GPI

Engineering | Design | Planning | Construction Management

Traffic Impact Study

January 2025

125 Bath Street Mixed-Use Development
Ballston Spa, New York

Prepared for: **Conifer Realty LLC**
1000 University Ave, Suite 500
Rochester, NY 14607

80 Wolf Road | Suite 600, Albany, NY 12205 | 518.453.9431 | gpinet.com

Table of Contents

Appendices

A. Site Plan
B. Traffic Counts/Data Collection
C. Crash History Data
D. Capacity Analysis Output Sheets
E. DMV Coordination Documents

List of Tables

List of Figures

1.0 Introduction

Greenman- Pedersen Inc. (GPI) has been retained to assess the traffic impacts of a multi-use development being proposed at 125 Bath Street in the Village of Ballston Spa, Saratoga County, New York.

The following report details the analysis performed to assess the traffic impacts of the proposed development on the adjacent roadway network within the study area. This report includes a summary of the assumptions and procedures used in the analysis, as well as the findings of the analysis and any recommended improvements necessary to mitigate the identified traffic impacts resulting from site traffic.

2.0 Project Site and Study Area

This proposed redevelopment of a former industrial site features 168 apartments, 7,650 square feet (SF) of first floor retail shops and up to 3,600 SF of leasable office space. This development will include reuse of some of the existing on-site buildings, as well as the construction of new buildings. Overall, the development will include four buildings, on-site parking and amenities for residents, such as a fitness center and community room.

Vehicle access to the site will be via two separate driveways separated by approximately 600 feet. These driveways are located between Van Buren Street to the north and Hamilton Street to the south.

See Appendix A for a site plan showing the layout of the development.

When selecting the study area to assess impacts for this development, guidelines from New York State Department of Transportation (NYSDOT) and the Institute of Traffic Engineers (ITE) were first considered. For NYSDOT, the rule of thumb is that any intersection that experiences a traffic increase of more than 100 vehicles due to a new development should be reviewed for impacts. Similarly, The Institute of Transportation Engineers, states in their *Traffic Impact Analyses for Site Development* publication… *"In lieu of other locally preferred thresholds, it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways' peak hour or the development's peak hour."* This publication goes on to say that 100 vehicles can change the level of service or appreciably increase the volume to capacity ratio of an intersection approach. This, and other ITE publications, suggest that developments that generate less than 100 peak hour vehicles will have no significant impact on the adjacent roadway traffic operations.

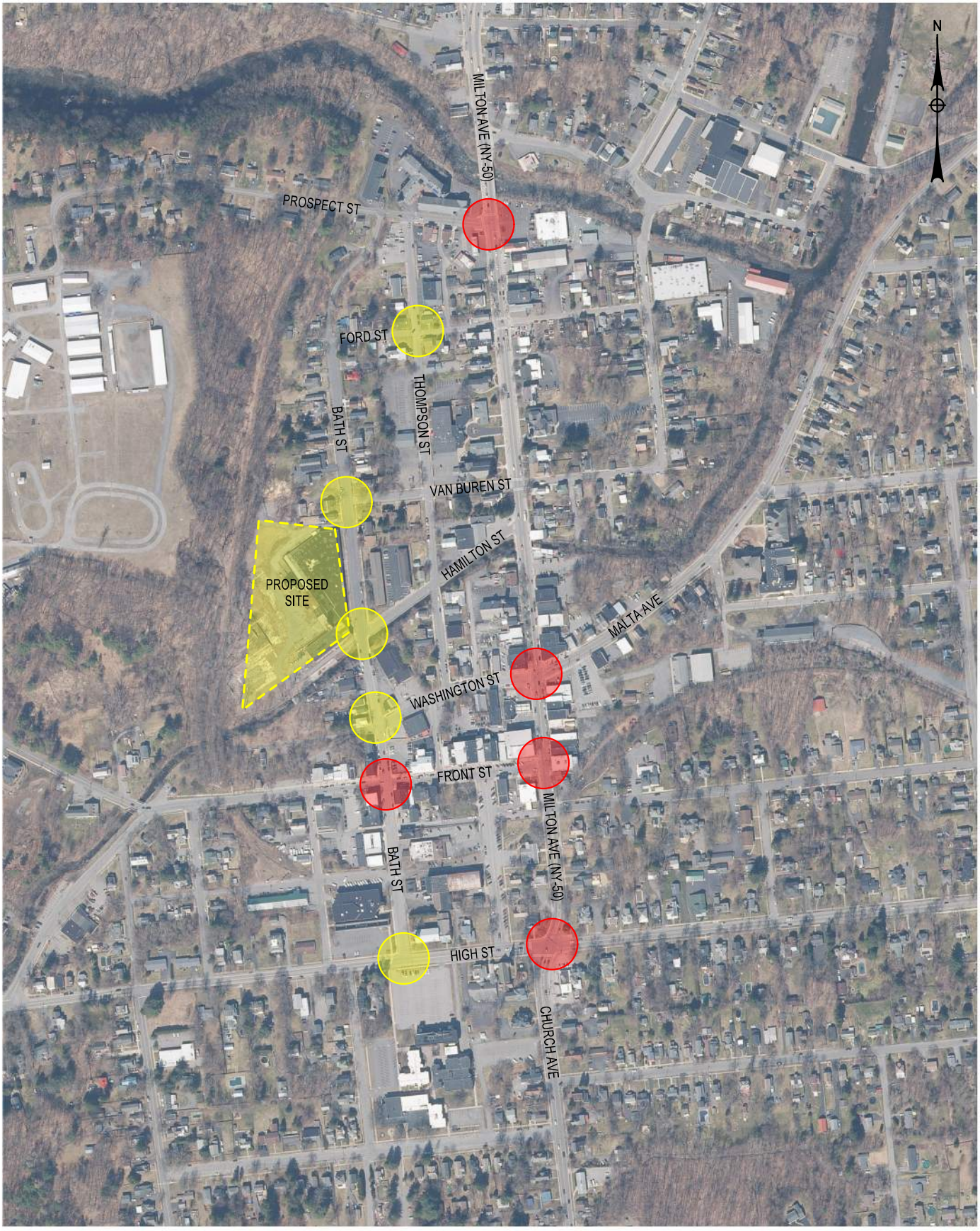
Given the anticipated trip generation, which will be discussed subsequently in this report, it is unlikely that any intersection traffic volume would increase by this amount, outside of the site driveways and intersections immediately adjacent to the site. However, The Village has expressed concern over traffic potentially being added to the cross streets of the Village, between Bath St and Milton Ave (NY-50), so other select intersections were added to the

study in order to quell any concerns about impacts away from the site.

Overall, 10 intersections were included in the Study area. Any location within the Village not selected would see little to no site traffic and would not be noticeably impacted by the proposed development. The studied intersections are listed below.

1. Milton Ave/Church Ave (NY-50) and W. High St (NY-67)/E. High St (signalized)
2. Milton Ave (NY-50) and Front St (signalized)
3. Milton Ave (NY-50) and Washington St/Malta Ave (signalized)
4. Milton Ave (NY-50) and Prospect St (signalized)
5. Bath St and W. High St (NY-67) (side street stop sign)
6. Bath St and Front St (signalized)
7. Bath St and Washington St (side street stop sign)
8. Bath St and Hamilton St (side street stop sign)
9. Bath St. and Van Buren St (side street stop sign)
10. Ford St and Thompson St (all-way stop)

Figure 1 – "Study Area Map", on the next page, depicts the location of the proposed development in relation to the area's roadways and the studied intersection.



KEY:

SIGNALIZED INTERSECTIONS

STOP SIGN CONTROLLED INTERSECTIONS

GPI Engineering Design Planning Construction Management

BATH STREET
TRAFFIC IMPACT STUDY
TOWN OF BALLSTON SPA, NY

STUDY AREA MAP

SCALE:	DATE:	FIGURE NO.
NO SCALE	JANUARY 2025	1

3.0 Existing Conditions

3.1 Roadway Description

The study area's intersections are predominantly located along Bath Street and Milton Avenue (NY Route 50), Other roadway that could be impacted by site traffic include Washington Avenue and Front Street. All other roadways will see little to no site traffic. A description of each of the potentially impacted roadways is below:

Bath Street is a 2-lane north-south local roadway that is maintained by the Village. It generally consists of an 11' to 12' lane in each direction with on-street parallel parking and sidewalks running along both sides of the roadway. Sidewalks are mostly continuous, but there are a couple gaps at commercial properties on the southern end of the roadway. The land uses along the road are predominantly residential north of the proposed site and commercial/industrial south of the site. The speed limit on the roadway is the Village speed limit of 30 mph. In addition, Bath Street is part of the NYS Department of Motor Vehicles (DMV) Road Test area, with the testing starting point being immediately adjacent to the proposed site.

Milton Avenue (NY-50) is the principal north-south arterial running through the Village's Central Business District. It is a 2-lane roadway, owned and maintained by NYSDOT. The roadway consists of one 12' lane in each direction along with on-street parallel parking and sidewalks along both sides of the roadway. It is also subject to the 30 mph Village Speed Limit.

Washington Street is a 2-lane east-west local roadway maintained by the Village. It is approximately 550 feet long and connects Bath St to Milton Ave. Land uses along the roadway include the Eagle Matt Lee Fire Department, and several small commercial businesses. There is some on-street parallel parking on the east end of the roadway only. There is a continuous sidewalk along the north side of the roadway and partial pedestrian connectivity to the south. The 30 mph Village Speed Limit applies to this roadway.

