223	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.983
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.459
Satd. Flow (perm)	1708	0	1765	0	0	819
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	177		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	339	658	47	253	492
Shared Lane Traffic (%)						
Lane Group Flow (vph)	432	0	705	0	0	745
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

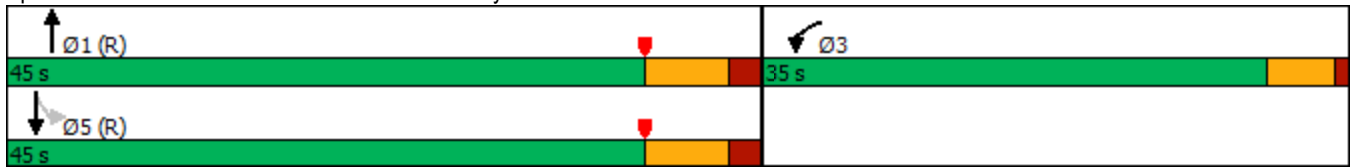
Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	18.7		49.3			49.3
Actuated g/C Ratio	0.23		0.62			0.62
v/c Ratio	0.81		0.65			1.48
Control Delay	28.1		7.6			246.4
Queue Delay	0.0		0.0			0.0
Total Delay	28.1		7.6			246.4
LOS	C		A			F
Approach Delay	28.1		7.6			246.4
Approach LOS	C		A			F
Queue Length 50th (ft)	121		52			~521
Queue Length 95th (ft)	186		95			#562
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	751		1089			504
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.58		0.65			1.48
Intersection Summary						
Area Type:	Other					
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 1.48						
Intersection Signal Delay: 106.8				Intersection LOS: F		
Intersection Capacity Utilization 106.8%				ICU Level of Service G		
Analysis Period (min) 15						
~ Volume exceeds capacity, queue is theoretically infinite.						
Queue shown is maximum after two cycles.						
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 No-Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	525	0	0	515
Future Volume (vph)	486	95	525	0	0	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	565	0	0	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	565	0	0	554
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 No-Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.61			0.62
Control Delay	40.1	4.5	18.4			8.8
Queue Delay	0.0	0.0	0.0			0.3
Total Delay	40.1	4.5	18.4			9.1
LOS	D	A	B			A
Approach Delay	34.3		18.4			9.1
Approach LOS	C		B			A
Queue Length 50th (ft)	232	0	198			106
Queue Length 95th (ft)	#380	29	319			m65
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			55
Spillback Cap Reductn	0	0	11			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.62			0.66

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 21.1

Intersection LOS: C

Intersection Capacity Utilization 64.6%

ICU Level of Service C

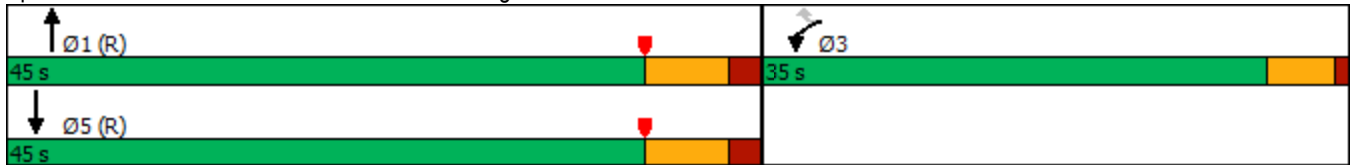
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak PM Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	268	130	0	0	0	297	140	23	33	279	689
Future Volume (vph)	385	268	130	0	0	0	297	140	23	33	279	689
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.955						0.979				0.850
Flt Protected	0.950	0.996					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3377	0	1633	1800	1575
Flt Permitted	0.950	0.996					0.310			0.643		
Satd. Flow (perm)	1689	1686	0	0	0	0	586	3377	0	1105	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28						14				119
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Adj. Flow (vph)	410	285	138	0	0	0	316	149	24	35	297	733
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	369	464	0	0	0	0	316	173	0	35	297	733
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	37.9	37.9					42.8	35.2		26.3	20.4	65.4
Actuated g/C Ratio	0.41	0.41					0.46	0.38		0.28	0.22	0.70
v/c Ratio	0.54	0.66					0.67	0.13		0.10	0.75	0.64
Control Delay	22.9	24.7					28.8	23.6		20.6	50.2	8.6
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	22.9	24.7					28.8	23.6		20.6	50.2	8.6
LOS	C	C					C	C		C	D	A
Approach Delay		23.9						26.9			20.6	
Approach LOS		C						C			C	
Queue Length 50th (ft)	166	209					114	33		11	160	159
Queue Length 95th (ft)	244	307					#266	81		39	#385	244
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1111	1119					469	1290		511	395	1456
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.33	0.41					0.67	0.13		0.07	0.75	0.50

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 92.9

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 23.0

Intersection LOS: C

Intersection Capacity Utilization 70.6%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2 22 s	 Ø1 27 s	 Ø3 65 s
 Ø6 22 s	 Ø5 27 s	

Year 2024 No-Build Traffic Volumes

Weekday Peak PM Hour

11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	255	0	0	399	588	0	0	528	0	0	0
Future Volume (vph)	3	255	0	0	399	588	0	0	528	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.920				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1716	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1716	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	271	0	0	424	626	0	0	562	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	1050	0	0	0	562	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	60.4%				ICU Level of Service B							
Analysis Period (min)	15											

Year 2024 No-Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak PM Hour

09/13/2022

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱				↱			
Traffic Vol, veh/h	3	255	0	0	399	588	0	0	528	0	0	0
Future Vol, veh/h	3	255	0	0	399	588	0	0	528	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	271	0	0	424	626	0	0	562	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1050	0	-	-	-	-	0	-	-	271		
Stage 1	-	-	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	-	-	-	-	-	-	-		
Critical Hdwy	4.1	-	-	-	-	-	-	-	-	6.3		
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-		
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	-	3.3		
Pot Cap-1 Maneuver	671	-	0	0	-	-	0	0	0	767		
Stage 1	-	-	0	0	-	-	0	0	0	-		
Stage 2	-	-	0	0	-	-	0	0	0	-		
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-		
Mov Cap-1 Maneuver	671	-	-	-	-	-	-	-	0	767		
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	0	-		
Stage 1	-	-	-	-	-	-	-	-	0	-		
Stage 2	-	-	-	-	-	-	-	-	0	-		
Approach	EB			WB			NB					
HCM Control Delay, s	0.1			0			21.4					
HCM LOS							C					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	767	671	-	-	-							
HCM Lane V/C Ratio	0.732	0.005	-	-	-							
HCM Control Delay (s)	21.4	10.4	0	-	-							
HCM Lane LOS	C	B	A	-	-							
HCM 95th %tile Q(veh)	6.5	0	-	-	-							

Year 2024 No-Build Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	399	0	0	0	0	0	259	0	0
Future Volume (vph)	0	0	0	399	0	0	0	0	0	259	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	429	0	0	0	0	0	278	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	429	0	0	0	0	0	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	43.1%				ICU Level of Service A							
Analysis Period (min)	15											

Year 2024 No-Build Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak PM Hour

09/13/2022

Intersection												
Int Delay, s/veh	25.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↱						↱	
Traffic Vol, veh/h	0	0	0	399	0	0	0	0	0	259	0	0
Future Vol, veh/h	0	0	0	399	0	0	0	0	0	259	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	429	0	0	0	0	0	278	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	858	858	-
Stage 1	-	-	-	858	858	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	312	283	0
Stage 1	-	-	0	396	359	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	312	0	-
Mov Cap-2 Maneuver	-	-	-	312	0	-
Stage 1	-	-	-	396	0	-
Stage 2	-	-	-	-	0	-

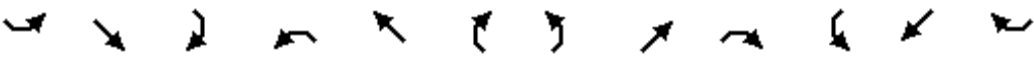
Approach	WB	SB
HCM Control Delay, s		64.6
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	312
HCM Lane V/C Ratio	-	-	0.893
HCM Control Delay (s)	-	-	64.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	8.3

Year 2024 No-Build Traffic Volumes
13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	6	207	147	32	350	313	767	35	62	725	124
Future Volume (vph)	171	6	207	147	32	350	313	767	35	62	725	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1956	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.710		0.577			0.950			0.950		
Satd. Flow (perm)	0	1456	1594	1074	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209			354			79			125
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Adj. Flow (vph)	173	6	209	148	32	354	316	775	35	63	732	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	209	148	32	354	316	775	35	63	732	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15			9	15		9	15	9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												

Year 2024 No-Build Traffic Volumes
13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effect Green (s)		26.1	26.1	26.1	26.1	26.1	23.1	54.2	54.2	8.3	36.6	36.6
Actuated g/C Ratio		0.25	0.25	0.25	0.25	0.25	0.22	0.52	0.52	0.08	0.35	0.35
v/c Ratio		0.49	0.38	0.55	0.07	0.53	0.83	0.42	0.05	0.44	0.59	0.19
Control Delay		38.6	6.4	42.8	30.5	6.5	58.9	18.5	0.1	58.8	32.3	6.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.6	6.4	42.8	30.5	6.5	58.9	18.5	0.1	58.8	32.3	6.2
LOS		D	A	D	C	A	E	B	A	E	C	A
Approach Delay		21.3			18.0			29.3			30.6	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		103	0	87	16	0	206	176	0	42	218	0
Queue Length 95th (ft)		179	55	160	42	69	#337	276	0	92	335	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		569	750	419	742	846	501	1860	726	529	1245	643
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.31	0.28	0.35	0.04	0.42	0.63	0.42	0.05	0.12	0.59	0.19

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 104.1

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 26.6

Intersection LOS: C

Year 2024 No-Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour

09/13/2022

Intersection Capacity Utilization 68.8% ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2	 Ø1	 Ø3
36 s	42 s	46 s
 Ø6	 Ø5	
36 s	42 s	

Year 2024 No-Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour

09/13/2022

											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	16	5	1214	285	0	551	5	255	2
Future Volume (vph)	8	2	16	5	1214	285	0	551	5	255	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	2316	0	3294	0
Flt Permitted		0.950			0.997					0.953	
Satd. Flow (perm)	0	1685	1507	0	1777	1500	0	2316	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			300					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Adj. Flow (vph)	8	2	17	5	1278	300	0	580	5	268	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	17	0	1283	300	0	585	0	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	

Year 2024 No-Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour
09/13/2022

											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		8.6	8.6		100.6	126.3		100.6		17.0	
Actuated g/C Ratio		0.06	0.06		0.73	0.92		0.73		0.12	
v/c Ratio		0.10	0.11		0.99	0.21		0.35		0.67	
Control Delay		67.1	1.5		42.8	0.5		8.6		66.7	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		67.1	1.5		42.8	0.5		8.6		66.7	
LOS		E	A		D	A		A		E	
Approach Delay		25.8			34.8			8.6		66.7	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		~1267	0		147		125	
Queue Length 95th (ft)		30	0		#1671	11		229		176	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		184	221		1298	1425		1692		601	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.05	0.08		0.99	0.21		0.35		0.45	

Intersection Summary

Area Type:	Other
Cycle Length: 157	
Actuated Cycle Length: 137.7	
Natural Cycle: 110	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 32.0	Intersection LOS: C
Intersection Capacity Utilization 93.5%	ICU Level of Service F
Analysis Period (min) 15	
* User Entered Value	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	

Year 2024 No-Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour

09/13/2022

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

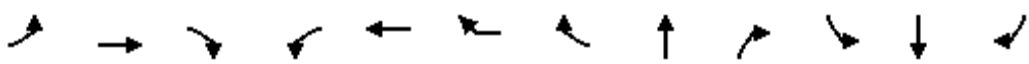
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø1	 Ø4	 Ø3
106 s	31 s	20 s
 Ø5		
106 s		

Year 2024 No-Build Traffic Volumes

Weekday Peak PM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

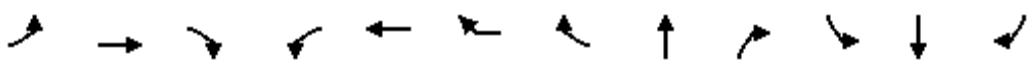
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.961	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted		0.994			0.983					0.078		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	153	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							102		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1219	133	77	599	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1219	133	77	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Year 2024 No-Build Traffic Volumes

Weekday Peak PM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	37.2	37.2			26.9		38.3	45.3	72.2	62.8	62.8	
Actuated g/C Ratio	0.21	0.21			0.15		0.21	0.25	0.40	0.35	0.35	
v/c Ratio	0.86	0.88			0.86		0.28	1.43	0.20	0.48	0.67	
Control Delay	93.4	96.3			104.0		10.0	244.7	9.1	52.9	54.7	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	93.4	96.3			104.0		10.0	244.7	9.1	52.9	54.7	
LOS	F	F			F		A	F	A	D	D	
Approach Delay		94.8			71.9			221.5			54.5	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	361	360			275		12	~1076	22	66	454	
Queue Length 95th (ft)	500	501			#436		55	#1294	51	114	553	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	410	399			301		490	854	675	242	1387	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.70	0.72			0.76		0.24	1.43	0.20	0.32	0.59	
Intersection Summary												
Area Type:	Other											
Cycle Length: 200												
Actuated Cycle Length: 181.2												
Natural Cycle: 150												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.43												

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 135.1

Intersection LOS: F

Intersection Capacity Utilization 84.4%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

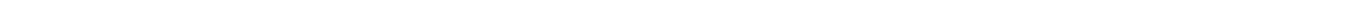
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2	 Ø3	 Ø4	 Ø7
77 s	51 s	36 s	36 s
 Ø5	 Ø6		
26 s	51 s		

YEAR 2024 BUILD CONDITIONS



Year 2024 Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
05/08/2023

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	184	513	756	226	524	757
Future Volume (vph)	184	513	756	226	524	757
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		465
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	188	523	771	231	535	772
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	523	771	231	535	772
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
05/08/2023

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	21.8	61.0	32.1	109.2	35.2	109.2
Actuated g/C Ratio	0.20	0.56	0.29	1.00	0.32	1.00
v/c Ratio	0.64	0.29	0.79	0.16	1.04	0.54
Control Delay	50.5	13.0	43.2	0.2	87.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	13.0	43.2	0.2	87.4	1.4
LOS	D	B	D	A	F	A
Approach Delay		22.9	33.3		36.6	
Approach LOS		C	C		D	
Queue Length 50th (ft)	124	96	261	0	~419	0
Queue Length 95th (ft)	200	126	368	0	#696	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	462	2215	1033	1478	516	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.24	0.75	0.16	1.04	0.54

Intersection Summary

Area Type: Other
Cycle Length: 123
Actuated Cycle Length: 109.2
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 32.3
Intersection Capacity Utilization 76.8%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

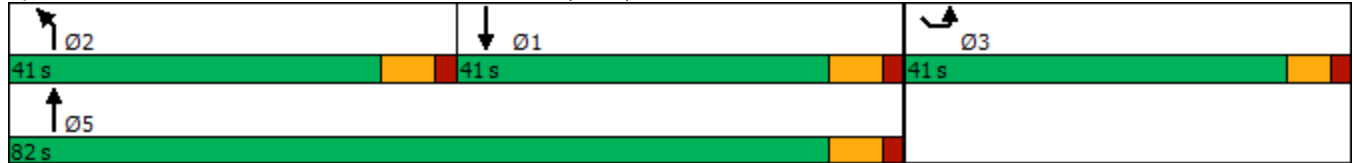
Year 2024 Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
 05/08/2023

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2024 Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour
05/08/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	46	0	478	173	858	655
Future Volume (vph)	46	0	478	173	858	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				13		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Adj. Flow (vph)	48	0	503	182	903	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	503	182	903	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour
05/08/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effect Green (s)	10.2		18.0	35.2	29.6	54.7
Actuated g/C Ratio	0.13		0.23	0.45	0.38	0.70
v/c Ratio	0.22		0.66	0.27	0.71	0.29
Control Delay	36.0		32.3	14.3	24.3	4.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	36.0		32.3	14.3	24.3	4.6
LOS	D		C	B	C	A
Approach Delay	36.0		27.5			15.8
Approach LOS	D		C			B
Queue Length 50th (ft)	21		117	49	184	53
Queue Length 95th (ft)	58		181	100	279	74
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	773		1539	1146	1526	3277
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.06		0.33	0.16	0.59	0.21

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 78

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 19.7

Intersection LOS: B

Intersection Capacity Utilization 62.7%

ICU Level of Service B

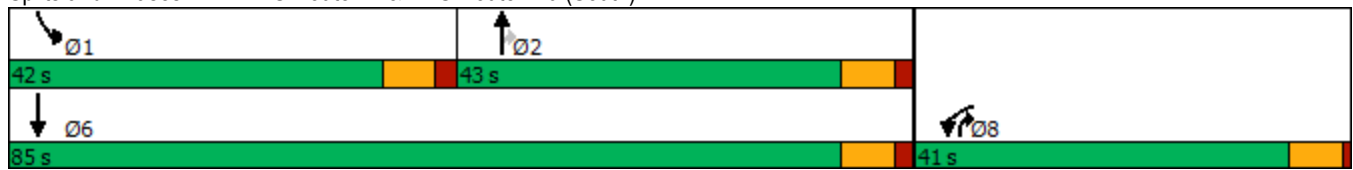
Analysis Period (min) 15

Year 2024 Build Traffic Volumes
 2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour

05/08/2023

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2024 Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak AM Hour
05/08/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	25	6	1	213	45	0	0	0
Future Volume (vph)	0	0	0	0	25	6	1	213	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.973			0.977				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1836	0	0	1746	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1836	0	0	1746	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	28	7	1	242	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	35	0	0	294	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	24.0%											
Analysis Period (min)	15											
	ICU Level of Service A											

Year 2024 Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak AM Hour
05/08/2023

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶			↷				
Traffic Vol, veh/h	0	0	0	0	25	6	1	213	45	0	0	0
Future Vol, veh/h	0	0	0	0	25	6	1	213	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	28	7	1	242	51	0	0	0

Major/Minor	Minor1	Major1			
Conflicting Flow All	-	270	268	0	0
Stage 1	-	270	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-
Critical Hdwy Stg 1	-	4.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-
Pot Cap-1 Maneuver	0	682	805	-	-
Stage 1	0	735	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	0	805	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	805
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Year 2024 Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour

05/08/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶	↷		↶	↷	↶	↶	↷	↶	↶	↷
Traffic Volume (vph)	16	1	18	4	0	3	146	285	28	27	714	289
Future Volume (vph)	16	1	18	4	0	3	146	285	28	27	714	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955			0.950		0.950			0.950		
Satd. Flow (prot)	0	1309	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.240			0.572		
Satd. Flow (perm)	0	1370	1190	0	1909	1623	423	1667	1558	1109	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Adj. Flow (vph)	17	1	20	4	0	3	159	310	30	29	776	314
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	20	0	4	3	159	310	30	29	776	314
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Year 2024 Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour

05/08/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		6.8	8.4		6.3	7.1	52.3	53.8	53.8	45.4	40.5	63.1
Actuated g/C Ratio		0.11	0.13		0.10	0.11	0.83	0.85	0.85	0.72	0.64	1.00
v/c Ratio		0.12	0.11		0.02	0.01	0.34	0.22	0.02	0.03	0.64	0.19
Control Delay		29.8	4.8		28.5	0.0	3.5	4.3	0.0	2.4	12.3	0.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.8	4.8		28.5	0.0	3.5	4.3	0.0	2.4	12.3	0.3
LOS		C	A		C	A	A	A	A	A	B	A
Approach Delay		16.7			16.3			3.8			8.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		6	0		1	0	1	0	0	0	123	0
Queue Length 95th (ft)		27	9		10	0	33	120	0	9	#480	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		880	447		1226	602	762	1420	1340	1180	1208	1631
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.04		0.00	0.00	0.21	0.22	0.02	0.02	0.64	0.19

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 63.1

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 7.4

Intersection LOS: A

Intersection Capacity Utilization 69.1%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak AM Hour
05/08/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	11	449	5	167	570
Future Volume (vph)	11	11	449	5	167	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Adj. Flow (vph)	12	12	478	5	178	606
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	478	5	178	606
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.2%			ICU Level of Service A		
Analysis Period (min)	15					

Year 2024 Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak AM Hour
05/08/2023

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	11	449	5	167	570
Future Vol, veh/h	11	11	449	5	167	570
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	12	12	478	5	178	606
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1440	478	0	-	478	0
Stage 1	478	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209	-
Pot Cap-1 Maneuver	188	575	-	0	1090	-
Stage 1	680	-	-	0	-	-
Stage 2	439	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	157	575	-	-	1090	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	20.6	0	2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBTWBLn1WBLn2		SBL	SBT		
Capacity (veh/h)	-	157	575	1090	-	-
HCM Lane V/C Ratio	-	0.075	0.02	0.163	-	-
HCM Control Delay (s)	-	29.8	11.4	8.9	-	-
HCM Lane LOS	-	D	B	A	-	-
HCM 95th %tile Q(veh)	-	0.2	0.1	0.6	-	-

Year 2024 Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak AM Hour
05/08/2023

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	5	1	446	575	5
Future Volume (vph)	8	5	1	446	575	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948				0.999	
Flt Protected	0.970					
Satd. Flow (prot)	1065	0	0	1643	1782	0
Flt Permitted	0.970					
Satd. Flow (perm)	1065	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Adj. Flow (vph)	8	5	1	469	605	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	470	610	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	5	1	446	575	5
Future Vol, veh/h	8	5	1	446	575	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	8	5	1	469	605	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1079	608	610	0	-	0
Stage 1	608	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	134	475	979	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	475	979	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	979	-	185	-	-	
HCM Lane V/C Ratio	0.001	-	0.074	-	-	
HCM Control Delay (s)	8.7	0	26	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Year 2024 Build Traffic Volumes

Weekday Peak AM Hour

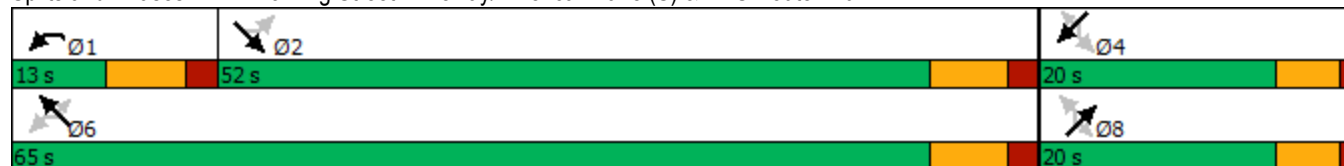
7: 113 King Street Driveway/American Lane (S) & NYS Route 120

05/08/2023

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	575	4	15	435	158	13	0	40	26	0	0
Future Volume (vph)	1	575	4	15	435	158	13	0	40	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1800	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.360				0.739			0.748	
Satd. Flow (perm)	0	1800	0	658	1677	1494	0	1343	1545	0	1210	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				170			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Adj. Flow (vph)	1	618	4	16	468	170	14	0	43	28	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	623	0	16	468	170	0	14	43	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		55.5		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.65		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.53		0.03	0.41	0.16		0.06	0.11		0.13	
Control Delay		10.9		4.5	7.2	1.1		30.1	0.6		31.4	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		10.9		4.5	7.2	1.1		30.1	0.6		31.4	
LOS		B		A	A	A		C	A		C	
Approach Delay		10.9			5.6			7.8			31.4	
Approach LOS		B			A			A			C	
Queue Length 50th (ft)		139		2	95	0		6	0		13	
Queue Length 95th (ft)		333		8	147	17		23	0		37	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1176		525	1144	1073		237	388		213	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.53		0.03	0.41	0.16		0.06	0.11		0.13	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 55												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.53												
Intersection Signal Delay: 8.6					Intersection LOS: A							
Intersection Capacity Utilization 59.5%					ICU Level of Service B							
Analysis Period (min) 15												

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2024 Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak AM Hour
05/08/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	200	407	44	208	434
Future Volume (vph)	54	200	407	44	208	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.893		0.987			
Flt Protected	0.990					0.984
Satd. Flow (prot)	1696	0	1626	0	0	1743
Flt Permitted	0.990					0.701
Satd. Flow (perm)	1696	0	1626	0	0	1242
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	213		9			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Adj. Flow (vph)	57	213	433	47	221	462
Shared Lane Traffic (%)						
Lane Group Flow (vph)	270	0	480	0	0	683
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak AM Hour
05/08/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effect Green (s)	9.5		58.5			58.5
Actuated g/C Ratio	0.12		0.73			0.73
v/c Ratio	0.69		0.40			0.75
Control Delay	18.2		2.9			15.2
Queue Delay	0.0		0.0			0.0
Total Delay	18.2		2.9			15.2
LOS	B		A			B
Approach Delay	18.2		2.9			15.2
Approach LOS	B		A			B
Queue Length 50th (ft)	27		23			153
Queue Length 95th (ft)	90		40			#498
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	769		1191			908
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.35		0.40			0.75

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 11.6

Intersection LOS: B

Intersection Capacity Utilization 89.6%

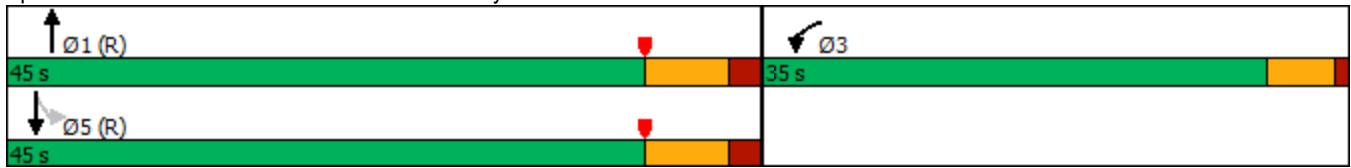
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak AM Hour
05/08/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	24	427	0	0	487
Future Volume (vph)	157	24	427	0	0	487
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		25				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Adj. Flow (vph)	165	25	449	0	0	513
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	25	449	0	0	513
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak AM Hour
05/08/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	13.3	13.3	54.7			54.7
Actuated g/C Ratio	0.17	0.17	0.68			0.68
v/c Ratio	0.59	0.09	0.40			0.43
Control Delay	38.9	11.3	7.5			3.7
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.9	11.3	7.5			3.7
LOS	D	B	A			A
Approach Delay	35.2		7.5			3.7
Approach LOS	D		A			A
Queue Length 50th (ft)	77	0	83			34
Queue Length 95th (ft)	127	19	167			m70
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	575	1125			1201
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.26	0.04	0.40			0.43

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 10.4

Intersection LOS: B

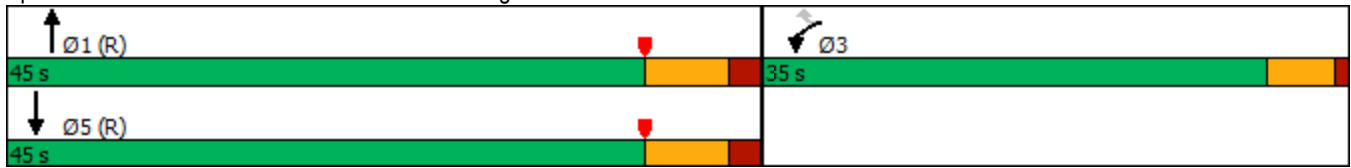
Intersection Capacity Utilization 44.3%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour

05/08/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Future Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.948				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1616	0	0	0	0	1695	3168	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.599			0.644		
Satd. Flow (perm)	1580	1616	0	0	0	0	1069	3168	0	1171	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34						59				470
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	344	439	327	0	0	0	95	111	59	52	163	470
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	310	800	0	0	0	0	95	170	0	52	163	470
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
05/08/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	40.3	40.3					34.8	27.5		30.3	25.2	73.7
Actuated g/C Ratio	0.45	0.45					0.39	0.30		0.34	0.28	0.82
v/c Ratio	0.44	1.08					0.20	0.17		0.12	0.34	0.35
Control Delay	21.1	84.3					16.6	16.2		16.2	30.0	1.1
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	21.1	84.3					16.6	16.2		16.2	30.0	1.1
LOS	C	F					B	B		B	C	A
Approach Delay		66.6						16.3			9.1	
Approach LOS		E						B			A	
Queue Length 50th (ft)	131	~562					32	24		17	77	0
Queue Length 95th (ft)	222	#844					62	50		39	140	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	704	739					554	1445		568	773	1335
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.44	1.08					0.17	0.12		0.09	0.21	0.35

