

May 31, 2024  
(Revised July 31, 2024)



Mr. Tommy Yan  
Castlemore Holdings MIMA, LLC  
21 W. End Ave, #2410  
New York, NY 10023

**RE: Traffic Assessment for Proposed Tourist Cabins, 38 Hudson Lane, Town of Esopus, Ulster County, New York; CM Project No. 123-195**

Dear Mr. Yan,

Creighton Manning Engineering, LLP (CM) has completed a Traffic Assessment for the proposed development of a campground located at 38 Hudson Lane in the Town of Esopus. This evaluation is based on information provided in the "Site Plan" last revised May 6<sup>th</sup>, 2024, prepared by Willingham Engineering (see **Attachment A**). A map illustrating the project location is shown on **Exhibit 1**. An aerial image of the driveway location is present in **Exhibit 2**.



Exhibit 1 – Project Location



Exhibit 2 – Site Driveway



## 1.0 Project Description

The site is identified on the Ulster County Tax Map as Section 64.3, Block 5, Lot 2.320 and is currently undeveloped land. The site plan shows 39 tourist cabins, mostly one-bedroom (31 units) with some (8) two-bedroom units, with one caretaker residences/maintenance facility; however, the applicant has indicated that the project will be reduced to 36 tourist cabins and one caretaker/maintenance facility. Since this analysis is based on 39 tourist cabins, the results will be slightly conservative.

Access is provided from Hudson Lane approximately 1,200 feet east of River Road. Arriving guests, having checked in online (likely by their smart phone), will be granted keyless access to the cabin; there's no need to physically check in/out with the site manager. Check-in is no earlier than 3 pm and check-out is before 11 am. The site will provide 75 total parking spaces which exceeds the requirements of the Town of Esopus.

## 2.0 Existing Conditions

### Roadways Serving the Site

**Hudson Lane** is classified as a local road under the jurisdiction of the Town of Esopus. Hudson Lane is a dead-end road that runs east-west from River Road to the end of Hudson Lane, providing access to about 35 single-family homes. The roadway provides a 20-foot-wide cross-section for two-way travel. Given the low traffic volumes and limited access there are no turn-lanes, sidewalks, shoulders, or curbing provided along the roadway, as is typical of many local town roads. The speed limit is not posted, but the Town of Esopus maintains a 35-mph speed limit when not posted on local roads.

**River Road (Ulster County Road 24)** is classified as a local road under the jurisdiction of Ulster County. River Road connects at two points along US Route 9W and runs north-south along the Hudson River. Near the subject site, the roadway provides 10-foot-wide travel lanes in each direction. There are no turn-lanes, sidewalks, shoulders, or curbing provided along the roadway. The posted speed limit is 35-mph.

### Study Area Intersections

**US 9W/River Road** is a three-leg intersection with stop control on the westbound approach. All approaches provide a single lane with shared turning movements. Pedestrians and bicyclists use a shared shoulder. **Exhibit 3** shows the study intersection.

**River Road/Hudson Lane** is a three-leg intersection with stop control on the westbound approach. All approaches provide a single lane with shared turning movements. Pedestrians and bicyclists share the road with vehicles. **Exhibit 4** shows the study intersection.



Exhibit 3 – US 9W/River Road

## 3.0 Data Collection

CM conducted turning movement counts (TMCs) at the two study intersections on Friday, April 26, 2024 and Sunday, April 28, 2024. TMCs were conducted from 3:00 PM to 6:00 PM on Friday and 10:00 AM – 1:00 PM on Sunday to coincide with estimated arrival and departure times for guests. The raw TMC data is included under **Attachment B**. The peak hours of each study period were observed to be as follows:

- Friday evening peak hour – 4:15 PM to 5:15 PM
- Sunday morning peak hour – 10:00 AM to 11:00 AM



Given that the peak usage will be summer, the raw April traffic volumes were adjusted to summer (June) using a +53% adjustment factor. Given that Hudson Lane is a dead-end serving about 35 homes, it is unlikely that those residents increase their driving activity by 53%; therefore, this factor offers a conservative analysis. The study herein uses the seasonally adjusted peak hour volumes as the basis for traffic forecasting at the study area intersections. These adjusted summer 2024 volumes are shown on **Figure 1-1**.



Exhibit 4 – Hudson Ln/River Road

**Motor Vehicle Collisions**

Motor vehicle collision data for the study intersections was obtained from the NYSDOT for the most recent five-year period from January 1, 2019 to December 31, 2023. The detailed summary tables for the intersection and roadway segments are included under **Attachment C** and summarized below:

- **River Road/Hudson Lane:** One crash occurred at this intersection and involved a collision with a fixed object (utility pole) due to slippery pavement.
- **US 9W/River Road:** Three crashes have occurred at this intersection, one resulted in an injury which involved a distracted driver and following too closely, and the other two involved collisions with fixed objects involving speed and poor pavement conditions.

**4.0 Traffic Assessment**

Trip Generation and Traffic Volumes

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition, is the industry standard used for estimating trip generation for proposed land uses based on data collected at similar uses. Upon review of the *Trip Generation Manual*, Land Use Code (LUC) 416 “Campground/Recreational Vehicle Park” was the most similar land use to the proposed development as it aligns with the intended use of the tourist cabins. CM also has data collected at other campgrounds in Ulster County that were used to develop the *Castlemore* trip generation estimates. Table 1 shows the summary of trip generation from ITE and previous campground projects, excluding the caretakers cabin.

**Table 1- Summary of Trip Generation**

Land Use	Friday PM Peak Hour			Sunday Midday Peak Hour			Daily Volumes	
	Enter	Exit	Total	Enter	Exit	Total	Friday	Sunday
39 Campsites - ITE	8	5	13	2	11	13	N/A	N/A
39 Campsites – Other Sources <sup>1</sup>	7	3	10	2	14	16	101	113

The two sources of data indicate the same order of magnitude of trips generated - 10 to 13 trips in the Friday peak hour and 13 to 16 trips in the Sunday peak hour. ITE did not provide data on the daily trip information; therefore the “other sources” data was carried forward through the analysis. According to the State Environmental Quality Review Act’s Full Environmental Assessment Form Workbook, “a project generating fewer than 100 peak hour vehicle trips per hour will not result in any significant increases in traffic.” The proposed project falls well below this benchmark. On average the data suggests that each cabin will generate approximately 0.25 to 0.41 trips per unit in the peak hours and 2.59 to 2.90 trips per day. Chart 1 estimates the hourly variations on a Friday and

<sup>1</sup> Jellystone Park Campground, Gardiner, NY; Former KOA campground, Saugerties, NY

Sunday indicating only hourly volumes of only 2% to 16% of the SEQR threshold.

**Chart 1 – Hourly Trips Generated**



Future Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the anticipated year of project completion—2025. Traffic volumes on Route 9W have historically grown at about +0.63% per year. In order to conservatively forecast future traffic volumes, a +1% growth rate was applied to the 2024 existing volumes and compounded annually for one year and are shown on **Figure 2**.

Traffic generated by the proposed development was distributed on the adjacent roadway network based on the observed turning movements, existing travel patterns, and assumed guest origins. The study herein assumes that 70% of trips will travel to/from the south on US 9W and 30% will travel to/from the north on US 9W. The trip generation was then assigned according to this distribution. The trip distribution and trip assignment for the proposed development is shown on **Figure 3** and **Figure 4**, respectively. Trip assignments were then added to the 2025 No-Build traffic volumes to calculate the 2025 Build Traffic volumes shown on **Figure 5**.

Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro 11 software, which automates the procedures contained in the Highway Capacity Manual. Specifically, the HCM 6<sup>th</sup> Edition methodology was used for the analysis of the study intersections. Delays are categorized into letter grades, similar to a school report card. LOS A is excellent with very low delays, while LOS F is poor with long delays. The impact of a project can be derived by comparing the changes in delays between the No-Build and Build conditions, i.e. the before and after conditions. Table 2 summarizes the results of the level of service calculations for the proposed project with detailed reports included in **Attachment D**.



**Table 2 - Unsignalized Level of Service Summary**

Intersection	Friday PM Peak Hour			Sunday Midday Peak Hour			
	2024 Existing	2025 No-Build	2025 Build	2024 Existing	2025 No-Build	2025 Build	
US Route 9W/River Rd							
River Rd WB	LR	D (26.4)	D (26.9)	D (28.7)	B (13.8)	C (15.5)	C (16.7)
US 9W SB	LT	A (9.6)	A (9.6)	A (9.7)	A (8.5)	A (8.5)	A (8.5)
River Rd/Hudson Ln							
Hudson Ln WB	LR	A (9.3)	A (9.3)	A (9.4)	A (8.8)	A (8.9)	A (9.0)
River Rd SB	LT	A (7.4)	A (7.4)	A (7.4)	A (7.3)	A (7.3)	A (7.3)
Hudson Ln/Site Driveway							
Hudson Ln WB	LT	--	--	A (0.0)	--	--	A (0.0)
Site Driveway NB	LR	--	--	A (8.7)	--	--	A (8.7)

U = Unsignalized intersection

EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches

L, T, R = Left-turn, Through, and/or Right-turn movements

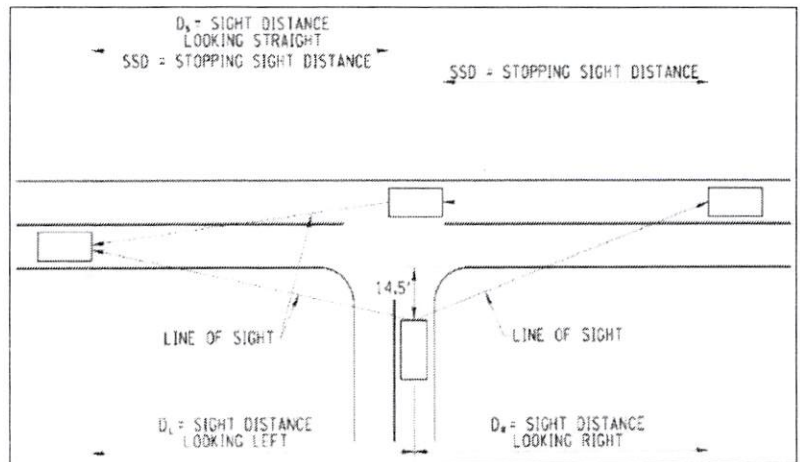
X (Y.Y) = Level of service (Average delay in seconds per vehicle)

The following observations are evident from this analysis:

- US Route 9W/River Road:** The intersection approaches currently operate at a LOS D or better during all study peak hours. From No-Build to Build, there is minor increase in delays on the River Road approach – approximately 2 seconds per vehicle during the Friday peak hour and 1 second during the Sunday peak hour; however, an acceptable LOS D or better for the approaches is maintained in the Build condition. It is evident that the proposed project will not have a significant adverse impact on the operations of this intersection.
- River Road/Hudson Lane:** The intersection operates at a LOS A during all study peak hours with no noticeable change in delays. It is evident that the proposed project will not have a significant adverse impact on the operations of this intersection.
- Hudson Lane/Site Driveway:** The intersection operates at a LOS A during all study peak hours. It is evident that the proposed project will not have a significant adverse impact on the operations of this intersection.