Front Street is a 2-lane east-west local roadway maintained by the Village. It is approximately 550 feet long and connects Bath St to Milton Ave. This roadway is heavily populated with small retail shops and has a mixture of on-street parallel and diagonal pull-in parking to support the customers of these establishments. There are sidewalks along both the north and south sides of the roadway. Travel lanes are generally narrow and are down to 10' per direction at some points. However, there is no center striping to define the individual lanes. The 30 mph Village Speed Limit applies to this roadway, as it does to the others discussed.

Intersections included in the study area are described subsequently:

Milton Ave/Church Ave (NY-50) and W. High St (NY-67)/E. High St – This 4-legged intersection is traffic signal controlled. It has one travel lane in each direction, plus left turn lanes (120' each) northbound and southbound, and a right turn lane (200' length) eastbound. The signal operations appear to be fully actuated, with protected-permitted left turn phasing northbound and southbound (meaning lefts get a green arrow phase to turn, but can also turn during the green ball). There is also an eastbound right turn arrow that goes on when the northbound left turn phase is active. There are pedestrian signals and crosswalks across all four approaches of the intersection.

Milton Ave (NY-50) and Front St - This 3-legged intersection is traffic signal controlled. It has one travel lane in each direction, and pedestrian signals and crosswalks across each approach. The intersection is signed for "no turn on red" traveling southbound. The signal operates with two phases, one for mainline Milton Ave, the other for the side street. On-street parking is allowed all the way up to the intersection on all approaches, and within the intersection opposite the Front St approach.

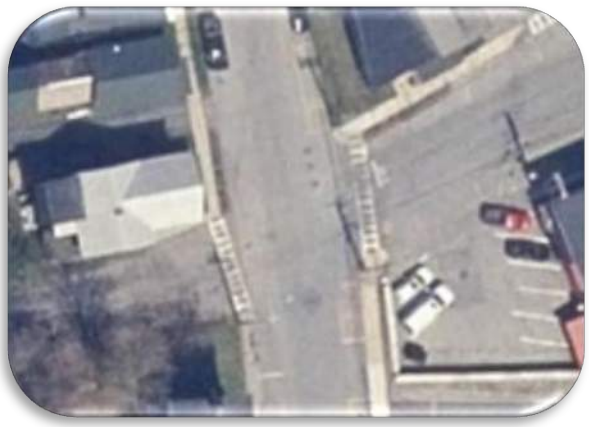
Milton Ave (NY-50) and Washington St/Malta Ave - This 4-legged intersection is traffic signal controlled. It has one travel lane in each direction, and pedestrian signals and crosswalks across each approach. The intersection is signed for "no turn on red" on all approaches. The signal operates with two phases, one for mainline Milton Ave, the other for the side streets. On-street parking is allowed all the way up to the intersection on all approaches. Although there are no turn lanes at this intersection, northbound and southbound through vehicles have been observed "going around" left turn vehicles, when parking spaces near the intersection were empty.

Milton Ave (NY-50) and Prospect St - This 4-legged intersection is traffic signal controlled. Milton Ave travels northbound and southbound and Prospect St travels eastbound. The westbound approach services a NAPA Auto Parts store. All approaches have a single travel lane entering the intersection, and pedestrian signals and crosswalks exist across each of the roadway approaches. There is a sidewalk and no pedestrian signals across the driveway approach. On-street parking is set-back from the intersection, so it generally doesn't impact intersection operations. The signal operates with two phases, one for mainline Milton Ave, the other for the side street/driveway.

Bath St and W. High St (NY-67) - This 3-legged intersection has stop sign control on the southbound Bath St approach. There are crosswalks across Bath St and the western leg of W. High St. The W. High St crossing is uncontrolled, but does have pedestrian crossing warning signs to alert drivers of its presence. Each approach at this intersection has a single inbound and single outbound lane.

Bath St and Front St - This 4-legged intersection is traffic signal controlled. It has one through lane in each direction, and crosswalks across each approach, but no pedestrian signals. The signal is old and doesn't meet current design standard, but appears to operate acceptable in a fixed time mode (same timing every cycle regardless of the presence of traffic). The signal operated with two phases, on for the Bath St approaches, the other for the Front St approaches.

Bath St and Washington St - This 4-legged intersection has stop sign control on the eastbound and westbound Washington St approaches. There are crosswalks across Washington St on both sides of Bath St, but not across Bath St. The eastbound approach appears to service only one household, and traffic in and out of that approach is minimal to none during all hours of the day. All approaches consist of just one entering and one exiting lane.



Bath St and Hamilton St - This 3-legged intersection has stop sign control on the westbound Hamilton St approach. There is a crosswalk across Hamilton St, but not Bath St at this location. All approaches consist of one entering and one exiting lane.

Bath St. and Van Buren St - This 3-legged intersection has stop sign control on the westbound Hamilton St approach. There is a crosswalk across Hamilton St, but not Bath St at this location. All approaches consist of one entering and one exiting lane.

Ford St and Thompson St - This 4-legged intersection has all-way stop sign control. There are no sidewalks at the intersection, or striping pedestrian crosswalks. Each approach at this intersection has a single inbound and single outbound lane. The St. Mary's School is just south of this location and a 15 mph school speed limit starts immediately south of this intersection.

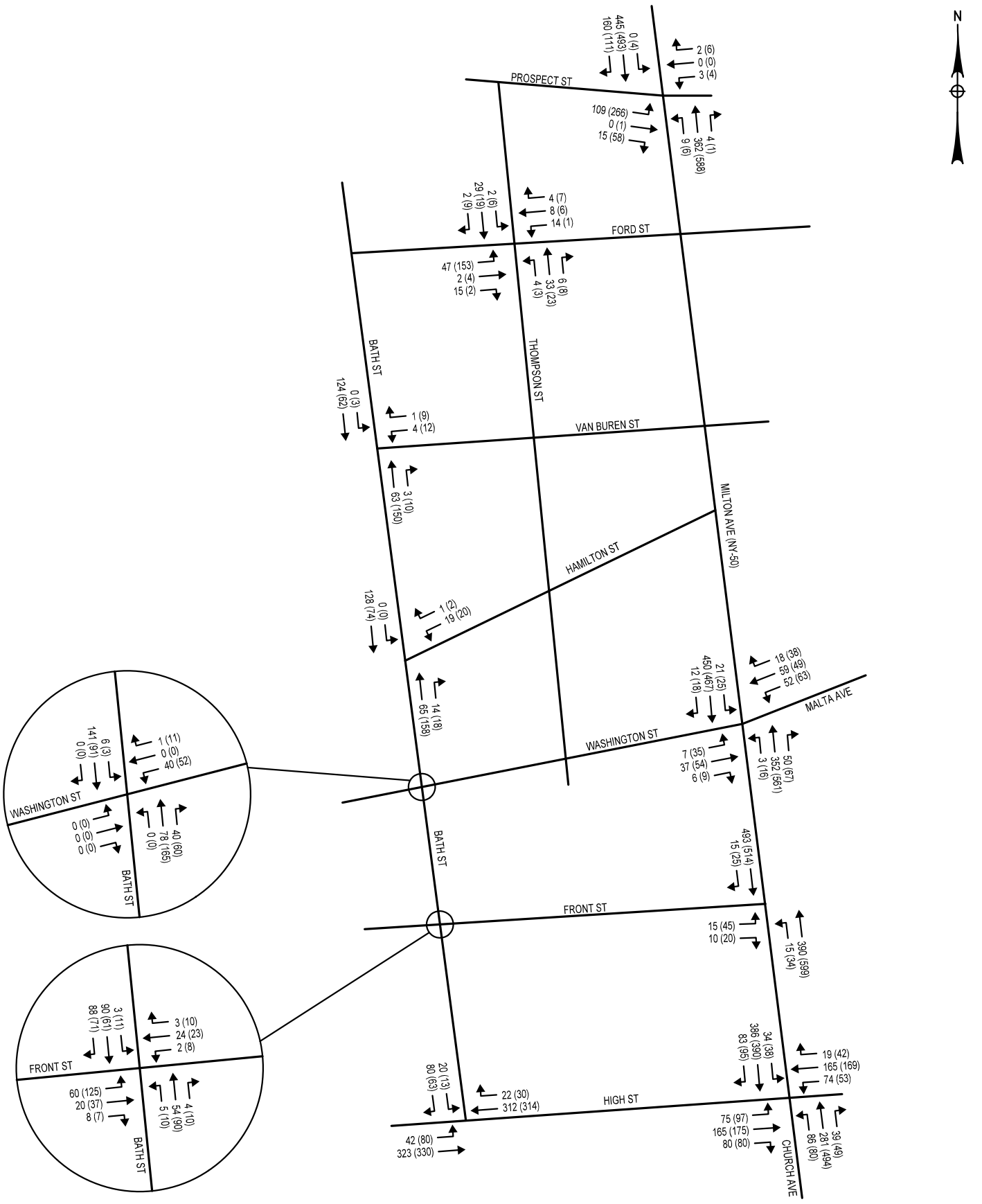
3.2 Data Collection

A field investigation of the study area, which included a review of roadway geometry, traffic control and signing along Bath St was performed on Tuesday December 3, 2024. During that time, turn movement traffic counts were also conducted at the study area intersections, these counts were performed during the peak travel periods of 7:00 AM – 9:00 AM and 2:30 PM – 6:00 PM. The count data included information on the number of cars, heavy vehicles, pedestrians and bicycles at each location and was utilized to develop AM and PM peak hour traffic volumes.