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 90.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 41.0

Intersection LOS: D

Intersection Capacity Utilization 70.8%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Year 2024 Build Traffic Volumes

Weekday Peak AM Hour

11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

05/08/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	599	0	0	393	138	0	0	444	0	0	0
Future Volume (vph)	1	599	0	0	393	138	0	0	444	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.965				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1759	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1759	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Adj. Flow (vph)	1	666	0	0	437	153	0	0	493	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	0	0	590	0	0	0	493	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	65.7%				ICU Level of Service C							
Analysis Period (min)	15											

Year 2024 Build Traffic Volumes
11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak AM Hour

05/08/2023

Intersection												
Int Delay, s/veh	30.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↗			
Traffic Vol, veh/h	1	599	0	0	393	138	0	0	444	0	0	0
Future Vol, veh/h	1	599	0	0	393	138	0	0	444	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	666	0	0	437	153	0	0	493	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	590	0	-	-	-	0	-	-	666			
Stage 1	-	-	-	-	-	-	-	-	-			
Stage 2	-	-	-	-	-	-	-	-	-			
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.38			
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-			
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.372			
Pot Cap-1 Maneuver	995	-	0	0	-	-	0	0	~ 441			
Stage 1	-	-	0	0	-	-	0	0	-			
Stage 2	-	-	0	0	-	-	0	0	-			
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	995	-	-	-	-	-	-	0	~ 441			
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-			
Stage 1	-	-	-	-	-	-	-	0	-			
Stage 2	-	-	-	-	-	-	-	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0			0			109.3					
HCM LOS							F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	441	995	-	-	-							
HCM Lane V/C Ratio	1.119	0.001	-	-	-							
HCM Control Delay (s)	109.3	8.6	0	-	-							
HCM Lane LOS	F	A	A	-	-							
HCM 95th %tile Q(veh)	17.3	0	-	-	-							
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Year 2024 Build Traffic Volumes

Weekday Peak AM Hour

12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

05/08/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	393	0	0	0	0	0	600	0	0
Future Volume (vph)	0	0	0	393	0	0	0	0	0	600	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	452	0	0	0	0	0	690	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	452	0	0	0	0	0	690	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	61.7%						ICU Level of Service B					
Analysis Period (min)	15											

Year 2024 Build Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak AM Hour
05/08/2023

Intersection												
Int Delay, s/veh	393.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	393	0	0	0	0	0	600	0	0
Future Vol, veh/h	0	0	0	393	0	0	0	0	0	600	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	452	0	0	0	0	0	690	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	904	904	-
Stage 1	-	-	-	904	904	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 292	265	0
Stage 1	-	-	0	~ 376	341	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	~ 292	0	-
Mov Cap-2 Maneuver	-	-	-	~ 292	0	-
Stage 1	-	-	-	~ 376	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		\$ 650.8
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	292
HCM Lane V/C Ratio	-	-	2.362
HCM Control Delay (s)	-	-	\$ 650.8
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	54.5

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Year 2024 Build Traffic Volumes

Weekday Peak AM Hour

13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

05/08/2023

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	26	217	35	7	57	189	517	152	420	837	177
Future Volume (vph)	136	26	217	35	7	57	189	517	152	420	837	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1929	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Flt Permitted		0.756		0.568			0.950			0.950		
Satd. Flow (perm)	0	1519	1495	811	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			79			157			180
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Adj. Flow (vph)	140	27	224	36	7	59	195	533	157	433	863	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	224	36	7	59	195	533	157	433	863	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm

Year 2024 Build Traffic Volumes

Weekday Peak AM Hour

13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

05/08/2023

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effect Green (s)		20.5	20.5	20.5	20.5	20.5	16.5	36.1	36.1	30.1	49.7	49.7
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.34	0.34	0.29	0.47	0.47
v/c Ratio		0.56	0.47	0.23	0.03	0.17	0.75	0.45	0.25	0.84	0.51	0.22
Control Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.3	4.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.3	4.0
LOS		D	A	D	C	A	E	C	A	D	C	A
Approach Delay		24.1			18.9			31.5			28.9	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		102	0	20	4	0	127	145	0	274	206	1
Queue Length 95th (ft)		169	61	50	16	22	202	211	46	#481	328	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		581	710	310	546	605	477	1195	638	513	1678	831
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.29	0.32	0.12	0.01	0.10	0.41	0.45	0.25	0.84	0.51	0.22

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 104.7

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 28.7

Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2	 Ø1	 Ø3
36 s	42 s	46 s
 Ø6	 Ø5	
36 s	42 s	

Year 2024 Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak AM Hour

05/08/2023

											
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	495	234	0	1216	2	305	2	1
Future Volume (vph)	2	4	3	495	234	0	1216	2	305	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	10	10	10	11	11	11
Grade (%)	0%			4%			1%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.999		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	2296	0	3058	0	0
Flt Permitted	0.950			0.989					0.953		
Satd. Flow (perm)	1685	1507	0	1649	1342	0	2296	0	3058	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			239						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Adj. Flow (vph)	2	4	3	505	239	0	1241	2	311	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	508	239	0	1243	0	314	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Position(ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Size(ft)	40	40	20	40	40	20	40		40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)				43			43				
Detector 2 Size(ft)				40			40				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		

Year 2024 Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak AM Hour
05/08/2023

											
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	101.0	101.0	26.0	101.0	101.0		26.0		
Total Split (%)	7.3%	7.3%	73.7%	73.7%	19.0%	73.7%	73.7%		19.0%		
Maximum Green (s)	5.0	5.0	95.0	95.0	20.0	95.0	95.0		20.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Act Effct Green (s)	5.0	5.0		95.2	123.4		95.2		17.4		
Actuated g/C Ratio	0.04	0.04		0.75	0.98		0.75		0.14		
v/c Ratio	0.03	0.03		0.41	0.18		0.72		0.75		
Control Delay	62.5	0.5		7.4	0.4		12.5		64.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		7.4	0.4		12.5		64.5		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			5.2			12.5		64.5		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		123	0		338		126		
Queue Length 95th (ft)	12	0		254	7		652		191		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	66	128		1241	1305		1728		484		
Starvation Cap Reductn	0	0		0	0		0		0		
Spillback Cap Reductn	0	0		0	0		0		0		
Storage Cap Reductn	0	0		0	0		0		0		
Reduced v/c Ratio	0.03	0.03		0.41	0.18		0.72		0.65		
Intersection Summary											
Area Type: Other											
Cycle Length: 137											
Actuated Cycle Length: 126.4											
Natural Cycle: 80											
Control Type: Semi Act-Uncoord											
Maximum v/c Ratio: 0.75											
Intersection Signal Delay: 17.2											
Intersection LOS: B											
Intersection Capacity Utilization 60.8%											
ICU Level of Service B											
Analysis Period (min) 15											
* User Entered Value											

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø3  Ø1	 Ø4	
101 s	26 s	10 s
 Ø5		
101 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	512	49	34	1226	248	1
Future Volume (vph)	270	77	213	73	66	34	512	49	34	1226	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.899				0.850		0.850		0.975		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3474	0	0
Flt Permitted		0.996			0.974				0.279			
Satd. Flow (perm)	1511	1474	0	0	1748	1487	3257	1500	530	3474	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	539	52	36	1291	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	539	52	36	1553	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	45.0	45.0			21.2	29.3	59.5	80.7	71.1	71.1		
Actuated g/C Ratio	0.24	0.24			0.11	0.15	0.31	0.42	0.37	0.37		
v/c Ratio	0.72	0.96			0.75	0.12	0.53	0.08	0.14	1.20		
Control Delay	80.9	110.2			105.6	0.9	58.5	1.2	41.7	149.4		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	80.9	110.2			105.6	0.9	58.5	1.2	41.7	149.4		
LOS	F	F			F	A	E	A	D	F		
Approach Delay		97.4			84.9		53.4			147.0		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	315	441			181	0	302	0	29	~1242		
Queue Length 95th (ft)	458	#710			267	0	397	6	62	#1466		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	356	346			275	382	1011	741	330	1289		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.72	0.96			0.53	0.09	0.53	0.07	0.11	1.20		

Intersection Summary

Area Type: Other

Cycle Length: 200

Actuated Cycle Length: 191.4

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.20

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 114.5

Intersection LOS: F

Intersection Capacity Utilization 91.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2	 Ø3	 Ø4	 Ø7
77 s	51 s	36 s	36 s
 Ø5	 Ø6		
26 s	51 s		

Year 2024 Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour

09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	155	345	321	234	184	189
Future Volume (vph)	155	345	321	234	184	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				244		197
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Adj. Flow (vph)	161	359	334	244	192	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	359	334	244	192	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	16.3	41.1	16.6	71.9	17.5	71.9
Actuated g/C Ratio	0.23	0.57	0.23	1.00	0.24	1.00
v/c Ratio	0.44	0.20	0.45	0.17	0.51	0.14
Control Delay	30.0	8.1	27.0	0.3	30.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	8.1	27.0	0.3	30.1	0.2
LOS	C	A	C	A	C	A
Approach Delay		14.9	15.7		14.9	
Approach LOS		B	B		B	
Queue Length 50th (ft)	59	35	64	0	70	0
Queue Length 95th (ft)	138	69	126	0	159	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	787	3078	1575	1436	758	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.12	0.21	0.17	0.25	0.14

Intersection Summary

Area Type: Other

Cycle Length: 123

Actuated Cycle Length: 71.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 15.2

Intersection LOS: B

Intersection Capacity Utilization 46.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)



Year 2024 Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour

09/13/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	43	0	268	51	226	284
Future Volume (vph)	43	0	268	51	226	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				55		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Adj. Flow (vph)	46	0	288	55	243	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	288	55	243	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effect Green (s)	10.2		12.4	29.7	12.2	33.6
Actuated g/C Ratio	0.20		0.24	0.58	0.24	0.66
v/c Ratio	0.13		0.37	0.06	0.32	0.14
Control Delay	19.7		19.1	2.3	18.8	5.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.7		19.1	2.3	18.8	5.3
LOS	B		B	A	B	A
Approach Delay	19.7		16.4			11.3
Approach LOS	B		B			B
Queue Length 50th (ft)	13		41	0	34	21
Queue Length 95th (ft)	35		71	12	60	35
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1278		2315	1455	2250	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.12	0.04	0.11	0.09

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 50.9

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 13.6

Intersection LOS: B

Intersection Capacity Utilization 45.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)



Year 2024 Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak Mid-Day Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	14	1	1	231	6	0	0	0
Future Volume (vph)	0	0	0	0	14	1	1	231	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.992			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1797	0	0	1960	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1797	0	0	1960	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	16	1	1	257	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	265	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	22.6%											
Analysis Period (min)	15											
	ICU Level of Service A											

Year 2024 Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak Mid-Day Hour
09/13/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	14	1	1	231	6	0	0	0
Future Vol, veh/h	0	0	0	0	14	1	1	231	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	16	1	1	257	7	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	263	261	0	0	0
Stage 1	-	263	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	680	811	-	-	-
Stage 1	0	731	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	811	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.5	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	811
HCM Lane V/C Ratio	-	-	0.021
HCM Control Delay (s)	-	-	9.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Year 2024 Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak Mid-Day Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	18	6	0	4	16	258	3	4	234	39
Future Volume (vph)	18	0	18	6	0	4	16	258	3	4	234	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.593			0.592		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1086	1798	1558	1147	1828	1626
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	19	0	19	6	0	4	17	272	3	4	246	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	19	0	6	4	17	272	3	4	246	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		6.6	7.0		6.3	6.9	50.0	55.1	55.1	48.4	51.1	60.4
Actuated g/C Ratio		0.11	0.12		0.10	0.11	0.83	0.91	0.91	0.80	0.85	1.00
v/c Ratio		0.09	0.09		0.03	0.02	0.02	0.17	0.00	0.00	0.16	0.03
Control Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.0	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.0	0.0
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		15.4			15.8			3.0			3.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		5	0		2	0	1	0	0	0	0	0
Queue Length 95th (ft)		26	9		13	0	6	98	0	2	88	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1257	614		1288	629	1140	1639	1428	1204	1548	1626
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.03		0.00	0.01	0.01	0.17	0.00	0.00	0.16	0.03
Intersection Summary												
Area Type:	Other											
Cycle Length: 119												
Actuated Cycle Length: 60.4												
Natural Cycle: 40												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.17												
Intersection Signal Delay: 4.1	Intersection LOS: A											
Intersection Capacity Utilization 36.9%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	53	225	0	35	224
Future Volume (vph)	11	53	225	0	35	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Adj. Flow (vph)	12	56	237	0	37	236
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	56	237	0	37	236
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.9%			ICU Level of Service A		
Analysis Period (min)	15					

Year 2024 Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak Mid-Day Hour
09/13/2022

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	53	225	0	35	224
Future Vol, veh/h	11	53	225	0	35	224
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	12	56	237	0	37	236
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	549	239	0	-	238	0
Stage 1	238	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	548	821	-	0	1323	-
Stage 1	839	-	-	0	-	-
Stage 2	787	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	532	820	-	-	1322	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.1	0	1.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBTWBLn1WBLn2		SBL	SBT		
Capacity (veh/h)	-	532	820	1322	-	
HCM Lane V/C Ratio	-	0.022	0.068	0.028	-	
HCM Control Delay (s)	-	11.9	9.7	7.8	-	
HCM Lane LOS	-	B	A	A	-	
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1	-	

Year 2024 Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	1	1	218	229	6
Future Volume (vph)	7	1	1	218	229	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.983				0.997	
Flt Protected	0.958					
Satd. Flow (prot)	1762	0	0	1722	1747	0
Flt Permitted	0.958					
Satd. Flow (perm)	1762	0	0	1722	1747	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Adj. Flow (vph)	7	1	1	232	244	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	233	250	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.8%			ICU Level of Service A		
Analysis Period (min)	15					

Year 2024 Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak Mid-Day Hour
09/13/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1	1	218	229	6
Future Vol, veh/h	7	1	1	218	229	6
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	7	1	1	232	244	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	483	249	251	0	-	0
Stage 1	248	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	504	778	1326	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	502	777	1325	-	-	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1325	-	525	-	-	
HCM Lane V/C Ratio	0.001	-	0.016	-	-	
HCM Control Delay (s)	7.7	0	12	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Year 2024 Build Traffic Volumes

Weekday Peak Mid-Day Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	219	9	8	210	22	9	0	8	19	0	0
Future Volume (vph)	2	219	9	8	210	22	9	0	8	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.99						
Frt		0.994				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1755	0	1736	1774	1553	0	1727	1545	0	1638	1827
Flt Permitted		0.999		0.569				0.744			0.751	
Satd. Flow (perm)	0	1753	0	1040	1774	1534	0	1352	1545	0	1295	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2	233	10	9	223	23	10	0	9	20	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	245	0	9	223	23	0	10	9	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Year 2024 Build Traffic Volumes

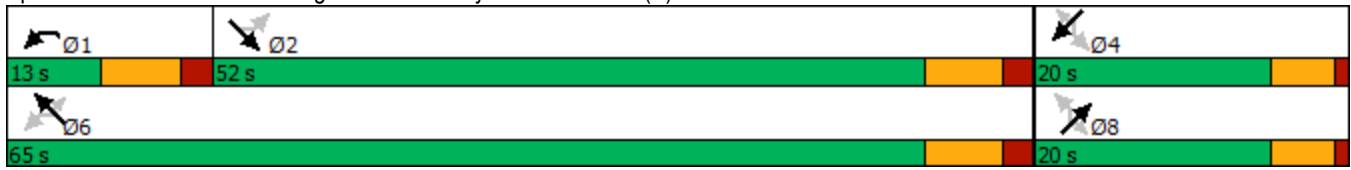
Weekday Peak Mid-Day Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		55.6		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.65		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.21		0.01	0.18	0.02		0.04	0.02		0.09	
Control Delay		7.3		4.4	5.3	1.7		29.8	0.1		30.5	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		7.3		4.4	5.3	1.7		29.8	0.1		30.5	
LOS		A		A	A	A		C	A		C	
Approach Delay		7.3			5.0			15.7			30.5	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		41		1	37	0		5	0		9	
Queue Length 95th (ft)		107		6	63	6		18	0		28	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1147		758	1210	1054		238	388		228	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.21		0.01	0.18	0.02		0.04	0.02		0.09	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 40												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.21												
Intersection Signal Delay: 7.3	Intersection LOS: A											
Intersection Capacity Utilization 39.7%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2024 Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak Mid-Day Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	68	172	34	71	174
Future Volume (vph)	50	68	172	34	71	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.978			
Flt Protected	0.979					0.986
Satd. Flow (prot)	1644	0	1711	0	0	1704
Flt Permitted	0.979					0.860
Satd. Flow (perm)	1644	0	1711	0	0	1486
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	71		17			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Adj. Flow (vph)	52	71	179	35	74	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	0	214	0	0	255
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effect Green (s)	8.6		62.9			62.9
Actuated g/C Ratio	0.11		0.79			0.79
v/c Ratio	0.51		0.16			0.22
Control Delay	23.4		2.1			4.0
Queue Delay	0.0		0.0			0.0
Total Delay	23.4		2.1			4.0
LOS	C		A			A
Approach Delay	23.4		2.1			4.0
Approach LOS	C		A			A
Queue Length 50th (ft)	25		11			30
Queue Length 95th (ft)	70		33			69
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	660		1349			1169
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.19		0.16			0.22

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 7.4

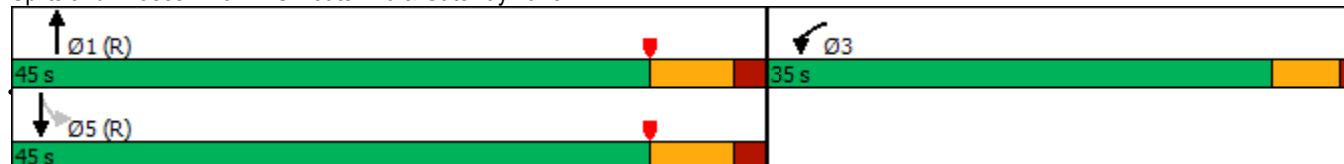
Intersection LOS: A

Intersection Capacity Utilization 47.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	245	46	160	0	0	225
Future Volume (vph)	245	46	160	0	0	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		49				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Adj. Flow (vph)	263	49	172	0	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	49	172	0	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	17.4	17.4	50.6			50.6
Actuated g/C Ratio	0.22	0.22	0.63			0.63
v/c Ratio	0.68	0.12	0.16			0.23
Control Delay	37.6	7.7	7.4			6.6
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.6	7.7	7.4			6.6
LOS	D	A	A			A
Approach Delay	32.9		7.4			6.6
Approach LOS	C		A			A
Queue Length 50th (ft)	122	0	31			27
Queue Length 95th (ft)	180	23	70			110
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	662	1101			1071
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.40	0.07	0.16			0.23

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 18.1

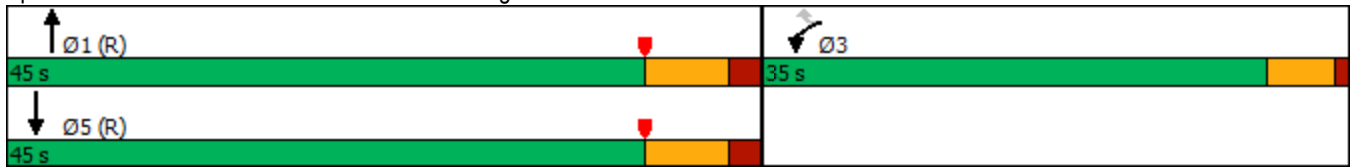
Intersection LOS: B

Intersection Capacity Utilization 35.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak Mid-Day Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	298	76	0	0	0	83	53	45	33	94	344
Future Volume (vph)	107	298	76	0	0	0	83	53	45	33	94	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.970						0.931				0.850
Flt Protected	0.950	0.999					0.950			0.950		
Satd. Flow (prot)	1595	1672	0	0	0	0	1711	3289	0	1694	1750	1545
Flt Permitted	0.950	0.999					0.586			0.684		
Satd. Flow (perm)	1595	1672	0	0	0	0	1056	3289	0	1220	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						49				374
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Adj. Flow (vph)	116	324	83	0	0	0	90	58	49	36	102	374
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	104	419	0	0	0	0	90	107	0	36	102	374
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak Mid-Day Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	24.6	24.6					31.7	28.2		25.4	21.1	54.6
Actuated g/C Ratio	0.35	0.35					0.45	0.40		0.36	0.30	0.78
v/c Ratio	0.19	0.70					0.16	0.08		0.07	0.19	0.29
Control Delay	17.1	26.1					13.3	12.1		13.6	25.1	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.1	26.1					13.3	12.1		13.6	25.1	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.3						12.6			6.7	
Approach LOS		C						B			A	
Queue Length 50th (ft)	33	161					20	6		8	35	0
Queue Length 95th (ft)	70	272					59	32		29	92	19
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1335	1402					642	1355		664	527	1538
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.08	0.30					0.14	0.08		0.05	0.19	0.24

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 70

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 15.1

Intersection LOS: B

Intersection Capacity Utilization 42.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2 22 s	 Ø1 27 s	 Ø3 65 s
 Ø6 22 s	 Ø5 27 s	

Year 2024 Build Traffic Volumes

Weekday Peak Mid-Day Hour

11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	176	0	0	247	180	0	0	306	0	0	0
Future Volume (vph)	6	176	0	0	247	180	0	0	306	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.943				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1717	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1717	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	7	191	0	0	268	196	0	0	333	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	464	0	0	0	333	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	35.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

Year 2024 Build Traffic Volumes
11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak Mid-Day Hour
09/13/2022

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱				↱			
Traffic Vol, veh/h	6	176	0	0	247	180	0	0	306	0	0	0
Future Vol, veh/h	6	176	0	0	247	180	0	0	306	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	191	0	0	268	196	0	0	333	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	464	0	- - - 0 - - 191
Stage 1	-	-	- - - - - - -
Stage 2	-	-	- - - - - - -
Critical Hdwy	4.1	-	- - - - - - 6.36
Critical Hdwy Stg 1	-	-	- - - - - - -
Critical Hdwy Stg 2	-	-	- - - - - - -
Follow-up Hdwy	2.2	-	- - - - - - 3.354
Pot Cap-1 Maneuver	1108	- 0 0	- - 0 0 836
Stage 1	-	- 0 0	- - 0 0 -
Stage 2	-	- 0 0	- - 0 0 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	1108	- - -	- - - 0 836
Mov Cap-2 Maneuver	-	- - -	- - - 0 -
Stage 1	-	- - -	- - - 0 -
Stage 2	-	- - -	- - - 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	836	1108	-	-	-
HCM Lane V/C Ratio	0.398	0.006	-	-	-
HCM Control Delay (s)	12.1	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.9	0	-	-	-

Year 2024 Build Traffic Volumes

Weekday Peak Mid-Day Hour

12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	247	0	0	0	0	0	182	0	0
Future Volume (vph)	0	0	0	247	0	0	0	0	0	182	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	0	0	0	257	0	0	0	0	0	190	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	257	0	0	0	0	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	30.4%				ICU Level of Service A							
Analysis Period (min)	15											

Year 2024 Build Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak Mid-Day Hour
09/13/2022

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	247	0	0	0	0	0	182	0	0
Future Vol, veh/h	0	0	0	247	0	0	0	0	0	182	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	257	0	0	0	0	0	190	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	514	514	-
Stage 1	-	-	-	514	514	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	501	454	0
Stage 1	-	-	0	578	524	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	501	0	-
Mov Cap-2 Maneuver	-	-	-	501	0	-
Stage 1	-	-	-	578	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		16.5
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	501
HCM Lane V/C Ratio	-	-	0.378
HCM Control Delay (s)	-	-	16.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.7

Year 2024 Build Traffic Volumes

Weekday Peak Mid-Day Hour

13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	118	9	165	26	19	68	169	310	29	58	337	87
Future Volume (vph)	118	9	165	26	19	68	169	310	29	58	337	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1890	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.726		0.673			0.950			0.950		
Satd. Flow (perm)	0	1437	1563	1092	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172			79			79			91
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Adj. Flow (vph)	123	9	172	27	20	71	176	323	30	60	351	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	172	27	20	71	176	323	30	60	351	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effect Green (s)		17.2	17.2	17.2	17.2	17.2	13.5	44.9	44.9	7.5	36.4	36.4
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.53	0.53	0.09	0.43	0.43
v/c Ratio		0.46	0.38	0.12	0.05	0.18	0.67	0.18	0.03	0.38	0.24	0.13
Control Delay		35.8	7.4	29.7	28.2	7.3	47.4	13.0	0.1	46.1	18.0	5.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.8	7.4	29.7	28.2	7.3	47.4	13.0	0.1	46.1	18.0	5.2
LOS		D	A	C	C	A	D	B	A	D	B	A
Approach Delay		19.8			16.0			23.7			19.0	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		62	0	12	9	0	88	47	0	31	60	0
Queue Length 95th (ft)		124	50	36	28	30	170	93	0	76	120	33
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		682	832	518	901	808	597	1761	888	642	1468	685
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.19	0.21	0.05	0.02	0.09	0.29	0.18	0.03	0.09	0.24	0.13

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 85.3

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 20.6

Intersection LOS: C

Intersection Capacity Utilization 47.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2	 Ø1	 Ø3
36 s	42 s	46 s
 Ø6	 Ø5	
36 s	42 s	

Year 2024 Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour
09/13/2022

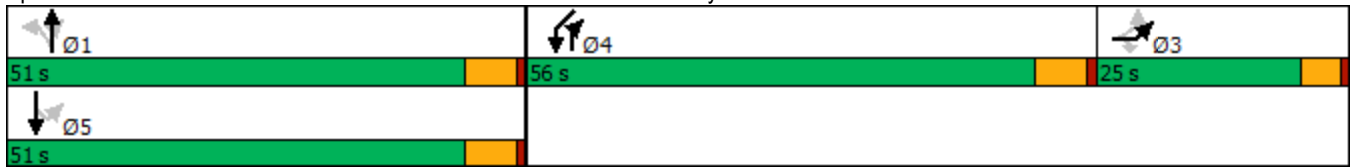
											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	400	175	0	375	2	176	0
Future Volume (vph)	3	0	6	4	400	175	0	375	2	176	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	2229	0	3164	0
Flt Permitted		0.950			0.996					0.950	
Satd. Flow (perm)	0	1685	1133	0	1737	1391	0	2229	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			182					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Adj. Flow (vph)	3	0	6	4	417	182	0	391	2	183	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	421	182	0	393	0	183	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	

Year 2024 Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour
09/13/2022

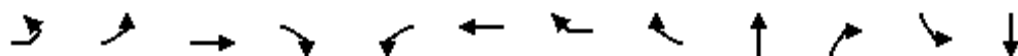
											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		7.9	7.9		45.4	65.9		45.4		9.4	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.14	
v/c Ratio		0.02	0.03		0.37	0.14		0.27		0.42	
Control Delay		30.7	0.3		7.8	0.5		6.6		31.3	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		30.7	0.3		7.8	0.5		6.6		31.3	
LOS		C	A		A	A		A		C	
Approach Delay		10.4			5.6			6.6		31.3	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		59	0		37		35	
Queue Length 95th (ft)		10	0		192	11		119		75	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		491	382		1140	1391		1463		2308	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductcn		0	0		0	0		0		0	
Reduced v/c Ratio		0.01	0.02		0.37	0.13		0.27		0.08	
Intersection Summary											
Area Type:	Other										
Cycle Length: 132											
Actuated Cycle Length: 69.1											
Natural Cycle: 40											
Control Type: Semi Act-Uncoord											
Maximum v/c Ratio: 0.42											
Intersection Signal Delay: 9.9						Intersection LOS: A					
Intersection Capacity Utilization 47.6%						ICU Level of Service A					
Analysis Period (min) 15											
* User Entered Value											