### 5.0 Sight Distance Analysis

The available intersection sight distance from the site driveway intersection was measured from the perspective of a driver who is exiting the site and looking in both directions along Hudson Lane, to determine if adequate sight lines are available. The intersection sight distance was also measured for drivers traveling west on Hudson Lane seeking to turn left into the proposed site driveway. The available intersection sight distance on a side street or driveway should provide drivers a sufficient view of the intersecting highway to allow vehicles to enter or exit the intersection without excessively slowing vehicles traveling at or near the operating speed on the



**Exhibit 4 – Generic Intersection and Stopping Sight Distance Measurements**



intersecting mainline. *Stopping* sight distance was also measured at the proposed site driveways. Stopping sight distance is the length of the roadway ahead that is visible to the driver. The available stopping sight distance on a roadway should be of sufficient length to enable a vehicle traveling at or near the operating speed to stop before reaching a stationary object in its path. Exhibit 4 illustrates these sight distance measurements.

The sight distances measured in the field were compared to the guidelines presented in *A Policy on Geometric Design of Highways and Streets*, 2018, published by the American Association of State Highway Transportation Officials (AASHTO) and NYSDOT design guidance (EB 17-007). The posted speed of 35 miles per hour and a more reasonable 30 miles per hour was used due to the nature of the roadway alignment and sight distance constraints. Hudson Lane contains numerous horizontal and vertical curves that cause drivers to reduce speeds and is also a dead-end street with no through access. The results of the analysis are summarized in Table 3.

**Table 3 – Sight Distance Summary (Feet)**

Intersection		Intersection Sight Distance <sup>1</sup>				Stopping Sight Distance <sup>2</sup>	
		Right Turn from Driveway (D <sub>I</sub> )	Left Turn from Driveway		Left Turn from Mainline (D <sub>S</sub> )	SSD <sub>EB</sub>	SSD <sub>WB</sub>
			Looking Left (D <sub>L</sub> )	Looking Right (D <sub>R</sub> )			
Hudson Ln/Site Driveway	Available	330	330	365	330	320	1000
	Recommended <sup>3</sup>	290	335	335	245	175	175
	Recommended <sup>4</sup>	335	390	390	285	220	220

<sup>1</sup> Intersection sight distance is measured at an eye height of 3.5-ft and object height of 3.5-ft.

<sup>2</sup> SSD = Stopping sight distance measured for a 2-foot object located in the path of vehicles.

<sup>3</sup> The design speed on Hudson Lane is 30-mph.

<sup>4</sup> The default speed limit is 35-mph.

The sight distance evaluation of the driveway on Hudson Lane indicates that available sight lines for a driver entering the site looking straight (west) exceed the AASHTO recommended sight distances. Likewise, the available sight lines for an eastbound and westbound driver exceed the AASHTO recommended stopping sight distance. The sight distance for a driver looking left to make a left turn from the site driveway is 5 to 60 feet short of the AASHTO recommended intersection sight distance depending on speed, but is not considered critically limited. Likewise, the sight distance looking right either exceeds the recommended (at 30 mph) or is 25 feet short of the recommended sight distance (at 35 mph). **Exhibit 5** shows the view looking left from the site driveway and **Exhibit 6** shows the eastbound view approaching the site on Hudson Lane.

Since Hudson Lane is a dead-end, traffic volumes are inherently low. The afternoon peak hour volume on Route 9W is about 10% of the daily volume<sup>2</sup>; therefore, the peak hour volumes on Hudson Lane with the project complete (50 vph) suggest a daily volume of 500 vpd. Based on AASHTO’s *Guidelines for Geometric Design of Low-Volume Road – 2019*, sight distance guidelines for roads between 400 and 2,000 vpd are 200 to 250 feet for a 30 to 35 mph speed. Although the existing sight distance exceed the guidelines for low volume roads, the area surrounding the driveway should be cleared of vegetation to improve sight lines if drivers travel closer to 35 miles per hour.

<sup>2</sup> NYSDOT Count Site 860002, 2023 traffic count – DHV (1,207 vph) / AADT (12,069 vpd) = 10%





Exhibit 5 – Looking Left from Site Driveway



Exhibit 6 – Eastbound approach to the Site Driveway

There are two areas along Hudson Lane that present limited sight distances unrelated to the proposed project. These are centered around the curves proximate to #8 Hudson Lane and #24 Hudson Lane. In both these locations, the embankment and/or vegetation along the south side of the road limit the ability of drivers to see along the road. Clearing vegetation from the side of the road and grading the embankment back will improve conditions but will likely encroach on private property. The Town should consider improving these conditions to the extent practicable. Alternatively, it's suggested that the posted speed limit be lowered to 25 mph, the new lowest allowable maximum speed limit given the limited use and local nature of the road, i.e. there is no through traffic on the road. Although the project is not expected to generate pedestrian trips, Hudson Lane residents (school children) who walk to River Road for the bus should walk on the left side of the road facing traffic. "Walk Left" and pedestrian warning signs should be considered and are shown below in Exhibits 7 and 8.

Lastly, it may be necessary to install curve warning signs in advance of the 1,300-foot section of Hudson Lane between the project site and River Road to warn drivers of the alignment, with an advisory speed limit (Exhibit 9). The advisory speed limit is likely less than the 35-mph speed limit and therefore should be posted. This may not be necessary if the posted speed limit is reduced.



Exhibit 7 – W11-2 Pedestrian Warning Sign



Exhibit 8 – NYR9-3 Walk Left Sign



Exhibit 9 – W1-5 with W13-1P

## 6.0 Conclusion

The proposed project includes the construction of 36 tourist cabins for guests use and one caretaker residence/maintenance building on a 39-acre parcel east of US Route 9W. This traffic assessment considered the effects of 39 tourist cabins and offers the following, albeit conservative conclusions:

- The project traffic generation is expected to peak on Friday afternoons and Sunday late mornings



coinciding with check-in and check-out periods. Occupancy will fluctuate but is assumed to peak in the summer.

- Background traffic volumes were counted and adjusted for summer conditions and grown to forecast estimates for the expected year of opening – 2025.
- Traffic generated by the project is estimated at 10 trips during the Friday peak hour and 16 trips during the Sunday peak hour, and 101 trips during a Friday and 113 trips on a Sunday (over 24-hours). The hourly trips are about 2% to 16% of the SEQR guideline (100 hourly trips) suggesting the potential for traffic impacts.
- An analysis of the local study area intersections indicates that they operate with varying degrees of delay, but that the project trip generation, once applied to these intersections, will not have any significant effect on delays. Delays on River Road at US Route 9W will increase by two seconds or less per vehicle, while delays on Hudson Lane will increase by about one-tenth (0.1) of a second. Therefore, no significant impacts are expected and no capacity-related mitigation is necessary.
- Sight distances at the site driveway generally meet or exceed industry guidelines; however, clearing vegetation near the driveway will improve sight distance for higher speeds.
- There are existing areas along Hudson Lane that have limited sight distances, centered around #8 and #24 Hudson Lane. The Town should consider improving the grading and vegetation encroachment of the road to the extent practicable. Alternatively, because the road is considered low volume, lowering the speed limit to 25 mph, advising pedestrians to walk on the left-hand side of the road, and warning drivers of the presence of pedestrians is recommended. The alignment of Hudson Lane may also require curve warning signs and an advisory speed limit.

Please call our office if you have any questions or comments regarding the above analysis at 518-689-1834 or [kwersted@cmellp.com](mailto:kwersted@cmellp.com).