3.3 Existing Traffic Volumes

Based on the vehicle traffic data recorded, it was determined that the weekday morning and afternoon peak hours for roadway traffic within the study area are 8:00 AM – 9:00 AM and 3:30 PM – 4:30 PM, respectively. Traffic count data sheets for each of the intersections counted are included in Appendix B of this report. To determine the peak hour traffic volumes for impact analysis, NYSDOT seasonal adjustment factors were examined to ensure the count data reflected average annual conditions. The NYSDOT seasonal factor is 1.011 for a weekday in December, which is when the counts were performed. This data suggests that the count data would be within about 1% of average annual traffic, as such, no adjustment was made, and the counted volumes were considered equivalent to average annual volumes. Additionally, since the count data was taken at the end of 2024, it is assumed that little to no growth would occur between the count time and 2025, so the count data generally reflects 2025 traffic conditions.

The 2025 Existing Condition Peak Hour Traffic Volumes, are shown in Figure 2.



KEY:

XXX (XXX) = AM (PM) PEAK HOUR TRAFFIC VOLUMES

GPI Engineering Design Planning Construction Management

BATH STREET
TRAFFIC IMPACT STUDY
TOWN OF BALLSTON SPA, NY

2025 EXISTING CONDITION
PEAK HOUR VOLUMES

SCALE:	DATE:	FIGURE NO.
NO SCALE	JANUARY 2025	2

3.4 Crash History

A crash analysis was performed for Bath St between Van Buren St and W. High St, which encompasses the proposed site location and the only local street where significant site traffic is being added. This analysis included crash data for the 3-year period from April 30, 2021 to April 30, 2024. Police reports for the crashes reported during this period are included in Appendix C for reference.

Overall, the data showed 13 total crashes within the Bath St corridor, 8 of which were located at the Front Street intersection, 2 at the Washington Ave intersection and 3 along the roadway segments between intersections. Of those 3 segment crashes, all involved parked vehicles.

Reviewing crash severity, almost all of the crashes were minor fender-benders involving property damage only. There was just one personal injury crash and zero fatalities. The Injury crash involved a fatigued southbound driver crossing into the northbound lane near Front St and hitting a northbound vehicle.

A summary of the crash types found within the corridor as part of the crash analysis is shown in Table 1.

Table 1
Crash Type Summary

Location	Rear End	Left Turn	Right Turn	Overtaking (Hitting Parked Vehicles)	Parking Maneuvers	Head On	Other/Unknown	**Total**
Washington St Intersection	1	1	0	0	0	0	0	**2**
Front St Intersection	2	2	1	0	1	1	1	**8**
Bath St away from Intersections	0	0	0	2	1	0	0	**3**
Total	**3**	**3**	**1**	**2**	**2**	**1**	**1**	**13**

After reviewing the crash data, no significant crash pattern was identified that would be worsened by the proposed development. Contributing factors to the reported crashes mostly involved human error, which included driver inattentiveness, fatigue/illness and making improper maneuvers.

3.5 Background Traffic Growth

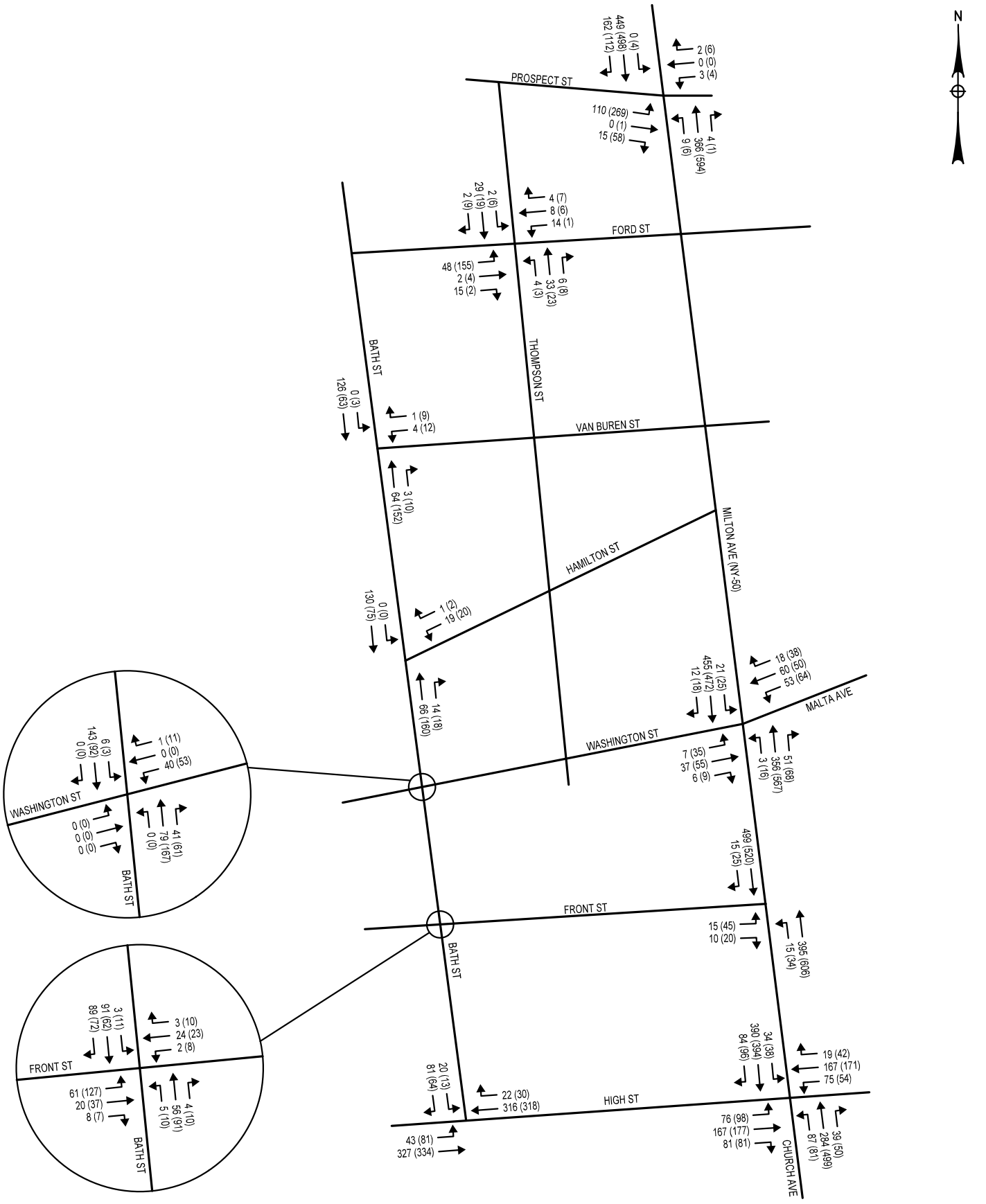
To address the impacts of the proposed development on the surrounding roadway system, it was first necessary to determine the background traffic operations as a baseline. Since the proposed development is anticipated to be fully constructed within the next 24 months, an analysis year of 2027 was selected for evaluation.

Discussions with the Village did not reveal any planned local developments that would add significant traffic to Bath St within the next two years, so it is assumed that background traffic would only increase through general regional growth.

As such, "No-Build" traffic volumes were developed for the year 2027 using NYSDOT historical traffic data to determine an annual growth rate that reflects the expected growth of traffic along the roadways as a result of regional development.

In looking at historical count data from NY Route 50, it appears that no significant traffic growth has occurred within the last decade, with an annual growth rate of just 0.07%. Looking at Bath St data, the growth rate is a little higher at 0.43% (see historical traffic volume data in Appendix B). Given this data, it was decided to assume a conservative 0.5% annual growth for this project.

Applying this growth rate over the 2 years until full build out, existing traffic volumes were increased by a factor of 1.01 to represent 2027 No-Build (background) traffic volumes. These volumes are depicted in Figure 3 – "2027 No Build Condition Peak Hour Volumes".



KEY:

XXX (XXX) = AM (PM) PEAK HOUR TRAFFIC VOLUMES

GPI Engineering Design Planning Construction Management

BATH STREET
TRAFFIC IMPACT STUDY
TOWN OF BALLSTON SPA, NY

2027 NO-BUILD CONDITION
PEAK HOUR VOLUMES

SCALE:	DATE:	FIGURE NO.
NO SCALE	JANUARY 2025	3

4.0 Projected Traffic Conditions

4.1 Site Generated Traffic

The number of trips generated by the proposed development was estimated for the peak hour conditions using the data contained in the Trip Generation Manual, 11th Edition, published by the Institute of Transportation Engineers (ITE). This publication contains data from various case studies on many different types of land uses. For the proposed development, LUC 220 – "Multifamily Housing (Low-Rise)", LUC 221 – "Multifamily Housing (Mid-Rise)", LUC 712 – "Small Office Building", and LUC 822 – "Strip Retail Plaza (<40ksf)" were used to estimate the trip generation potential of the site.

For the proposed development, it is assumed that the site consists of 168 apartment units (28 in low-rise buildings 3 stories or below, and 140 in mid-rise buildings 4-10 stories), 7,650 SF of retail space on the first floor of two buildings, and the potential for up to 3,600 SF of leasable office space. This office space may be retained for on-site operations and not leased out, but to be conservative it was included in the trip generation estimate.

As the development is a mixture of multiple land uses, it is expected that some site trips would remain internal to the site, traveling between different land uses (i.e. someone living in the apartments shopping at one of the on-site shops), and would not be traveling on the roadways adjacent to the site. This phenomenon is called internal trip capture and is discussed in the *Trip Generation Handbook*, 3rd edition, and in *NCHRP 8-51: Enhancing Internal Trip Capture Estimations for Mixed Use Developments*. However, to ensure the impact analysis evaluates the worst possible case for site traffic, no internal trip credit was applied.