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	217	148	94	64	106	1	71	340	68	47	366
Future Volume (vph)	1	217	148	94	64	106	1	71	340	68	47	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.946			0.999		0.850		0.850		0.944
Flt Protected			0.996			0.982					0.950	
Satd. Flow (prot)	0	1557	1587	0	0	1834	0	1599	3353	1443	1859	3248
Flt Permitted			0.996			0.982					0.259	
Satd. Flow (perm)	0	1546	1587	0	0	1825	0	1576	3353	1443	507	3248
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Adj. Flow (vph)	1	231	157	100	68	113	1	76	362	72	50	389
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	209	280	0	0	182	0	76	362	72	50	620
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		20	40		40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			43			43			43			43
Detector 2 Size(ft)			40			40			40			40
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	217	
Future Volume (vph)	217	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	14%	
Adj. Flow (vph)	231	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		31.9	31.9			20.5		29.4	21.8	42.3	36.9	36.9
Actuated g/C Ratio		0.22	0.22			0.14		0.20	0.15	0.29	0.26	0.26
v/c Ratio		0.61	0.80			0.70		0.20	0.72	0.15	0.24	0.75
Control Delay		60.4	72.2			76.3		7.0	68.7	4.2	47.4	57.1
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		60.4	72.2			76.3		7.0	68.7	4.2	47.4	57.1
LOS		E	E			E		A	E	A	D	E
Approach Delay			67.2			55.9			58.0			56.4
Approach LOS			E			E			E			E
Queue Length 50th (ft)		186	262			164		0	171	0	36	281
Queue Length 95th (ft)		318	432			288		32	269	18	83	418
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		492	505			389		504	1067	572	320	1632
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.42	0.55			0.47		0.15	0.34	0.13	0.16	0.38

Intersection Summary

Area Type: Other

Cycle Length: 200

Actuated Cycle Length: 144.6

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Lane Group	SBR	Ø7
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	7	
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	36.0	
Total Split (s)	36.0	
Total Split (%)	18%	
Maximum Green (s)	31.0	
Yellow Time (s)	3.5	
All-Red Time (s)	1.5	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Ped	
Walk Time (s)	8.0	
Flash Dont Walk (s)	23.0	
Pedestrian Calls (#/hr)	2	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Intersection Signal Delay: 59.5

Intersection LOS: E

Intersection Capacity Utilization 69.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2 77 s	 Ø3 51 s	 Ø4 36 s	 Ø7 36 s
 Ø5 26 s	 Ø6 51 s		

Year 2024 Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	686	691	646	603	281	236
Future Volume (vph)	686	691	646	603	281	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		251
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	730	735	687	641	299	251
Shared Lane Traffic (%)						
Lane Group Flow (vph)	730	735	687	641	299	251
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	34.3	71.6	30.3	111.8	27.1	111.8
Actuated g/C Ratio	0.31	0.64	0.27	1.00	0.24	1.00
v/c Ratio	1.41	0.34	0.76	0.43	0.73	0.17
Control Delay	229.4	10.4	44.2	0.9	50.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	229.4	10.4	44.2	0.9	50.7	0.2
LOS	F	B	D	A	D	A
Approach Delay		119.5	23.3		27.7	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~736	120	240	0	203	0
Queue Length 95th (ft)	#1058	183	334	0	307	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	516	2256	1023	1507	531	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.41	0.33	0.67	0.43	0.56	0.17

Intersection Summary

Area Type: Other

Cycle Length: 123

Actuated Cycle Length: 111.8

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.41

Intersection Signal Delay: 66.2

Intersection LOS: E

Intersection Capacity Utilization 88.1%

ICU Level of Service E

Analysis Period (min) 15

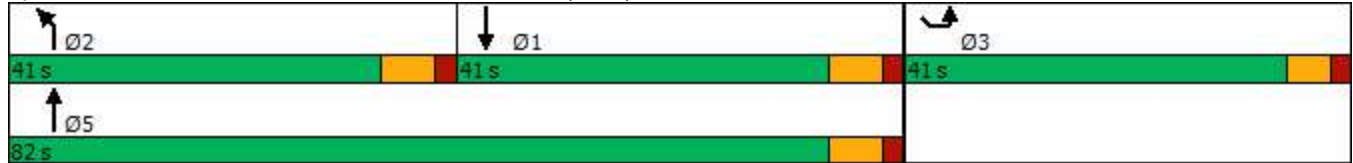
Year 2024 Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
 09/13/2022

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2024 Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour
09/13/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	L	R	L	R
Traffic Volume (vph)	303	16	531	30	240	643
Future Volume (vph)	303	16	531	30	240	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			35		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Adj. Flow (vph)	356	19	625	35	282	756
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	0	625	35	282	756
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effect Green (s)	22.0		21.1	50.4	14.0	42.4
Actuated g/C Ratio	0.28		0.27	0.65	0.18	0.54
v/c Ratio	0.71		0.68	0.04	0.47	0.40
Control Delay	34.1		30.3	1.8	34.0	11.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.1		30.3	1.8	34.0	11.7
LOS	C		C	A	C	B
Approach Delay	34.1		28.8			17.8
Approach LOS	C		C			B
Queue Length 50th (ft)	155		134	0	62	100
Queue Length 95th (ft)	279		228	8	120	174
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	866		1631	1221	1554	3244
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.43		0.38	0.03	0.18	0.23

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 77.9

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 24.2

Intersection LOS: C

Intersection Capacity Utilization 59.1%

ICU Level of Service B

Analysis Period (min) 15

Year 2024 Build Traffic Volumes
 2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour

09/13/2022

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2024 Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	50	7	2	823	29	0	0	0
Future Volume (vph)	0	0	0	0	50	7	2	823	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.983			0.995				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1850	0	0	2000	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1850	0	0	2000	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	62	9	2	1016	36	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	71	0	0	1054	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	55.2%				ICU Level of Service B							
Analysis Period (min)	15											

Year 2024 Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak PM Hour
09/13/2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶			↷				
Traffic Vol, veh/h	0	0	0	0	50	7	2	823	29	0	0	0
Future Vol, veh/h	0	0	0	0	50	7	2	823	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	62	9	2	1016	36	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1038	1034	0	0	0
Stage 1	-	1038	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	306	328	-	-	-
Stage 1	0	408	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	328	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	18.9	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	328
HCM Lane V/C Ratio	-	-	0.215
HCM Control Delay (s)	-	-	18.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Year 2024 Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Future Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.672		0.507			0.094		
Satd. Flow (perm)	0	1372	1479	0	1243	1623	788	1815	1834	182	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1086	0	1	298	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1086	0	1	298	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Year 2024 Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	47.0	47.0	27.0	47.0	47.0	27.0	27.0	45.0	45.0	27.0	45.0	
Total Split (%)	39.5%	39.5%	22.7%	39.5%	39.5%	22.7%	22.7%	37.8%	37.8%	22.7%	37.8%	
Maximum Green (s)	42.0	42.0	20.0	42.0	42.0	20.0	20.0	38.0	38.0	20.0	38.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		19.3	30.0		19.3	29.0	49.1	46.6		42.9	38.2	82.3
Actuated g/C Ratio		0.23	0.36		0.23	0.35	0.60	0.57		0.52	0.46	1.00
v/c Ratio		0.74	0.26		0.11	0.04	0.08	1.06		0.01	0.34	0.01
Control Delay		43.1	3.8		24.9	4.3	8.1	66.8		9.0	16.8	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		43.1	3.8		24.9	4.3	8.1	66.8		9.0	16.8	0.0
LOS		D	A		C	A	A	E		A	B	A
Approach Delay		26.8			15.5			64.7			16.2	
Approach LOS		C			B			E			B	
Queue Length 50th (ft)		112	0		13	0	7	474		0	93	0
Queue Length 95th (ft)		185	32		33	11	23	#1032		2	178	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		704	876		638	893	655	1027		518	873	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.34	0.19		0.05	0.03	0.06	1.06		0.00	0.34	0.01

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 82.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 47.2

Intersection LOS: D

Intersection Capacity Utilization 80.3%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	136	844	1	8	421
Future Volume (vph)	6	136	844	1	8	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Adj. Flow (vph)	7	155	959	1	9	478
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	155	959	1	9	478
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.5%			ICU Level of Service B		
Analysis Period (min)	15					

Year 2024 Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak PM Hour
09/13/2022

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	136	844	1	8	421
Future Vol, veh/h	6	136	844	1	8	421
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	155	959	1	9	478
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1455	959	0	-	959	0
Stage 1	959	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308	-
Pot Cap-1 Maneuver	184	338	-	0	678	-
Stage 1	440	-	-	0	-	-
Stage 2	669	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	182	338	-	-	678	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24.4	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBTWBLn1WBLn2		SBL	SBT		
Capacity (veh/h)	-	182 338	678	-		
HCM Lane V/C Ratio	-	0.037 0.457	0.013	-		
HCM Control Delay (s)	-	25.5 24.3	10.4	-		
HCM Lane LOS	-	D C	B	-		
HCM 95th %tile Q(veh)	-	0.1 2.3	0	-		

Year 2024 Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak PM Hour
09/13/2022

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	3	4	840	421	7
Future Volume (vph)	5	3	4	840	421	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.998	
Flt Protected	0.971					
Satd. Flow (prot)	1719	0	0	1756	1798	0
Flt Permitted	0.971					
Satd. Flow (perm)	1719	0	0	1756	1798	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	6	4	5	1012	507	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	1017	515	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	57.4%			ICU Level of Service B		
Analysis Period (min)	15					

Year 2024 Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak PM Hour
09/13/2022

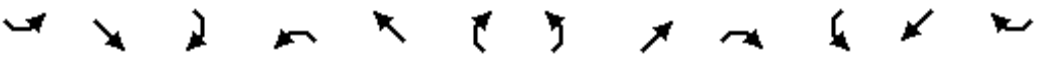
Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	3	4	840	421	7
Future Vol, veh/h	5	3	4	840	421	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	6	4	5	1012	507	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1533	511	515	0	-	0
Stage 1	511	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	100	543	1061	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	543	1061	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	32	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1061	-	143	-	-	
HCM Lane V/C Ratio	0.005	-	0.067	-	-	
HCM Control Delay (s)	8.4	0	32	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Year 2024 Build Traffic Volumes

Weekday Peak PM Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	409	13	39	838	20	7	0	23	124	0	0
Future Volume (vph)	2	409	13	39	838	20	7	0	23	124	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.996				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1812	0	1736	1792	1412	0	1727	1545	0	1702	1827
Flt Permitted		0.997		0.407				0.606			0.752	
Satd. Flow (perm)	0	1807	0	744	1792	1412	0	1102	1545	0	1347	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	2	476	15	45	974	23	8	0	27	144	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	493	0	45	974	23	0	8	27	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)		50.4		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.59		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.46		0.08	0.80	0.02		0.04	0.07		0.61	
Control Delay		12.7		4.7	15.8	1.7		29.9	0.3		44.5	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		12.7		4.7	15.8	1.7		29.9	0.3		44.5	
LOS		B		A	B	A		C	A		D	
Approach Delay		12.7			15.0			7.1			44.5	
Approach LOS		B			B			A			D	
Queue Length 50th (ft)		156		7	311	0		4	0		72	
Queue Length 95th (ft)		227		16	442	6		15	0		126	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1072		577	1222	971		194	388		237	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.46		0.08	0.80	0.02		0.04	0.07		0.61	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 16.6

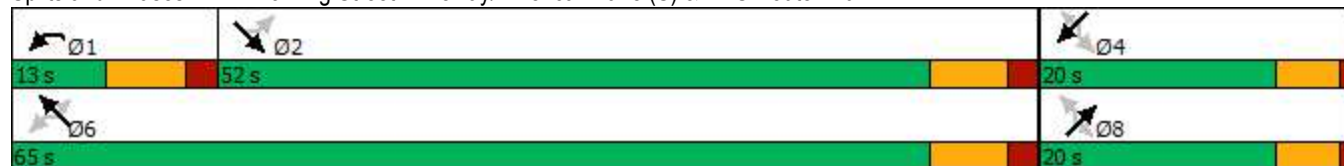
Intersection LOS: B

Intersection Capacity Utilization 67.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2024 Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	302	594	41	203	353
Future Volume (vph)	82	302	594	41	203	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.982
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.425
Satd. Flow (perm)	1708	0	1765	0	0	759
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	169		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	343	675	47	231	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	722	0	0	632
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effect Green (s)	19.3		48.7			48.7
Actuated g/C Ratio	0.24		0.61			0.61
v/c Ratio	0.81		0.67			1.37
Control Delay	28.5		8.6			200.0
Queue Delay	0.0		0.0			0.0
Total Delay	28.5		8.6			200.0
LOS	C		A			F
Approach Delay	28.5		8.6			200.0
Approach LOS	C		A			F
Queue Length 50th (ft)	127		54			~424
Queue Length 95th (ft)	191		#117			#469
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	746		1077			462
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.58		0.67			1.37

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.37

Intersection Signal Delay: 81.0

Intersection LOS: F

Intersection Capacity Utilization 102.5%

ICU Level of Service G

Analysis Period (min) 15

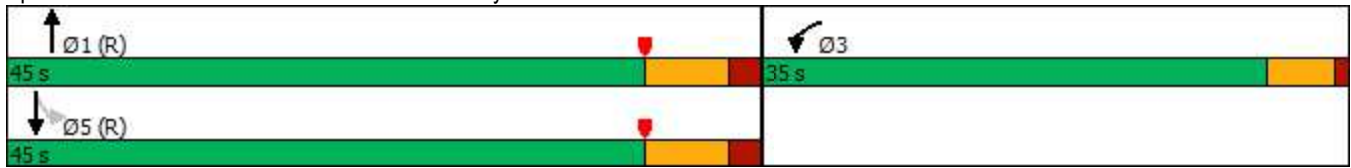
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	541	0	0	434
Future Volume (vph)	486	95	541	0	0	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	582	0	0	467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	582	0	0	467
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.63			0.52
Control Delay	40.1	4.5	18.8			8.6
Queue Delay	0.0	0.0	0.1			0.0
Total Delay	40.1	4.5	18.9			8.6
LOS	D	A	B			A
Approach Delay	34.3		18.9			8.6
Approach LOS	C		B			A
Queue Length 50th (ft)	232	0	208			84
Queue Length 95th (ft)	#380	29	333			m65
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	1	21			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.65			0.52

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 21.8

Intersection LOS: C

Intersection Capacity Utilization 65.4%

ICU Level of Service C

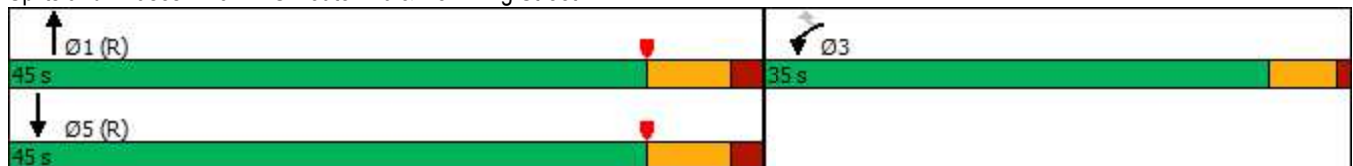
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	396	268	130	0	0	0	297	145	23	33	259	628
Future Volume (vph)	396	268	130	0	0	0	297	145	23	33	259	628
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.955						0.980				0.850
Flt Protected	0.950	0.996					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3380	0	1633	1800	1575
Flt Permitted	0.950	0.996					0.343			0.640		
Satd. Flow (perm)	1689	1686	0	0	0	0	648	3380	0	1100	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28						13				128
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Adj. Flow (vph)	421	285	138	0	0	0	316	154	24	35	276	668
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	379	465	0	0	0	0	316	178	0	35	276	668
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak PM Hour

09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	36.7	36.7					42.8	35.3		26.3	20.4	64.3
Actuated g/C Ratio	0.40	0.40					0.47	0.38		0.29	0.22	0.70
v/c Ratio	0.56	0.67					0.64	0.14		0.10	0.69	0.59
Control Delay	23.7	25.4					26.7	23.1		20.1	46.2	7.4
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.7	25.4					26.7	23.1		20.1	46.2	7.4
LOS	C	C					C	C		C	D	A
Approach Delay		24.6						25.4			18.8	
Approach LOS		C						C			B	
Queue Length 50th (ft)	171	210					111	34		10	144	128
Queue Length 95th (ft)	252	308					#295	82		38	#344	198
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1126	1133					493	1307		516	399	1467
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.34	0.41					0.64	0.14		0.07	0.69	0.46

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 91.8

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 22.3

Intersection LOS: C

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2 22 s	 Ø1 27 s	 Ø3 65 s
 Ø6 22 s	 Ø5 27 s	

Year 2024 Build Traffic Volumes

Weekday Peak PM Hour

11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	255	0	0	338	588	0	0	539	0	0	0
Future Volume (vph)	3	255	0	0	338	588	0	0	539	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.914				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1705	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1705	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	271	0	0	360	626	0	0	573	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	986	0	0	0	573	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	57.2%											
Analysis Period (min)	15											
	ICU Level of Service B											

Year 2024 Build Traffic Volumes
11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak PM Hour
09/13/2022

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱				↱			
Traffic Vol, veh/h	3	255	0	0	338	588	0	0	539	0	0	0
Future Vol, veh/h	3	255	0	0	338	588	0	0	539	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	271	0	0	360	626	0	0	573	0	0	0

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	986	0	-	-	-	0	-	271
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	709	-	0	0	-	-	0	767
Stage 1	-	-	0	0	-	-	0	-
Stage 2	-	-	0	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	709	-	-	-	-	-	0	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	767	709	-	-	-
HCM Lane V/C Ratio	0.748	0.005	-	-	-
HCM Control Delay (s)	22.2	10.1	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	6.9	0	-	-	-

Year 2024 Build Traffic Volumes

Weekday Peak PM Hour

12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	338	0	0	0	0	0	259	0	0
Future Volume (vph)	0	0	0	338	0	0	0	0	0	259	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	363	0	0	0	0	0	278	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	363	0	0	0	0	0	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.7%											
Analysis Period (min)	15											
	ICU Level of Service A											

Year 2024 Build Traffic Volumes
12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

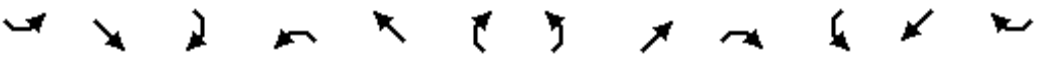
Weekday Peak PM Hour
09/13/2022

Intersection												
Int Delay, s/veh	16.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↱						↱	
Traffic Vol, veh/h	0	0	0	338	0	0	0	0	0	259	0	0
Future Vol, veh/h	0	0	0	338	0	0	0	0	0	259	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	363	0	0	0	0	0	278	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	726	726	-
Stage 1	-	-	-	726	726	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	376	340	0
Stage 1	-	-	0	460	415	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	376	0	-
Mov Cap-2 Maneuver	-	-	-	376	0	-
Stage 1	-	-	-	460	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		37.4
HCM LOS		E

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	376
HCM Lane V/C Ratio	-	-	0.741
HCM Control Delay (s)	-	-	37.4
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	5.8

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	6	208	147	32	350	303	720	35	62	722	124
Future Volume (vph)	171	6	208	147	32	350	303	720	35	62	722	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1956	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.710		0.578			0.950			0.950		
Satd. Flow (perm)	0	1456	1594	1076	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			210			354			79			125
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Adj. Flow (vph)	173	6	210	148	32	354	306	727	35	63	729	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	210	148	32	354	306	727	35	63	729	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15			9	15		9	15	9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effect Green (s)		26.0	26.0	26.0	26.0	26.0	22.3	53.5	53.5	8.2	36.6	36.6
Actuated g/C Ratio		0.25	0.25	0.25	0.25	0.25	0.22	0.52	0.52	0.08	0.35	0.35
v/c Ratio		0.49	0.38	0.55	0.07	0.53	0.83	0.39	0.05	0.44	0.58	0.19
Control Delay		38.2	6.4	42.3	30.2	6.4	58.8	18.3	0.1	58.4	31.8	6.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.2	6.4	42.3	30.2	6.4	58.8	18.3	0.1	58.4	31.8	6.2
LOS		D	A	D	C	A	E	B	A	E	C	A
Approach Delay		21.0			17.8			29.3			30.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		101	0	85	16	0	197	162	0	42	213	0
Queue Length 95th (ft)		179	55	159	42	69	324	256	0	92	333	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		573	755	424	748	850	505	1849	723	533	1255	647
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.31	0.28	0.35	0.04	0.42	0.61	0.39	0.05	0.12	0.58	0.19

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 103.3

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 26.3

Intersection LOS: C

Intersection Capacity Utilization 68.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2	 Ø1	 Ø3
36 s	42 s	46 s
 Ø6	 Ø5	
36 s	42 s	

Year 2024 Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour

09/13/2022

											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	16	5	1214	289	0	551	5	245	2
Future Volume (vph)	8	2	16	5	1214	289	0	551	5	245	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	2316	0	3294	0
Flt Permitted		0.950			0.997					0.953	
Satd. Flow (perm)	0	1685	1507	0	1777	1500	0	2316	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			304					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Adj. Flow (vph)	8	2	17	5	1278	304	0	580	5	258	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	17	0	1283	304	0	585	0	260	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	

Year 2024 Build Traffic Volumes
14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour
09/13/2022

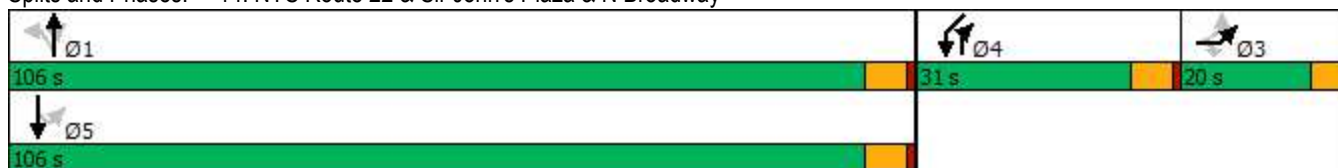
											
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		8.5	8.5		100.6	125.6		100.6		16.3	
Actuated g/C Ratio		0.06	0.06		0.73	0.92		0.73		0.12	
v/c Ratio		0.10	0.11		0.98	0.22		0.34		0.66	
Control Delay		66.7	1.5		41.2	0.5		8.4		67.0	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		66.7	1.5		41.2	0.5		8.4		67.0	
LOS		E	A		D	A		A		E	
Approach Delay		25.6			33.4			8.4		67.0	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		~1259	0		145		120	
Queue Length 95th (ft)		30	0		#1657	11		226		170	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		185	221		1305	1430		1700		604	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.05	0.08		0.98	0.21		0.34		0.43	
Intersection Summary											
Area Type:	Other										
Cycle Length: 157											
Actuated Cycle Length: 137											
Natural Cycle: 100											
Control Type: Semi Act-Uncoord											
Maximum v/c Ratio: 0.98											
Intersection Signal Delay: 30.9						Intersection LOS: C					
Intersection Capacity Utilization 93.3%						ICU Level of Service F					
Analysis Period (min) 15											
* User Entered Value											
~ Volume exceeds capacity, queue is theoretically infinite.											
Queue shown is maximum after two cycles.											

Year 2024 Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour
 09/13/2022

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Future Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.960	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3516	0
Flt Permitted		0.994			0.983					0.078		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	153	3516	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							102		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1220	133	77	588	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1220	133	77	801	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	37.2	37.2			26.9		38.4	45.3	72.2	62.8	62.8	
Actuated g/C Ratio	0.21	0.21			0.15		0.21	0.25	0.40	0.35	0.35	
v/c Ratio	0.86	0.88			0.86		0.28	1.43	0.20	0.48	0.66	
Control Delay	93.4	96.3			104.0		10.0	245.3	9.1	52.9	54.4	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	93.4	96.3			104.0		10.0	245.3	9.1	52.9	54.4	
LOS	F	F			F		A	F	A	D	D	
Approach Delay		94.8			72.0			222.1			54.2	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	361	360			275		12	~1077	22	66	446	
Queue Length 95th (ft)	500	501			#436		55	#1296	51	114	544	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	410	399			301		490	854	675	242	1385	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.70	0.72			0.76		0.24	1.43	0.20	0.32	0.58	

Intersection Summary

Area Type: Other

Cycle Length: 200

Actuated Cycle Length: 181.3

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.43

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 135.6

Intersection LOS: F

Intersection Capacity Utilization 84.4%

ICU Level of Service E

Analysis Period (min) 15

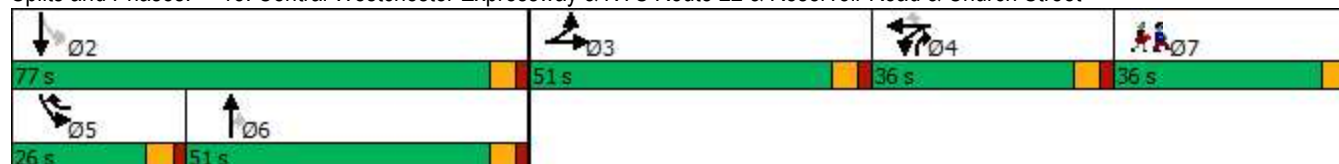
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



YEAR 2024 NO-BUILD CONDITIONS W/ IMPROVEMENTS

Year 2024 No-Build Traffic Volumes with Improvements
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour

09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	186	514	818	226	524	807
Future Volume (vph)	186	514	818	226	524	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		495
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	190	524	835	231	535	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	524	835	231	535	823
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 No-Build Traffic Volumes with Improvements
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	78.0	37.0		45.0	
Total Split (%)	33.3%	63.4%	30.1%		36.6%	
Maximum Green (s)	34.0	71.0	30.0		39.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	22.1	59.2	30.1	111.3	39.1	111.3
Actuated g/C Ratio	0.20	0.53	0.27	1.00	0.35	1.00
v/c Ratio	0.65	0.31	0.94	0.16	0.95	0.57
Control Delay	51.5	15.0	58.9	0.2	64.3	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	15.0	58.9	0.2	64.3	1.7
LOS	D	B	E	A	E	A
Approach Delay		24.7	46.2		26.4	
Approach LOS		C	D		C	
Queue Length 50th (ft)	126	105	306	0	368	0
Queue Length 95th (ft)	202	139	#482	0	#655	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	452	2051	892	1478	563	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.26	0.94	0.16	0.95	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 123
 Actuated Cycle Length: 111.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 32.7
 Intersection Capacity Utilization 78.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

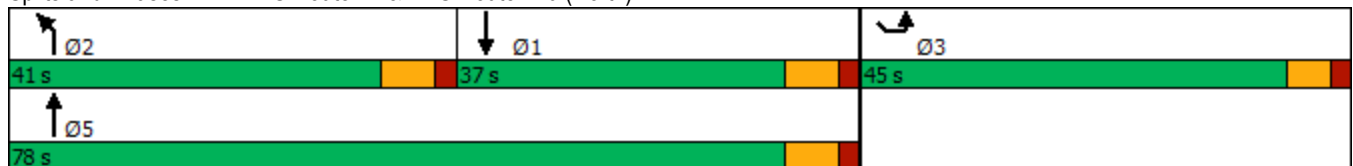
Year 2024 No-Build Traffic Volumes with Improvements
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour

09/13/2022

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2024 No-Build Traffic Volumes with Improvements
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Future Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1613	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.600			0.630		
Satd. Flow (perm)	1580	1613	0	0	0	0	1071	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35						59				456
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	418	439	327	0	0	0	95	135	59	52	157	456
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	376	808	0	0	0	0	95	194	0	52	157	456
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 No-Build Traffic Volumes with Improvements
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	50.0	50.0					22.0	42.0		22.0	42.0	50.0
Total Split (%)	43.9%	43.9%					19.3%	36.8%		19.3%	36.8%	43.9%
Maximum Green (s)	45.0	45.0					15.0	35.0		15.0	35.0	45.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	45.3	45.3					35.2	27.5		30.4	25.1	78.6
Actuated g/C Ratio	0.47	0.47					0.37	0.29		0.32	0.26	0.82
v/c Ratio	0.50	1.03					0.21	0.20		0.13	0.34	0.34
Control Delay	21.6	67.7					18.8	19.0		18.3	32.8	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	21.6	67.7					18.8	19.0		18.3	32.8	1.0
LOS	C	E					B	B		B	C	A
Approach Delay		53.1						19.0			9.9	
Approach LOS		D						B			A	
Queue Length 50th (ft)	169	~576					36	33		19	80	0
Queue Length 95th (ft)	277	#862					67	62		42	144	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	748	782					526	1208		531	639	1340
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.50	1.03					0.18	0.16		0.10	0.25	0.34

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 95.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 35.0

Intersection LOS: D

Intersection Capacity Utilization 72.7%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