Sincerely,  
**Creighton Manning Engineering, LLP**

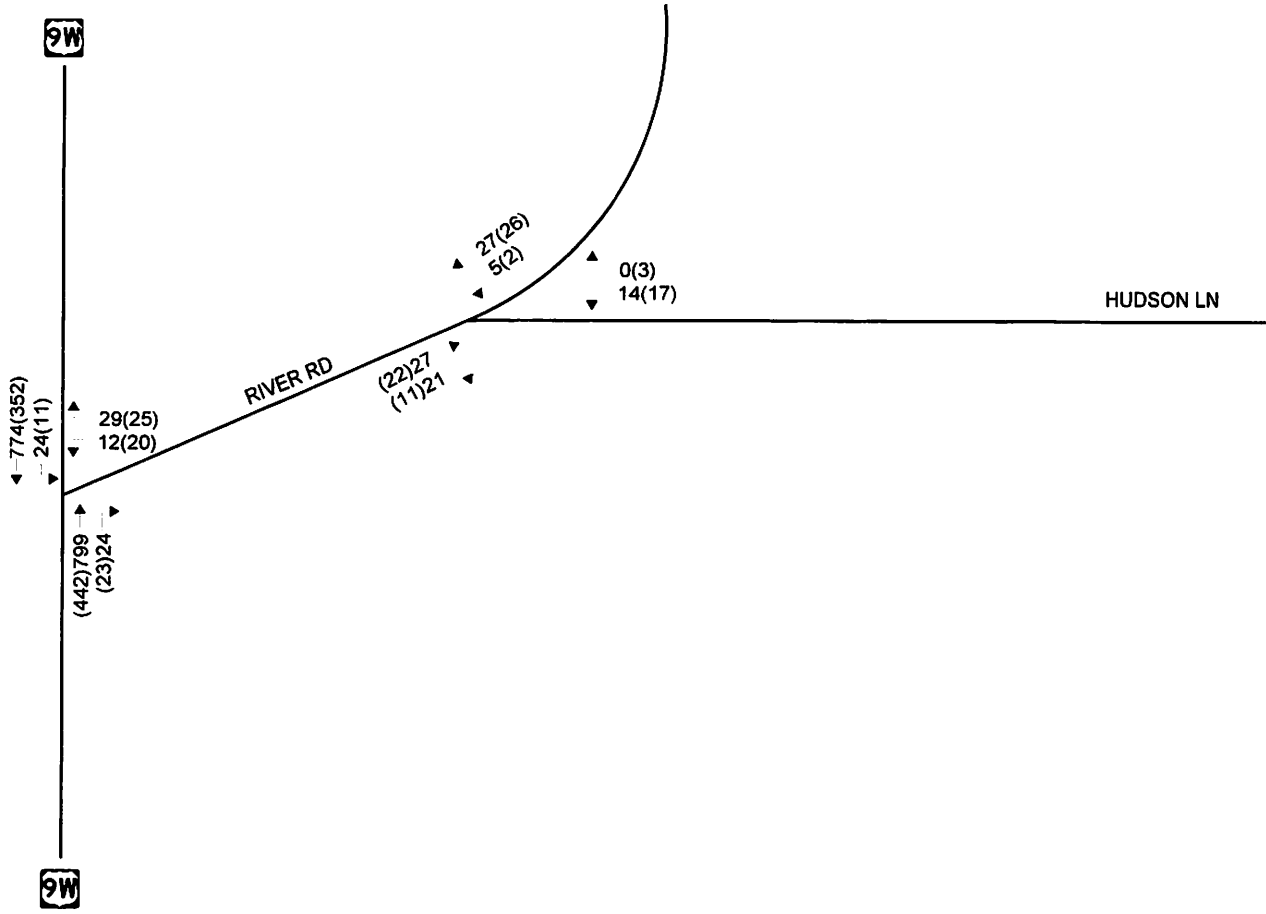


Kenneth Wersted, PE, PTOE  
Associate

#### Attachments

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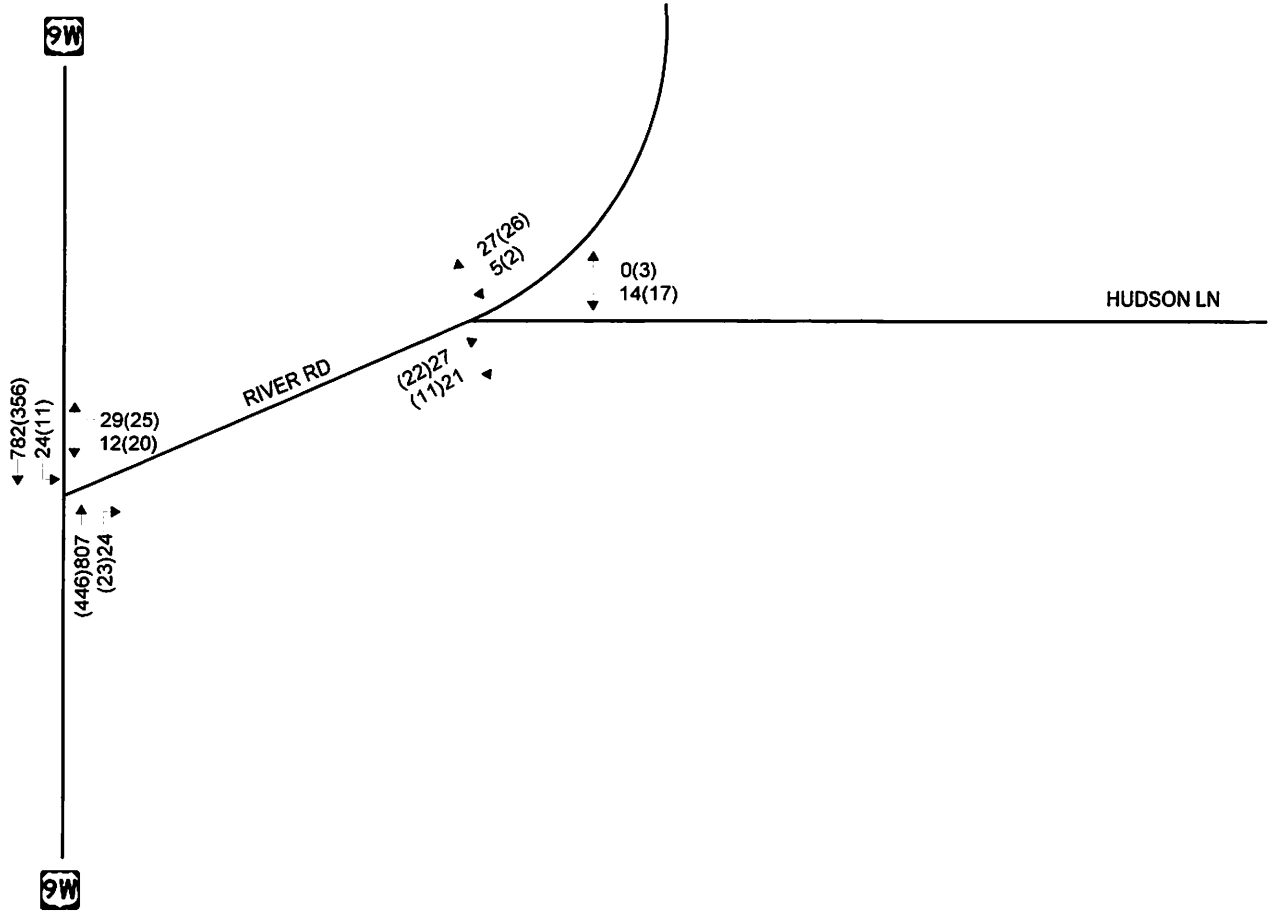
FRI(SUN)

2024 EXISTING TRAFFIC VOLUMES

CASTLEMORE CAMPGROUND  
TOWN OF ESOPUS  
ULSTER COUNTY, NEW YORK







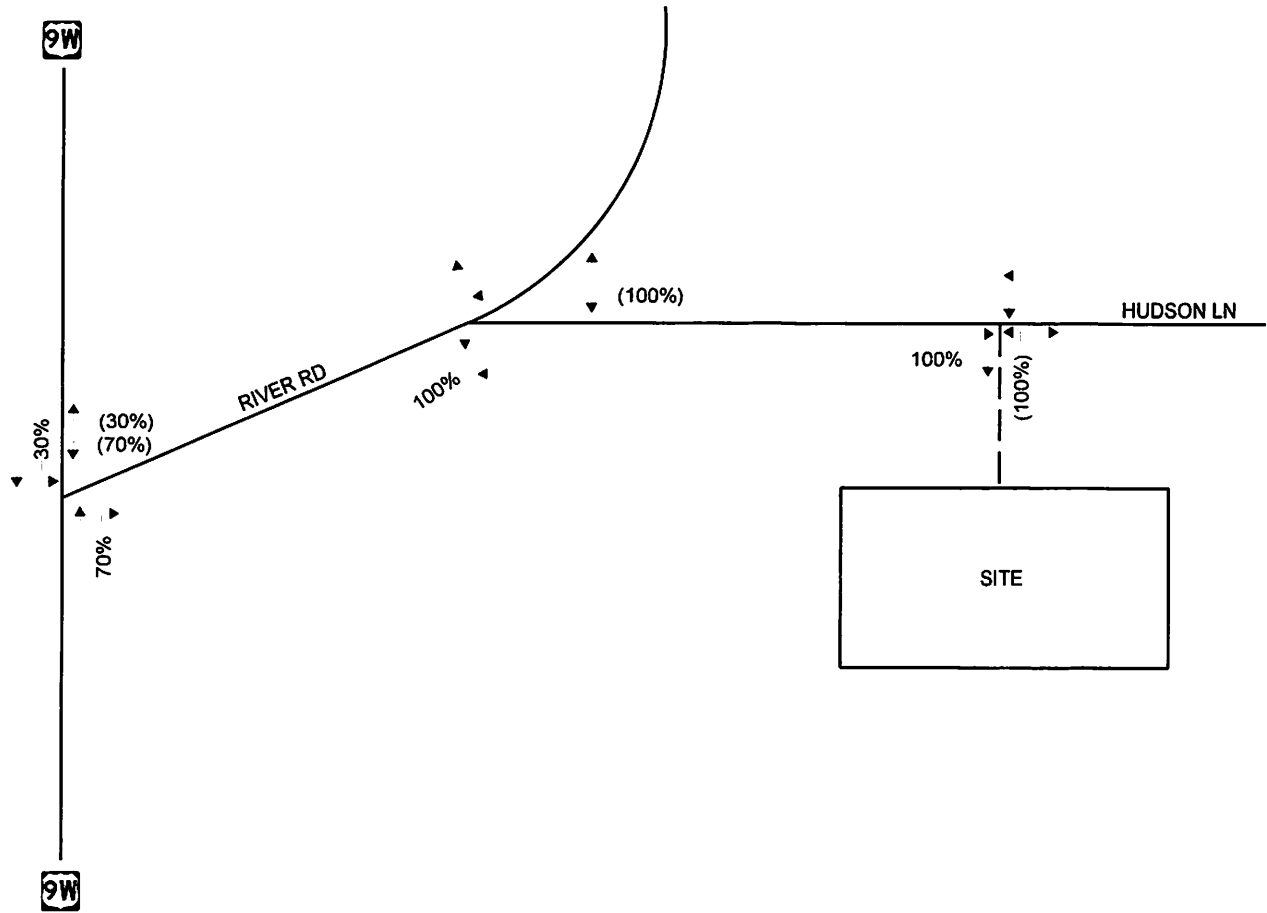
FRI(SUN)

2025 NO-BUILD TRAFFIC VOLUMES

CASTLEMORE CAMPGROUND  
TOWN OF ESOPUS  
ULSTER COUNTY, NEW YORK







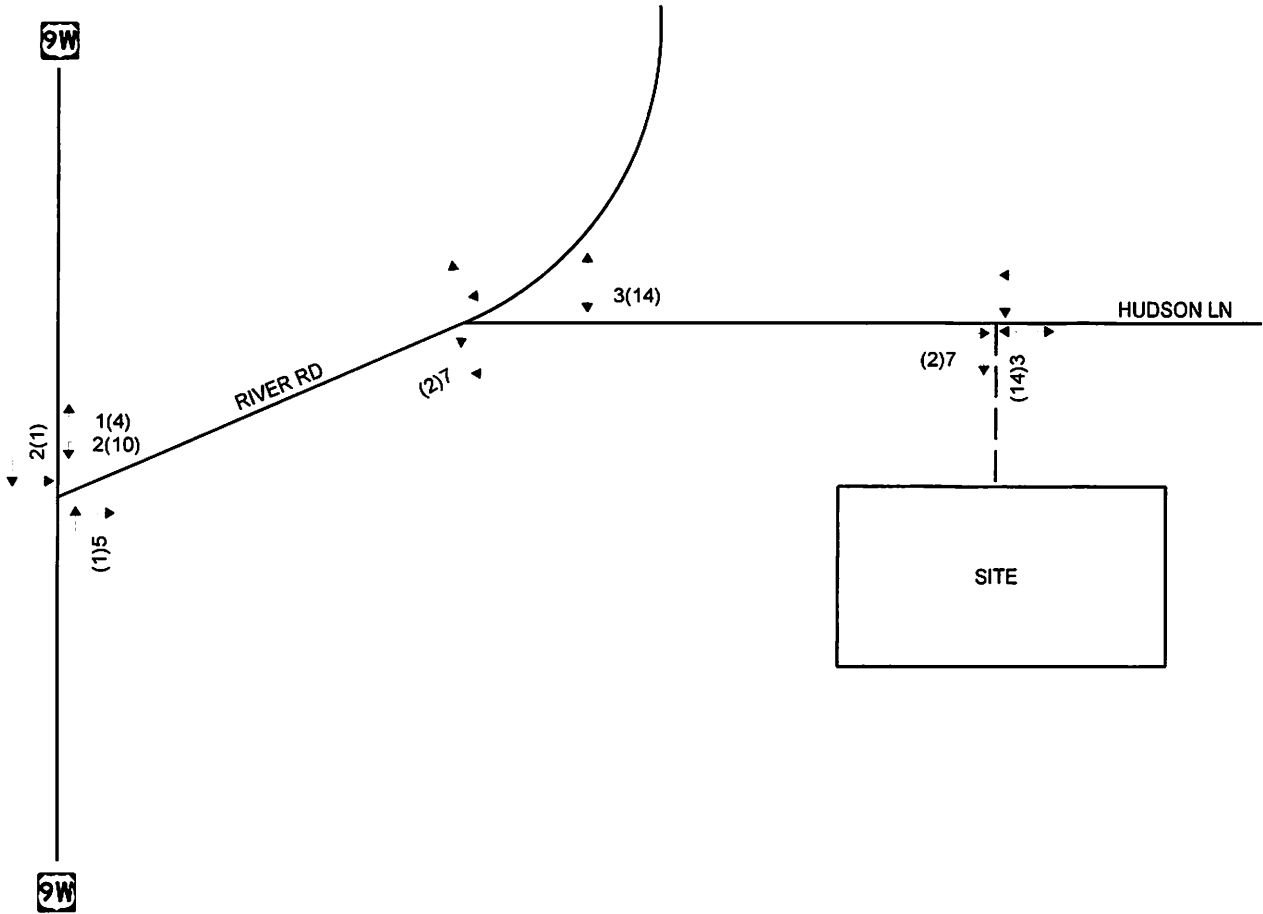
ENTERING(EXITING)