A summary of the trip generation estimate for the proposed site is included in Table 2 below.

TABLE 2
TRIP GENERATION SUMMARY

Land Use Code	Land Use	Size	AM Peak Hour			PM Peak Hour		
			In	Out	**Total**	In	Out	**Total**
220	Multifamily Housing (low-rise)	28 units	3	8	**11**	9	5	**14**
221	Multifamily Housing (high-rise)	140 units	11	39	**50**	34	21	**55**
712	Small Office Building	3,600 SF	5	1	**6**	3	5	**8**
822	Strip Retail Plaza (<40 ksf)	7,650 SF	14	10	**24**	32	32	**64**
Total Trips Generated			33	58	**91**	78	63	**141**

It should be noted that retail land uses typically draw "Pass-by" traffic (trips already on the road that make a secondary stop enroute to another location). Pass-by trips add traffic to the site driveways, but not at intersections outside the proposed site access points.

However, for this particular site, it is assumed that the shopping on-site will be small specialty shops with little to no pass-by traffic, so no pass-by credit was taken and all trips for the retail shops, as well as for the residential and office space, will be considered new to the roadway for the analysis.

4.2 Trip Distribution

The trip distribution for the proposed site was developed based on a sampling of origin-destination data for existing Bath St traffic, which generally has a similar mix of residential, retail and office users as the proposed development. This sampling was performed using the "Replica" on-line Urban Planning Tool. Replica utilizes government provided census data and de-identified movement data collected from mobile devices to estimate the origins and destinations of traffic along roadway links. Applying this tool, the likely origin/destinations and travel routes are assumed to be as follows:

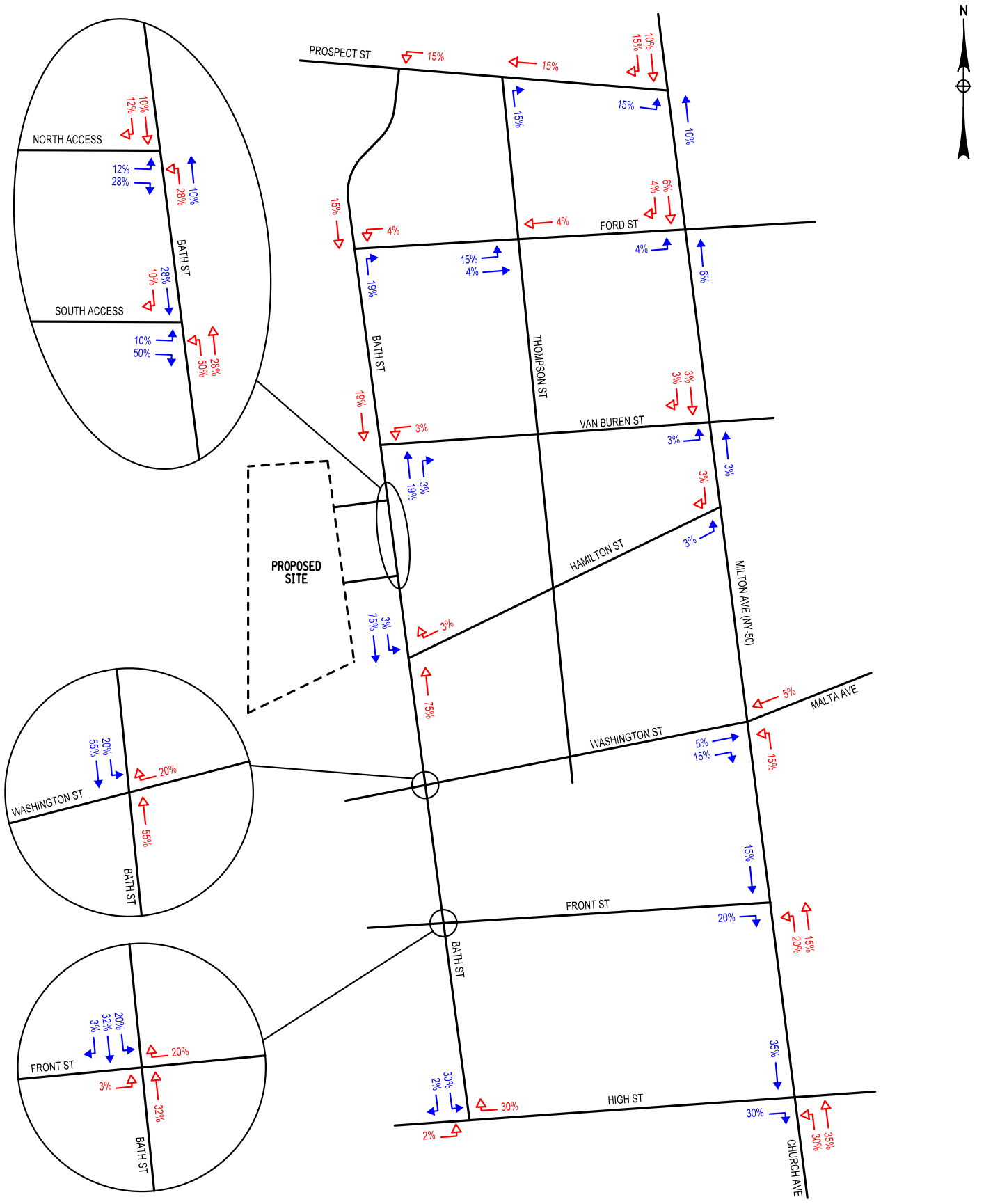
- 25% to/from the north towards Saratoga Springs via NY Route 50
  - 15% traveling up to Prospect St to NY Route 50
  - 4% traveling Ford St to NY Route 50
  - 3% traveling Van Buren St to NY Route 50
  - 3% traveling Hamilton St to NY Route 50
- 65% to/from the south to I-87 Exit 12 or down through Burnt Hill via NY Route 50
  - 30% traveling Bath St to W. High Street to NY Route 50
  - 20% traveling Front St to NY Route 50
  - 15% traveling Washington St to NY Route 50
- 5% to/from the west via W. High St (NY Route 67)
  - 3% traveling Bath St to Front St to W, High St
  - 2% traveling Bath St directly to W. High St
- 5% to/from the west via Washington St to Malta Ave

These percentages, along with the percentage of traffic utilizing each of the site driveways, are graphically shown on Figure 4 – "Directional Distribution of New Site Trips".

Applying these percentages to the site's trip generation estimate, the trip assignments for new site trips within the study area were determined. These numbers are depicted on Figure 5.

4.3 Build Condition Traffic Volumes

The Build Condition peak hour traffic volumes were developed by combining the "2027 No-Build Condition Peak Hour Traffic Volumes" and the projected new site trips. These volumes are graphically depicted on Figure 6 – "2027 Build Condition Peak Hour Traffic Volumes".