Year 2024 No-Build Traffic Volumes with Improvements
 10: NYS Route 120 & Airport Road

Weekday Peak AM Hour

09/13/2022

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Year 2024 No-Build Traffic Volumes with Improvements

Weekday Peak AM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Future Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.98						
Frt		0.899				0.850		0.850		0.975		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3474	0	0
Flt Permitted		0.996			0.974				0.330			
Satd. Flow (perm)	1511	1474	0	0	1748	1482	3257	1500	627	3474	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	552	52	36	1289	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	552	52	36	1551	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Year 2024 No-Build Traffic Volumes with Improvements

Weekday Peak AM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	45.0	45.0		22.0	22.0	11.0	86.0	22.0	11.0	97.0		
Total Split (%)	22.5%	22.5%		11.0%	11.0%	5.5%	43.0%	11.0%	5.5%	48.5%		
Maximum Green (s)	39.0	39.0		16.0	16.0	5.0	80.0	16.0	5.0	91.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	39.0	39.0			16.0	21.0	82.2	98.2	91.0	91.0		
Actuated g/C Ratio	0.20	0.20			0.08	0.10	0.41	0.49	0.46	0.46		
v/c Ratio	0.87	1.16			1.04	0.16	0.41	0.07	0.11	0.98		
Control Delay	104.8	169.6			170.9	1.5	43.4	1.0	31.3	71.5		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	104.8	169.6			170.9	1.5	43.4	1.0	31.3	71.5		
LOS	F	F			F	A	D	A	C	E		
Approach Delay		141.4			137.4		39.8			70.6		
Approach LOS		F			F		D			E		
Queue Length 50th (ft)	349	~542			~206	0	276	0	26	1055		
Queue Length 95th (ft)	#525	#774			#372	0	334	5	52	#1222		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	295	287			140	224	1338	775	314	1580		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.87	1.16			1.04	0.16	0.41	0.07	0.11	0.98		
Intersection Summary												
Area Type:	Other											
Cycle Length: 200												
Actuated Cycle Length: 200												
Natural Cycle: 150												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.16												

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 82.5

Intersection LOS: F

Intersection Capacity Utilization 91.1%

ICU Level of Service F

Analysis Period (min) 15

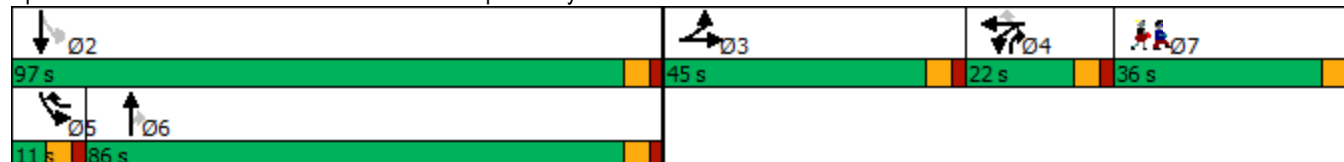
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Year 2024 No-Build Traffic Volumes - with Imp
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour

09/14/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	733	749	649	603	281	239
Future Volume (vph)	733	749	649	603	281	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr't				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		254
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	780	797	690	641	299	254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	797	690	641	299	254
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 No-Build Traffic Volumes - with Imp
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour

09/14/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	48.0	84.0	36.0		39.0	
Total Split (%)	39.0%	68.3%	29.3%		31.7%	
Maximum Green (s)	41.0	77.0	29.0		33.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	41.1	76.6	28.5	117.0	27.4	117.0
Actuated g/C Ratio	0.35	0.65	0.24	1.00	0.23	1.00
v/c Ratio	1.32	0.36	0.85	0.43	0.76	0.17
Control Delay	188.0	10.3	54.0	0.9	54.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	188.0	10.3	54.0	0.9	54.9	0.2
LOS	F	B	D	A	D	A
Approach Delay		98.2	28.4		29.8	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~776	135	265	0	212	0
Queue Length 95th (ft)	#1067	192	#381	0	314	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	591	2201	829	1507	476	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.32	0.36	0.83	0.43	0.63	0.17

Intersection Summary

Area Type: Other

Cycle Length: 123

Actuated Cycle Length: 117

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay: 60.4

Intersection LOS: E

Intersection Capacity Utilization 90.8%

ICU Level of Service E

Analysis Period (min) 15

Year 2024 No-Build Traffic Volumes - with Imp
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour

09/14/2022

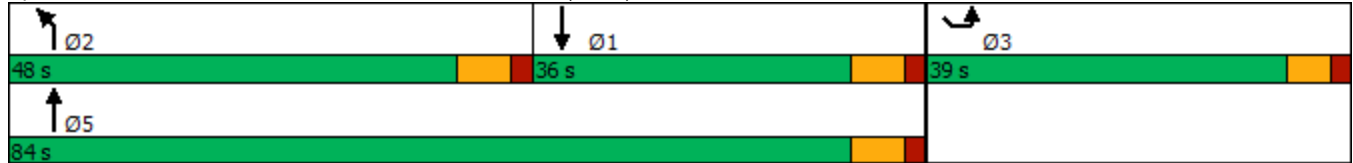
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2024 No-Build Traffic Volumes - with Imp
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour

09/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Future Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.650		0.509			0.081		
Satd. Flow (perm)	0	1372	1479	0	1202	1623	791	1815	1834	157	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1218	0	1	303	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1218	0	1	303	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Year 2024 No-Build Traffic Volumes - with Imp
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour

09/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	42.0	42.0	25.0	42.0	42.0	25.0	25.0	52.0	52.0	25.0	52.0	
Total Split (%)	35.3%	35.3%	21.0%	35.3%	35.3%	21.0%	21.0%	43.7%	43.7%	21.0%	43.7%	
Maximum Green (s)	37.0	37.0	18.0	37.0	37.0	18.0	18.0	45.0	45.0	18.0	45.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		20.7	31.4		20.7	30.4	56.2	53.7		49.9	45.3	90.8
Actuated g/C Ratio		0.23	0.35		0.23	0.33	0.62	0.59		0.55	0.50	1.00
v/c Ratio		0.75	0.27		0.11	0.05	0.08	1.14		0.01	0.32	0.01
Control Delay		48.2	4.3		27.9	4.7	8.1	95.1		9.0	16.2	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		48.2	4.3		27.9	4.7	8.1	95.1		9.0	16.2	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		29.9			17.3			92.3			15.6	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)		126	0		14	0	8	~764		0	98	0
Queue Length 95th (ft)		202	35		36	11	24	#1265		3	185	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		562	801		492	803	641	1072		435	938	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.42	0.21		0.06	0.03	0.06	1.14		0.00	0.32	0.01

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 90.8

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 65.9

Intersection LOS: E

Intersection Capacity Utilization 86.3%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 No-Build Traffic Volumes - with Imp
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/14/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	298	579	41	223	433
Future Volume (vph)	82	298	579	41	223	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.983
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.543
Satd. Flow (perm)	1708	0	1765	0	0	968
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	*254		12			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	339	658	47	253	492
Shared Lane Traffic (%)						
Lane Group Flow (vph)	432	0	705	0	0	745
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 No-Build Traffic Volumes - with Imp
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	15.0		65.0		65.0	65.0
Total Split (%)	18.8%		81.3%		81.3%	81.3%
Maximum Green (s)	10.0		58.0		58.0	58.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effect Green (s)	10.0		58.0			58.0
Actuated g/C Ratio	0.12		0.72			0.72
v/c Ratio	0.99		0.55			1.06
Control Delay	58.6		3.0			67.1
Queue Delay	0.0		0.0			0.0
Total Delay	58.6		3.0			67.1
LOS	E		A			E
Approach Delay	58.6		3.0			67.1
Approach LOS	E		A			E
Queue Length 50th (ft)	92		17			~416
Queue Length 95th (ft)	#265		41			#601
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	435		1282			701
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.99		0.55			1.06

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 18 (23%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 41.1

Intersection LOS: D

Intersection Capacity Utilization 106.8%

ICU Level of Service G

Analysis Period (min) 15

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 No-Build Traffic Volumes - with Imp
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/14/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	525	0	0	515
Future Volume (vph)	486	95	525	0	0	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	565	0	0	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	565	0	0	554
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 No-Build Traffic Volumes - with Imp
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.61			0.62
Control Delay	40.1	4.5	18.4			11.7
Queue Delay	0.0	0.0	0.0			0.2
Total Delay	40.1	4.5	18.4			12.0
LOS	D	A	B			B
Approach Delay	34.3		18.4			12.0
Approach LOS	C		B			B
Queue Length 50th (ft)	232	0	198			149
Queue Length 95th (ft)	#380	29	319			m148
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			50
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.61			0.66

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 12 (15%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 22.0

Intersection LOS: C

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

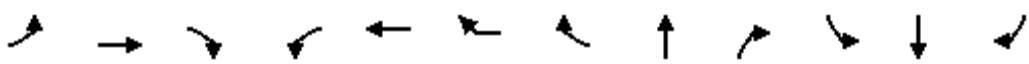
Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 No-Build Traffic Volumes - with Imp

Weekday Peak PM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.961	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted		0.994			0.983					0.051		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	100	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							90		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1219	133	77	599	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1219	133	77	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Year 2024 No-Build Traffic Volumes - with Imp

Weekday Peak PM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	43.0	43.0		31.0	31.0		11.0	79.0	31.0	11.0	90.0	
Total Split (%)	21.5%	21.5%		15.5%	15.5%		5.5%	39.5%	15.5%	5.5%	45.0%	
Maximum Green (s)	37.0	37.0		25.0	25.0		5.0	73.0	25.0	5.0	84.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	36.9	36.9			25.0		30.0	72.7	97.7	83.7	83.7	
Actuated g/C Ratio	0.18	0.18			0.13		0.15	0.36	0.49	0.42	0.42	
v/c Ratio	0.95	0.97			1.02		0.38	0.98	0.17	0.91	0.55	
Control Delay	119.2	123.9			146.1		17.4	82.5	6.5	112.8	45.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	119.2	123.9			146.1		17.4	82.5	6.5	112.8	45.5	
LOS	F	F			F		B	F	A	F	D	
Approach Delay		121.6			102.2			75.0			51.3	
Approach LOS		F			F			E			D	
Queue Length 50th (ft)	402	401			~318		25	837	19	61	424	
Queue Length 95th (ft)	#615	#622			#514		78	#993	41	#167	493	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	305	297			226		316	1251	780	85	1481	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.95	0.97			1.02		0.38	0.97	0.17	0.91	0.55	
Intersection Summary												
Area Type:	Other											
Cycle Length: 200												
Actuated Cycle Length: 199.6												
Natural Cycle: 150												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.02												

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 79.8

Intersection LOS: E

Intersection Capacity Utilization 84.4%

ICU Level of Service E

Analysis Period (min) 15

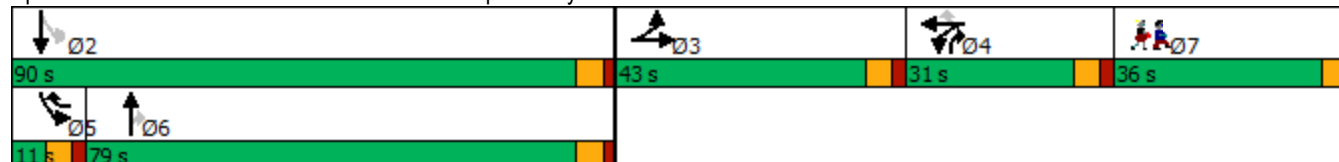
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

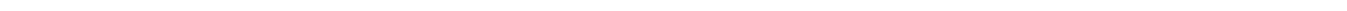
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



YEAR 2024 BUILD CONDITIONS W/ IMPROVEMENTS



Year 2024 Build Traffic Volumes with Improvements
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour

05/08/2023

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	184	513	756	226	524	757
Future Volume (vph)	184	513	756	226	524	757
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		465
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	188	523	771	231	535	772
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	523	771	231	535	772
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 Build Traffic Volumes with Improvements
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
05/08/2023

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	78.0	37.0		45.0	
Total Split (%)	33.3%	63.4%	30.1%		36.6%	
Maximum Green (s)	34.0	71.0	30.0		39.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	21.9	58.9	29.9	111.0	39.1	111.0
Actuated g/C Ratio	0.20	0.53	0.27	1.00	0.35	1.00
v/c Ratio	0.64	0.31	0.87	0.16	0.95	0.54
Control Delay	51.4	15.0	50.8	0.2	63.7	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	15.0	50.8	0.2	63.7	1.4
LOS	D	B	D	A	E	A
Approach Delay		24.6	39.2		26.9	
Approach LOS		C	D		C	
Queue Length 50th (ft)	124	105	275	0	367	0
Queue Length 95th (ft)	200	138	#424	0	#652	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	453	2056	894	1478	564	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.25	0.86	0.16	0.95	0.54

Intersection Summary

Area Type: Other
 Cycle Length: 123
 Actuated Cycle Length: 111
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 30.5
 Intersection Capacity Utilization 76.8%
 Analysis Period (min) 15

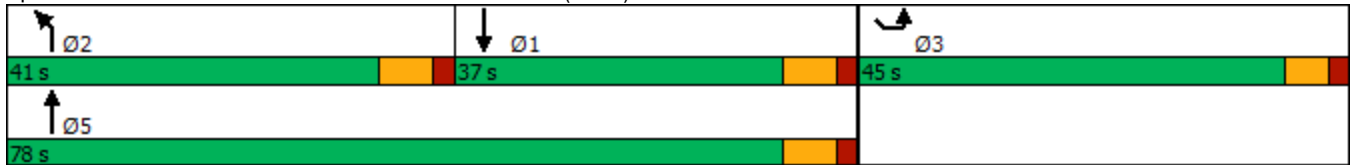
Intersection LOS: C
 ICU Level of Service D

Year 2024 Build Traffic Volumes with Improvements
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
 05/08/2023

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2024 Build Traffic Volumes with Improvements
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
05/08/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Future Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.948				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1616	0	0	0	0	1695	3168	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.593			0.644		
Satd. Flow (perm)	1580	1616	0	0	0	0	1058	3168	0	1171	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36						59				470
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	344	439	327	0	0	0	95	111	59	52	163	470
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	310	800	0	0	0	0	95	170	0	52	163	470
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 Build Traffic Volumes with Improvements
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
05/08/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	50.0	50.0					22.0	42.0		22.0	42.0	50.0
Total Split (%)	43.9%	43.9%					19.3%	36.8%		19.3%	36.8%	43.9%
Maximum Green (s)	45.0	45.0					15.0	35.0		15.0	35.0	45.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	45.2	45.2					35.2	27.5		30.4	25.1	78.6
Actuated g/C Ratio	0.47	0.47					0.37	0.29		0.32	0.26	0.82
v/c Ratio	0.41	1.02					0.21	0.18		0.13	0.36	0.35
Control Delay	20.0	64.1					18.8	17.7		18.3	33.0	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	20.0	64.1					18.8	17.7		18.3	33.0	1.0
LOS	B	E					B	B		B	C	A
Approach Delay		51.8						18.1			10.0	
Approach LOS		D						B			A	
Queue Length 50th (ft)	132	~563					36	26		19	84	0
Queue Length 95th (ft)	222	#850					67	54		42	149	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	748	784					523	1204		537	639	1342
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.41	1.02					0.18	0.14		0.10	0.26	0.35

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 95.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 33.5

Intersection LOS: C

Intersection Capacity Utilization 70.8%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	512	49	34	1226	248	1
Future Volume (vph)	270	77	213	73	66	34	512	49	34	1226	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.98						
Frt		0.899				0.850		0.850		0.975		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3474	0	0
Flt Permitted		0.996			0.974				0.339			
Satd. Flow (perm)	1511	1474	0	0	1748	1481	3257	1500	644	3474	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	539	52	36	1291	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	539	52	36	1553	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Year 2024 Build Traffic Volumes with Improvements

Weekday Peak AM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street 05/08/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	45.0	45.0		22.0	22.0	10.0	87.0	22.0	10.0	97.0		
Total Split (%)	22.5%	22.5%		11.0%	11.0%	5.0%	43.5%	11.0%	5.0%	48.5%		
Maximum Green (s)	39.0	39.0		16.0	16.0	4.0	81.0	16.0	4.0	91.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	39.0	39.0			16.0	20.0	83.0	99.0	91.0	91.0		
Actuated g/C Ratio	0.20	0.20			0.08	0.10	0.42	0.50	0.46	0.46		
v/c Ratio	0.87	1.16			1.04	0.17	0.40	0.07	0.11	0.98		
Control Delay	104.8	169.6			170.9	1.6	42.5	0.9	31.3	71.8		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	104.8	169.6			170.9	1.6	42.5	0.9	31.3	71.8		
LOS	F	F			F	A	D	A	C	E		
Approach Delay		141.4			137.4		38.9			70.9		
Approach LOS		F			F		D			E		
Queue Length 50th (ft)	349	~542			~206	0	266	0	26	1057		
Queue Length 95th (ft)	#525	#774			#372	0	323	5	52	#1224		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	295	287			140	217	1351	780	316	1580		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.87	1.16			1.04	0.17	0.40	0.07	0.11	0.98		
Intersection Summary												
Area Type:	Other											
Cycle Length: 200												
Actuated Cycle Length: 200												
Natural Cycle: 150												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.16												

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 82.6

Intersection LOS: F

Intersection Capacity Utilization 91.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2	 Ø3	 Ø4	 Ø7
97 s	45 s	22 s	36 s
 Ø5			
10 s	87 s		

Year 2024 Build Traffic Volumes with Imp
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour

09/14/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	686	691	646	603	281	236
Future Volume (vph)	686	691	646	603	281	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr't				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		251
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	730	735	687	641	299	251
Shared Lane Traffic (%)						
Lane Group Flow (vph)	730	735	687	641	299	251
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 Build Traffic Volumes with Imp
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour

09/14/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	48.0	84.0	36.0		39.0	
Total Split (%)	39.0%	68.3%	29.3%		31.7%	
Maximum Green (s)	41.0	77.0	29.0		33.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	41.1	76.6	28.4	117.0	27.4	117.0
Actuated g/C Ratio	0.35	0.65	0.24	1.00	0.23	1.00
v/c Ratio	1.23	0.34	0.85	0.43	0.76	0.17
Control Delay	153.7	10.0	53.8	0.9	54.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	153.7	10.0	53.8	0.9	54.9	0.2
LOS	F	A	D	A	D	A
Approach Delay		81.6	28.3		29.9	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~697	121	263	0	212	0
Queue Length 95th (ft)	#979	174	#378	0	314	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	592	2202	829	1507	476	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.23	0.33	0.83	0.43	0.63	0.17

Intersection Summary

Area Type: Other

Cycle Length: 123

Actuated Cycle Length: 117

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 51.9

Intersection LOS: D

Intersection Capacity Utilization 88.1%

ICU Level of Service E

Analysis Period (min) 15

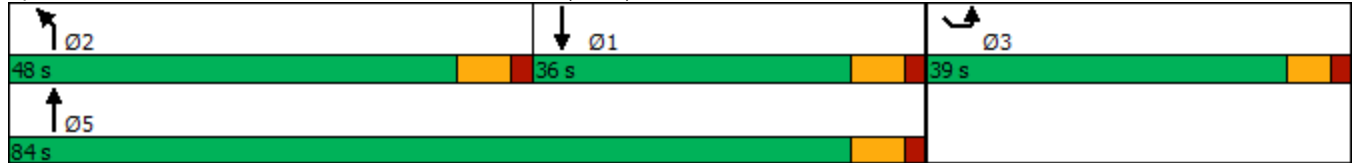
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2024 Build Traffic Volumes with Imp
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour

09/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶	↷		↶	↷	↶	↶	↷	↶	↶	↷
Traffic Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Future Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.650		0.513			0.081		
Satd. Flow (perm)	0	1372	1479	0	1202	1623	797	1815	1834	157	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1086	0	1	298	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1086	0	1	298	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Year 2024 Build Traffic Volumes with Imp
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour

09/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	42.0	42.0	25.0	42.0	42.0	25.0	25.0	52.0	52.0	25.0	52.0	
Total Split (%)	35.3%	35.3%	21.0%	35.3%	35.3%	21.0%	21.0%	43.7%	43.7%	21.0%	43.7%	
Maximum Green (s)	37.0	37.0	18.0	37.0	37.0	18.0	18.0	45.0	45.0	18.0	45.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		20.7	31.4		20.7	30.4	56.2	53.7		49.9	45.3	90.8
Actuated g/C Ratio		0.23	0.35		0.23	0.33	0.62	0.59		0.55	0.50	1.00
v/c Ratio		0.75	0.27		0.11	0.05	0.07	1.01		0.01	0.32	0.01
Control Delay		48.2	4.3		27.9	4.7	8.1	53.3		9.0	16.1	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		48.2	4.3		27.9	4.7	8.1	53.3		9.0	16.1	0.0
LOS		D	A		C	A	A	D		A	B	A
Approach Delay		29.9			17.3			51.7			15.5	
Approach LOS		C			B			D			B	
Queue Length 50th (ft)		126	0		14	0	8	500		0	96	0
Queue Length 95th (ft)		202	35		36	11	24	#1087		3	182	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		562	801		492	803	644	1072		435	938	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.42	0.21		0.06	0.03	0.06	1.01		0.00	0.32	0.01

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 90.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 40.1

Intersection LOS: D

Intersection Capacity Utilization 80.3%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 Build Traffic Volumes with Imp
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour

09/14/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	302	594	41	203	353
Future Volume (vph)	82	302	594	41	203	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.982
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.516
Satd. Flow (perm)	1708	0	1765	0	0	921
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	*265		11			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	343	675	47	231	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	722	0	0	632
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 Build Traffic Volumes with Imp
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour

09/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	15.0		65.0		65.0	65.0
Total Split (%)	18.8%		81.3%		81.3%	81.3%
Maximum Green (s)	10.0		58.0		58.0	58.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effect Green (s)	10.0		58.0			58.0
Actuated g/C Ratio	0.12		0.72			0.72
v/c Ratio	0.98		0.56			0.95
Control Delay	54.4		3.1			37.1
Queue Delay	0.0		0.0			0.0
Total Delay	54.4		3.1			37.1
LOS	D		A			D
Approach Delay	54.4		3.1			37.1
Approach LOS	D		A			D
Queue Length 50th (ft)	88		18			225
Queue Length 95th (ft)	#259		41			#492
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	445		1282			667
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.98		0.56			0.95

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 22 (28%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 27.6

Intersection LOS: C

Intersection Capacity Utilization 102.5%

ICU Level of Service G

Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 Build Traffic Volumes with Imp
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/14/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	541	0	0	434
Future Volume (vph)	486	95	541	0	0	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	582	0	0	467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	582	0	0	467
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.63			0.52
Control Delay	40.1	4.5	18.8			11.3
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	40.1	4.5	18.8			11.3
LOS	D	A	B			B
Approach Delay	34.3		18.8			11.3
Approach LOS	C		B			B
Queue Length 50th (ft)	232	0	208			105
Queue Length 95th (ft)	#380	29	333			m135
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.63			0.52

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 16 (20%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 22.5

Intersection LOS: C

Intersection Capacity Utilization 65.4%

ICU Level of Service C

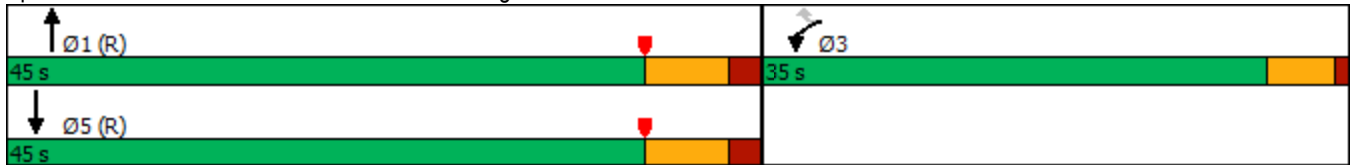
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Future Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.960	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3516	0
Flt Permitted		0.994			0.983					0.051		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	100	3516	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							90		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1220	133	77	588	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1220	133	77	801	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	42.0	42.0		31.0	31.0		11.0	80.0	31.0	11.0	91.0	
Total Split (%)	21.0%	21.0%		15.5%	15.5%		5.5%	40.0%	15.5%	5.5%	45.5%	
Maximum Green (s)	36.0	36.0		25.0	25.0		5.0	74.0	25.0	5.0	85.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	36.0	36.0		25.0			30.0	73.1	98.1	84.1	84.1	
Actuated g/C Ratio	0.18	0.18		0.13			0.15	0.37	0.49	0.42	0.42	
v/c Ratio	0.97	0.99		1.01			0.38	0.97	0.17	0.90	0.54	
Control Delay	124.0	129.6		145.4			17.3	80.7	6.4	110.0	44.6	
Queue Delay	0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	
Total Delay	124.0	129.6		145.4			17.3	80.7	6.4	110.0	44.6	
LOS	F	F		F			B	F	A	F	D	
Approach Delay		126.8		101.7				73.4			50.4	
Approach LOS		F		F				E			D	
Queue Length 50th (ft)	405	404		~318			25	832	19	61	413	
Queue Length 95th (ft)	#627	#633		#514			78	#982	41	#165	481	
Internal Link Dist (ft)		452		395				449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	297	289		227			317	1271	785	86	1501	
Starvation Cap Reductn	0	0		0			0	0	0	0	0	
Spillback Cap Reductn	0	0		0			0	0	0	0	0	
Storage Cap Reductn	0	0		0			0	0	0	0	0	
Reduced v/c Ratio	0.97	0.99		1.01			0.38	0.96	0.17	0.90	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 200

Actuated Cycle Length: 199.1

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 79.9

Intersection LOS: E

Intersection Capacity Utilization 84.4%

ICU Level of Service E

Analysis Period (min) 15

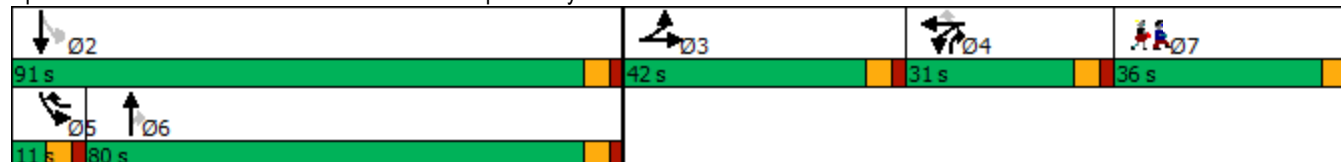
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Appendix G

Proportional Valuation Methodology

To determine the incremental cost of new residents, the proportional valuation method was used to assign a share of the affected budgets (\$10.18 million as determined above and shown in Row A in **Table E-1**) to residential uses. The total equalized assessed value of non-residential parcels within the Town of North Castle is \$14.5 million, which comprises 13 percent of the total real property assessed value within the Town (see rows B and D). The proportional valuation method assumes that assessed value, or total tax revenue, is representative of municipal costs. As detailed by Burchell and Listokin, case studies of non-residential impacts conducted by Rutgers University have shown that while the difference in value between non-residential properties and the average local property grows, the proportional assignment of costs tend to over- or underestimate the magnitude that can be attributed to non-residential property. As such, a refinement coefficient is determined to correct the over- or underestimated costs and more accurately capture the proportional allocation of municipal costs. The average non-residential parcel in North Castle is valued at rate of 2.7 times higher than the average parcel in the Town (see row I), which indicates that municipal costs attributable to non-residential properties may be over or underestimated if a simple proportion is used. Based on this ratio (2.7), a refinement coefficient of 1.5 (see row J) was applied to estimate the municipal cost associated with non-residential properties. As shown in row K, the total municipal expenditures (row A) was multiplied by the proportion of assessed value attributable to non-residential properties (row D), and then multiplied by the refinement coefficient (row J). As shown in row K, the existing municipal expenditures that can be attributed to non-residential properties in the Town is approximately \$1.98 million, which indicates that municipal costs for non-residential properties is equal to 19 percent of total equalized assessed value of non-residential properties (see row L). The remainder of the municipal expenditures not attributable to commercial uses, can be attributed to residential uses (see row M), for a total of \$8.19 million.