TRIP DISTRIBUTION

CASTLEMORE CAMPGROUND  
TOWN OF ESOPUS  
ULSTER COUNTY, NEW YORK





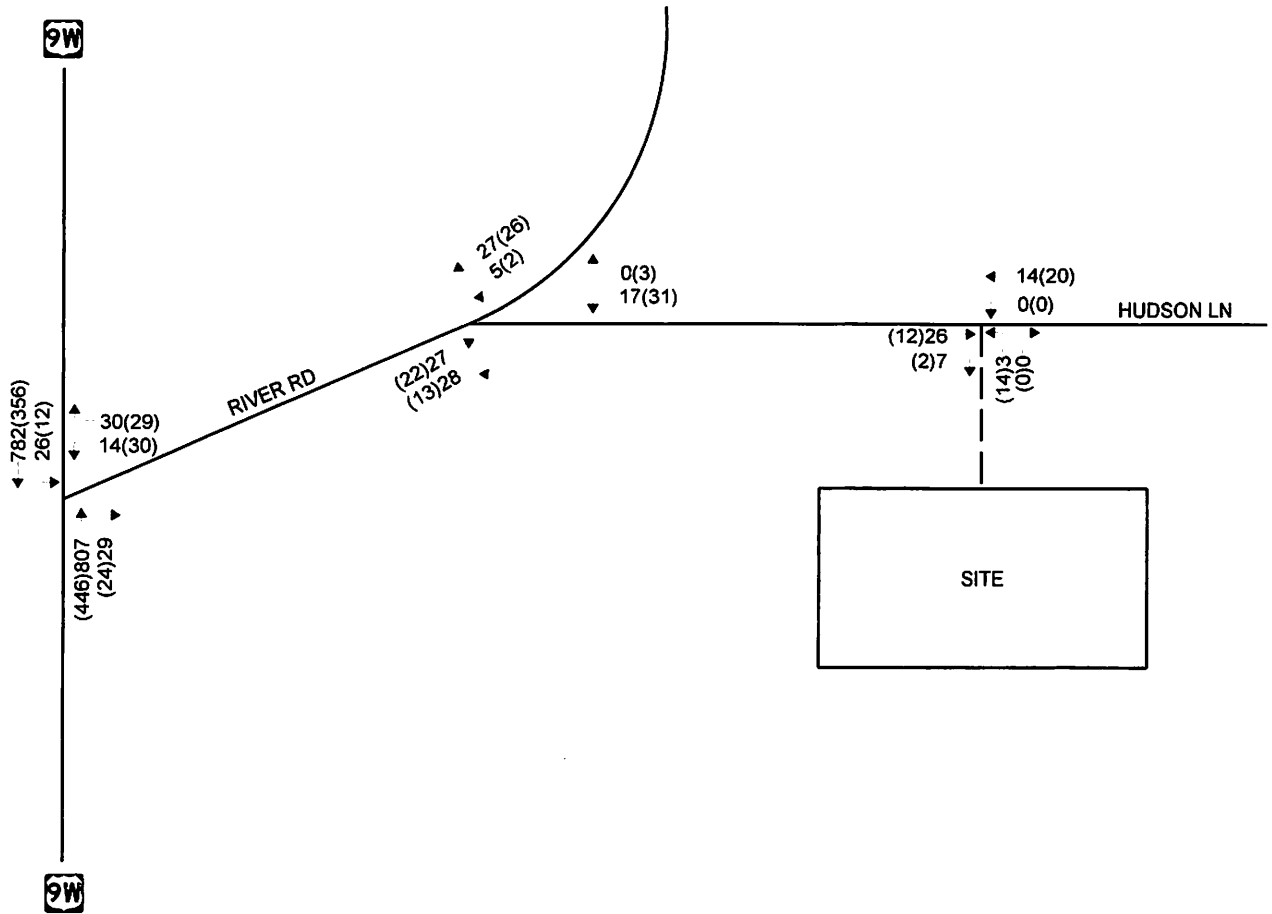


FRI(SUN)

TRIP ASSIGNMENT

CASTLEMORE CAMPGROUND  
TOWN OF ESOPUS  
ULSTER COUNTY, NEW YORK





FRI(SUN)