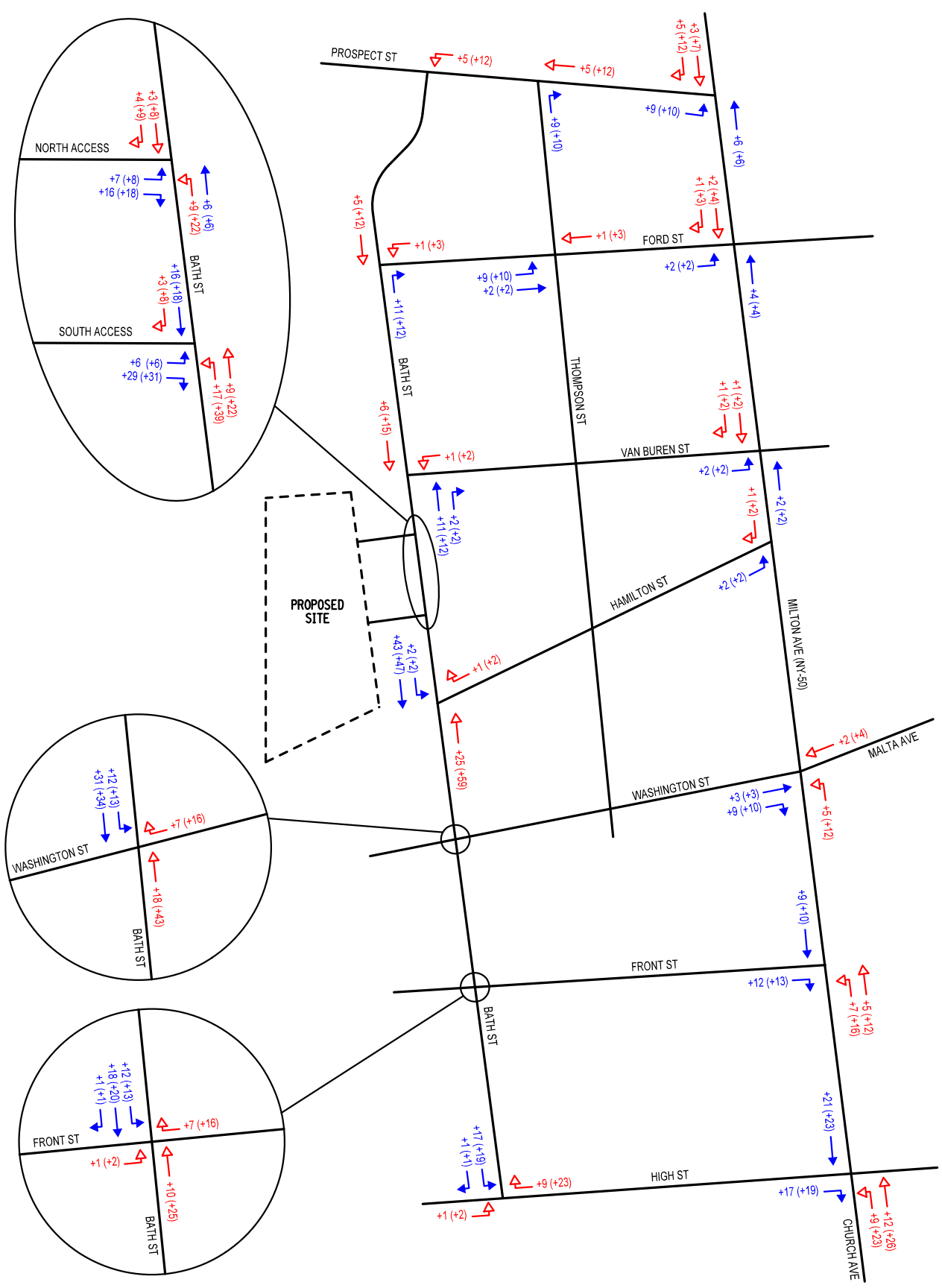


GPI Engineering Design Planning Construction Management

BATH STREET
TRAFFIC IMPACT STUDY
TOWN OF BALLSTON SPA, NY

DIRECTIONAL DISTRIBUTION OF NEW SITE TRIPS

SCALE:	DATE:	FIGURE NO.
NO SCALE	JANUARY 2025	4

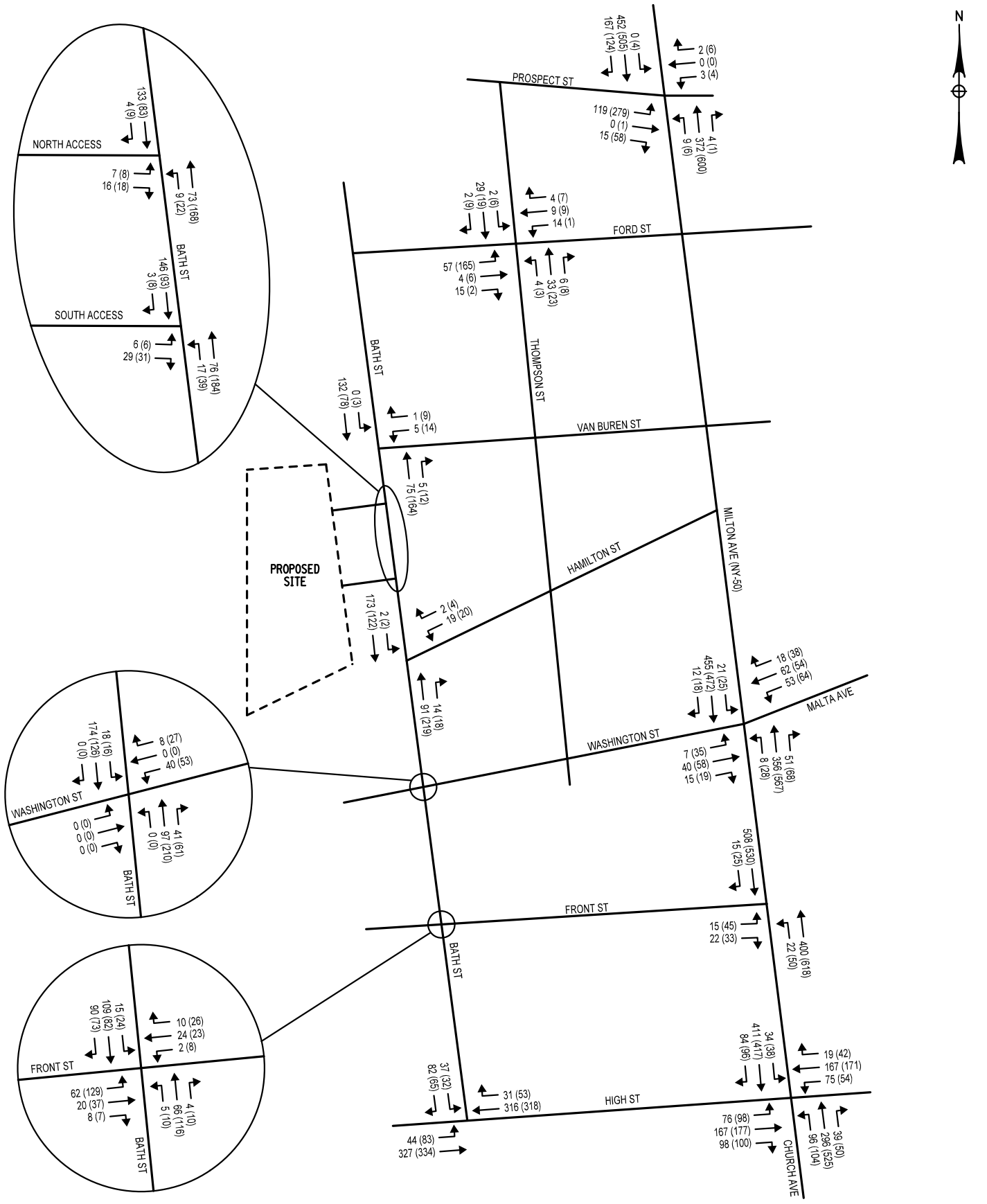


GPI Engineering Design Planning Construction Management

BATH STREET TRAFFIC IMPACT STUDY TOWN OF BALLSTON SPA, NY

DIRECTIONAL DISTRIBUTION OF NEW SITE TRIPS

SCALE:	DATE:	FIGURE NO.
NO SCALE	JANUARY 2025	4



KEY:

XXX (XXX) = AM (PM) PEAK HOUR TRAFFIC VOLUMES

GPI Engineering Design Planning Construction Management

BATH STREET
TRAFFIC IMPACT STUDY
TOWN OF BALLSTON SPA, NY

2027 BUILD CONDITION
PEAK HOUR TRAFFIC VOLUMES

SCALE:	DATE:	FIGURE NO.
NO SCALE	JANUARY 2025	6

5.0 Operating Conditions

5.1 Capacity Analysis Description

The operating conditions of transportation facilities are evaluated based on the relationship of existing or projected traffic volumes to the theoretical capacity of the highway facility, which can be equated to a level of service (LOS) based on the delay experienced by each vehicle. Level of service ranges from LOS A to LOS F and the delay thresholds that define various levels of service can be found in the *Highway Capacity Manual*, published by the Transportation Research Board. In general, "A" represents the best operating condition with unrestricted flow and little or no delay per vehicle, and "F" represents the worst, with congested conditions, long delays and poor traffic operations. LOS C or better is generally desirable, but LOS D for signalized locations and LOS E for unsignalized are generally acceptable during peak periods as long as the volume to capacity ratio (v/c) is below 1.0.

Table 3 below presents the LOS criteria for both signalized and unsignalized intersections.

TABLE 3
LEVEL OF SERVICE CRITERIA

LOS	Signalized Intersection Delay Per Vehicle (sec.)	Unsignalized Intersection Delay Per Vehicle (sec.)
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	>15.0 and ≤25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

5.2 Results of Analysis

To determine the impact of the proposed development on the operations of the adjacent transportation system, traffic operations were analyzed for both the weekday AM and PM peak hour under existing, no-build and future build conditions.

The traffic operations within the study area for each of these conditions are summarized in Table 4 and detailed in the computation worksheets found in Appendix D.