Table E-1
Proportional Valuation and Per Capita Method

Step	Model Component	Number
A	Municipal Expenditures (Town General/Library Funds)	\$10,176,932
B	Total Non-Residential Equalized Assessed Value	\$14,459,937
C	Total Real Property Assessed Value	\$111,295,993
D	Ratio of B to C	0.130
E	Count of Non-Residential Parcels	218
F	Count of Total Parcels	4,522
G	Average Value of Non-residential Parcels	\$66,330
H	Average Value of all parcels	\$24,612
I	Ratio of G to H	2.695
J	Refinement Coefficient	1.500
K	Non-residential municipal expenditures (A*D*J)	\$1,983,330
L	Percent of non-residential expenditures to total expenditures	19%
M	Residential Municipal Expenditures	\$8,193,602
N	2020 Residential Population	12,408
O	Per Capita Residential Cost (M/N)	\$660
P	New Resident Population	389
Q	Incremental Cost	\$256,740

Notes: Totals may not sum due to rounding.

Sources: AKRF, Inc.

Appendix H
Preferred Alternative Plan Set

FEIS DRAWINGS SET

AIRPORT CAMPUS

TAX MAP SECTION 118.02 | BLOCK 1 | LOT 1
WESTCHESTER COUNTY
113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

Applicant:
AIRPORT CAMPUS I-V LLC
46 WESTCHESTER AVENUE
POUND RIDGE, NY 10576
(914) 764-1000

Civil Engineer, Surveyor, & Landscape Architect:
JMC
120 BEDFORD ROAD
ARMONK, NY 10504
(914) 273-5225

Attorneys:
Veneziano & Associates
84 BUSINESS PARK DRIVE, SUITE 200
ARMONK, NY 10504
(914) 273-1300

Environmental, Planning, and Engineering Consultants:
AKRF, INC.
34 SOUTH BROADWAY, SUITE 401
WHITE PLAINS, NY 10601
(914) 922-2370

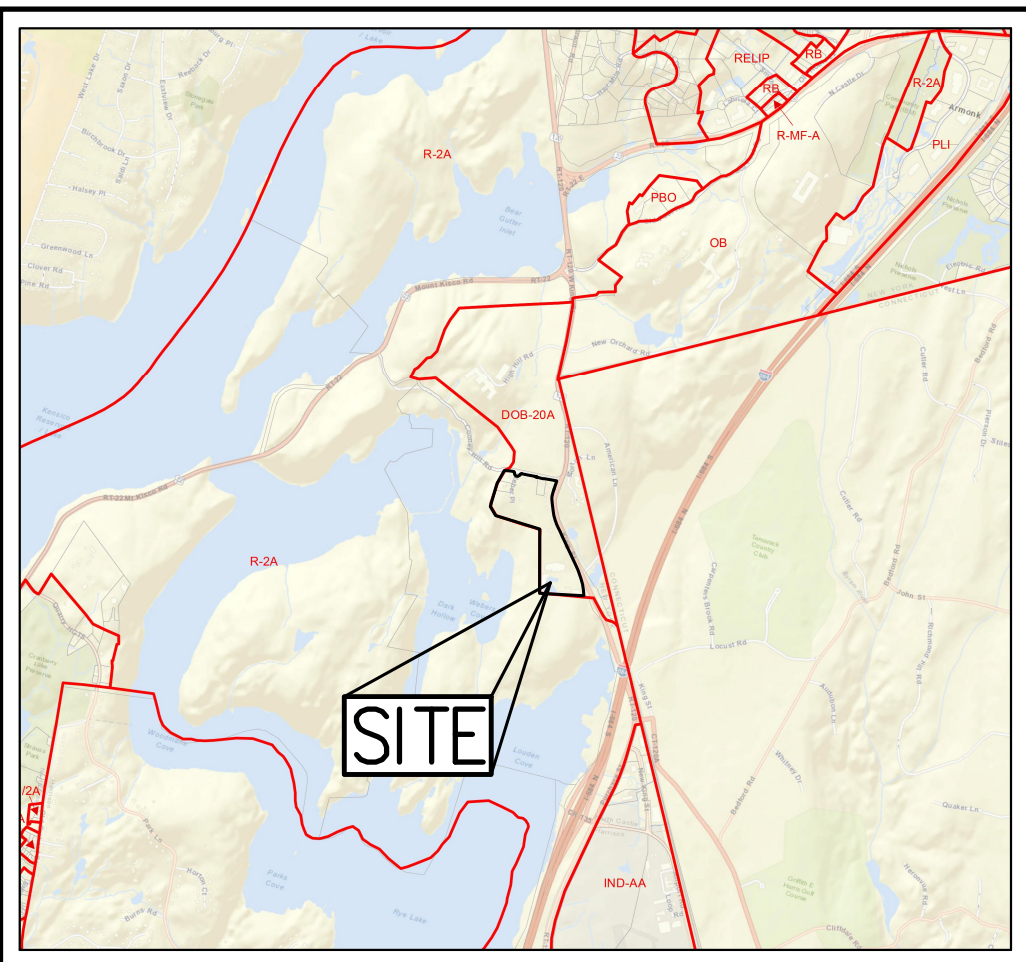
Wetland Consultant:
Ecological Solutions
1248 SOUTHFORD ROAD
SOUTHBURY, CT 06488
(203) 910-4716

Geotechnical Engineer:
Carlin Simpson & Associates
61 MAIN STREET
SAYREVILLE, NJ 08872
(732) 432-5757

Architect:
Multifamily
Lessard Design
8521 LEESBURG PIKE, SUITE 700
VIENNA, VA 22182
(571) 830-1800

Architect:
Townhomes
Toll Brothers
42 OLD RIDGEBURY ROAD
DANBURY, CT 06810
(203) 616-4920

Traffic Engineers:
Colliers Engineer & Design
400 COLUMBUS AVENUE, SUITE 180E
VALHALLA, NY 10595
(914) 347-7500



ZONING MAP
SCALE: 1" = 3,500'



SITE LOCATION MAP
SCALE: 1" = 2,500'



AREA MAP
SCALE: 1" = 120'

JMC Drawing List:

C-000	COVER SHEET
C-010	EXISTING CONDITIONS PLAN
C-100	OVERALL PRELIMINARY LAYOUT PLAN
C-101	PRELIMINARY LAYOUT PLAN
C-102	PRELIMINARY LAYOUT PLAN
C-151	TREE PROTECTION PLAN
C-152	TREE PROTECTION PLAN
C-153	TREE PROTECTION TABLE (PART A)
C-154	TREE PROTECTION TABLE (PART B)
C-155	TREE PROTECTION TABLE (PART C)
C-201	PRELIMINARY GRADING PLAN
C-202	PRELIMINARY GRADING PLAN
C-301	PRELIMINARY UTILITIES PLAN
C-302	PRELIMINARY UTILITIES PLAN
C-401	PRELIMINARY EROSION & SEDIMENT CONTROL PLAN
C-402	PRELIMINARY EROSION & SEDIMENT CONTROL PLAN
L-101	PRELIMINARY LANDSCAPE PLAN
L-102	PRELIMINARY LANDSCAPE PLAN

TABLE OF LAND USE

PROPOSED USE: AIRPORT CAMPUS RESIDENTIAL DEVELOPMENT		
CURRENT ZONING DISTRICT: DOB-20A (DESIGNED OFFICE BUSINESS DISTRICT)		
PROPOSED R-MF-SCH (MULTIFAMILY SENIOR CITIZEN HOUSING DISTRICT)	R-MF-SCH REQUIREMENT	PROVIDED
MINIMUM LOT AREA	AS DETERMINED BY TOWN BOARD ⁽¹⁾	4.48 ACRES
MINIMUM FRONT YARD SETBACKS	AS DETERMINED BY TOWN BOARD ⁽¹⁾	185 FT
MINIMUM REAR YARD SETBACKS	AS DETERMINED BY TOWN BOARD ⁽¹⁾	14 FT
MINIMUM SIDE YARD SETBACKS	AS DETERMINED BY TOWN BOARD ⁽¹⁾	46 FT
MAXIMUM BUILDING COVERAGE	AS DETERMINED BY TOWN BOARD ⁽¹⁾	19.3 PERCENT
MAXIMUM BUILDING HEIGHT	2.5 STORIES / 30 FEET	3 STORIES / 37.5 FEET (EXISTING)
FLOOR AREA RATIO	0.15 - 0.40 ⁽²⁾	0.70 ⁽²⁾
PARKING	110 ⁽⁴⁾	113
PROPOSED R-MF-A (MULTIFAMILY DISTRICT)	R-MF-A PERIMETER REQUIREMENT	PROVIDED
MINIMUM LOT AREA	5 ACRES	34.30 ACRES
MINIMUM FRONT YARD SETBACKS	10 FEET	64 FEET
MINIMUM REAR YARD SETBACKS	25 FEET	25 FEET
MINIMUM SIDE YARD SETBACKS	10 FEET	32 FEET
MAXIMUM BUILDING COVERAGE	20 PERCENT	18.6 PERCENT
MAXIMUM BUILDING HEIGHT	3 STORIES / 30 FEET	2 STORIES / 28 FEET
DENSITY	105.2 DENSITY UNITS (1 DU/14,000 SF) ⁽³⁾	83.3 DENSITY UNITS
PARKING	250 ⁽⁴⁾	500 ⁽⁷⁾
PROPOSED R-MF-A (MULTIFAMILY DISTRICT)	R-MF-A ATTACHED REQUIREMENT	PROVIDED
MINIMUM LOT AREA	2,500 SQUARE FEET	> 2,500 SQUARE FEET
MINIMUM FRONT YARD SETBACKS	10 FEET	> 10 FEET
MINIMUM REAR YARD SETBACKS	10 FEET	> 10 FEET
MINIMUM SIDE YARD SETBACKS	0 FEET	0 FEET
MAXIMUM BUILDING COVERAGE	50 PERCENT	< 50 PERCENT
MAXIMUM BUILDING HEIGHT	3 STORIES / 30 FEET	2 STORIES / 28 FEET

TABLE OF LAND USE NOTES

- (1) THE DETERMINATION OF MAXIMUM PERMITTED FAR, AS WELL AS OTHER DIMENSIONAL STANDARDS FOR EACH INDIVIDUAL ZONE, IS TO BE BASED UPON THE TOWN BOARD'S CONSIDERATION OF THE CHARACTER OF THE NEIGHBORHOOD IN WHICH THE ZONE WILL BE LOCATED; THE ZONE'S RELATIONSHIP TO ADJOINING ZONES, PROPERTIES AND LAND USES, THE ZONE'S TOPOGRAPHY, THE ZONE'S PROXIMITY TO SHOPPING AND TRANSPORTATION SERVICES, AND OTHER SUCH FACTORS WHICH SAID BOARD MAY DETERMINE TO BE APPROPRIATE. (§355-27.B(2))
- (2) THE MAXIMUM PERMITTED AMOUNT OF DEVELOPMENT SHOULD BE IN THE RANGE OF 0.15 FAR TO 0.4 FAR, BASED UPON THE DETERMINATION OF THE TOWN BOARD AT THE TIME OF ZONING APPROVAL. THE FAR IS TO BE BASED ON "NET LOT AREA," WHICH IS DEFINED IN THE TOWN CODE AS "LOT AREA MINUS 75% OF THE AREA OF ANY WETLANDS, WATER BODIES, AND WATERCOURSES, BUT EXCLUDING ANY ADJACENT AREAS, ALL AS DEFINED IN CHAPTER 340, WETLANDS AND WATERCOURSE PROTECTION, OF THE TOWN CODE, AND THE AREA OF ANY STEEP SLOPES, AS DEFINED HEREIN, EXCEPT THAT IN THE CASE OF ONE-FAMILY LOTS, THE DEDUCTION FOR STEEP SLOPES SHALL BE ONLY 50%."
- (3) A ZONING TEXT AMENDMENT WILL BE SOUGHT TO PERMIT AN INCREASED FAR.
- (4) SENIOR PARKING REQUIREMENT: 1 SPACE PER DWELLING UNIT, PLUS ½ PER EACH BEDROOM, PLUS 10% FOR VISITOR PARKING.
- (5) AS REQUIRED BY §355-25
- (6) 2 SPACES REQUIRED FOR EACH DWELLING UNIT.
- (7) PARKING FOR EACH RESIDENTIAL TOWNHOUSE UNIT INCLUDES 2 DRIVEWAY AND 2 GARAGE SPACES (4 SPACES PER UNIT TOTAL).

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

Drawn: BMS
Scale: AS NOTED
Date: 09/21/2022
Project No: 15072
Drawing No: C-000

JMC Planning, Engineering, Landscape
Architectures & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
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JMC

SUBSURFACE UTILITY LOCATIONS ARE BASED ON A COMPILED OF FIELD EVIDENCE. AVAILABLE RECORD PLANS AND/OR UTILITY MARK-OUTS. THE LOCATION OR COMPLETENESS OF UNDERGROUND INFORMATION CANNOT BE GUARANTEED. VERIFY THE ACTUAL LOCATION OF ALL UTILITIES PRIOR TO EXCAVATION OR CONSTRUCTION.

811 Know what's below. Call before you dig.

No.	Revision	Date	By
1.	REVISED FEIS	01/20/2023	BMS

Previous Editions Obsolete

NOT FOR CONSTRUCTION

GENERAL CONSTRUCTION NOTES APPLY TO ALL WORK HEREIN:

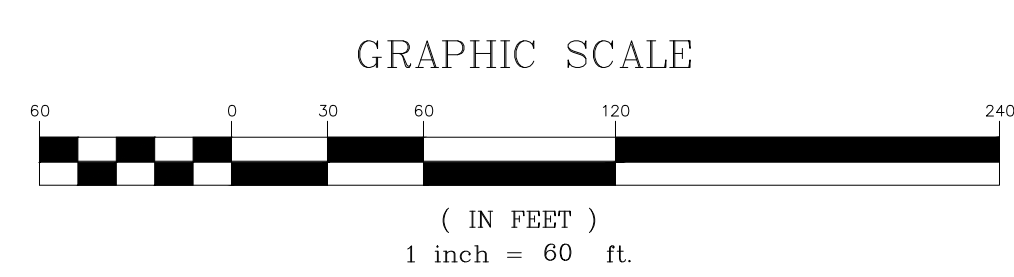
1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CALL 811 "DIG SAFELY" (1-800-962-7862) TO HAVE UNDERGROUND UTILITIES LOCATED INCLUDING ARRANGING FOR A PRIVATE MARK-OUT ON-SITE WHERE APPLICABLE. EXPLORATORY EXCAVATIONS SHALL COMPLY WITH CODE 753 REQUIREMENTS. NO WORK SHALL COMMENCE UNTIL ALL THE OPERATORS HAVE NOTIFIED THE CONTRACTOR THAT THEIR UTILITIES HAVE BEEN LOCATED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL PUBLIC AND PRIVATE UNDERGROUND AND SURFACE UTILITIES AND STRUCTURES AT OR ADJACENT TO THE SITE OF CONSTRUCTION. INsofar AS THEY MAY BE ENDANGERED BY THE CONTRACTOR'S OPERATIONS, THIS SHALL HOLD TRUE WHETHER OR NOT THEY ARE SHOWN ON THE CONTRACT DRAWINGS. IF THEY ARE SHOWN ON THE DRAWINGS, THEIR LOCATIONS ARE NOT GUARANTEED EVEN THOUGH THE INFORMATION WAS OBTAINED FROM THE BEST AVAILABLE SOURCES, AND IN ANY EVENT, OTHER UTILITIES ON THESE PLANS MAY BE ENCOUNTERED IN THE FIELD. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, IMMEDIATELY REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES THAT HE DAMAGES, AND SHALL CONSTANTLY PROCEED WITH CAUTION TO PREVENT UNDEE INTERRUPTION OF UTILITY SERVICE.
2. CONTRACTOR SHALL HAND DIG TEST PITS TO VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL VERIFY EXISTING UTILITIES DEPTHS AND ADVISE OF ANY CONFLICTS WITH PROPOSED UTILITIES. IF CONFLICTS ARE PRESENT, THE OWNER'S FIELD REPRESENTATIVE, JMC, PLLC AND THE APPLICABLE MUNICIPALITY OR AGENCY SHALL BE NOTIFIED IN WRITING. THE EXISTING/PROPOSED UTILITIES RELOCATION SHALL BE DESIGNED BY JMC, PLLC.
3. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY AND ALL LOCAL PERMITS REQUIRED.
4. ALL WORK SHALL BE DONE IN STRICT COMPLIANCE WITH ALL APPLICABLE NATIONAL, STATE, AND LOCAL CODES, STANDARDS, ORDINANCES, RULES, AND REGULATIONS. ALL CONSTRUCTION WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL SAFETY CODES. APPLICABLE SAFETY CODES MEAN THE LATEST EDITION INCLUDING ANY AND ALL AMENDMENTS, REVISIONS, AND ADDITIONS THERETO, TO THE FEDERAL DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION'S OCCUPATIONAL SAFETY AND HEALTH STANDARDS (OSHA); AND APPLICABLE SAFETY, HEALTH REGULATIONS AND BUILDING CODES FOR CONSTRUCTION IN THE STATE OF NEW YORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR GUARDING AND PROTECTING ALL OPEN EXCAVATIONS IN ACCORDANCE WITH THE PROVISION OF SECTION 107-05 (SAFETY AND HEALTH REQUIREMENTS) OF THE NYSOT STANDARD SPECIFICATIONS. IF THE CONTRACTOR PERFORMS ANY HAZARDOUS CONSTRUCTION PRACTICES, ALL OPERATIONS IN THE AFFECTED AREA SHALL BE DISCONTINUED AND IMMEDIATE ACTION SHALL BE TAKEN TO CORRECT THE SITUATION TO THE SATISFACTION OF THE APPROVAL AUTHORITY HAVING JURISDICTION.
5. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AFFECTED BY THE SCOPE OF WORK SHOWN HEREON AT ALL TIMES TO THE SATISFACTION OF THE OWNERS REPRESENTATIVE. RAMPING CONSTRUCTION TO PROVIDE ACCESS MAY BE CONSTRUCTED WITH SUBBASE MATERIAL EXCEPT THAT TEMPORARY ASPHALT CONCRETE SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE PEDESTRIAN ACCESS AT ALL TIMES.
6. CONTRACTOR SHALL MAINTAIN THE INTEGRITY OF EXISTING PAVEMENT TO REMAIN.

NOT FOR CONSTRUCTION

LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING EASEMENT LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING BUILDING OVERHANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE
	EXISTING CURB LINE
	EXISTING CONTOUR
	EXISTING INDEX CONTOUR
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING GUIDE RAIL
	EXISTING FENCE
	EXISTING TREE AND DESIGNATION
	EXISTING TREE LINE
	EXISTING DIRECTIONAL ARROWS
	EXISTING PAINT
	EXISTING PARKING WITH NUMBER OF SPACES
	EXISTING HANDICAP PARKING WITH NUMBER OF SPACES
	EXISTING PEDESTRIAN CROSSING
	EXISTING STORM DRAIN LINE AND SIZE
	EXISTING SANITARY LINE AND SIZE
	EXISTING WATER LINE
	EXISTING GAS LINE
	EXISTING OVERHEAD WIRES
	EXISTING DRAIN INLET
	EXISTING MANHOLE
	EXISTING FIRE HYDRANT
	EXISTING GAS VALVE
	EXISTING WATER VALVE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	BORING LOCATION AND DESIGNATION

NOTES

- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPLETION SURVEY DEPICTING LAND OF MIRA INSURANCE CORP.", PREPARED BY JOHN MEYER CONSULTING, DATED 09/20/2025 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY", PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/10/2022.
- GEOTECHNICAL BORING/TEST PIT LOCATIONS DEPICTED ON THIS PLAN WERE TAKEN FROM THE GEOTECHNICAL REPORT ENTITLED, "LETTER REPORT ON SUBSURFACE SOIL AND GROUNDWATER INVESTIGATION", DATED 12/20/2021, PREPARED BY CARLIN SIMPSON & ASSOCIATES, LLC.
- THE WETLANDS DEPICTED ON THIS PLAN WERE DELINEATED BY ECOLOGICAL SOLUTIONS, LLC ON 07/03/2019 AND CONFIRMED BY THE TOWN WETLAND CONSULTANT ON 10/01/2020.



APPLICANT/OWNER

AIRPORT CAMPUS I-V LLC
46 WESTCHESTER AVENUE
FOUNTAIN, NY 10507

DATE

07/20/2023

REVISION

REVISED EDS

NO.

1

Drawn: BMS

Scale: 1" = 60'

Date: 08/21/2022

Project No: 15072

1507-000 EXIST EXIST-01

1507-000 EXIST EXIST-01

C-010

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

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EXISTING CONDITIONS PLAN

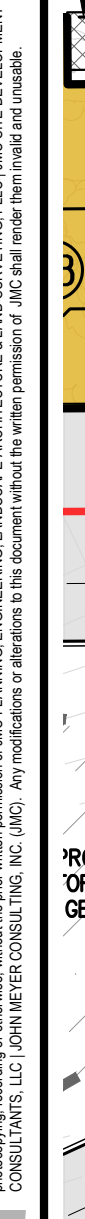
AIRPORT CAMPUS

113 ACRES (100% OF 120 ACRES)

NORTH CASTLE, NY 10504



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MATCHLINE ■ ■ ■ ■ ■ **MATCHLINE**

LEGEND

	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING SETBACK LINE
	EXISTING EASEMENT LINE
	EXISTING ROADWAY CENTER LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING BUILDING OVERHANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE
	EXISTING CURB LINE
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING FENCE
	EXISTING TREE
	EXISTING TREE LINE
	EXISTING PAINT
	EXISTING PARKING WITH NUMBER OF SPACES
	EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
	EXISTING PEDESTRIAN CROSSING
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	PROPOSED R-WF-SOH SUBDIVISION LINE
	PROPOSED R-WF-A SUBDIVISION LINE
	EXISTING BUILDING TO REMAIN
	PROPOSED BUILDING
	PROPOSED YARD SETBACK
	PROPOSED CONCRETE CURB
	PROPOSED DROP CURB & RAMP
	PROPOSED SAWCUT LINE
	PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
	PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
	PROPOSED CONCRETE SIDEWALK
	PROPOSED MONOLITHIC CONCRETE SIDEWALK & CURB
	PROPOSED DROP CURB AND RAMP
	PROPOSED PAVEMENT
	PROPOSED TOWNHOME PATIO/DECK
	PROPOSED CONCRETE
	PROPOSED RETAINING WALL (DESIGN BY OTHERS)
	PROPOSED FENCE
	PROPOSED 12" WIDE WHITE STOP LINE
	TRAFFIC SIGN LOCATION & DESIGNATION

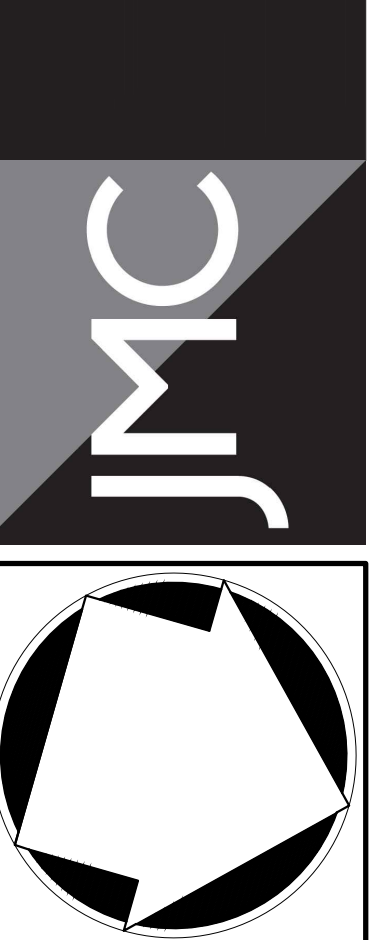
48

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPIATION SURVEY DEPICTING LAND OF MBIA INSURANCE CORP.," PREPARED BY JOHN MEYER CONSULTING, DATED 09/30/2005 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/10/2022.

[illegible]

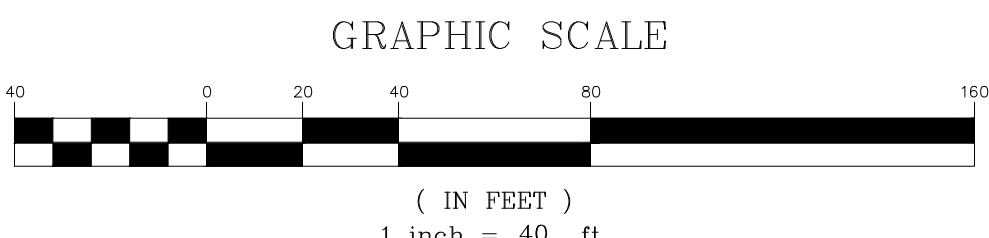
**JMC Planning, Engineering, Landscape
Architecture & Land Surveying, PLLC**
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
1120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
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PRELIMINARY LAYOUT
PLAN

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

Drawing: BMS		Approved: AG	
Scale: 1" = 40'			
Date: 09/21/2022			
Project No: 15072			
15072-110/11	C-102	LAX.scr	
Drawing No: C-102			



NOT FOR CONSTRUCTION

LEGEND

EXISTING PROPERTY LINE
ADJACENT PROPERTY LINE
EXISTING SETBACK LINE
EXISTING WETLAND LINE AND DELINEATION
EXISTING BUILDING OVERHANG
EXISTING BUILDING LINE
EXISTING PAVEMENT EDGE
EXISTING CURB LINE
EXISTING STONE WALL
EXISTING RETAINING WALL
EXISTING GUIDE RAIL
EXISTING FENCE
EXISTING DIRECTIONAL ARROWS
EXISTING PAINT
EXISTING PARKING WITH NUMBER OF SPACES
EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
EXISTING PEDESTRIAN CROSSING
EXISTING UTILITY POLE
EXISTING LIGHT POLE
EXISTING SIGN
PROPOSED BUILDING LINE
PROPOSED CONCRETE CURB
PROPOSED SANITARY LINE
PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
PROPOSED CONCRETE SIDEWALK
PROPOSED DROP CURB AND RAMP
PROPOSED HEAVY DUTY PAVEMENT
PROPOSED CONCRETE APRON
PROPOSED RETAINING WALL (DESIGN BY OTHERS)
PROPOSED GUIDE RAIL
PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
PROPOSED 12" WIDE WHITE STOP LINE
PROPOSED WORD MARKING ON PAVEMENT
TRAFFIC SIGN LOCATION & DESIGNATION
PEDESTRIAN CROSSING
EXISTING TREES TO BE REMOVED
EXISTING TREES TO REMAIN

NOTES:
EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPLETION SURVEY DEPICTING LAND OF M&A INSURANCE CO., INC." PREPARED BY JOHN MEYER CONSULTING, DATED 09/20/2005 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY" PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/07/2022. EXISTING TREES DEPICTED HEREON ARE BASED ON A FIELD SURVEY PERFORMED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, IN MARCH, 2019, WHICH COVERS THE MAJORITY OF THE PROPERTY. ADDITIONAL TREE SURVEY WILL BE PERFORMED FOR THE NORTHEASTERN PORTION OF THE PROPERTY, AS WELL AS THE FORMER TAKEDA PROPERTY. AT THAT TIME, THE TREE QUANTITIES TO REMAIN AND BE REMOVED WILL BE UPDATED.



TREE PROTECTION PLAN
AIRPORT CAMPUS
113 WEST 23RD STREET
NORTH CASTLE, NY 10564

JMC
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
John Meyer Consulting, Inc.
120 BEGONIA ROAD • ARMONK, NY 10504
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Drawn: **BMS** Approved: **AG**
Scale: 1" = 40'
Date: 08/21/2022
Project No: 15072
MDR: REE C-151 WEL: ar
Drawing No:

C-151

NOT FOR CONSTRUCTION

CONTRACTOR TO VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING AND PROPOSED FEATURES ON THE GROUND. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.