2025 BUILD TRAFFIC VOLUMES

CASTLEMORE CAMPGROUND  
TOWN OF ESOPUS  
ULSTER COUNTY, NEW YORK



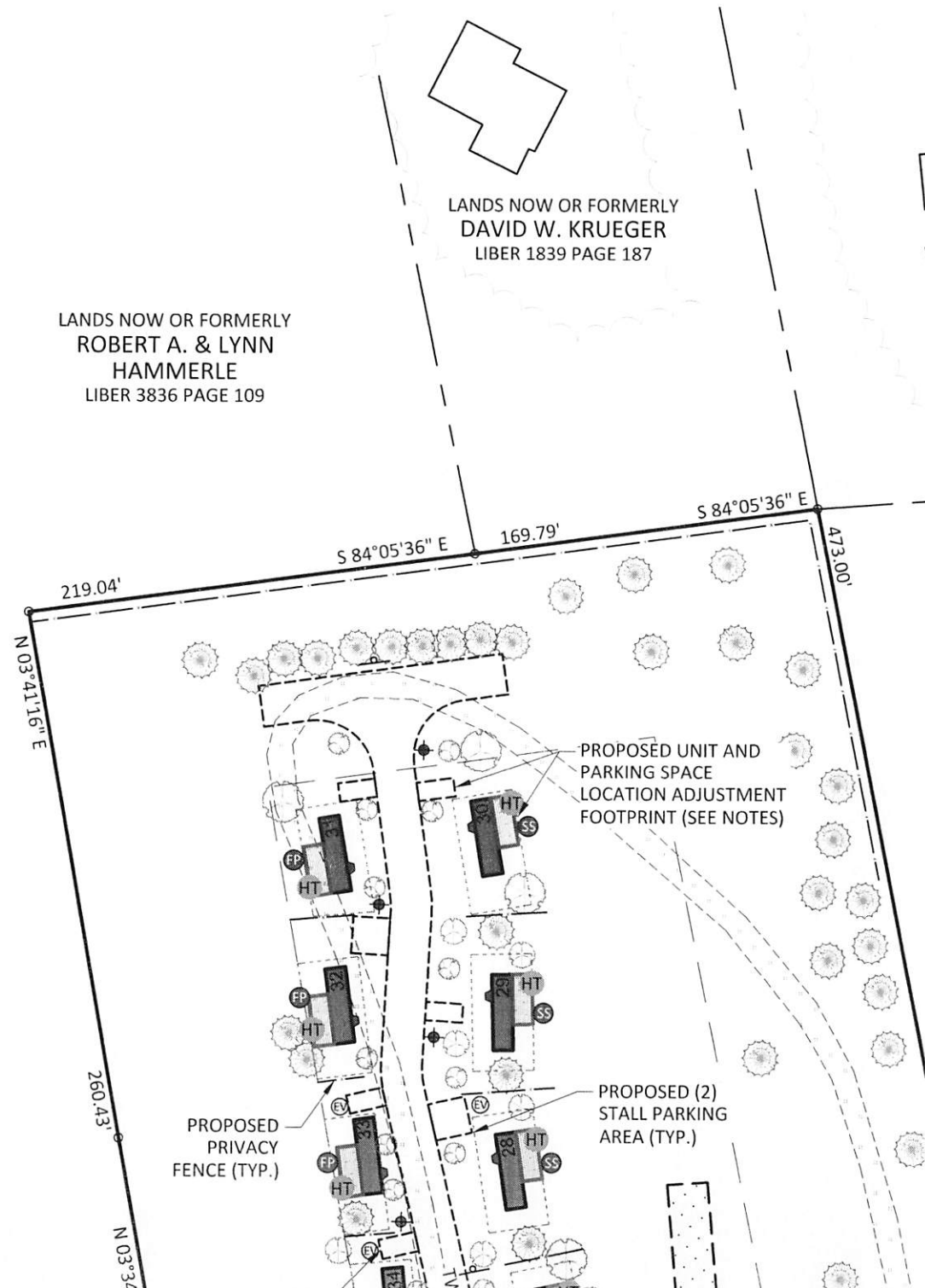


# Attachment A – Site Plan

LANDS NOW OR FORMERLY  
DAVID W. KRUEGER  
LIBER 1839 PAGE 187

LANDS NOW OR FORMERLY  
ROBERT A. & LYNN  
HAMMERLE  
LIBER 3836 PAGE 109

LANDS NOW OR FORMERLY  
ROBERT A. & LYNN  
HAMMERLE  
LIBER 3836 PAGE 109





# Attachment B – Traffic Counts

123-195 Rt 9W/River Rd PM - TMC

Fri Apr 26, 2024

Full Length (3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Movements

ID: 1179558, Location: 41.856707, -73.969952



Provided by: Creighton Manning Engineering, LLP  
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	River Rd Westbound				US 9W Northbound				US 9W Southbound				Int
	L	R	U	App	T	R	U	App	L	T	U	App	
Time													
2024-04-26 3:00PM	3	5	0	8	90	3	0	93	3	115	0	118	219
3:15PM	2	2	0	4	129	1	0	130	5	139	0	144	278
3:30PM	3	1	0	4	104	2	0	106	5	123	0	128	238
3:45PM	0	3	0	3	124	4	0	128	1	137	0	138	269
Hourly Total	8	11	0	19	447	10	0	457	14	514	0	528	1004
4:00PM	3	1	0	4	125	5	0	130	1	122	0	123	257
4:15PM	2	4	0	6	130	4	0	134	3	135	0	138	278
4:30PM	1	3	0	4	143	4	0	147	4	117	0	121	272
4:45PM	3	7	0	10	123	3	0	126	5	135	0	140	276
Hourly Total	9	15	0	24	521	16	0	537	13	509	0	522	1083
5:00PM	2	5	0	7	126	5	0	131	4	119	0	123	261
5:15PM	1	2	0	3	123	0	0	123	3	137	0	140	266
5:30PM	3	2	0	5	129	5	0	134	4	127	0	131	270
5:45PM	1	3	0	4	132	3	0	135	6	84	0	90	229
Hourly Total	7	12	0	19	510	13	0	523	17	467	0	484	1026
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	24	38	0	62	1478	39	0	1517	44	1490	0	1534	3113
<b>% Approach</b>	38.7%	61.3%	0%	-	97.4%	2.6%	0%	-	2.9%	97.1%	0%	-	-
<b>% Total</b>	0.8%	1.2%	0%	2.0%	47.5%	1.3%	0%	48.7%	1.4%	47.9%	0%	49.3%	-
<b>Lights</b>	23	37	0	60	1441	38	0	1479	43	1454	0	1497	3036
<b>% Lights</b>	95.8%	97.4%	0%	96.8%	97.5%	97.4%	0%	97.5%	97.7%	97.6%	0%	97.6%	97.5%
<b>Articulated Trucks and Single-Unit Trucks</b>	1	0	0	1	20	1	0	21	0	18	0	18	40
<b>% Articulated Trucks and Single-Unit Trucks</b>	4.2%	0%	0%	1.6%	1.4%	2.6%	0%	1.4%	0%	1.2%	0%	1.2%	1.3%
<b>Buses</b>	0	1	0	1	17	0	0	17	1	18	0	19	37
<b>% Buses</b>	0%	2.6%	0%	1.6%	1.2%	0%	0%	1.1%	2.3%	1.2%	0%	1.2%	1.2%

\*L: Left, R: Right, T: Thru, U: U-Turn



123-195 Rt 9W/River Rd PM - TMC

Fri Apr 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Movements

ID: 1179558, Location: 41.856707, -73.969952



Provided by: Creighton Manning Engineering, LLP  
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	River Rd Westbound				US 9W Northbound				US 9W Southbound				Int
	L	R	U	App	T	R	U	App	L	T	U	App	
Time													
2024-04-26 4:15PM	2	4	0	6	130	4	0	134	3	135	0	138	278
4:30PM	1	3	0	4	143	4	0	147	4	117	0	121	272
4:45PM	3	7	0	10	123	3	0	126	5	135	0	140	276
5:00PM	2	5	0	7	126	5	0	131	4	119	0	123	261
<b>Total</b>	8	19	0	27	522	16	0	538	16	506	0	522	1087
<b>% Approach</b>	29.6%	70.4%	0%	-	97.0%	3.0%	0%	-	3.1%	96.9%	0%	-	-
<b>% Total</b>	0.7%	1.7%	0%	2.5%	48.0%	1.5%	0%	49.5%	1.5%	46.6%	0%	48.0%	-
<b>PHF</b>	0.667	0.679	-	0.675	0.913	0.800	-	0.915	0.800	0.937	-	0.932	0.978
<b>Lights</b>	8	19	0	27	510	16	0	526	16	500	0	516	1069
<b>% Lights</b>	100%	100%	0%	100%	97.7%	100%	0%	97.8%	100%	98.8%	0%	98.9%	98.3%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	1	0	0	1	0	2	0	2	3
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0%	0.4%	0%	0.4%	0.3%
<b>Buses</b>	0	0	0	0	11	0	0	11	0	4	0	4	15
<b>% Buses</b>	0%	0%	0%	0%	2.1%	0%	0%	2.0%	0%	0.8%	0%	0.8%	1.4%

\*L: Left, R: Right, T: Thru, U: U-Turn

123-195 Rt 9W/River Rd PM - TMC

Fri Apr 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

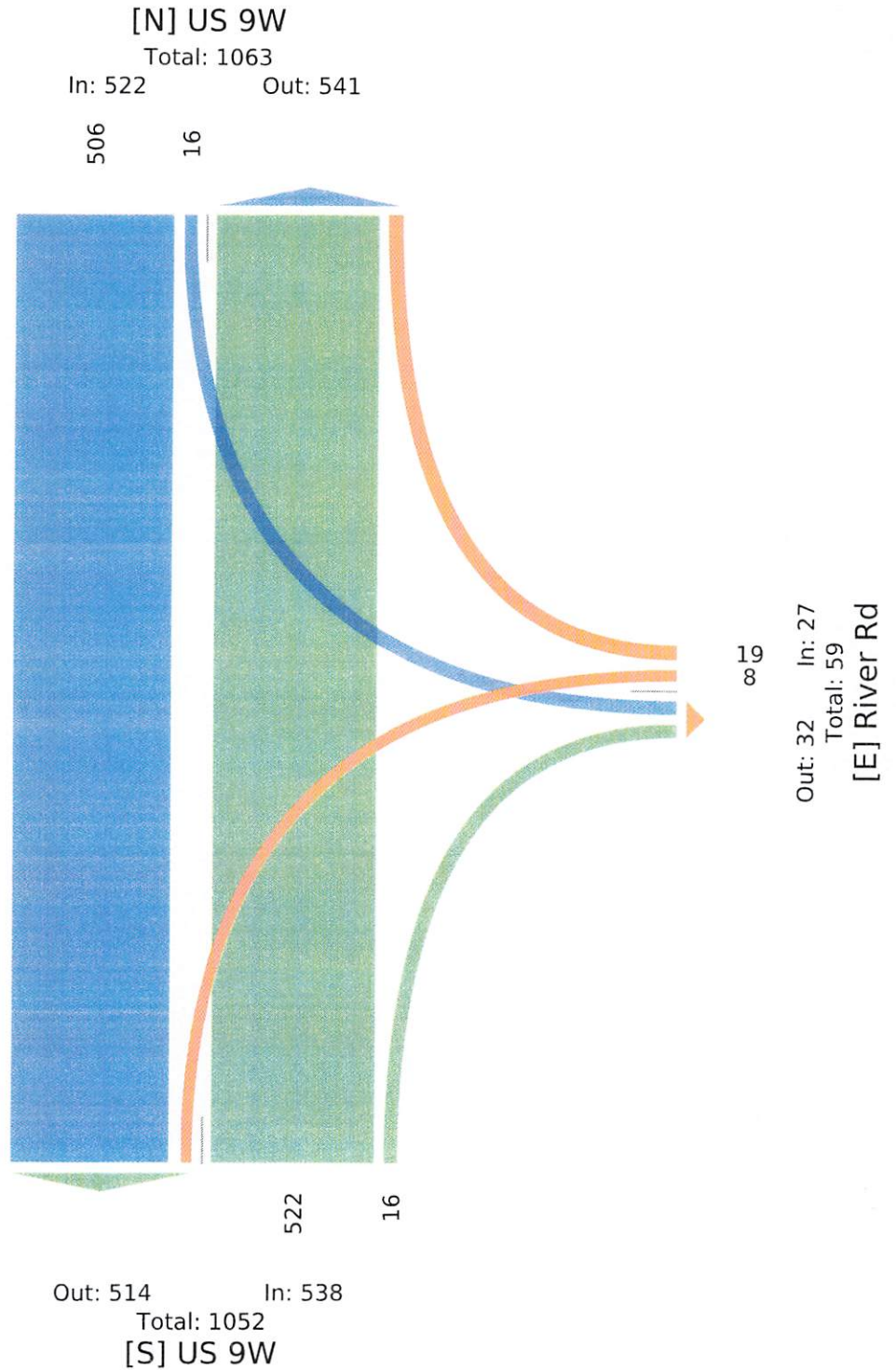
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Movements

ID: 1179558, Location: 41.856707, -73.969952



Provided by: Creighton Manning Engineering, LLP  
2 Winners Circle, Albany, NY, 12205, US





123-195 Rt 9W/River Rd AM - TMC

Sun Apr 28, 2024

Full Length (10 AM-1 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1179559, Location: 41.856707, -73.969952



Provided by: Creighton Manning Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	River Rd Westbound					US 9W Northbound					US 9W Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
Time																
2024-04-28 10:00AM	3	0	0	3	0	64	3	0	67	0	0	43	0	43	0	113
10:15AM	1	0	0	1	0	83	2	0	85	0	2	71	0	73	0	159
10:30AM	4	10	0	14	0	73	5	0	78	0	4	49	0	53	0	145
10:45AM	2	3	0	5	0	69	5	0	74	0	1	67	0	68	0	147
Hourly Total	10	13	0	23	0	289	15	0	304	0	7	230	0	237	0	564
11:00AM	4	4	0	8	0	66	2	0	68	1	1	112	0	113	0	189
11:15AM	2	2	0	4	0	68	3	0	71	0	4	78	0	82	0	157
11:30AM	4	1	0	5	0	53	4	0	57	0	2	72	0	74	0	136
11:45AM	4	2	0	6	0	66	4	0	70	0	2	75	0	77	0	153
Hourly Total	14	9	0	23	0	253	13	0	266	1	9	337	0	346	0	635
12:00PM	7	2	0	9	0	78	1	0	79	0	1	78	0	79	0	167
12:15PM	1	0	0	1	0	90	1	0	91	0	1	120	0	121	0	213
12:30PM	1	3	0	4	0	77	3	0	80	0	4	81	0	85	0	169
12:45PM	5	2	0	7	0	93	3	0	96	0	6	79	0	85	0	188
Hourly Total	14	7	0	21	0	338	8	0	346	0	12	358	0	370	0	737
1:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>38</b>	<b>29</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>880</b>	<b>36</b>	<b>0</b>	<b>916</b>	<b>1</b>	<b>28</b>	<b>925</b>	<b>0</b>	<b>953</b>	<b>0</b>	<b>1936</b>
<b>% Approach</b>	56.7%	43.3%	0%	-	-	96.1%	3.9%	0%	-	-	2.9%	97.1%	0%	-	-	-
<b>% Total</b>	2.0%	1.5%	0%	3.5%	-	45.5%	1.9%	0%	47.3%	-	1.4%	47.8%	0%	49.2%	-	-
<b>Lights</b>	38	22	0	60	-	876	35	0	911	-	28	920	0	948	-	1919
<b>% Lights</b>	100%	75.9%	0%	89.6%	-	99.5%	97.2%	0%	99.5%	-	100%	99.5%	0%	99.5%	-	99.1%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	-	3	1	0	4	-	0	4	0	4	-	8
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	-	0.3%	2.8%	0%	0.4%	-	0%	0.4%	0%	0.4%	-	0.4%
<b>Buses</b>	0	0	0	0	-	1	0	0	1	-	0	1	0	1	-	2
<b>% Buses</b>	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0.1%	0%	0.1%	-	0.1%
<b>Bicycles on Road</b>	0	7	0	7	-	0	0	0	0	-	0	0	0	0	-	7
<b>% Bicycles on Road</b>	0%	24.1%	0%	10.4%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.4%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-195 Rt 9W/River Rd AM - TMC

Sun Apr 28, 2024

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1179559, Location: 41.856707, -73.969952