TABLE 4
LEVEL OF SERVICE SUMMARY

Intersection		2025 Existing Condition		2027 No-Build Condition		2027 Build Condition	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Church Ave/Milton Ave &	Eastbound	B (16.0)	B (16.6)	B (16.0)	B (16.6)	B (15.9)	B (16.5)
W High St/E High St	Westbound	B (19.8)	B (19.1)	B (19.8)	B (19.2)	B (19.9)	B (19.4)
(signalized)	Northbound	B (14.5)	B (17.6)	B (14.7)	B (18.1)	B (15.3)	B (18.8)
	Southbound	B (15.5)	B (16.3)	B (15.9)	B (16.7)	B (16.6)	B (17.9)
	OVERALL	**B (16.1)**	**B (17.2)**	**B (16.3)**	**B (17.5)**	**B (16.6)**	**B (18.2)**
Milton Ave & Front St	Eastbound	C (25.4)	C (26.9)	C (25.4)	C (26.9)	C (25.9)	C (27.5)
(signalized)	Northbound	B (11.2)	B (14.0)	B (11.3)	B (14.3)	B (11.4)	B (19.3)
	Southbound	B (13.8)	B (13.8)	B (14.0)	B (13.9)	B (14.1)	B (14.1)
	OVERALL	**B (13.0)**	**B (14.6)**	**B (13.1)**	**B (14.8)**	**B (13.4)**	**B (17.6)**
Milton Ave &	Eastbound	C (26.0)	C (27.6)	C (26.0)	C (27.6)	C (26.4)	C (28.1)
Washington St/Malta Ave	Westbound	C (29.2)	C (30.0)	C (29.3)	C (30.1)	C (29.4)	C (30.3)
(signalized)	Northbound	B (12.1)	B (16.9)	B (12.2)	B (17.2)	B (12.3)	B (18.0)
	Southbound	B (13.3)	B (13.2)	B (13.4)	B (13.3)	B (13.4)	B (13.3)
	OVERALL	**B (15.3)**	**B (17.7)**	**B (15.4)**	**B (17.9)**	**B (15.6)**	**B (18.4)**
Milton Ave &	Eastbound	B (15.0)	C (20.1)	B (15.2)	C (21.0)	B (15.8)	C (23.8)
Prospect St/Parking Lot	Westbound	B (13.0)	B (12.6)	B (13.2)	B (12.8)	B (13.5)	B (13.7)
(signalized)	Northbound	A (6.8)	B (12.9)	A (6.7)	B (13.2)	A (6.7)	B (13.6)
	Southbound	B (10.2)	B (14.0)	B (10.2)	B (14.3)	B (10.3)	B (15.2)
	OVERALL	**A (9.6)**	**B (14.8)**	**A (9.6)**	**B (15.3)**	**A (9.7)**	**B (16.4)**
Bath St & Front St	Eastbound	B (12.4)	B (14.3)	B (12.4)	B (14.4)	B (12.4)	B (14.4)
(signalized)	Westbound	B (11.2)	B (11.4)	B (11.2)	B (11.4)	B (11.3)	B (11.7)
	Northbound	B (11.7)	B (12.5)	B (11.8)	B (12.5)	B (11.9)	B (12.9)
	Southbound	B (14.2)	B (13.4)	B (14.3)	B (13.4)	B (15.1)	B (14.1)
	OVERALL	**B (13.1)**	**B (13.3)**	**B (13.1)**	**B (13.4)**	**B (13.6)**	**B (13.7)**
W High St & Bath St	Eastbound Left Turn [(1)]	A (8.2)	A (8.3)	A (8.2)	A (8.3)	A (8.2)	A (8.4)
(Two-Way Stop-Controlled)	Southbound	B (13.2)	B (12.8)	B (13.3)	B (12.9)	C (15.1)	C (15.7)
Bath St & Washington St	Northbound Left Turn [(1)]	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
(Two-Way Stop-Controlled)	Eastbound	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	Westbound	B (11.3)	B (11.6)	B (11.3)	B (11.7)	B (12.1)	B (13.0)
	Southbound Left Turn [(1)]	A (7.5)	A (7.8)	A (7.5)	A (7.8)	A (7.6)	A (8.0)
Bath St & Hamilton St	Westbound	B (10.0)	B (10.3)	B (10.0)	B (10.3)	B (10.6)	B (11.2)
(Two-Way Stop-Controlled)	Southbound Left Turn [(1)]	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (7.5)	A (7.8)
Bath St & Van Buren St	Westbound	A (9.6)	A (9.8)	A (9.6)	A (9.9)	A (9.8)	B (10.1)
(Two-Way Stop-Controlled)	Southbound Left Turn [(1)]	A (0.0)	A (7.6)	A (0.0)	A (7.6)	A (0.0)	A (7.6)
Thompson St & Ford St	Northbound	A (8.4)	A (7.7)	A (8.4)	A (7.7)	A (8.5)	A (7.7)
(All-Way Stop-Controlled)	Eastbound	A (8.1)	A (8.9)	A (8.1)	A (9.0)	A (8.4)	A (9.1)
	Westbound	A (7.9)	A (7.2)	A (7.9)	A (7.2)	A (7.9)	A (7.3)
	Southbound	A (7.8)	A (7.7)	A (7.8)	A (7.7)	A (7.9)	A (7.7)
	OVERALL	**A (8.1)**	**A (8.5)**	**A (8.1)**	**A (8.5)**	**A (8.3)**	**A (8.6)**
Bath St & South Driveway	Northbound Left Turn [(1)]	-	-	-	-	A (7.6)	A (7.5)
(Two-Way Stop-Controlled)	Eastbound					A (9.7)	A (9.5)
Bath St & North Driveway	Northbound Left Turn [(1)]	-	-	-	-	A (7.6)	A (7.5)
(Two-Way Stop-Controlled)	Eastbound					A (9.6)	A (9.6)

[(1)] HCM Two-way stop control (TWSC) methodology assumes uncontrolled through and right turn movements have a theoretical delay of zero, so only mainline left turn movement and side street delays are shown in the table for these type intersections.

X (XX.X) = Level of Service (Delay per vehicle in seconds)

As discussed earlier in this report, locations where less than 100 new vehicles are added generally don't need to be evaluated because the volume change isn't significant enough to have an impact on level of service, and the table above verifies that premise. For the proposed development, outside of the site driveways, only the Bath St and Washington St intersection is likely to see more than 100 vehicles. The Bath St at Front St intersection will see about 80 added trips and the Milton Ave/Church Ave at E./W. High St intersection will see about 90 added trips, but outside of that, all other studied intersection received much less added traffic, so it can be qualitatively assessed that traffic impacts are unlikely at most, if not all, of the intersections.

The analysis results demonstrate this, as levels of service remain the same between existing, no-build and build condition at all but one intersection, that being the Bath St and W. High St intersection where the southbound approach falls from a LOS B to a LOS C in the build condition. However, this drop in level of service represents less that 3 seconds per vehicle of delay being added for the southbound approach traffic, so traffic operations will not change significantly. All other approaches to each of the studied intersections operate at an acceptable LOS C or better, and there are an extensive number of approaches operating at LOS A and LOS B. Overall, the capacity analysis revealed that the new site traffic will be easily accommodated by the existing intersection within the Village with little to no change in traffic operation.

5.3 On-Street Parking Impacts

A qualitative assessment of on-street parking on the local road cross streets between Bath St and Milton Ave was performed. These roadways include:

- Ford Street
- Van Buren Street
- Hamilton Street
- Washington Street
- Front Street

A discussion of the parking conditions on each follows:

<u>Ford St</u>

This roadway is a typical residential local street. It is approximately 25-feet wide with no marked parking spaces and no centerline striping. Parking is allowed along most of the street, but there are never more than a couple parked vehicles, so they generally don't pose

much impediment to traffic flow, given that traffic volumes are low along the roadway. The proposed site is expected to add less than 15 vehicles to this roadway in the peak hours, which will not make a noticeable change in the traffic operation of the roadway.

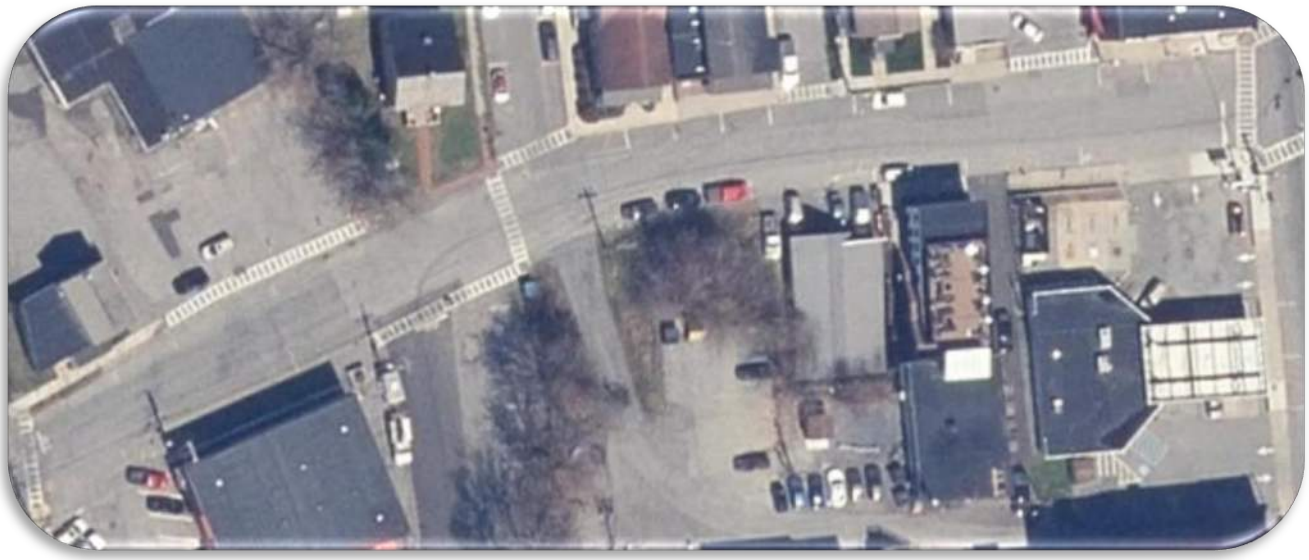
Van Buren Street

The western half of this street is similar to Ford St, with no marked parking spaces and little to no on-street parking, even though it is allowed. However, the eastern half of the street has marked parking spaces on both sides of the 25-feet wide roadway, leaving only about 10 feet of width for traveling vehicles. This is enough for only a single lane of traffic and during busy times, such as when the adjacent church is in session, this could cause a safety issue. Traffic operations on this roadway would benefit from either southside parking being removed or the roadway being converted to one-way. However, the proposed development is expected to add less than 5 vehicles per hour to this roadway, which would not noticeably change traffic operations. As such, any parking change along this street should be initiated by the Village as a separate larger parking study.

Hamilton Street

This local roadway is a little wider at 30-feet and parking is allowed only on the south side of the road, as the north side has wide driveway access and a couple No Parking signs (Although the signs are worn and need replacing). The parking on this roadway is minimally used and does not appear to cause any issues with traffic flow or safety. The less than 5 vehicles per hour expected to be added to this roadway by the proposed development will not cause a noticeable change in traffic operations.

Washington Street



This 40-feet wide roadway has on-street parallel parking along both sides of the road on the eastern half, east of Fenwick Street, and wide driveway access and striping no parking zones to the west. The parking on the eastern section of the road is heavily used by patrons of the shops in that area, but the wide roadway width allows traffic movements without hindrance. The proposed development is expected to add less than 30 vehicles per hour to this roadway, which is about 1 vehicle every 2 minutes. This will not cause a noticeable change in traffic operations or parking space access on this roadway.