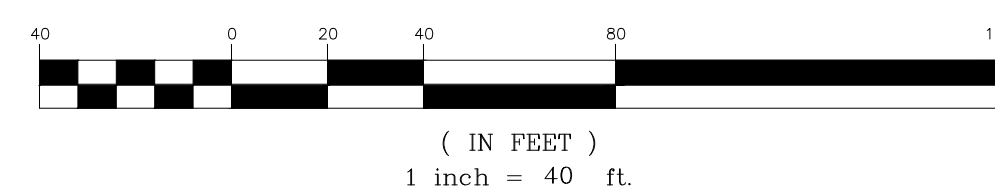
LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES
- EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
- EXISTING PEDESTRIAN CROSSING
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWTOOTH LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED GUIDE RAIL
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED 12" WIDE WHITE STOP LINE
- PROPOSED WORD MARKING ON PAVEMENT
- TRAFFIC SIGN LOCATION & DESIGNATION
- PEDESTRIAN CROSSING
- EXISTING TREES TO BE REMOVED
- EXISTING TREES TO REMAIN

NOTES

EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPIRATION SURVEY (REPTING LAND OF M&A INSURANCE CORP.)", PREPARED BY JOHN MEYER CONSULTING, DATED 09/20/2008 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY", PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/10/2022. EXISTING TREES DEPICTED HEREON ARE BASED ON A FIELD SURVEY PERFORMED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, IN MARCH, 2019 WHICH COVERED THE MAJORITY OF THE PROPERTY. ADDITIONAL TREE SURVEY WILL BE PERFORMED FOR THE NORTHWESTERN PORTION OF THE PROPERTY, AS WELL AS THE FORMER TAKEEDA PROPERTY. AT THAT TIME, THE TREE QUANTITIES TO REMAIN AND BE REMOVED WILL BE UPDATED.

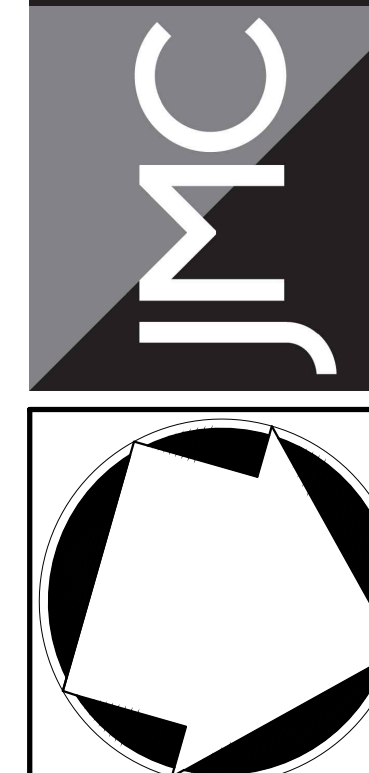
GRAPHIC SCALE



TREE PROTECTION PLAN

AIRPORT CAMPUS
113 CASTLE STREET
NORTH CASTLE, NY 10554

JMC Planning, Engineering, Landscape
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John Meyer Consulting, Inc.
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PHONE 914.233.2223 • FAX 914.233.2102
WWW.JMCPCLLC.COM



APPLICANT/OWNER
AIRPORT CAMPUS I-V LLC
46 WESTCHESTER AVENUE
POUND RIDGE, NY 10576

No.	REVISION	DATE	BY
1	REVISED EDS	07/20/2023	BMS

TREE TABLE - PART A																			
1,091 TREES DESIGNATED HAVING A DIAMETER AT DBH OF 8" OR GREATER																			
TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE
1	CHERRY	12"	POOR	REMOVE	98	SPRUCE	8"	FAIR	REMOVE	200	MAPLE	8"	GOOD	REMOVE	300	BIRCHERRY	10"	POOR	REMOVE
2	SPRUCE	14"	FAIR	REMOVE	99	SPRUCE	8"	POOR	REMOVE	201	ASH	10"	GOOD	REMOVE	301	PINE	28"	FAIR	REMOVE
3	SPRUCE	14"	FAIR	REMOVE	100	MAPLE	10"	GOOD	REMAIN	202	ASH	8"	GOOD	REMOVE	302	SPRUCE	12"	GOOD	REMOVE
4	SPRUCE	14"	FAIR	REMOVE	101	HICKORY	8"	GOOD	REMAIN	203	OAK	14"	FAIR	REMOVE	303	MAPLE	8"	GOOD	REMAIN
5	MAPLE	24"	GOOD	REMOVE	102	MAPPLELE	10"	GOOD	REMAIN	204	MAPLE	14"	GOOD	REMOVE	304	SPRUCE	12"	POOR	REMAIN
6	SPRUCE	14"	FAIR	REMOVE	103	MAPLE	44"	GOOD	REMOVE	205	SPRUCE	8"	GOOD	REMOVE	305	SPRUCE	8"	GOOD	REMOVE
7	CHERRY	12"	FAIR	REMOVE	104	MAPLE	10"	GOOD	REMAIN	206	PINE	14"	GOOD	REMOVE	306	PINE	10"	POOR	REMOVE
8	MAPLE	16"	GOOD	REMOVE	105	MAPLE	10"	GOOD	REMAIN	207	MAPLE	8"	GOOD	REMOVE	307	SPRUCE	14"	POOR	REMOVE
9	MAPLE	38"	GOOD	REMAIN	106	MAPLE	8"	GOOD	REMAIN	208	PINE	12"	FAIR	REMOVE	308	SPRUCE	8"	GOOD	REMOVE
10	SPRUCE	14"	FAIR	REMOVE	107	BIRCHERRY	16" TR	GOOD	REMOVE	209	MAPLE	10"	GOOD	REMAIN	309	SPRUCE	12"	GOOD	REMOVE
11	MAPLE	10"	GOOD	REMAIN	108	ASH	8"	FAIR	REMAIN	210	PINE	14"	FAIR	REMOVE	310	PINE	18"	FAIR	REMOVE
12	SPRUCE	14"	FAIR	REMOVE	110	MAGNOLIA	14"	GOOD	REMOVE	211	PINE	10"	FAIR	REMOVE	311	ASH	10"	FAIR	REMOVE
13	ASH	8"	GOOD	REMAIN	111	MAPLE	10"	GOOD	REMAIN	212	SPRUCE	8"	GOOD	REMOVE	312	CEDAR	10"	GOOD	REMOVE
14	MAPLE	8"	GOOD	REMOVE	112	MAPLE	10"	GOOD	REMAIN	213	SPRUCE	8"	FAIR	REMAIN	313	MAPLE	22"	GOOD	REMOVE
15	MAPLE	8"	GOOD	REMAIN	113	PINE	12"	GOOD	REMAIN	214	CHERRY	9"	FAIR	REMAIN	314	SPRUCE	14"	GOOD	REMOVE
16	ASH	14"	GOOD	REMAIN	114	MAPLE	8"	GOOD	REMAIN	215	OAK	14"	FAIR	REMOVE	315	PINE	26"	GOOD	REMOVE
17	SPRUCE	14"	FAIR	REMOVE	115	MAPLE	16"	GOOD	REMAIN	216	MAPLE	16"	FAIR	REMOVE	316	CEDAR	10"	FAIR	REMOVE
18	ASH	10"	GOOD	REMAIN	116	MAPLE	8"	GOOD	REMAIN	217	MAPLE	10"	FAIR	REMOVE	317	MAPLE	30"	POOR	REMOVE
19	ASH	14"	GOOD	REMAIN	117	PINE	14" 8"	GOOD	REMOVE	218	SPRUCE	12"	GOOD	REMOVE	318	PINE	24"	FAIR	REMAIN
20	ASH	10"	GOOD	REMAIN	118	SPRUCE	14"	POOR	REMOVE	219	MAPLE	8"	GOOD	REMAIN	319	PINE	14"	FAIR	REMOVE
21	ASH	10"	GOOD	REMAIN	119	PINE	14"	FAIR	REMOVE	220	PEAR	10"	GOOD	REMOVE	320	CEDAR	12"	FAIR	REMOVE
22	MAPLE	8"	GOOD	REMAIN	120	MAPLE	10"	GOOD	REMAIN	221	SPRUCE	8"	GOOD	REMOVE	321	SPRUCE	12"	GOOD	REMOVE
23	MAPLE	8"	GOOD	REMAIN	121	BIRCHERRY	12" MU	GOOD	REMOVE	222	SPRUCE	8"	FAIR	REMOVE	322	OAK	12"	GOOD	REMOVE
24	MAPLE	8"	GOOD	REMOVE	122	MAPLE	10"	GOOD	REMAIN	223	MAPLE	9" TW	GOOD	REMOVE	323	DECIDUOUS	10"	POOR	REMOVE
25	MAPLE	8"	GOOD	REMAIN	123	MAPLE	8"	FAIR	REMAIN	224	MAPLE	8"	GOOD	REMAIN	324	CEDAR	10"	FAIR	REMOVE
26	MAPLE	26"	GOOD	REMAIN	124	MAPLE	12" 8"	FAIR	REMAIN	225	SPRUCE	8"	FAIR	REMOVE	325	MAPLE	18"	GOOD	REMOVE
27	MAPLE	8"	GOOD	REMAIN	125	OAK	20"	FAIR	REMOVE	226	MAPLE	10"	GOOD	REMAIN	326	PINE	14"	FAIR	REMAIN
28	MAPLE	10"	GOOD	REMAIN	126	SPRUCE	18" TW	POOR	REMOVE	227	PINE	8"	FAIR	REMAIN	327	PINE	28"	GOOD	REMOVE
29	MAPLE	10" 6"	GOOD	REMAIN	127	MAPLE	8"	GOOD	REMAIN	228	LOCUST	12"	GOOD	REMOVE	328	CEDAR	10"	FAIR	REMOVE
30	ASH	12"	GOOD	REMAIN	129	MAPLE	12"	GOOD	REMAIN	229	PINE	10"	GOOD	REMOVE	329	ASH	12"	FAIR	REMOVE
31	MAPLE	12"	GOOD	REMAIN	130	MAPLE	8"	GOOD	REMAIN	230	PINE	10"	FAIR	REMOVE	330	CEDAR	10"	FAIR	REMOVE
32	SPRUCE	14"	FAIR	REMOVE	132	MAPLE	8"	GOOD	REMAIN	231	PINE	10"	FAIR	REMOVE	331	MAPLE	20"	GOOD	REMOVE
33	ASH	8"	GOOD	REMAIN	134	MAPLE	10"	GOOD	REMAIN	232	MAPLE	10"	GOOD	REMAIN	332	CEDAR	10"	FAIR	REMOVE
34	ASH	8"	GOOD	REMAIN	135	PINE	14"	GOOD	REMOVE	233	MAPLE	10"	GOOD	REMOVE	333	PINE	14"	FAIR	REMAIN
35	MAPLE	8"	GOOD	REMAIN	136	MAPLE	8"	GOOD	REMAIN	234	PINE	10"	POOR	REMOVE	334	DECIDUOUS	12"	GOOD	REMOVE
36	ASH	8"	FAIR	REMAIN	137	PINE	10"	POOR	REMOVE	235	PINE	10"	FAIR	REMOVE	335	CHERRY	10"	GOOD	REMOVE
37	CHERRY	12"	GOOD	REMAIN	138	MAPLE	10"	GOOD	REMAIN	236	MAPLE	12" TR	FAIR	REMAIN	336	MAPLE	14"	FAIR	REMOVE
38	CHERRY	8"	POOR	REMAIN	139	SPRUCE	14"	FAIR	REMOVE	237	SPRUCE	12"	GOOD	REMAIN	337	MAPLE	10"	GOOD	REMOVE
39	MAPLE	8"	POOR	REMAIN	140	SPRUCE	14"	FAIR	REMOVE	238	SPRUCE	12"	GOOD	REMAIN	338	SPRUCE	10"	GOOD	REMOVE
40	ASH	12" TW	FAIR	REMAIN	141	OAK	10"	GOOD	REMOVE	239	SPRUCE	8"	FAIR	REMAIN	339	MAPLE	14"	GOOD	REMOVE
41	MAPLE	10"	GOOD	REMAIN	142	OAK	10"	FAIR	REMOVE	240	SPRUCE	8"	GOOD	REMOVE	340	CEDAR	8" TW	FAIR	REMOVE
42	CHERRY	8"	POOR	REMAIN	143	MAPLE	12"	GOOD	REMAIN	242	LOCUST	14"	GOOD	REMOVE	341	PEAR	22"	GOOD	REMOVE
43	MAPLE	34"	GOOD	REMAIN	144	HICKORY	10"	GOOD	REMAIN	243	SPRUCE	8"	FAIR	REMAIN	342	CEDAR	10" TW	FAIR	REMOVE
44	ASH	8"	GOOD	REMAIN	145	OAK	18"	GOOD	REMOVE	244	MAPLE	8"	FAIR	REMOVE	343	PINE	36"	GOOD	REMOVE
45	MAPLE	8"	GOOD	REMAIN	146	OAK	10"	GOOD	REMOVE	245	SPRUCE	12"	GOOD	REMAIN	344	APPLE	8"	GOOD	REMOVE
46	MAPLE	44"	FAIR	REMOVE	147	ASH	16"	FAIR	REMOVE	246	MAPLE	8"	FAIR	REMAIN	345	OAK	8"	FAIR	REMOVE
47	MAPLE	36"	GOOD	REMOVE	148	MAPLE	12"	GOOD	REMAIN	247	SPRUCE	8"	FAIR	REMAIN	346	CEDAR	10"	GOOD	REMOVE
48	MAPLE	20"	FAIR	REMOVE	149	BIRCHERRY	8"	GOOD	REMOVE	248	SPRUCE	8"	GOOD	REMOVE	347	OAK	34"	GOOD	REMAIN
49	MAPLE	8"	GOOD	REMAIN	150	OAK	12"	GOOD	REMOVE	249	MAPLE	12"	FAIR	REMAIN	348	MAGNOLIA	8"	FAIR	REMOVE
50	MAPLE	34"	GOOD	REMAIN	151	PEAR	16"	FAIR	REMOVE	250	MAPLE	12" 8" 6"	FAIR	REMAIN	349	MAGNOLIA	12"	FAIR	REMOVE
51	MAPLE	8"	GOOD	REMAIN	152	OAK	12"	GOOD	REMOVE	251	MAPLE	10"	FAIR	REMAIN	350	SPRUCE	10"	FAIR	REMOVE
52	MAPLE	16"	GOOD	REMAIN	154	MAPLE	10"	GOOD	REMAIN	252	SPRUCE	8"	GOOD	REMOVE	351	CEDAR	12" TW	GOOD	REMOVE
53	MAPLE	8"	GOOD	REMAIN	155	OAK	8"	GOOD	REMOVE	253	MAPLE	8"	GOOD	REMAIN	352	CEDAR	8"	FAIR	REMOVE
54	OAK	30"	GOOD	REMAIN	156	ASH	10"	GOOD	REMAIN	254	OAK	36"	GOOD	REMAIN	353	MAPLE	24"	POOR	REMOVE
55	MAPLE	4"	GOOD	REMOVE	157	PINE	10"	GOOD	REMAIN	255	SPRUCE	8"	GOOD	REMOVE	354	SPRUCE	16"	GOOD	REMOVE
56	MAPLE	12"	GOOD	REMAIN	158	OAK	8"	GOOD	REMOVE	256	MAPLE	14"	FAIR	REMOVE	355	CEDAR	8"	FAIR	REMOVE
57	MAPLE	48"	GOOD	REMOVE	159	SPRUCE	14"	GOOD	REMOVE	257	MAPLE	12" 8" 6"	FAIR	REMAIN	356	APPLE	8"	FAIR	REMOVE
58	MAPLE	26"	FAIR	REMAIN	160	LOCUST	6"	GOOD	REMOVE	258	LOCUST	12"	GOOD	REMOVE	357	CEDAR	10"	GOOD	REMOVE
59	MAPLE	44"	POOR	REMOVE	161	PINE	8"	POOR	REMOVE	259	ASH	18"	GOOD	REMOVE	358	SPRUCE	10"	GOOD	REMOVE
60	MAPLE	8"	GOOD	REMAIN	162	PINE	8"	FAIR	REMOVE	260	MAPLE	8"	GOOD	REMOVE	359	DECIDUOUS	16"	GOOD	REMOVE
61	OAK	28"	GOOD	REMAIN	163	SPRUCE	10"	GOOD	REMAIN	261	SPRUCE	8"	FAIR	REMAIN	360	CEDAR	14"	FAIR	REMOVE
62	MAPLE	28"	GOOD	REMAIN	164	PINE	8"	FAIR	REMOVE	263	OAK	12"	GOOD	REMOVE	361	MAPLE	16"	GOOD	REMOVE
63	CHERRY	8"	FAIR	REMAIN	166	SPRUCE	8"	FAIR	REMAIN	264	SPRUCE	8"	GOOD	REMOVE	362	OAK	40"	GOOD	REMAIN
64	MAPLE	12"	GOOD	REMAIN	167	OAK	14"	GOOD	REMOVE	265	PINE	12"	FAIR	REMOVE	363	CEDAR	12"	FAIR	REMOVE
65	CHERRY	10"	FAIR	REMAIN	168	MAPLE	10"	GOOD	REMAIN	266	ASH	10"	GOOD	REMOVE	364	MAPLE	18"	GOOD	REMOVE
66	MAPLE	8"	GOOD	REMAIN	169	PEAR	21"	FAIR	REMOVE	268	SPRUCE	8"	FAIR	REMAIN	366	CEDAR	10"	FAIR	REMOVE
67	MAPLE	22"	FAIR	REMOVE	170	SPRUCE	8"	GOOD	REMOVE	269	SPRUCE	8"							

TREE TABLE - PART B																			
1,091 TREES DESIGNATED HAVING A DIAMETER AT DBH OF 8" OR GREATER																			
TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE
400	SPRUCE	12"	POOR	REMOVE	500	CHERRY	20"	POOR	REMOVE	600	CHERRY	14"	POOR	REMOVE	700	APPLE	12"	DEAD	REMOVE
401	CHERRY	22"	POOR	REMOVE	501	DECIDUOUS	16"	FAIR	REMAIN	602	ASH	18"	POOR	REMOVE	702	ASH	14"	POOR	REMOVE
402	MAPLE	14"	GOOD	REMOVE	502	TREE OF HEAVEN	18"	FAIR	REMOVE	603	CHERRY	12"	POOR	REMOVE	703	SASSAFRAS	18"	FAIR	REMAIN
403	MAPLE	24"	FAIR	REMOVE	503	MAPLE	18"	GOOD	REMOVE	604	CHERRY	12"	DEAD	REMOVE	704	ASH	10"	FAIR	REMAIN
404	OAK	16"	FAIR	REMOVE	504	ASH	16"	FAIR	REMOVE	605	TREE OF HEAVEN	24" TW	FAIR	REMAIN	705	APPLE	28"	POOR	REMOVE
405	MAPLE	12"	GOOD	REMOVE	505	SYCAMORE	16"	GOOD	REMOVE	606	CHERRY	14"	POOR	REMOVE	707	PINE	48"	GOOD	REMOVE
406	MAPLE	22"	FAIR	REMOVE	506	MAPLE	16"	FAIR	REMAIN	607	MAPLE	16"	DEAD	REMOVE	709	MAPLE	50"	GOOD	REMOVE
407	CHERRY	10"	POOR	REMOVE	507	BIRCHERRY	8"	POOR	REMOVE	608	CHERRY	14"	POOR	REMOVE	710	MAPLE	18"	FAIR	REMOVE
408	SPRUCE	14"	FAIR	REMOVE	508	CHERRY	8"	GOOD	REMOVE	609	TREE OF HEAVEN	8" MU	FAIR	REMOVE	712	CHERRY	18"	FAIR	REMAIN
409	SPRUCE	10"	POOR	REMOVE	509	MAPLE	16"	GOOD	REMAIN	610	OAK	38"	GOOD	REMOVE	713	CHERRY	18"	FAIR	REMAIN
410	OAK	22"	GOOD	REMOVE	510	ASH	40"	POOR	REMAIN	611	ASH	12" TW	DEAD	REMOVE	715	MAPLE	48"	GOOD	REMAIN
411	OAK	24"	FAIR	REMOVE	511	CHERRY	10"	DEAD	REMOVE	612	ASH	20"	POOR	REMOVE	716	SASSAFRAS	18"	FAIR	REMAIN
412	CHERRY	18"	FAIR	REMOVE	512	APPLE	12"	DEAD	REMOVE	614	LOCUST	20"	POOR	REMOVE	717	ASH	18"	POOR	REMOVE
413	OAK	20"	GOOD	REMAIN	513	CHERRY	10"	FAIR	REMOVE	616	PINE	10"	DEAD	REMOVE	718	MAPLE	10"	FAIR	REMOVE
414	SPRUCE	10"	POOR	REMOVE	514	APPLE	16"	DEAD	REMOVE	617	WILLOW	60"	POOR	REMAIN	719	MAPLE	10" TW	FAIR	REMOVE
415	SPRUCE	12"	FAIR	REMOVE	515	LOCUST	14"	POOR	REMOVE	618	OAK	12"	FAIR	REMOVE	720	MAPLE	12" TW	FAIR	REMOVE
416	DECIDUOUS	16"	GOOD	REMAIN	516	CHERRY	16"	FAIR	REMOVE	619	CHERRY	8"	POOR	REMOVE	721	BIRCHERRY	14" TR	FAIR	REMAIN
417	DECIDUOUS	16"	GOOD	REMAIN	517	ASH	14"	POOR	REMOVE	620	CHESNUT	18" 6"	GOOD	REMOVE	722	TREE OF HEAVEN	16"	GOOD	REMAIN
419	SPRUCE	20"	FAIR	REMOVE	518	LOCUST	12"	DEAD	REMOVE	621	PINE	20"	GOOD	REMOVE	723	OAK	18"	FAIR	REMOVE
420	LINDEN	16"	GOOD	REMAIN	519	SPRUCE	24"	FAIR	REMAIN	622	PINE	10"	POOR	REMOVE	724	SASSAFRAS	18"	FAIR	REMAIN
421	SPRUCE	8"	FAIR	REMAIN	520	CHERRY	14"	DEAD	REMOVE	623	PINE	24"	FAIR	REMOVE	725	APPLE	16"	POOR	REMOVE
422	HEMLOCK	8"	FAIR	REMOVE	521	CHERRY	12"	FAIR	REMOVE	624	CHESNUT	32"	GOOD	REMOVE	726	OAK	20"	FAIR	REMOVE
423	APPLE	12"	GOOD	REMOVE	523	MAPLE	22" TW	FAIR	REMOVE	625	PINE	18"	FAIR	REMOVE	728	MAPLE	20"	FAIR	REMOVE
424	SPRUCE	10"	POOR	REMOVE	524	ASH	16"	POOR	REMOVE	626	SPRUCE	14"	POOR	REMOVE	729	CHERRY	8"	DEAD	REMOVE
425	OAK	8"	GOOD	REMOVE	525	CHERRY	10"	FAIR	REMOVE	627	CHESNUT	20"	FAIR	REMAIN	730	FIR	16"	POOR	REMOVE
426	SPRUCE	12"	FAIR	REMOVE	527	CHERRY	10"	FAIR	REMOVE	628	PINE	16"	FAIR	REMOVE	731	OAK	28"	FAIR	REMOVE
427	SPRUCE	8"	FAIR	REMAIN	528	CEDAR	10"	GOOD	REMOVE	629	OAK	26"	GOOD	REMOVE	732	MAPLE	32"	GOOD	REMOVE
428	APPLE	8"	FAIR	REMAIN	529	CEDAR	10" 8"	GOOD	REMOVE	630	APPLE	18" TR	POOR	REMOVE	733	CHERRY	16" TW	FAIR	REMOVE
429	OAK	12"	GOOD	REMOVE	530	MAPLE	28"	GOOD	REMOVE	631	OAK	22"	FAIR	REMOVE	735	SPRUCE	16"	GOOD	REMAIN
430	APPLE	8"	POOR	REMOVE	531	PINE	18"	POOR	REMOVE	632	OAK	20"	FAIR	REMOVE	736	MAGNOLIAB	16"	GOOD	REMOVE
431	SPRUCE	10"	GOOD	REMAIN	532	MAPLE	20"	FAIR	REMAIN	633	PINE	22"	POOR	REMOVE	737	SPRUCE	16"	GOOD	REMAIN
432	SPRUCE	12"	POOR	REMOVE	533	ASH	12"	FAIR	REMOVE	634	CHERRY	18"	FAIR	REMOVE	739	WALNUT	12"	GOOD	REMOVE
433	SPRUCE	12"	FAIR	REMAIN	535	PINE	16"	FAIR	REMOVE	635	MAPLE	16"	FAIR	REMOVE	740	HEMLOCK	12" 10"	GOOD	REMOVE
434	SPRUCE	14"	FAIR	REMAIN	536	CHERRY	12"	POOR	REMOVE	636	OAK	16"	GOOD	REMOVE	741	MAPLE	8" TR	POOR	REMOVE
435	OAK	22"	FAIR	REMOVE	537	CHERRY	10"	POOR	REMOVE	637	CHERRY	12"	FAIR	REMOVE	742	HEMLOCK	14"	GOOD	REMOVE
436	MAPLE	26"	GOOD	REMAIN	538	MAPLE	48"	POOR	REMOVE	638	PINE	18"	POOR	REMOVE	743	APPLE	24"	POOR	REMOVE
437	SPRUCE	12"	POOR	REMOVE	539	MAPLE	26"	FAIR	REMOVE	639	ASH	12"	POOR	REMOVE	744	PINE	22"	GOOD	REMOVE
438	BIRCHERRY	12" MU	FAIR	REMOVE	540	CHERRY	12"	POOR	REMOVE	641	ASH	24"	POOR	REMOVE	745	PINE	22"	GOOD	REMOVE
439	SPRUCE	12"	POOR	REMOVE	541	CHERRY	12"	FAIR	REMOVE	642	OAK	28"	FAIR	REMOVE	746	BIRCHERRY	22"	GOOD	REMOVE
440	BIRCHERRY	12" MU	FAIR	REMOVE	544	CHERRY	8"	FAIR	REMOVE	643	OAK	30"	FAIR	REMOVE	748	MAPLE	24" 8"	FAIR	REMOVE
441	BIRCHERRY	18" TR	FAIR	REMOVE	545	LOCUST	22"	POOR	REMOVE	644	ASH	12"	POOR	REMOVE	752	BIRCHERRY	10" 4"	GOOD	REMAIN
442	SPRUCE	10"	POOR	REMOVE	546	MAPLE	18"	FAIR	REMOVE	645	ASH	12"	POOR	REMOVE	753	SASSAFRAS	10"	GOOD	REMAIN
443	SPRUCE	10"	POOR	REMOVE	547	ASH	10" TW	POOR	REMOVE	646	PINE	16" MU	POOR	REMOVE	754	MAPLE	22" 14"	GOOD	REMAIN
444	MAPLE	14"	GOOD	REMOVE	548	PINE	12"	POOR	REMOVE	647	APPLE	20"	DEAD	REMOVE	755	SASSAFRAS	8"	GOOD	REMAIN
445	SPRUCE	8"	POOR	REMOVE	549	ASH	14"	POOR	REMOVE	648	PINE	16"	GOOD	REMOVE	756	OAK	28"	GOOD	REMAIN
446	HEMLOCK	8"	FAIR	REMOVE	550	BIRCHERRY	8"	GOOD	REMOVE	649	OAK	24"	FAIR	REMOVE	757	MAPLE	10"	GOOD	REMAIN
447	LOCUST	10"	FAIR	REMOVE	551	CHERRY	8"	DEAD	REMOVE	650	ASH	10"	POOR	REMOVE	758	DECIDUOUS	8"	POOR	REMOVE
448	CEDAR	10"	FAIR	REMOVE	552	SYCAMORE	8"	GOOD	REMAIN	651	ASH	8"	POOR	REMOVE	759	HICKORY	16"	GOOD	REMOVE
449	HEMLOCK	10"	POOR	REMOVE	553	PINE	16"	FAIR	REMOVE	652	OAK	16" TW	POOR	REMOVE	760	CHERRY	8"	POOR	REMOVE
451	HEMLOCK	12"	FAIR	REMOVE	554	CHERRY	18"	POOR	REMOVE	653	OAK	26"	GOOD	REMOVE	761	CHERRY	8"	POOR	REMAIN
452	SPRUCE	20"	POOR	REMOVE	555	APPLE	18"	DEAD	REMOVE	654	SPRUCE	24"	FAIR	REMOVE	762	MAPLE	8"	GOOD	REMAIN
454	CEDAR	10"	FAIR	REMOVE	556	WALNUT	16"	POOR	REMAIN	655	MAPLE	24"	FAIR	REMAIN	763	MAPLE	10" 6"	POOR	REMOVE
455	MAPLE	18"	FAIR	REMOVE	557	MAPLE	20"	FAIR	REMOVE	656	PINE	30" MU	FAIR	REMOVE	764	MAPLE	12"	GOOD	REMAIN
456	LOCUST	12"	DEAD	REMOVE	558	ASH	12"	DEAD	REMOVE	657	SPRUCE	10" MU	FAIR	REMAIN	765	MAPLE	8"	GOOD	REMAIN
457	CHERRY	20"	GOOD	REMOVE	560	LOCUST	20"	FAIR	REMOVE	658	PINE	22"	FAIR	REMOVE	766	ASH	22"	GOOD	REMOVE
458	MAPLE	10" MU	POOR	REMOVE	561	DOGWOOD	8"	FAIR	REMAIN	659	MAPLE	8"	FAIR	REMAIN	767	MAPLE	12"	GOOD	REMOVE
460	CEDAR	20"	POOR	REMOVE	562	CHERRY	10"	FAIR	REMOVE	660	SPRUCE	28"	FAIR	REMOVE	768	MAPLE	10"	GOOD	REMOVE
461	CHERRY	16"	FAIR	REMOVE	563	PINE	16"	DEAD	REMOVE	661	CHERRY	22"	POOR	REMOVE	770	HICKORY	26"	GOOD	REMOVE
465	MAPLE	8"	FAIR	REMOVE	564	ASH	10"	FAIR	REMAIN	662	CHERRY	14"	POOR	REMOVE	771	CHERRY	8"	POOR	REMOVE
466	MAPLE	18"	GOOD	REMOVE	565	LOCUST	18"	FAIR	REMOVE	663	PINE	20"	FAIR	REMOVE	772	LOCUST	10"	POOR	REMOVE
467	MAPLE	12"	FAIR	REMOVE	566	CHERRY	10"	FAIR	REMOVE	664	ASH	12"	POOR	REMAIN	773	BIRCHERRY	10"	POOR	REMOVE
470	OAK	24"	FAIR	REMOVE	567	LOCUST	18"	FAIR	REMOVE	665	MAPLE	14"	GOOD	REMAIN	774	SPRUCE	10"	FAIR	REMOVE
471	MAPLE	12"	GOOD	REMAIN	568	MAPLE	22" TW	FAIR	REMAIN	667	PINE	18"	FAIR	REMOVE	775	MAPLE	10"	FAIR	REMOVE
472	PINE	16"	FAIR	REMOVE	569	PINE	16"	POOR	REMOVE	668	SPRUCE	18"	GOOD	REMOVE	776	MAPLE	8"	FAIR	REMOVE
473	PINE	24"	FAIR	REMOVE	570	PINE	14"	POOR	REMOVE	669	BIRCHERRY	12"	FAIR	REMAIN	777	SPRUCE	10"	POOR	REMOVE
474	MAPLE	16"	FAIR	REMOVE	571	SPRUCE	18"	GOOD	REMAIN	671	MAPLE	10"	FAIR	REMAIN	778	SPRUCE	10"	POOR	REMOVE
475	OAK																		