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	River Rd Westbound					US 9W Northbound					US 9W Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
Time																
2024-04-28 10:00AM	3	0	0	3	0	64	3	0	67	0	0	43	0	43	0	113
10:15AM	1	0	0	1	0	83	2	0	85	0	2	71	0	73	0	159
10:30AM	4	10	0	14	0	73	5	0	78	0	4	49	0	53	0	145
10:45AM	2	3	0	5	0	69	5	0	74	0	1	67	0	68	0	147
<b>Total</b>	10	13	0	23	0	289	15	0	304	0	7	230	0	237	0	564
<b>% Approach</b>	43.5%	56.5%	0%	-	-	95.1%	4.9%	0%	-	-	3.0%	97.0%	0%	-	-	-
<b>% Total</b>	1.8%	2.3%	0%	4.1%	-	51.2%	2.7%	0%	53.9%	-	1.2%	40.8%	0%	42.0%	-	-
<b>PHF</b>	0.625	0.500	-	0.571	-	0.870	0.750	-	0.894	-	0.438	0.810	-	0.812	-	0.876
<b>Lights</b>	10	6	0	16	-	288	14	0	302	-	7	228	0	235	-	553
<b>% Lights</b>	100%	46.2%	0%	69.6%	-	99.7%	93.3%	0%	99.3%	-	100%	99.1%	0%	99.2%	-	98.0%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	-	1	1	0	2	-	0	2	0	2	-	4
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	-	0.3%	6.7%	0%	0.7%	-	0%	0.9%	0%	0.8%	-	0.7%
<b>Buses</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Buses</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Bicycles on Road</b>	0	7	0	7	-	0	0	0	0	-	0	0	0	0	-	7
<b>% Bicycles on Road</b>	0%	53.8%	0%	30.4%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	1.2%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn



123-195 Rt 9W/River Rd AM - TMC

Sun Apr 28, 2024

AM Peak (WKND) (10 AM - 11 AM)

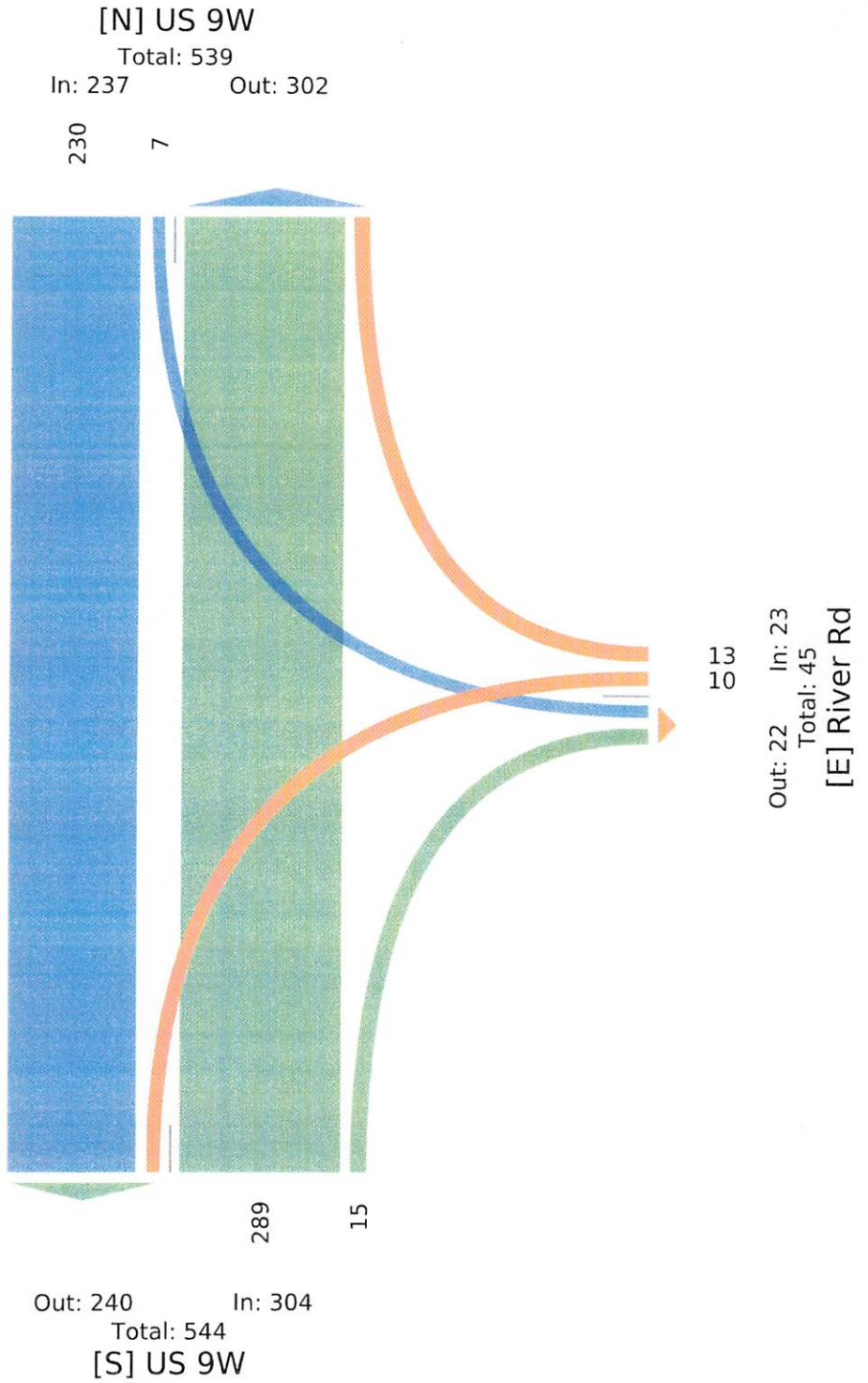
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1179559, Location: 41.856707, -73.969952



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US





123-195 Rt River Rd/Hudson Ln PM - TMC

Fri Apr 26, 2024

Full Length (3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1179572, Location: 41.860536, -73.965789



Provided by: Creighton Manning Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	Hudson Ln Westbound					River Rd Northbound					River Rd Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
2024-04-26 3:00PM	0	0	0	0	0	3	1	0	4	0	0	9	0	9	0	13
3:15PM	1	0	1	2	0	3	3	0	6	0	0	1	0	1	0	9
3:30PM	2	0	0	2	0	4	1	0	5	0	0	2	0	2	0	9
3:45PM	1	0	0	1	0	2	3	0	5	0	1	2	0	3	0	9
Hourly Total	4	0	1	5	0	12	8	0	20	0	1	14	0	15	0	40
4:00PM	1	0	0	1	0	5	0	0	5	0	1	3	0	4	0	10
4:15PM	0	0	0	0	0	2	4	0	6	0	0	4	0	4	0	10
4:30PM	1	0	0	1	0	7	2	0	9	0	0	2	0	2	0	12
4:45PM	4	0	0	4	0	6	4	0	10	0	3	10	0	13	0	27
Hourly Total	6	0	0	6	0	20	10	0	30	0	4	19	0	23	0	59
5:00PM	4	0	0	4	0	2	4	0	6	0	0	1	0	1	0	11
5:15PM	1	0	0	1	0	1	1	0	2	0	1	3	0	4	0	7
5:30PM	0	0	0	0	0	10	4	0	14	0	0	3	0	3	0	17
5:45PM	3	0	0	3	0	4	2	0	6	0	0	2	0	2	0	11
Hourly Total	8	0	0	8	0	17	11	0	28	0	1	9	0	10	0	46
<b>Total</b>	18	0	1	19	0	49	29	0	78	0	6	42	0	48	0	145
<b>% Approach</b>	94.7%	0%	5.3%	-	-	62.8%	37.2%	0%	-	-	12.5%	87.5%	0%	-	-	-
<b>% Total</b>	12.4%	0%	0.7%	13.1%	-	33.8%	20.0%	0%	53.8%	-	4.1%	29.0%	0%	33.1%	-	-
<b>Lights</b>	18	0	1	19	-	45	29	0	74	-	6	39	0	45	-	138
<b>% Lights</b>	100%	0%	100%	100%	-	91.8%	100%	0%	94.9%	-	100%	92.9%	0%	93.8%	-	95.2%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	-	1	0	0	1	-	0	2	0	2	-	3
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	-	2.0%	0%	0%	1.3%	-	0%	4.8%	0%	4.2%	-	2.1%
<b>Buses</b>	0	0	0	0	-	1	0	0	1	-	0	1	0	1	-	2
<b>% Buses</b>	0%	0%	0%	0%	-	2.0%	0%	0%	1.3%	-	0%	2.4%	0%	2.1%	-	1.4%
<b>Bicycles on Road</b>	0	0	0	0	-	2	0	0	2	-	0	0	0	0	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	4.1%	0%	0%	2.6%	-	0%	0%	0%	0%	-	1.4%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-195 Rt River Rd/Hudson Ln PM - TMC

Fri Apr 26, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1179572, Location: 41.860536, -73.965789



Provided by: Creighton Manning Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	Hudson Ln Westbound					River Rd Northbound					River Rd Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
Time																
2024-04-26 4:45PM	4	0	0	4	0	6	4	0	10	0	3	10	0	13	0	27
5:00PM	4	0	0	4	0	2	4	0	6	0	0	1	0	1	0	11
5:15PM	1	0	0	1	0	1	1	0	2	0	1	3	0	4	0	7
5:30PM	0	0	0	0	0	10	4	0	14	0	0	3	0	3	0	17
<b>Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>62</b>
<b>% Approach</b>	100%	0%	0%	-	-	59.4%	40.6%	0%	-	-	19.0%	81.0%	0%	-	-	-
<b>% Total</b>	14.5%	0%	0%	14.5%	-	30.6%	21.0%	0%	51.6%	-	6.5%	27.4%	0%	33.9%	-	-
<b>PHF</b>	0.563	-	-	0.563	-	0.472	0.813	-	0.577	-	0.333	0.425	-	0.404	-	0.577
<b>Lights</b>	9	0	0	9	-	16	13	0	29	-	4	16	0	20	-	58
<b>% Lights</b>	100%	0%	0%	100%	-	84.2%	100%	0%	90.6%	-	100%	94.1%	0%	95.2%	-	93.5%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	-	1	0	0	1	-	0	1	0	1	-	2
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	-	5.3%	0%	0%	3.1%	-	0%	5.9%	0%	4.8%	-	3.2%
<b>Buses</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Buses</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Bicycles on Road</b>	0	0	0	0	-	2	0	0	2	-	0	0	0	0	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	10.5%	0%	0%	6.3%	-	0%	0%	0%	0%	-	3.2%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-195 Rt River Rd/Hudson Ln PM - TMC

Fri Apr 26, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1179572, Location: 41.860536, -73.965789