Front Street

This roadway is 35-feet wide west of Spring St and expands to 45-feet wide to the east. To the west, parallel parking spaces are striped along both sides of the roadway. To the east, parking on the south side of the road is striped as parallel, but parking on the north side is stripped as pull-in diagonal. The roadway width allows for 20-feet of travel lane, which has no centerline striping. This provides space for one 10-foot wide lane per direction, which is adequate to provide reasonable traffic flow. Parking in this area is highly utilized to service the many busy shops along the roadway, so drivers do need to stay vigilant to avoid

vehicles making parking maneuvers. However, the proposed development is expected to add less than 30 vehicles per hour to this roadway, which is about 1 vehicle every 2 minutes, so site traffic is not expected to cause a noticeable change in traffic operations or parking space access on this roadway.

5.4 Internal Site Parking Sufficiency

Although reviewing internal site parking is not generally part of a traffic impact study, as the purpose of these type studies is to assess impacts to the adjacent roadway network, a review of on-site parking sufficiency was requested by the Village, so we have included it as general information.

Based on the latest site plan, there are 205 parking spaces on-site. 117 of these spaces are on the first floor of Buildings 2, 3 & 4 under the apartments, to provide resident parking. The remaining 88 are open air spaces to support the retail shops, offices and residential visitors.

An estimate of the sites parking needs was developed using ITE's Parking Generation Manual, 6th Edition. This manual contains case study data, similar to the Trip Generation Manual discussed earlier, that is used to derive parking demand for various land uses. It should be noted that this manual breaks down residential land uses by number of bedrooms and low-rise versus mid-rise building types in the data. Table 5 below summarized the average demand numbers obtained from the manual.

TABLE 5
PARKING GENERATION SUMMARY

Land Use Code	Land Use	Size	Average Weekday Parking Demand
217	Low-rise Multifamily Housing (1 bedroom)	12 units	12
218	Mid-rise Multifamily Housing (1 bedroom)	32 units	22
220	Low-rise Multifamily Housing (2+ bedroom)	16 units	20
221	Mid-rise Multifamily Housing (2+ bedroom)	108 units	123
Total Residential Parking Demand			**177**
712	Small Office Building	3,600 SF	**7**
822	Strip Retail Plaza (<40 ksf)	7,650 SF	**21**
Total On-Site Parking Demand			**205**

As can be seen, the proposed on-site parking is sufficient to accommodate the projected parking demand. When reviewing this data, it should be noted that the time of day when the residential land uses need parking is typically in evenings and overnight, while office and retail demand is during the day (when less than 65% of the residential parking is present), so overall, it is expected that parking utilization will be approximately 85% (177 spaces) at night and 70% (143 spaces) during the day. It should also be noted that this demand assumed no use of on-street parking, which is unlikely, so on-site parking utilization will probably be less than projected above.

5.5 DMV Road Test Area Impacts

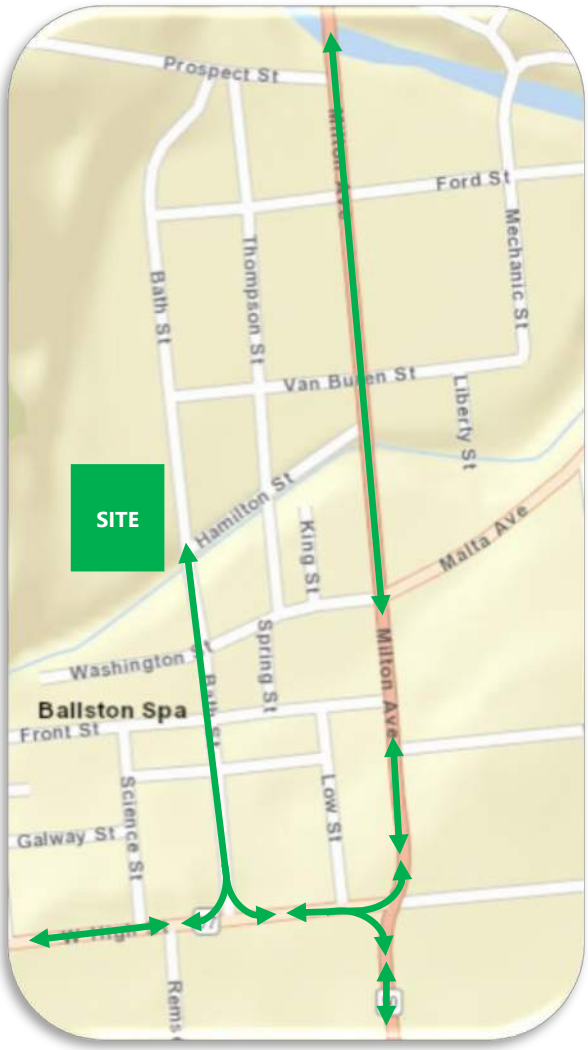
The NYS Department of Motor Vehicles (NYSDMV) Road Test site for Ballston Spa starts along to the proposed site's frontage. The blue sign designating the start point is located Immediately north of the Site's proposed southern driveway. However, this start point will have to be relocated if the parking spaces adjacent to the site are reconfigured to pull-in angled parking. NYSDMV was contacted in January 2025 to inform them that the new development will likely impact to their operations. Their response was that they perform road tests at other locations with far more traffic than Bath St, so the additional traffic would not be a concern. They accept that they will have to move their road test start point, but request that they be notified once construction begins to give enough lead-time to transition to a new start location. The DMV coordination email with contact information is included in Appendix E of this report.

5.6 Construction Vehicle Routing

As detailed previously in this report, the cross streets between NY Route 50 and Bath St are generally narrow with significant on-street parking, which is not suitable for heavy construction vehicle traffic. As a result, it is recommended that construction vehicles remain on the State Roadways, NYS Route 50 (Milton Ave/Church St) and NYS Route 67 (W. High St).

All construction vehicles should access Bath St at its intersection with W. High St, and Bath St should be the only Village maintained roadway where construction vehicles are present.

This routing is reflected in green on the map to the right.



6.0 Findings & Recommendations

The preceding analylsis evaluated the potential traffic impacts resulting from a new Multi-use Development located at 125 Bath St in Ballston Spa, NY. The proposed development is expected to include 168 low & mid-rise apartments, 7,650 square feet of retail shops and up to 3,600 square feet of leaseable office space. It is anticipated that the development will be fully constructed and occupied by the end of 2027, which was the analysis year used for the build condition in this study.

Findings and recommendations derived from the analysis performed include the following:

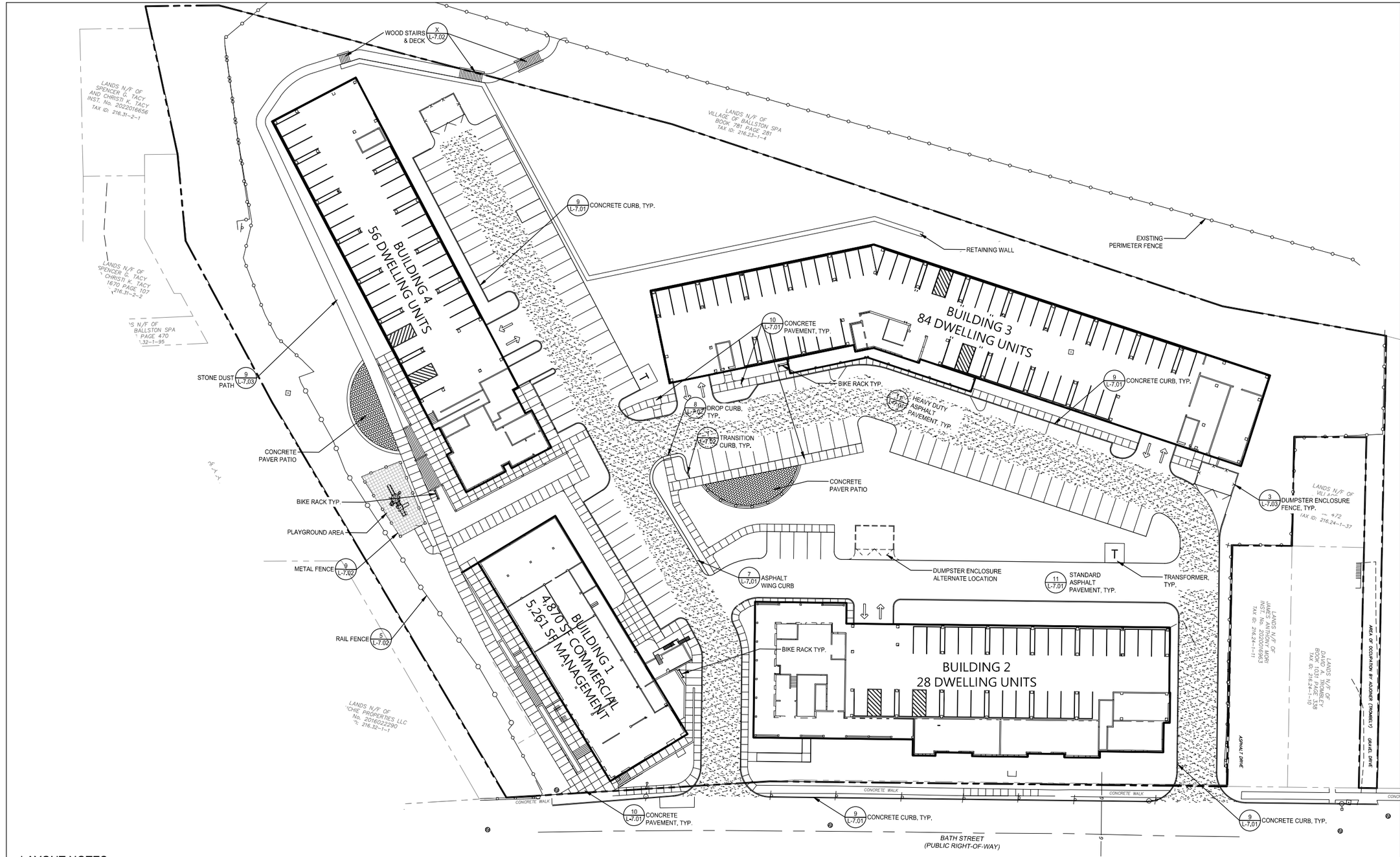
1. The study area included 10 intersections to ensure coverage wherever the Village may have concerns throughout the downtown area, but understanding that any location where less than 100 vehicle trips are added would likely not see any change in level of service, most didn't require inclusion in the study.
2. AM and PM traffic volumes were counted in early December 2024, since the NYSDOT seasonal adjustment factor for December is within about 1% of average annual conditions, no seasonal adjustment was required. Since the counts were taken so close to 2025, it is assumed that the count data accurately reflects 2025 existing condition traffic volumes.
3. The proposed development is expected to be fully build-out within two years. NYSDOT historical count station data was reviewed for the area and it was determined that an annual background growth rate of 0.5% would conservatively estimate the traffic present in future years. As such, the existing traffic volumes were adjusted by a factor of 1.01 to estimate 2027 No-Build Traffic Volumes for the AM and PM peak hours.
4. Crashes along Bath St were examined and 13 crashes in a 3-year period were identified. Of these crashes, only one involved an injury, the remaining were minor fender benders. No significant crash pattern was identified that would indicate a safety concern within the corridor.
5. Site generated traffic was estimated using data from the Trip Generation Manual. The data indicated that the proposed site would generate 91 AM peak hour trips (33 entering/58 exiting) and 141 PM peak hour trips (78 entering/63 exiting).
6. Although some site traffic may remain internal to the site, traveling between different on-site land uses, it was assumed all trips would originate off-site to be conservative. Additionally, all trips were assumed to be new to the roadway network, opposed to from pass-by traffic already on the road.