TREE TABLE - PART C																			
1,091 TREES DESIGNATED HAVING A DIAMETER AT DBH OF 8" OR GREATER																			
TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE
802	SPRUCE	18"	GOOD	REMOVE	900	MAPLE	12"	GOOD	REMOVE	997	OAK	28"	GOOD	REMOVE	1093	PINE	14"	GOOD	REMOVE
803	MAPLE	8"	GOOD	REMOVE	901	PINE	8"	GOOD	REMOVE	998	HICKORY	12"	GOOD	REMOVE	1094	PINE	14"	GOOD	REMOVE
804	MAPLE	10"	GOOD	REMOVE	902	MAPLE	12"	GOOD	REMOVE	999	OAK	16"	GOOD	REMOVE	1095	PINE	12"	GOOD	REMOVE
805	CEDAR	14"	GOOD	REMOVE	903	SPRUCE	8"	GOOD	REMOVE	1000	HEMLOCK	8"	GOOD	REMOVE	1096	PINE	18"	GOOD	REMOVE
806	PINE	10"	GOOD	REMOVE	904	MAPLE	8"	GOOD	REMOVE	1001	HEMLOCK	10"	GOOD	REMOVE	1097	SPRUCE	8"	GOOD	REMOVE
807	MAPLE	8"	GOOD	REMOVE	905	SPRUCE	8"	GOOD	REMOVE	1002	OAK	28"	GOOD	REMOVE	1098	SPRUCE	8"	GOOD	REMOVE
808	OAK	36"	GOOD	REMOVE	906	SPRUCE	14"	GOOD	REMOVE	1003	OAK	26" 24"	GOOD	REMOVE	1099	SPRUCE	16"	GOOD	REMOVE
809	OAK	28"	GOOD	REMOVE	907	SPRUCE	10"	GOOD	REMOVE	1004	BIRCHERRY	14"	GOOD	REMAIN	1100	SPRUCE	12"	GOOD	REMAIN
810	PINE	28"	GOOD	REMOVE	908	SPRUCE	8"	GOOD	REMOVE	1005	OAK	26"	GOOD	REMAIN	1101	SPRUCE	12"	GOOD	REMOVE
811	MAPLE	26"	GOOD	REMOVE	909	MAPLE	16" 24"	GOOD	REMOVE	1006	OAK	12"	GOOD	REMAIN	1102	SPRUCE	12"	GOOD	REMAIN
812	TU	30"	GOOD	REMOVE	910	MAPLE	8" 12"	GOOD	REMOVE	1007	OAK	26"	GOOD	REMAIN	1103	OAK	12"	GOOD	REMAIN
813	SASSAFRAS	8"	GOOD	REMOVE	911	MAPLE	8"	GOOD	REMOVE	1008	BIRCHERRY	8"	GOOD	REMAIN	1104	SPRUCE	12"	GOOD	REMOVE
814	MAPLE	28"	GOOD	REMOVE	912	PINE	12"	GOOD	REMOVE	1009	MAPLE	16"	GOOD	REMAIN	1105	SPRUCE	8"	GOOD	REMOVE
815	DOGWOOD	8"	GOOD	REMOVE	913	PINE	8"	GOOD	REMOVE	1010	BIRCHERRY	8"	GOOD	REMAIN	1106	SPRUCE	12"	GOOD	REMAIN
816	HEMLOCK	28"	GOOD	REMOVE	914	PINE	12"	GOOD	REMOVE	1011	BIRCHERRY	16"	GOOD	REMOVE	1107	SPRUCE	10"	GOOD	REMAIN
817	HEMLOCK	16"	GOOD	REMOVE	915	TREE OF HEAVEN	16"	GOOD	REMOVE	1012	HICKORY	8"	GOOD	REMAIN	1108	SPRUCE	8"	GOOD	REMOVE
818	HEMLOCK	16"	GOOD	REMOVE	916	PINE	10"	GOOD	REMOVE	1013	OAK	30"	GOOD	REMAIN	1109	SPRUCE	12"	GOOD	REMAIN
819	HO	10"	GOOD	REMOVE	917	PINE	8"	GOOD	REMOVE	1014	OAK	24"	GOOD	REMOVE	1110	MAPLE	10"	GOOD	REMAIN
820	HEMLOCK	18"	GOOD	REMOVE	918	PINE	8"	GOOD	REMOVE	1015	OAK	22"	GOOD	REMOVE	1111	SPRUCE	12"	GOOD	REMAIN
821	HEMLOCK	14"	GOOD	REMOVE	919	PINE	8"	GOOD	REMOVE	1016	CHERRY	8"	FAIR	REMOVE	1112	FIR	10"	GOOD	REMAIN
822	HEMLOCK	18"	GOOD	REMOVE	920	SPRUCE	8"	GOOD	REMOVE	1017	OAK	16"	GOOD	REMOVE	1113	FIR	10"	GOOD	REMOVE
823	OAK	26"	GOOD	REMOVE	921	SPRUCE	10"	GOOD	REMOVE	1018	MAPLE	8"	GOOD	REMOVE	1114	SPRUCE	8"	GOOD	REMAIN
824	HEMLOCK	10"	GOOD	REMOVE	922	SPRUCE	8"	GOOD	REMOVE	1019	MAPLE	8"	GOOD	REMAIN	1115	PINE	8"	GOOD	REMAIN
825	OAK	30"	GOOD	REMOVE	923	SPRUCE	12"	GOOD	REMOVE	1020	MAPLE	8" MU	GOOD	REMAIN	1116	SPRUCE	12"	GOOD	REMAIN
826	OAK	30"	GOOD	REMOVE	924	SPRUCE	8"	GOOD	REMOVE	1021	MAPLE	14"	GOOD	REMAIN	1117	FIR	12"	GOOD	REMAIN
827	OAK	36"	GOOD	REMOVE	925	SPRUCE	12"	GOOD	REMOVE	1022	MAPLE	8"	GOOD	REMAIN	1118	SPRUCE	8"	GOOD	REMAIN
828	OAK	34"	GOOD	REMOVE	926	SPRUCE	12"	GOOD	REMOVE	1023	OAK	34"	GOOD	REMAIN	1119	SPRUCE	8"	GOOD	REMAIN
829	HEMLOCK	8"	GOOD	REMOVE	927	PINE	14"	GOOD	REMOVE	1024	CHERRY	8"	FAIR	REMOVE	1120	SPRUCE	8"	GOOD	REMAIN
830	OAK	28"	GOOD	REMOVE	928	PINE	8"	GOOD	REMOVE	1025	BIRCHERRY	18"	GOOD	REMAIN	1121	OAK	16"	GOOD	REMAIN
831	HO	8"	GOOD	REMOVE	929	PINE	12"	GOOD	REMOVE	1026	OAK	22"	GOOD	REMOVE	1122	OAK	16"	GOOD	REMOVE
832	OAK	24"	GOOD	REMOVE	930	PINE	12"	GOOD	REMOVE	1027	OAK	18"	GOOD	REMOVE	1123	PINE	12"	GOOD	REMAIN
833	OAK	20"	GOOD	REMOVE	931	PINE	10"	GOOD	REMOVE	1028	MAPLE	12"	GOOD	REMOVE	1124	PINE	12"	GOOD	REMOVE
834	MAPLE	8"	GOOD	REMOVE	932	TREE OF HEAVEN	10" 12"	FAIR	REMOVE	1029	OAK	34"	GOOD	REMOVE	1125	PINE	10"	GOOD	REMOVE
835	OAK	32"	GOOD	REMOVE	933	TREE OF HEAVEN	8" 18"	FAIR	REMOVE	1030	MAPLE	12"	GOOD	REMOVE	1126	PINE	10"	GOOD	REMAIN
836	DOGWOOD	8"	GOOD	REMOVE	934	TREE OF HEAVEN	8"	FAIR	REMOVE	1031	MAPLE	12"	GOOD	REMOVE	1127	PINE	8"	GOOD	REMAIN
837	OAK	36"	GOOD	REMOVE	935	TREE OF HEAVEN	16"	FAIR	REMOVE	1032	MAPLE	14"	GOOD	REMOVE	1128	PINE	10"	GOOD	REMAIN
838	OAK	22"	GOOD	REMAIN	936	TREE OF HEAVEN	12"	FAIR	REMAIN	1033	HICKORY	10"	GOOD	REMOVE	1129	PINE	12"	GOOD	REMAIN
839	MAPLE	8"	GOOD	REMAIN	937	MAPLE	8"	GOOD	REMAIN	1034	BIRCHERRY	10"	GOOD	REMAIN	1130	PINE	12"	GOOD	REMAIN
840	MAPLE	12"	GOOD	REMOVE	938	MAPLE	8"	GOOD	REMAIN	1035	HICKORY	24"	GOOD	REMAIN	1131	PINE	14"	GOOD	REMAIN
841	MAPLE	10"	GOOD	REMOVE	939	OAK	14"	GOOD	REMAIN	1036	MAPLE	8"	GOOD	REMOVE	1132	DOGWOOD	8"	GOOD	REMAIN
842	CHERRY	8"	FAIR	REMOVE	940	OAK	28"	GOOD	REMAIN	1037	OAK	24"	GOOD	REMOVE	1133	SASSAFRAS	8" MU	GOOD	REMAIN
843	CHERRY	8"	FAIR	REMOVE	941	MAPLE	8"	GOOD	REMAIN	1038	OAK	28"	GOOD	REMOVE	1134	DOGWOOD	8"	GOOD	REMAIN
844	DOGWOOD	12"	GOOD	REMOVE	942	OAK	28"	GOOD	REMAIN	1039	BEECH	8"	GOOD	REMAIN	1135	OAK	18"	GOOD	REMAIN
845	MAPLE	10"	GOOD	REMOVE	943	MAPLE	26"	GOOD	REMAIN	1040	BIRCHERRY	24"	GOOD	REMAIN	1136	PINE	8"	GOOD	REMAIN
846	HEMLOCK	20"	GOOD	REMOVE	944	OAK	38"	GOOD	REMOVE	1041	OAK	30"	GOOD	REMAIN	1137	PINE	10"	GOOD	REMAIN
847	MAPLE	16"	GOOD	REMAIN	945	OAK	20"	GOOD	REMOVE	1042	MAPLE	8"	GOOD	REMAIN	1138	HEMLOCK	8"	GOOD	REMAIN
848	MAGNOLIA	16"	GOOD	REMOVE	946	MAPLE	24"	GOOD	REMOVE	1043	MAPLE	14"	GOOD	REMOVE	1139	SPRUCE	10"	GOOD	REMAIN
849	HEMLOCK	20"	GOOD	REMAIN	947	MAPLE	8"	GOOD	REMOVE	1044	MAPLE	8 TW	GOOD	REMAIN	1140	SPRUCE	8"	GOOD	REMAIN
850	LOCUST	20"	POOR	REMOVE	948	HICKORY	22"	GOOD	REMOVE	1045	MAPLE	8"	GOOD	REMAIN	1141	SPRUCE	10"	GOOD	REMAIN
851	MAPLE	14"	GOOD	REMAIN	949	BIRCH	8"	GOOD	REMOVE	1046	FIR	12"	GOOD	REMAIN	1142	SPRUCE	8"	GOOD	REMAIN
852	MAPLE	26"	GOOD	REMOVE	950	OAK	36"	GOOD	REMOVE	1047	MAGNOLIA	14" MU	GOOD	REMOVE	1143	SPRUCE	8"	GOOD	REMAIN
853	HO	8"	FAIR	REMOVE	951	OAK	24"	GOOD	REMOVE	1048	PINE	14"	GOOD	REMOVE	1144	SPRUCE	12"	GOOD	REMAIN
854	MAPLE	16"	GOOD	REMAIN	952	OAK	20"	GOOD	REMOVE	1049	PINE	16"	GOOD	REMOVE	1145	SPRUCE	8"	GOOD	REMAIN
856	MAPLE	16"	GOOD	REMOVE	953	MAPLE	8"	GOOD	REMOVE	1050	PINE	8"	GOOD	REMOVE	1146	SPRUCE	8"	GOOD	REMAIN
857	DECIDUOUS	12"	GOOD	REMOVE	954	MAPLE	8"	GOOD	REMAIN	1051	PINE	8"	GOOD	REMAIN	1147	SPRUCE	10"	GOOD	REMAIN
858	DECIDUOUS	10"	GOOD	REMOVE	955	OAK	20"	GOOD	REMOVE	1052	PINE	8"	GOOD	REMAIN	1148	SPRUCE	8"	GOOD	REMAIN
859	TREE OF HEAVEN	8"	FAIR	REMOVE	956	MAPLE	8"	GOOD	REMOVE	1053	SPRUCE	12"	GOOD	REMAIN	1149	SPRUCE	10"	GOOD	REMAIN
860	TREE OF HEAVEN	14"	FAIR	REMOVE	957	OAK	34"	GOOD	REMOVE	1054	SPRUCE	8"	GOOD	REMAIN	1150	SPRUCE	12"	GOOD	REMAIN
861	MAPLE	8"	GOOD	REMOVE	958	MAPLE	8"	GOOD	REMOVE	1055	SPRUCE	8"	GOOD	REMAIN	1151	SPRUCE	8"	GOOD	REMOVE
862	ASH	10"	POOR	REMOVE	960	MAPLE	8"	GOOD	REMOVE	1056	SPRUCE	8"	GOOD	REMAIN					
863	SYCAMORE	36"	GOOD	REMOVE	961	BIRCH	10"	GOOD	REMOVE	1057	MAPLE	14"	GOOD	REMAIN					
864	MAPLE	12"	GOOD	REMOVE	962	OAK	34"	GOOD	REMOVE	1058	SPRUCE	10"	GOOD	REMAIN					
865	LOCUST	28"	GOOD	REMOVE	963	BIRCH	14"	GOOD	REMAIN	1059	SPRUCE	8"	GOOD	REMAIN					
866	LOCUST	24"	GOOD	REMOVE	964	MAPLE	8"	GOOD	REMAIN	1060	MAPLE	14"	GOOD	REMAIN					
867	TREE OF HEAVEN	12"	FAIR	REMOVE	965	BIR													



LEGEND

---	EXISTING PROPERTY LINE
---	ADJACENT PROPERTY LINE
---	EXISTING EASEMENT LINE
---	EXISTING WETLAND LINE AND DELINEATION
---	EXISTING BUILDING OVERHANG
---	EXISTING BUILDING
---	EXISTING PAVEMENT EDGE / CURB LINE
---	EXISTING CONTOUR
---	EXISTING INDEX CONTOUR
---	EXISTING SPOT GRADE
---	EXISTING STONE WALL
---	EXISTING RETAINING WALL
---	EXISTING FENCE
---	EXISTING DRAIN INLET
---	EXISTING MANHOLE
---	EXISTING UTILITY POLE
---	EXISTING LIGHT POLE
---	EXISTING SIGN
---	EXISTING BUILDING TO REMAIN
---	PROPOSED BUILDING LINE
---	PROPOSED CONCRETE CURB
---	PROPOSED CONCRETE SIDEWALK
---	PROPOSED DROP CURB AND RAMP
---	PROPOSED FINISHED GRADE
---	PROPOSED SPOT GRADE
---	PROPOSED SANITARY SEWER MANHOLE
---	PROPOSED STORM DRAIN MANHOLE
---	PROPOSED TYPE C DRAIN INLET
---	PROPOSED TYPE D DRAIN INLET
---	PROPOSED TYPE U DRAIN INLET
---	PROPOSED HEADWALL
---	PROPOSED WATER QUALITY STRUCTURE
---	PROPOSED BYPASS MANHOLE
---	PROPOSED OUTLET CONTROL STRUCTURE
---	PROPOSED HYDRANT
---	PROPOSED RETAINING WALL (DESIGN BY OTHERS)
---	PROPOSED LIGHTING STANDARD (DESIGN BY OTHERS)
---	TEST PIT/BORING LOCATION AND DESIGNATION
---	PROPOSED LIMIT OF DISTURBANCE
---	PROPOSED DITCH OR SWALE
---	PROPOSED RIP-RAP

- NOTES**
- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPLETION SURVEY DEPICTING LAND OF M&A INCORPORATED, CORP.", PREPARED BY JOHN MEYER CONSULTING, DATED 09/30/2005.
 - GEOTECHNICAL BORING/TEST PIT LOCATIONS DEPICTED ON THIS PLAN WERE TAKEN FROM THE GEOTECHNICAL REPORT ENTITLED, "LETTER REPORT ON SUBSURFACE SOIL AND GROUNDWATER INVESTIGATION", DATED 12/20/2021, PREPARED BY CARLIN SIMPSON & ASSOCIATES, LLC.
 - ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
 - ALL FILLS SHALL BE COMPACTED TO PROVIDE STABILITY OF MATERIAL AND TO PREVENT SETTLEMENT.
 - EXCAVATIONS AND FILLS SHALL NOT ENDANGER ADJOINING PROPERTIES, NOR DISRUPT WATER OR THE PROPERTY OF OWNERS AT ANY TIME DURING THE COURSE OF CONSTRUCTION.
 - CONTRACTOR SHALL REFER TO EROSION AND SEDIMENT CONTROL PLAN FOR FURTHER DIRECTION REGARDING SITE STABILIZATION THROUGHOUT THE COURSE OF CONSTRUCTION.

APPLICANT/OWNER	
AIRPORT CAMPUS I-V LLC 46 WESTCHESTER AVENUE POUND RIDGE, NY 10576	
Drawn	BMS
Scale	1" = 40'
Date	08/21/2022
Project No.	15072
Sheet No.	C-201
Sheet Total	09/01/22

PRELIMINARY GRADING PLAN

AIRPORT CAMPUS
113 WESTCHESTER AVENUE
POUND RIDGE, NY 10576

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW EXCEPT AS PROVIDED FOR BY SECTION 7209 SUBSECTION 2.

C-201

NOT FOR CONSTRUCTION



LEGEND

---	EXISTING PROPERTY LINE
---	ADJACENT PROPERTY LINE
---	EXISTING EASEMENT LINE
---	EXISTING WETLAND LINE AND DELINEATION
---	EXISTING WETLAND BUFFER
---	EXISTING BUILDING OVERHANG
---	EXISTING BUILDING
---	EXISTING PAVEMENT EDGE / CURB LINE
---	EXISTING CONTOUR
---	EXISTING INDEX CONTOUR
---	EXISTING SPOT GRADE
---	EXISTING STONE WALL
---	EXISTING RETAINING WALL
---	EXISTING FENCE
---	EXISTING DRAIN INLET
---	EXISTING MANHOLE
---	EXISTING UTILITY POLE
---	EXISTING LIGHT POLE
---	EXISTING SIGN
---	EXISTING BUILDING TO REMAIN
---	PROPOSED BUILDING LINE
---	PROPOSED CONCRETE CURB
---	PROPOSED CONCRETE SIDEWALK
---	PROPOSED DROP CURB AND RAMP
---	PROPOSED FINISHED GRADE
---	PROPOSED SPOT GRADE
---	PROPOSED SANITARY SEWER MANHOLE
---	PROPOSED STORM DRAIN MANHOLE
---	PROPOSED TYPE G DRAIN INLET
---	PROPOSED TYPE D DRAIN INLET
---	PROPOSED TYPE U DRAIN LAWN INLET
---	PROPOSED HEADWALL
---	PROPOSED WATER QUALITY STRUCTURE
---	PROPOSED BYPASS MANHOLE
---	PROPOSED OUTLET CONTROL STRUCTURE
---	PROPOSED HYDRANT
---	PROPOSED RETAINING WALL (DESIGN BY OTHERS)
---	PROPOSED LIGHTING STANDARD (DESIGN BY OTHERS)
---	TEST PIT/BORING LOCATION AND DESIGNATION
---	PROPOSED LIMIT OF DISTURBANCE
---	PROPOSED DITCH OR SWALE
---	PROPOSED RIP-RAP

- NOTES**
- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPARISON SURVEY DEPICTING LAND OF MBA INCORPORATED, CORP.," PREPARED BY JOHN MEYER CONSULTING, DATED 09/30/2005.
 - GEOTECHNICAL BORING/TEST PIT LOCATIONS DEPICTED ON THIS PLAN WERE TAKEN FROM THE GEOTECHNICAL REPORT ENTITLED, "LETTER REPORT ON SUBSURFACE SOIL AND GROUNDWATER INVESTIGATION," DATED 12/20/2021, PREPARED BY CARLIN SIMPSON & ASSOCIATES, LLC.
 - ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
 - ALL FILLS SHALL BE COMPACTED TO PROVIDE STABILITY OF MATERIAL AND TO PREVENT SETTLEMENT.
 - EXCAVATIONS AND FILLS SHALL NOT ENDANGER ADJOINING PROPERTIES, NOR DISRUPT WATER OR/AND THE PROPERTY OF OWNERS AT ANY TIME DURING THE COURSE OF CONSTRUCTION.
 - CONTRACTOR SHALL REFER TO EROSION AND SEDIMENT CONTROL PLAN FOR FURTHER DIRECTION REGARDING SITE STABILIZATION THROUGHOUT THE COURSE OF CONSTRUCTION.

PRELIMINARY GRADING PLAN

AIRPORT CAMPUS I-V LLC
46 WESTCHESTER AVENUE
POUND RIDGE, NY 10576

JMC
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
John Meyer Consulting, Inc.
120 BEEFORD ROAD • ARMONK, NY 10504
914.233.2223 • 914.233.2102
www.jmcpic.com

NOTES

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

C-202

Drawn: BMS Approved: AG
Scale: 1" = 40'
Date: 09/21/2022
Project No: 15072
907-00000 C-202 09/21/22
Drawing No:

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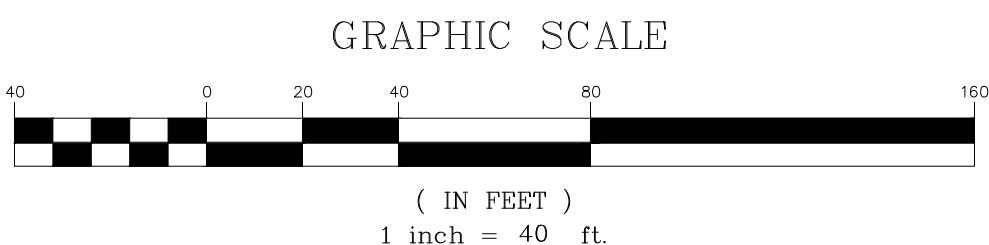
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NOT FOR CONSTRUCTION



LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING EASEMENT LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING BUILDING OVERHANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE/CURB LINE
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING FENCE
	EXISTING STORM DRAIN LINE AND SIZE
	EXISTING SANITARY LINE AND SIZE
	EXISTING WATER LINE
	EXISTING GAS LINE
	EXISTING OVERHEAD WIRES
	EXISTING DRAIN INLET
	EXISTING MANHOLE
	EXISTING FIRE HYDRANT
	EXISTING GAS VALVE
	EXISTING WATER VALVE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	EXISTING BUILDING TO REMAIN
	PROPOSED BUILDING
	PROPOSED CONCRETE CURB
	PROPOSED CONCRETE SIDEWALK
	PROPOSED SANITARY SEWER MANHOLE
	PROPOSED STORM DRAIN MANHOLE
	PROPOSED TYPE CI DRAIN INLET
	PROPOSED TYPE LI DRAIN INLET
	PROPOSED HEADWALL
	PROPOSED WATER QUALITY STRUCTURE
	PROPOSED OUTLET CONTROL STRUCTURE
	PROPOSED CLEANOUT
	PROPOSED HYDRANT
	PROPOSED STORM DRAIN LINE & SIZE
	PROPOSED SANITARY SEWER LINE & SIZE
	PROPOSED WATER LINE
	PROPOSED WATER VALVE
	PROPOSED RETAINING WALL (DESIGN BY OTHERS)

- NOTES**
- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPARISON SURVEY DEPICTING LAND OF M&A INSURANCE CORP.", PREPARED BY JOHN MEYER CONSULTING, DATED 05/20/2005 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY", PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/07/2022.
 - ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE, THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
 - UNLESS OTHERWISE SPECIFIED, PIPE FOR STORM DRAINS SHALL BE HIGH DENSITY POLYETHYLENE (HDPE) (DIPS) WITH A SMOOTH INTERIOR AND ANNUAL EXTERIOR CORROSION RESISTANCE IN ACCORDANCE WITH ASTM F-2648. JOINTS SHALL BE WATER TIGHT IN ACCORDANCE WITH ASTM D-3212.
 - UNLESS OTHERWISE SPECIFIED, PIPE FOR SANITARY SEWER GRAVITY LINES SHALL BE POLYETHYLENE GLASS REINFORCED (PPGL) 304-35, WITH PUSH-ON JOINTS IN ACCORDANCE WITH ASTM D-3034 AND D-3212.
 - UNLESS OTHERWISE SPECIFIED, PIPE FOR WATER LINES SHALL BE DOUBLE JOINTED DUCTILE IRON PIPE (DIP), CLASS 50, WITH PUSH-ON JOINTS IN ACCORDANCE WITH AWWA C-150, C-151, C-104 AND C-111.
 - ELECTRIC, TELEPHONE, FIRE ALARM AND CABLE TELEVISION LINES SHALL BE INSTALLED UNDERGROUND IN CONJUNCTION WITH THE REQUIREMENTS OF THE UTILITY COMPANY HAVING JURISDICTION.