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

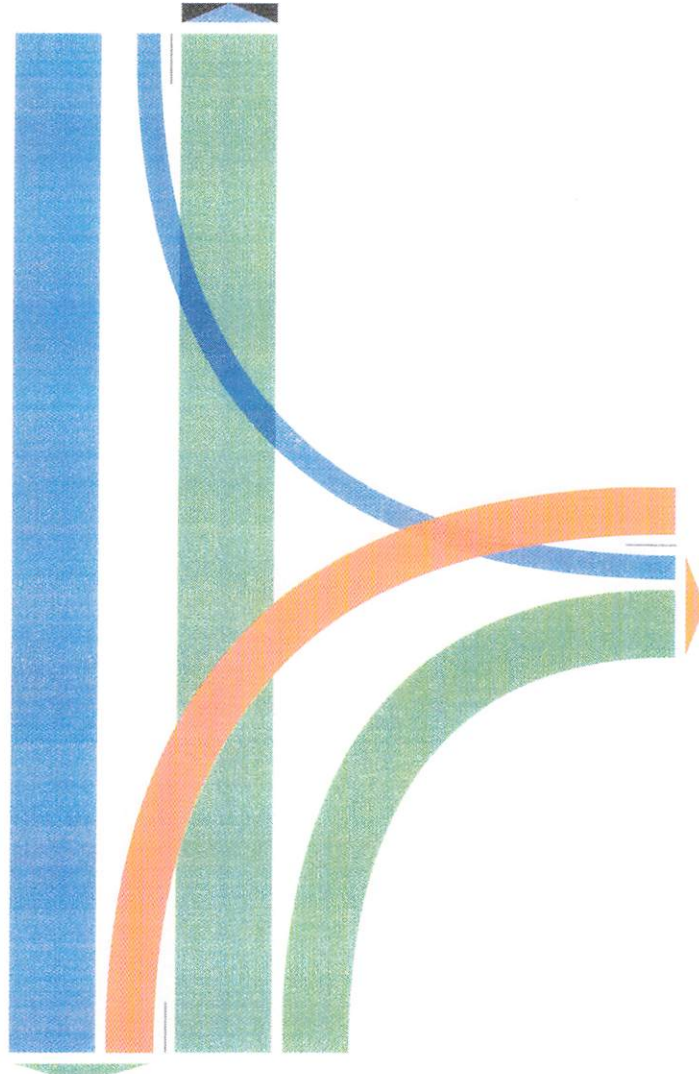
[N] River Rd

Total: 40

In: 21 Out: 19

17

4



9

Out: 17 In: 9

Total: 26

[E] Hudson Ln

Out: 26 In: 32

Total: 58

[S] River Rd



123-195 River Rd/Hudson Ln AM - TMC

Sun Apr 28, 2024

Full Length (10 AM-1 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1179573, Location: 41.860536, -73.965789



Provided by: Creighton Manning Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	Hudson Ln Westbound					River Rd Northbound					River Rd Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
2024-04-28 10:00AM	2	0	0	2	0	3	3	0	6	0	0	10	0	10	0	18
10:15AM	3	0	0	3	0	5	2	0	7	0	0	1	0	1	0	11
10:30AM	4	1	0	5	0	2	1	0	3	0	1	3	0	4	0	12
10:45AM	2	1	0	3	0	3	1	0	4	0	0	3	0	3	0	10
Hourly Total	11	2	0	13	0	13	7	0	20	0	1	17	0	18	0	51
11:00AM	2	1	0	3	0	8	1	0	9	0	2	2	0	4	0	16
11:15AM	2	1	1	4	0	2	3	0	5	0	0	3	0	3	0	12
11:30AM	3	0	0	3	0	2	1	0	3	0	1	7	0	8	0	14
11:45AM	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2
Hourly Total	7	2	1	10	0	13	5	0	18	0	3	13	0	16	0	44
12:00PM	1	0	0	1	2	5	1	0	6	0	0	2	0	2	2	9
12:15PM	2	0	0	2	0	9	0	0	9	0	1	5	0	6	0	17
12:30PM	0	0	0	0	0	5	2	0	7	0	1	3	0	4	0	11
12:45PM	1	0	0	1	2	6	3	0	9	0	1	6	0	7	0	17
Hourly Total	4	0	0	4	4	25	6	0	31	0	3	16	0	19	2	54
<b>Total</b>	<b>22</b>	<b>4</b>	<b>1</b>	<b>27</b>	<b>4</b>	<b>51</b>	<b>18</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>0</b>	<b>53</b>	<b>2</b>	<b>149</b>
<b>% Approach</b>	81.5%	14.8%	3.7%	-	-	73.9%	26.1%	0%	-	-	13.2%	86.8%	0%	-	-	-
<b>% Total</b>	14.8%	2.7%	0.7%	18.1%	-	34.2%	12.1%	0%	46.3%	-	4.7%	30.9%	0%	35.6%	-	-
<b>Lights</b>	22	4	1	27	-	49	18	0	67	-	7	37	0	44	-	138
<b>% Lights</b>	100%	100%	100%	100%	-	96.1%	100%	0%	97.1%	-	100%	80.4%	0%	83.0%	-	92.6%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Buses</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Buses</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Bicycles on Road</b>	0	0	0	0	-	2	0	0	2	-	0	9	0	9	-	11
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	3.9%	0%	0%	2.9%	-	0%	19.6%	0%	17.0%	-	7.4%
<b>Pedestrians</b>	-	-	-	-	4	-	-	-	-	0	-	-	-	-	2	-
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-195 River Rd/Hudson Ln AM - TMC

Sun Apr 28, 2024

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1179573, Location: 41.860536, -73.965789



Provided by: Creighton Manning Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	Hudson Ln Westbound					River Rd Northbound					River Rd Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
2024-04-28 10:00AM	2	0	0	2	0	3	3	0	6	0	0	10	0	10	0	18
10:15AM	3	0	0	3	0	5	2	0	7	0	0	1	0	1	0	11
10:30AM	4	1	0	5	0	2	1	0	3	0	1	3	0	4	0	12
10:45AM	2	1	0	3	0	3	1	0	4	0	0	3	0	3	0	10
<b>Total</b>	11	2	0	13	0	13	7	0	20	0	1	17	0	18	0	51
<b>% Approach</b>	84.6%	15.4%	0%	-	-	65.0%	35.0%	0%	-	-	5.6%	94.4%	0%	-	-	-
<b>% Total</b>	21.6%	3.9%	0%	25.5%	-	25.5%	13.7%	0%	39.2%	-	2.0%	33.3%	0%	35.3%	-	-
<b>PHF</b>	0.688	0.500	-	0.650	-	0.650	0.583	-	0.714	-	0.250	0.667	-	0.563	-	0.875
<b>Lights</b>	11	2	0	13	-	13	7	0	20	-	1	8	0	9	-	42
<b>% Lights</b>	100%	100%	0%	100%	-	100%	100%	0%	100%	-	100%	47.1%	0%	50.0%	-	82.4%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Buses</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Buses</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	9	0	9	-	9
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	52.9%	0%	50.0%	-	17.6%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-195 River Rd/Hudson Ln AM - TMC

Sun Apr 28, 2024

AM Peak (WKND) (10 AM - 11 AM)

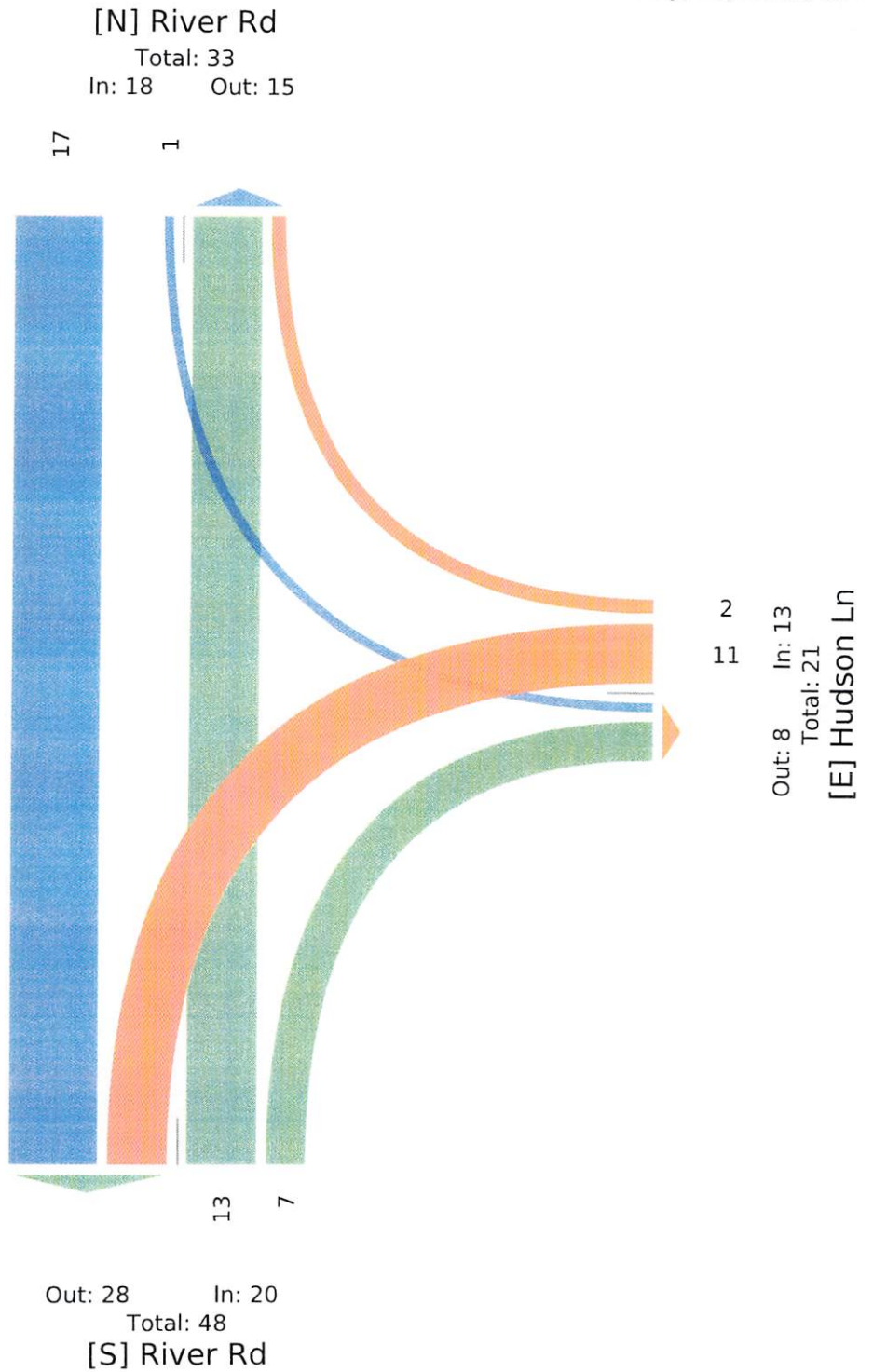
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1179573, Location: 41.860536, -73.965789