APPLICANT/OWNER: **AIRPORT CAMPUS I-V LLC**
46 WESTCHESTER AVENUE
POUND RIDGE, NY 10576

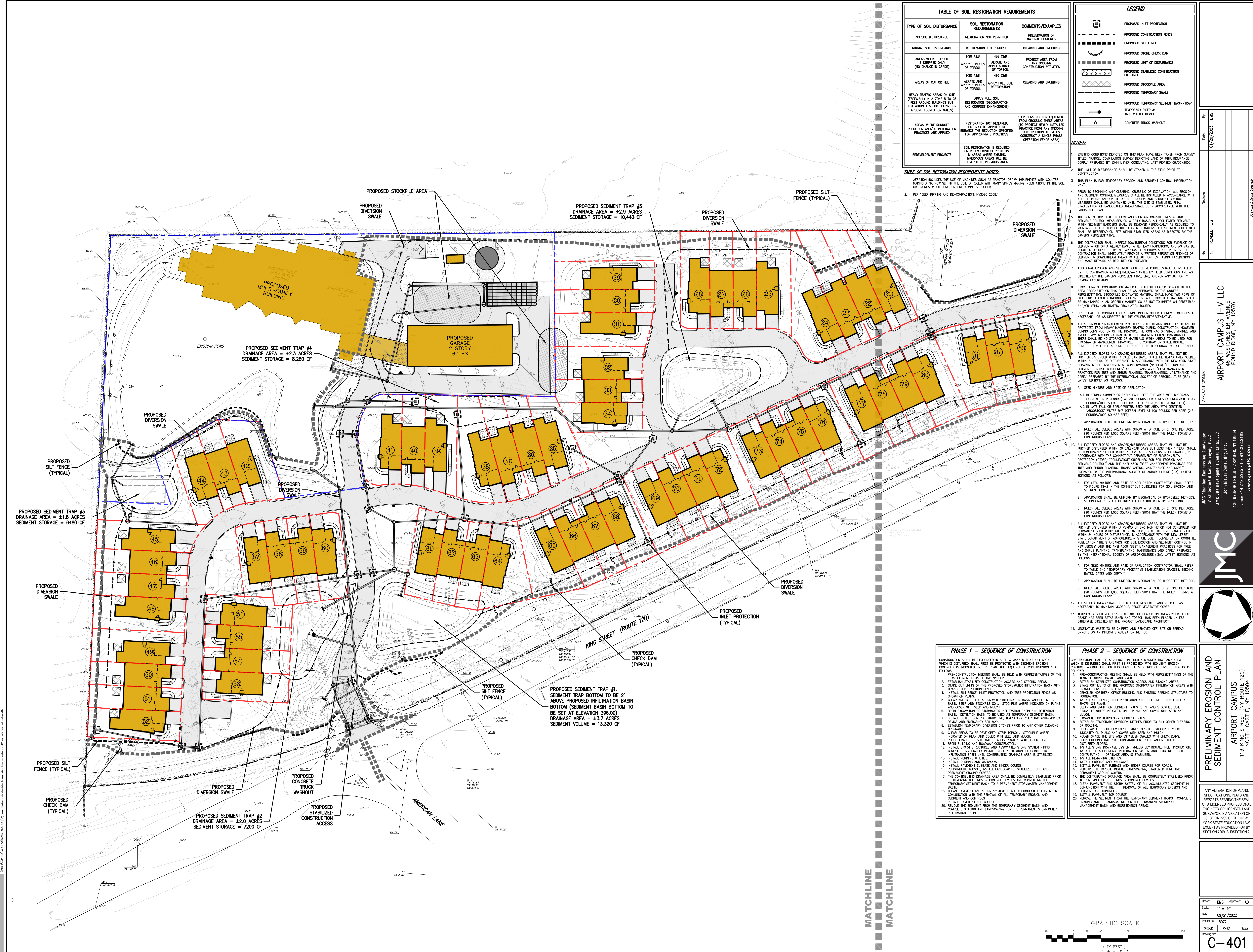
DATE: 07/27/2023
REVISION: 1
REVISED: EDS

Drawn: BMS
Scale: 1" = 40'
Date: 08/21/2022
Project No: 15072
902-4885 C-302 ULL:ar

C-302

PRELIMINARY UTILITIES PLAN
AIRPORT CAMPUS
113 WESTCHESTER AVENUE
POUND RIDGE, NY 10576

JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC
John Meyer Consulting, Inc.
120 BEEFORD ROAD • ARMONK, NY 10504
PHONE: 914.233.2223 • FAX: 914.233.2102
www.jmcpllc.com



MATCHLINE

LEGEND

	PROPOSED INLET PROTECTION
	PROPOSED CONSTRUCTION FENCE
	PROPOSED SALT FENCE
	PROPOSED STONE CHECK DAM
	PROPOSED LIMIT OF DISTURBANCE
	PROPOSED STABILIZED CONSTRUCTION ENTRANCE
	PROPOSED STOCKPILE AREA
	PROPOSED TEMPORARY SWALE
	PROPOSED TEMPORARY SEDIMENT BASIN/TRAP
	TEMPORARY RISER & ANTI-VORTEX DEVICE
	CONCRETE TRUCK WASHOUT

2. THE LIMIT OF DISTURBANCE SHALL BE STAKED IN THE FIELD PRIOR TO CONSTRUCTION.

3. THIS PLAN IS FOR TEMPORARY EROSION AND SEDIMENT CONTROL INFORMATION ONLY.
4. PRIOR TO BEGINNING ANY CLEARING, GRUBBING OR EXCAVATION, ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH ALL THE PLANS AND SPECIFICATIONS. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL THE SITE IS STABILIZED. FINAL STABILIZATION OF LANDSCAPED AREAS SHALL BE IN ACCORDANCE WITH THE LANDSCAPE PLAN.

5. THE CONTRACTOR SHALL INSPECT AND MAINTAIN ON-SITE EROSION AND SEDIMENT CONTROL MEASURES ON A DAILY BASIS. ALL COLLECTED SEDIMENT WITHIN SEDIMENT BARRIERS SHALL BE REMOVED PERIODICALLY AS REQUIRED TO MAINTAIN THE FUNCTION OF THE SEDIMENT BARRIERS. ALL SEDIMENT COLLECTED SHALL BE RESPAED ON-SITE WITHIN STABILIZED AREAS AS DIRECTED BY THE OWNER'S REPRESENTATIVE.

6. THE CONTRACTOR SHALL INSPECT DOWNSTREAM CONDITIONS FOR EVIDENCE OF SEDIMENTATION ON A WEEKLY BASIS, AFTER EACH RAINSTORM, AND AS MAY BE REQUIRED OR DIRECTED BY ALL APPLICABLE APPROVALS AND PERMITS. THE CONTRACTOR SHALL IMMEDIATELY PROVIDE A WRITTEN REPORT ON FINDINGS OF SEDIMENT IN DOWNSTREAM AREAS TO ALL AUTHORITIES HAVING JURISDICTION AND MAKE REPAIRS AS REQUIRED OR DIRECTED.

8. STOCKPIILING OF CONSTRUCTION MATERIAL SHALL BE PLACED ON-SITE IN THE AREA DESIGNATED ON THIS PLAN OR AS APPROVED BY THE OWNERS

7. DUST SHALL BE CONTROLLED BY SPRINKLING OR OTHER APPROVED METHODS NECESSARY, OR AS DIRECTED BY THE OWNERS REPRESENTATIVE.

8. ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER, DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE & AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL

9. ALL EXPOSED SLOPES AND GRADED/DISTURBED AREAS, THAT WILL NOT BE FURTHER DISTURBED WITHIN 7 CALENDAR DAYS, SHALL BE TEMPORARILY SEED WITHIN 24 HOURS OF DISTURBANCE, IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (NYSDEC) "EROSION AND SEDIMENT CONTROL GUIDELINES" AND THE ANSI A300 "BEST MANAGEMENT

- A. SEED MIXTURE AND RATE OF APPLICATION:
- A.1. IN SPRING, SUMMER OR EARLY FALL, SEED THE AREA WITH RYEGRASS

- A.2. IN LATE FALL OR EARLY WINTER, SEED THE AREA WITH CERTIFIED "AROSTOOK" WINTER RYE (CEREAL RYE) AT 100 POUNDS PER ACRE (2 POUNDS/1000 SQUARE FEET).

- c. MULCH ALL SEEDING AREAS WITH STRAW AT A RATE OF 2 TONS PER ACRE (90 POUNDS PER 1,000 SQUARE FEET) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.
10. ALL EXPOSED SLOPES AND GRADED/DISTURBED AREAS, THAT WILL NOT BE FURTHER DISTURBED WITHIN 30 CALENDAR DAYS BUT LESS THEN 1 YEAR, SHALL

- ACCORDANCE WITH THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION (CTDEP) "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL," AND THE ANSI A300 "BEST MANAGEMENT PRACTICES FOR TREE AND SHRUB PLANTING, TRANSPLANTING, MAINTENANCE AND CARE," PREPARED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), LATEST EDITIONS, AS FOLLOWS:

- A. FOR SEED MIXTURE AND RATE OF APPLICATION CONTRACTOR SHALL REFER TO FIGURE TS-2 IN THE CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.
- B. APPLICATION SHALL BE UNIFORM BY MECHANICAL OR HYDROSEED METHOD. SEEDING RATES SHALL BE INCREASED BY 10% WHEN HYDROSEEDING.

11. ALL EXPOSED SLOPES AND GRADED/DISTURBED AREAS, THAT WILL NOT BE PERMANENTLY DISTURBED WITHIN A PERIOD OF 2-6 MONTHS OR NOT SCHEDULED FOR PERMANENT REPAIR WITHIN 60 CALENDAR DAYS, SHALL BE TEMPORARILY SEEDS (90 POUNDS PER 1,000 SQUARE FEET) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.

- WITHIN 24 HOURS OF DISBURSANCE, IN ACCORDANCE WITH THE NEW JERSEY STATE DEPARTMENT OF AGRICULTURE - STATE SOIL CONSERVATION COMMITTEE PUBLICATION "THE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY" AND THE ANSI A300 "BEST MANAGEMENT PRACTICES FOR TREE AND SHRUB PLANTING, TRANSPLANTING, MAINTENANCE AND CARE," PREPARED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), LATEST EDITIONS,

- A. FOR SEED MIXTURE AND RATE OF APPLICATION CONTRACTOR SHALL REFER TO TABLE 7-2 "TEMPORARY VEGETATIVE STABILIZATION GRASSES, SEEDING RATES, DATES AND DEPTH."
- B. APPLICATION SHALL BE UNIFORM BY MECHANICAL OR HYDROSEED METHOD

12. ALL SEEDED AREAS SHALL BE FERTILIZED, RESEED, AND MULCHED AS NECESSARY TO MAINTAIN VIGOROUS, DENSE VEGETATIVE COVER.

13. TEMPORARY SEED MIXTURES SHALL NOT BE PLACED ON AREAS WHERE FINAL GRADE HAS BEEN ESTABLISHED AND TOPSOIL HAS BEEN PLACED UNLESS OTHERWISE DIRECTED BY THE PROJECT LANDSCAPE ARCHITECT.
14. VEGETATIVE WASTE TO BE CHIPPED AND REMOVED OFF-SITE OR SPREAD ON-SITE AS AN INTERIM STABILIZATION METHOD.

- PHASE 2 - SEQUENCE OF CONSTRUCTION**

1. PRE-CONSTRUCTION MEETING SHALL BE HELD WITH REPRESENTATIVES OF THE TOWN OF NORTH CASTLE AND NYCDEP.
2. ESTABLISH STABILIZED CONSTRUCTION ACCESS AND STAGING AREAS.
3. STAKE OUT LIMITS OF THE PROPOSED STORMWATER INFILTRATION AREAS WITH ORANGE CONSTRUCTION FENCE.

5. INSTALL SILT FENCE, INLET PROTECTION AND TREE PROTECTION FENCE AS SHOWN ON PLANS.
6. CLEAR AND GRUB FOR SEDIMENT TRAPS. STRIP AND STOCKPILE SOIL STOCKPILE WHERE INDICATED ON PLANS AND COVER WITH SEED AND MULCH.

8. ESTABLISH TEMPORARY DIVERSION DITCHES PRIOR TO ANY OTHER CLEARING OR GRADING.
9. CLEAR AREAS TO BE DEVELOPED. STRIP TOPSOIL. STOCKPILE WHERE INDICATED ON PLANS AND COVER WITH SEED AND MULCH.
10. ROUGH GRADE THE SITE AND ESTABLISH SWALES WITH CHECK DAMS.
11. BEGIN BUILDING AND ROAD CONSTRUCTION. SEED AND MULCH ALL DESTROYED AREAS.

12. INSTALL STORM DRAINAGE SYSTEM. IMMEDIATELY INSTALL INLET PROTECTION. INSTALL THE SUBSURFACE INFILTRATION SYSTEM AND PLUG INLET UNTIL CONTRIBUTING DRAINAGE AREA IS STABILIZED.
13. INSTALL REMAINING UTILITIES.
14. INSTALL CURBING AND WALKWAYS.
15. INSTALL PAVEMENT SUBBASE AND BINDER COURSE FOR ROADS.
16. REFINISH/THIN TOPSOIL. INSTALL LANDSCAPING. STABILIZED TURF AND

17. THE CONTRIBUTING DRAINAGE AREA SHALL BE COMPLETELY STABILIZED PRIOR TO REMOVING THE EROSION CONTROL DEVICES.
18. CLEAN PAVEMENT AND STORM SYSTEM OF ALL ACCUMULATED SEDIMENT IN CONJUNCTION WITH THE REMOVAL OF ALL TEMPORARY EROSION AND SEDIMENT AND CONTROLS.
19. INSTALL PAVEMENT TOP COURSE.

- GRADING AND LANDSCAPING FOR THE PERMANENT STORMWATER
MANAGEMENT BASIN AND BIORETENTION AREAS.

- GRAPHIC SCALE

- (IN FEET)
1 inch = 40 ft.

ANY ALTERA
SPECIFICATI
REPORTS BE
OF A LICENSE
ENGINEER OR
SURVEYOR I:
SECTION 72
YORK STATE
EXCEPT AS F
SECTION 720

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Drawing No:
C-402





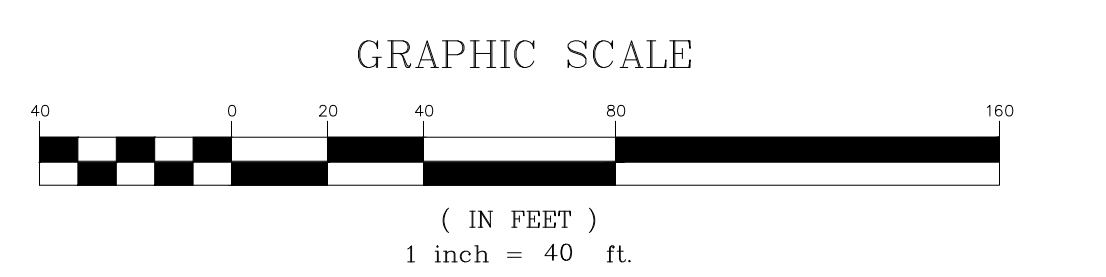
LEGEND

EXISTING PROPERTY LINE
ADJACENT PROPERTY LINE
EXISTING SETBACK LINE
EXISTING WETLAND LINE AND DELINEATION
EXISTING BUILDING OVERHANG
EXISTING PAVEMENT EDGE
EXISTING CURB LINE
EXISTING STONE WALL
EXISTING RETAINING WALL
EXISTING GUIDE RAIL
EXISTING FENCE
EXISTING TREE AND DESIGNATION
EXISTING TREE LINE
EXISTING DIRECTIONAL ARROWS
EXISTING PAINT
EXISTING UTILITY POLE
EXISTING LIGHT POLE
EXISTING SIGN

PROPOSED BUILDING LINE
PROPOSED CONCRETE CURB
PROPOSED SAWCUT LINE
PROPOSED CONCRETE SIDEWALK
PROPOSED MONOLITHIC CONCRETE SIDEWALK & CURB
PROPOSED DROP CURB AND RAMP
PROPOSED HEAVY DUTY PAVEMENT
PROPOSED PERVIOUS PAVEMENT
PROPOSED CONCRETE APRON
PROPOSED MULCH TRAIL
PROPOSED RETAINING WALL (DESIGN BY OTHERS)
PROPOSED FENCE
PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
2'-4" WIDE YELLOW LINES 8" O.C.
12" WIDE WHITE STOP LINE
TRAFFIC SIGN LOCATION & DESIGNATION
PROPOSED SHADE TREE
PROPOSED FLOWERING TREE
PROPOSED CONIFEROUS TREE
PROPOSED SHRUBS
PROPOSED SHRUB MASSING
EXISTING FEATURE TO BE REMOVED

- NOTES:**
1. ALL PLANT MATERIAL SHALL BE FIRST QUALITY STOCK. PLANTED MATERIAL AND METHODS OF INSTALLATION SHALL CONFORM TO THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION.
 2. ALL AREAS OF THE SITE NOT OCCUPIED BY BUILDING OR PAVEMENT AND NOT SPECIFIED AS BEING PLANTED WITH TREES, SHRUBS OR GROUND COVER SHALL BE LAWN.
 3. ALL PLANTING BEDS SHALL BE MULCHED WITH 3" OF BROWN MULCH. MULCH SHALL BE CLEAN, NON-DYED, TOXIC FREE, SHREDDED HARDWOOD.
 4. PLANT MATERIALS AS SPECIFIED ON THE DRAWINGS AND DELIVERED TO THE SITE SHALL BE NURSERY GROWN AND CERTIFIED TRUE TO THEIR GENUS, SPECIES AND VARIETY. SUBSTITUTIONS ARE NOT PERMITTED WITHOUT THE PROJECT LANDSCAPE ARCHITECT'S WRITTEN APPROVAL.
 5. ALL LANDSCAPING SHALL CONTINUE TO BE MAINTAINED IN A HEALTHY GROWING CONDITION THROUGHOUT THE DURATION OF THE PROJECT. ANY PLANTING NOT SO MAINTAINED SHALL BE REPLACED WITH NEW PLANTS AT THE BEGINNING OF THE NEXT, IMMEDIATELY FOLLOWING, GROWING SEASON.
 6. ALL TREES AND SHRUBS SHALL BE PRUNED AND SHAPED AND BE SUBJECT TO THE APPROVAL OF THE PROJECT LANDSCAPE ARCHITECT AND GOVERNMENTAL AUTHORITIES HAVING JURISDICTION.
 7. PLANTING STOCK SHALL BE WELL-BRANCHED AND WELL-FORMED, SOUND, VIGOROUS, HEALTHY, FREE FROM DISEASE, SUN-SCALE, WINDBURN, ABRASION, AND HARMFUL INSECTS OR INSECT EGGS, AND SHALL HAVE HEALTHY, NORMAL UNBROKEN ROOT SYSTEMS. DECIDUOUS TREES AND SHRUBS SHALL BE SYMMETRICALLY DEVELOPED, OF UNIFORM HABIT OF GROWTH, WITH STRAIGHT TRUNKS OR STEMS, AND FREE FROM OBSTRUCTIVE DISFIGUREMENTS. EVERGREEN TREES AND SHRUBS SHALL HAVE WELL-DEVELOPED SYMMETRICAL TOPS WITH TYPICAL SPREAD OF BRANCHES FOR EACH PARTICULAR SPECIES OR VARIETY. ONLY VINES AND GROUND COVER PLANTS WELL ESTABLISHED IN REMOVAL CONTAINERS, INTEGRAL CONTAINERS, OR FORMED HOMOGENEOUS SOIL SECTIONS SHALL BE USED. PLANTS SHALL BE GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT.
 8. ALL STOCK SHALL BE BALLED AND BURLAPPED OR CONTAINER GROWN STOCK, UNLESS OTHERWISE SPECIFIED. BARERoot STOCK OF ANY KIND IS UNACCEPTABLE, UNLESS SPECIFIED.
 9. ALL PLANTING BEDS, LAWNS AND LANDSCAPED AREAS SHALL RECEIVE A MINIMUM 4" THICK LAYER OF TOPSOIL, UNLESS OTHERWISE SPECIFIED.

PLANT SCHEDULE					
	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND. REMARKS
EVERGREEN TREES					
AB	48	Abies balsamea	Balsam Fir	6' - 8' HT.	B & B
ACC	87	Abies concolor	White Fir	6' - 8' HT.	B & B
JM	9	Juniperus scopulorum 'Moonglow'	Moonglow Juniper	7' - 8' HT.	B & B
PA	80	Picea abies	Norway Spruce	6' - 10' HT.	B & B
PG	21	Picea glauca	White Spruce	8'-10' HT.	B & B
PS	81	Pinus strobus	White Pine	6' - 8' HT.	B & B
TI	17	Thuja x 'Green Giant'	Green Giant Arborvitae	15 gal	CONT.
STREET TREES					
AR	84	Acer rubrum 'Red Sunset'	Red Maple 'Red Sunset'	3" - 3 1/2" Cal.	B & B
LS	19	Liquidambar styraciflua 'Slender Silhouette'	Slender Silhouette Sweet Gum	3" - 3 1/2" Cal.	B & B
OR	20	Quercus palustris	Pin Oak	3" - 3 1/2" Cal.	B & B
OR	37	Quercus rubra	Red Oak	3" - 3 1/2" Cal.	B & B
DECIDUOUS TREES					
OG	52	Acer rubrum 'October Glory'	October Glory Maple	3" - 3 1/2" Cal.	B & B
AB2	3	Acer rubrum 'Bowhall'	Bowhall Red Maple	2 1/2" - 3" Cal.	3" Cal
AC	121	Amelanchier canadensis	Shadblow Serviceberry	7' - 8' HT.	B & B
BN	77	Betula nigra 'Heritage'	Heritage River Birch	7' - 8' HT.	B & B
CE	1	Cercis canadensis	Eastern Redbud Multi-trunk	6' - 10' HT.	B & B
CF	8	Cornus florida	Flowering Dogwood	2" - 2 1/2" Cal.	B & B
CR	77	Cornus x rutgersensis 'Rutgan' TM	Stellar Pink Dogwood	2 1/2" - 3" Cal.	B & B
PO	48	Platanus occidentalis	American Sycamore	2 1/2" - 3" Cal.	B & B



PRELIMINARY LANDSCAPE PLAN

APPORT CAMPUS I-V LLC
46 WESTCHESTER AVENUE
POUND RIDGE, NY 10576

JMC
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
John Meyer Consulting, Inc.
120 BEGFORD ROAD • ARMONK, NY 10504
PHONE: 914.233.2222 • FAX: 914.233.2102
WWW.JMCPCLLC.COM

PROGRESS PLOTTING

Drawn: **JJ** Approved: **AG**
Scale: **1" = 40'**
Date: **08/21/2022**
Project No: **15072**
Sheet: **L-101** of **L-101**



NOTES:

1. ALL PLANT MATERIAL SHALL BE FIRST QUALITY STOCK. PLANTED MATERIAL AND METHODS OF INSTALLATION SHALL CONFORM TO THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION.
2. ALL AREAS OF THE SITE NOT OCCUPIED BY BUILDING OR PAVEMENT AND SPECIFIED AS BEING PLANTED WITH TREES, SHRUBS OR GRASS COVER SHALL BE LAWN.
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8. ALL PLANTING BEDS SHALL BE BARRIUPED OR CONTAINER GROWN STOCK UNLESS OTHERWISE SPECIFIED. BARRETOED STOCK OF ANY KIND IS UNACCEPTABLE UNLESS SPECIFIED.
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GRAPHIC SCALE

40 0 20 40 60 80 100

(IN FEET)

1" = 40'

Appendix I
Correspondence from District

From: Jen Lamia <jlamia@byramhills.org>

Date: December 16, 2022 at 9:45:35 AM EST

To: [REDACTED]

Cc: [REDACTED]

Subject: Airport Campus

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To The North Castle Town Board,

It is my understanding that the proposal for Airport Campus has changed again, now moving from age-restricted townhomes and 149 large rental apartments to the following:

125 townhomes age-targeted (3 bedrooms)
50 apartments age restricted

In our conversation you indicated that you would ask for a projection of students, which I would greatly appreciate - and not the Rutger's multiplier which is low.

While I always preferred the age-restricted option, as it does not affect the demography of the schools, I do believe that the age-restricted apartments with the age-targeted townhomes is a good compromise.

I still hold concerns about the inability to predict the impact of the project on our class size and busing, but the estimated taxes of approximately 2 million dollars annually toward school taxes should cover variable costs.

Thank you for including me in the plans for this project, and for your collaboration always.

Jen

--

[Jen Lamia, Ed.D.](#)
[Superintendent of Schools](#)
[Byram Hills Central School District](#)

BYRAM HILLS CENTRAL SCHOOL DISTRICT
2021-2022 SCHOOL YEAR

		NUMBER OF STUDENTS ENROLLED BY LEVEL			TOTAL STUDENTS
COMMUNITY NAME		ELEMENTARY GRADES K-5	MIDDLE SCHOOL GRADES 6-8	HIGH SCHOOL GRADES 9-12	
1	Whippoorwill Hills				
	Group 1: Single Family Homes	16	13	19	48
	Group 2: Attached Townhouses	10	11	22	43
	Group 3: Apartments	4	0	2	6
	<i>TOTAL</i>	30	24	43	97
2	Whippoorwill Ridge				
	Group 1: Single Family Homes	0	3	6	9
	Group 2: Attached Townhouses	3	1	0	4
	<i>TOTAL</i>	3	4	6	13
3	Cider Mill				
	Group 1: Single Family Homes	5	5	2	12
	Group 2: Attached Townhouses		3	2	5
	<i>TOTAL</i>	5	8	4	17
	TOTALS BY GROUP				
	Group 1: Single Family Homes	21	21	27	69
	Group 2: Attached Townhouses	13	15	24	52
	Group 3: Apartments	4	0	2	6
					127

Appendix J

Phase 1B Archaeological Investigation, End-of-Fieldwork Memo



Environmental, Planning, and Engineering Consultants

440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
fax: 929 284-1085
www.akrf.com

May 18, 2023

Geoff Ringler
Airport Campus I-V, LLC
46 Westchester Avenue
Pound Ridge, NY 10576

Re: Phase 1B Archaeological Investigation at 113 King Street; North Castle, NY
End-of-Fieldwork Memo

Dear Mr. Ringer:

I am pleased to report that AKRF completed the fieldwork portion of the Phase 1B Archaeological Investigation of the 113 King Street property in North Castle, NY. As you are aware, this Investigation is being conducted in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law) to determine the presence or absence of archaeological resources in areas of sensitivity that would be impacted by the proposed project. Background research conducted during preparation of the Phase 1A Study in 2018 and a detailed visual survey conducted last week determined that previous development has disturbed a significant portion of the project site. During the week of May 8 through May 12, 2023, the field team conducted subsurface testing across the remaining portion of the property determined to be sensitive for precontact resources.

Fieldwork consisted of the excavation of a total of 136 shovel test pits (STPs). 120 of these STPs were established along linear transects at a 50-foot interval or in 50-foot-interval grids in eight test areas spread across the project site. The location and boundaries of these test areas were loosely based on the natural topography, visible surface conditions, and the known locations of previous structures. No STPs were excavated on slopes of greater than 10 percent, in areas with water-saturated soils, or in clearly disturbed areas. Assorted modern refuse and small quantities of architectural debris such as brick, window glass, and nails were recovered from several test pits. These artifacts are likely associated with recent residential activity and have no archaeological value. Only two artifacts were collected that are potentially evidence of precontact activity, two fragments of stone that appear to have been created during the process of stone tool manufacturing or use. The remaining 16 of the 136 STPs were excavated at a tighter interval around the two locations where these potential precontact artifacts were discovered. This tighter interval testing failed to identify any archaeological resources, leading to the conclusion that if the two finds are precontact artifacts, they represent isolated finds and do not constitute archaeological sites. We therefore conclude that no archaeological resources will be affected by the project and no further testing is necessary.

Over the coming weeks, AKRF will complete a Phase 1B Archaeological Investigation Report documenting the methods and results of this investigation. This report will include a figure indicating the location of the STPs, photographs, a description of the small number of collected artifacts, and the conclusion that was made recommending no further archaeological investigations.

If you have any questions, please don't hesitate to contact me 646-388-9851 or by email at APappalardo@AKRF.com.

Sincerely,

A handwritten signature in black ink, appearing to read "A. Michael Pappalardo". The signature is fluid and cursive, with the first name "A." being prominent.

AKRF, Inc.

A. Michael Pappalardo
Archaeologist

cc: Peter Feroe