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US





# Attachment C – Crash Data

Crash Level Details

Case Number	Crash Severity	Collision Type	Crash Date	Crash Time	Crash Type	Light Conditions	Road Characteristics	Road Surface Conditions	# of Fatalities	# of Injuries	# of Vehicles	Intersection Indicator	Closest Cross Street	Apparent Contributing Factor
38511080	PROPERTY DAMAGE	OTHER	8/3/2020	12:35 AM	COLL. W/EARTH ELE./ROCK CUT/DITCH	DARK-ROAD UNLIGHTED	CURVE AND GRADE	DRY	0	0	0	1 INTERSECTION-RELATED	River Rd	V1:(UNSAFE SPEED,FAILURE TO KEEP RIGHT)
38695166	PROPERTY DAMAGE	OTHER	3/3/2021	4:45 PM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DARK-ROAD LIGHTED	STRAIGHT//GRADE	SNOW/ICE	0	0	0	1 INTERSECTION-RELATED	Hudson Ln	V1:(PAVEMENT SLIPPERY,NOT APPLICABLE)
38722115	PROPERTY DAMAGE	OTHER	2/2/2021	4:12 AM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DARK-ROAD LIGHTED	STRAIGHT AT HILLCREST	SNOW/ICE	0	0	0	1 INTERSECTION-RELATED	River Rd	V1:(PAVEMENT SLIPPERY,VIEW OBSTRUCTED/LIMITED)
39553448	INJURY	REAR END	10/12/2022	5:04 PM	COLLISION WITH MOTOR VEHICLE	DATLIGHT	STRAIGHT//GRADE	DRY	0	1	1	2 AT-INTERSECTION	RAVER ROAD	V1:(FOLLOWING TOO CLOSELY,OTHER ELECTRONIC DEVICE) / V2:(REACTION TO OTHER UNINVOLVED VEHCL,NOT APPLICABLE)

# Attachment D – Levels Of Service



**Intersection**

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	12	29	799	24	24	774
Future Vol, veh/h	12	29	799	24	24	774
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	12	30	815	24	24	790

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1665	827	0
Stage 1	827	-	-
Stage 2	838	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	108	375	-
Stage 1	433	-	-
Stage 2	428	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	102	375	-
Mov Cap-2 Maneuver	102	-	-
Stage 1	433	-	-
Stage 2	405	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.4	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	210	804
HCM Lane V/C Ratio	-	-	0.199	0.03
HCM Control Delay (s)	-	-	26.4	9.6
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1



Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	14	0	27	21	5	27
Future Vol, veh/h	14	0	27	21	5	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	0	48	38	9	48

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	133	67	0	0	85
Stage 1	67	-	-	-	-
Stage 2	66	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	866	1002	-	-	1524
Stage 1	961	-	-	-	-
Stage 2	962	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	861	1002	-	-	1524
Mov Cap-2 Maneuver	861	-	-	-	-
Stage 1	961	-	-	-	-
Stage 2	956	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	861	1524
HCM Lane V/C Ratio	-	-	0.029	0.006
HCM Control Delay (s)	-	-	9.3	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



**Intersection**

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	15	20	442	23	11	230
Future Vol, veh/h	15	20	442	23	11	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	7	0	1
Mvmt Flow	17	23	502	26	13	261

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	802	515	0	0	528	0
Stage 1	515	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	356	564	-	-	1049	-
Stage 1	604	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	351	564	-	-	1049	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	755	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	448	1049
HCM Lane V/C Ratio	-	-	0.089	0.012
HCM Control Delay (s)	-	-	13.8	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0



**Intersection**

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	17	3	20	11	2	26
Future Vol, veh/h	17	3	20	11	2	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	3	23	13	2	30

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	64	30	0
Stage 1	30	-	-
Stage 2	34	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	947	1050	-
Stage 1	998	-	-
Stage 2	994	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	946	1050	-
Mov Cap-2 Maneuver	946	-	-
Stage 1	998	-	-
Stage 2	993	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1588
HCM Lane V/C Ratio	-	-	0.024	0.001
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



**Intersection**

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	12	29	807	24	24	782
Future Vol, veh/h	12	29	807	24	24	782
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	12	30	823	24	24	798

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1681	835	0	0	847
Stage 1	835	-	-	-	-
Stage 2	846	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	105	371	-	-	799
Stage 1	429	-	-	-	-
Stage 2	424	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	99	371	-	-	799
Mov Cap-2 Maneuver	99	-	-	-	-
Stage 1	429	-	-	-	-
Stage 2	401	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.9	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	206	799
HCM Lane V/C Ratio	-	-	0.203	0.031
HCM Control Delay (s)	-	-	26.9	9.6
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1



**Intersection**

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			↑
Traffic Vol, veh/h	14	0	27	21	5	27
Future Vol, veh/h	14	0	27	21	5	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	0	48	38	9	48

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	133	67	0	0	85	0
Stage 1	67	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	866	1002	-	-	1524	-
Stage 1	961	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	861	1002	-	-	1524	-
Mov Cap-2 Maneuver	861	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	861	1524
HCM Lane V/C Ratio	-	-	0.029	0.006
HCM Control Delay (s)	-	-	9.3	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	20	25	446	23	11	356
Future Vol, veh/h	20	25	446	23	11	356
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	7	0	1
Mvmt Flow	23	28	507	26	13	405

Major/Minor	Minor1	Major1	Major2	Major3	Major4	Major5
Conflicting Flow All	951	520	0	0	533	0
Stage 1	520	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	291	560	-	-	1045	-
Stage 1	601	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	286	560	-	-	1045	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	393	1045
HCM Lane V/C Ratio	-	-	0.13	0.012
HCM Control Delay (s)	-	-	15.5	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0



**Intersection**

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	17	3	22	11	2	26
Future Vol, veh/h	17	3	22	11	2	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	3	25	13	2	30

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	66	32	0	0	38	0
Stage 1	32	-	-	-	-	-
Stage 2	34	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	944	1048	-	-	1585	-
Stage 1	996	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	943	1048	-	-	1585	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	993	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	957	1585
HCM Lane V/C Ratio	-	-	0.024	0.001
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



**Intersection**

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	14	30	807	29	26	782
Future Vol, veh/h	14	30	807	29	26	782
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	14	31	823	30	27	798

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1690	838	0	0	853
Stage 1	838	-	-	-	-
Stage 2	852	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	104	369	-	-	795
Stage 1	428	-	-	-	-
Stage 2	421	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	98	369	-	-	795
Mov Cap-2 Maneuver	98	-	-	-	-
Stage 1	428	-	-	-	-
Stage 2	395	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.7	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	196	795
HCM Lane V/C Ratio	-	-	0.229	0.033
HCM Control Delay (s)	-	-	28.7	9.7
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1



**Intersection**

Int Delay, s/veh	1.9					
<b>Movement</b>	<b>WBL</b>	<b>WBR</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>
Lane Configurations	Y		T			T
Traffic Vol, veh/h	17	0	27	28	5	27
Future Vol, veh/h	17	0	27	28	5	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	0	48	50	9	48

<b>Major/Minor</b>	<b>Minor1</b>	<b>Major1</b>	<b>Major2</b>			
Conflicting Flow All	139	73	0	0	98	0
Stage 1	73	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	859	995	-	-	1508	-
Stage 1	955	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	854	995	-	-	1508	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	956	-	-	-	-	-

<b>Approach</b>	<b>WB</b>	<b>NB</b>	<b>SB</b>
HCM Control Delay, s	9.4	0	1.2
HCM LOS	A		

<b>Minor Lane/Major Mvmt</b>	<b>NBT</b>	<b>NBRWBLn1</b>	<b>SBL</b>	<b>SBT</b>
Capacity (veh/h)	-	-	854	1508
HCM Lane V/C Ratio	-	-	0.036	0.006
HCM Control Delay (s)	-	-	9.4	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



**Intersection**

Int Delay, s/veh	0.5					
<b>Movement</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBR</b>
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	26	7	0	14	3	0
Future Vol, veh/h	26	7	0	14	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	8	0	15	3	0

<b>Major/Minor</b>	<b>Major1</b>	<b>Major2</b>	<b>Minor1</b>		
Conflicting Flow All	0	0	36	0	47
Stage 1	-	-	-	-	32
Stage 2	-	-	-	-	15
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1588	-	968
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	1013
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1588	-	968
Mov Cap-2 Maneuver	-	-	-	-	968
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	1013

<b>Approach</b>	<b>EB</b>	<b>WB</b>	<b>NB</b>
HCM Control Delay, s	0	0	8.7
HCM LOS			A

<b>Minor Lane/Major Mvmt</b>	<b>NBLn1</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>
Capacity (veh/h)	968	-	-	1588	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



**Intersection**

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	30	29	446	24	12	356
Future Vol, veh/h	30	29	446	24	12	356
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	7	0	1
Mvmt Flow	34	33	507	27	14	405

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	954	521	0
Stage 1	521	-	-
Stage 2	433	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	289	559	-
Stage 1	600	-	-
Stage 2	658	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	284	559	-
Mov Cap-2 Maneuver	284	-	-
Stage 1	600	-	-
Stage 2	647	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	375	1044
HCM Lane V/C Ratio	-	-	0.179	0.013
HCM Control Delay (s)	-	-	16.7	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0



**Intersection**

Int Delay, s/veh 3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	31	3	22	13	2	26
Future Vol, veh/h	31	3	22	13	2	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	3	25	15	2	30

**Major/Minor**

	Minor1	Major1	Major2		
Conflicting Flow All	67	33	0	0	40
Stage 1	33	-	-	-	-
Stage 2	34	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	943	1046	-	-	1583
Stage 1	995	-	-	-	-
Stage 2	994	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	942	1046	-	-	1583
Mov Cap-2 Maneuver	942	-	-	-	-
Stage 1	995	-	-	-	-
Stage 2	993	-	-	-	-

**Approach**

	WB	NB	SB
HCM Control Delay, s	9	0	0.5
HCM LOS	A		

**Minor Lane/Major Mvmt**

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	950	1583
HCM Lane V/C Ratio	-	-	0.041	0.001
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



**Intersection**

Int Delay, s/veh	2.5					
<b>Movement</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBR</b>
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	12	2	0	20	14	0
Future Vol, veh/h	12	2	0	20	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	2	0	22	15	0

**Major/Minor**

	<b>Major1</b>	<b>Major2</b>	<b>Minor1</b>		
Conflicting Flow All	0	0	15	0	36
Stage 1	-	-	-	-	14
Stage 2	-	-	-	-	22
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1603	-	977
Stage 1	-	-	-	-	1009
Stage 2	-	-	-	-	1001
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1603	-	977
Mov Cap-2 Maneuver	-	-	-	-	977
Stage 1	-	-	-	-	1009
Stage 2	-	-	-	-	1001

**Approach**

	<b>EB</b>	<b>WB</b>	<b>NB</b>
HCM Control Delay, s	0	0	8.7
HCM LOS			A

**Minor Lane/Major Mvmt**

	<b>NBLn1</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>
Capacity (veh/h)	977	-	-	1603	-
HCM Lane V/C Ratio	0.016	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-