7. Trip Distribution for the site is expected to be heavily skewed to the south with half the traffic heading to I-87 Exit 12. Only a quarter of the traffic is expected to head north to Saratoga Springs.
8. Capacity analysis showed that all studied intersections will operate at level of service (LOS) C or better in both the AM and PM peak hours under existing, no-build and Build conditions. The only drop in level of service was the southbound Bath St approach to W. High St, which falls from LOS B to a still acceptable LOS C. All other intersections maintain the same level of service in the build condition as was present in the existing condition.
9. Site access will be through two separate driveways as shown on the site plan. Each driveway should have a single entering and single exiting lane.
10. On Street parking was reviewed for the local cross streets between Bath St and Milton Ave (NY Route 50). The only location where parking impedes traffic flow is along Van Buren St, but the proposed site is expected to add less than 5 vehicles per hour to this roadway, so any parking issues should be studied by the Village as a separate larger project. Site traffic is not expected to cause any noticeable change to traffic operations or parking space access along the local street network.
11. Internal Site parking sufficiency was reviewed and it was determine that the proposed 205 parking spaces will be able to accommodate the expected number of parked vehicles on-site.
12. The NYSDMV was contacted and informed of the increased traffic along Bath St, which is where the DMV Ballston Spa Road Test course begins. They felt the added traffic would not impact their operations, but request that they be notified when construction begins, so they can have sufficient lead-time to move the start point. They had no other comments.
13. It is understood that the local crossroads between Bath St and NY Route 50 are not suitable for heavy construction vehicles. As such it is recommended that all construction vehicles remain on the State highway system through the Village, except for along Bath St, which should be accessed from W. High St (NY Route 67) only.

Based on the traffic analysis performed, the existing roadway network and traffic control within the Village can adequately support the proposed development with negligible impact to traffic operations.

APPENDIX A

Site Plan



LAYOUT NOTES:

1. ALL LINE AND GRADE INFORMATION SHALL BE LAID OUT BY A NEW YORK STATE REGISTERED SURVEYOR ENGAGED BY THE CONTRACTOR.
2. ALL NEW WORK SHALL BE STAKED OUT PRIOR TO CONSTRUCTION. THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED OF ANY DISCREPANCIES. FIELD ADJUSTMENTS MUST BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION.
3. ALL LINES AND DIMENSIONS ARE PARALLEL OR PERPENDICULAR TO THE LINES FROM WHICH THEY ARE MEASURED UNLESS OTHERWISE NOTED.
4. DIMENSIONS TO CURBS ARE FROM FACE OR BOTTOM OF CURB TO FACE OR BOTTOM OF CURB.
5. FIELD ADJUSTMENTS MUST BE APPROVED BY THE OWNER'S REPRESENTATIVE AND IF NECESSARY APPROPRIATE MUNICIPAL OFFICIALS.
6. ALL LAYOUTS FOR WALKS AND PATHS SHALL BE ADEQUATELY STAKED BY THE CONTRACTOR AND APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION.
7. ALL PROPOSED WALKS, PAVEMENTS, LIGHTS AND SITE IMPROVEMENTS SHALL BE STAKED IN THE FIELD FOR APPROVAL BY THE OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION.
8. CONTRACTOR SHALL COORDINATE LOCATION OF ALL UTILITIES (LINES, DUCTS, CONDUITS, SLEEVES, FOOTINGS, ETC.) WITH LOCATIONS OF PROPOSED LANDSCAPE ELEMENTS (WALLS, FENCE, FOOTINGS, TREE ROOTBALLS, PROPOSED LIGHTING FOOTINGS, ETC.), CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO OWNER'S REPRESENTATIVE PRIOR TO CONTINUING WORK.
9. ALL EXISTING UTILITIES ARE SHOWN IN THEIR RELATIVE POSITION. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE VERTICAL & HORIZONTAL POSITION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- PROPERTY LINE
- CONCRETE CURB
- CONCRETE SIDEWALK
- HEAVY DUTY PAVEMENT
- LIGHT POLE
- ORNAMENTAL STREET LIGHT

30 0 10 20 30
Scale: 1" = 30'

Plotted By: DOUGLAS KELLER
Save Date: 12/6/2024 3:53 PM
File Name: C:\Projects\2023\2023024_Ballston_Spa_Tannery\2023024CAD\2023024_Lyt 2.0 Layout Plan.dwg

The LA GROUP
Landscape Architecture & Engineering P.C.
People. Purpose. Place.
40 Long Alley
Saratoga Springs
NY 12866
p 518-587-8100
f 518-587-0180
www.thelagroup.com

Prepared for:

Tannery Commons, LLC
1000 University Avenue Suite 500
Rochester, NY 12866

Project Title:

Ballston Spa Tannery
125 Bath Street
Ballston Spa, NY 12020

Project No.:			2023024
Design:			MCB
Drawn:	MCB	Chk'd:	DBH
Date:	12/6/2024	Scale:	1"=30'

Rev:	Description:	Date:

Drawing Title

LAYOUT PLAN

Drawing No.

L-2.0

APPENDIX B

Traffic Counts/Data Collection

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Bath St at Van Buren St
Location: Town of Balston Spa, New York
GPI Project No.: 2400166.00
Count Date: 12/3/2024

Total Traffic - Cars & Heavy Vehicles

Start Time	Bath St Southbound					Van Buren St Westbound					Bath St Northbound					0 Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	39	0	0	0	2	0	0	0	0	0	8	0	0	0	0	0	0	0
8:15 AM	0	0	18	0	0	0	1	0	0	0	0	0	19	0	0	0	0	0	0	0
8:30 AM	0	0	18	0	0	0	1	0	0	0	0	0	28	2	0	0	0	0	0	0
8:45 AM	0	0	39	0	0	0	0	0	1	0	0	0	8	1	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	16	0	0	0	0	0	1	1	0	0	45	3	0	0	0	0	0	0
3:45 PM	0	2	10	0	0	0	1	0	4	0	1	0	23	2	0	0	0	0	0	0
4:00 PM	0	1	18	0	0	0	7	0	2	0	0	0	23	4	0	0	0	0	0	0
4:15 PM	0	0	18	0	0	0	4	0	1	0	0	0	25	1	0	0	0	0	0	0
4:30 PM	0	0	6	0	0	0	0	0	0	3	2	0	41	4	0	0	0	0	0	0
4:45 PM	0	0	15	0	0	0	0	0	0	0	0	0	26	3	0	0	0	0	0	0
5:00 PM	0	0	11	0	0	0	3	0	0	0	0	0	51	0	0	0	0	0	0	0
5:15 PM	0	0	10	0	0	0	0	0	0	1	0	0	30	1	0	0	0	0	0	0
5:30 PM	0	0	17	0	0	0	1	0	0	3	0	0	31	1	0	0	0	0	0	0
5:45 PM	0	0	17	0	0	0	1	0	0	1	1	0	26	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Bath St at Van Buren St
Location: Town of Balston Spa, New York

GPI Project No.: 2400166.00
Count Date: 12/3/2024

Peak Hour Traffic Volumes

	Bath St Southbound					Van Buren St Westbound					Bath St Northbound					0 Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
AM Peak Hour:			**8:00 AM**	**to**	**9:00 AM**															
8:00 AM	0	0	39	0	0	0	2	0	0	0	0	0	8	0	0	0	0	0	0	0
8:15 AM	0	0	18	0	0	0	1	0	0	0	0	0	19	0	0	0	0	0	0	0
8:30 AM	0	0	18	0	0	0	1	0	0	0	0	0	28	2	0	0	0	0	0	0
8:45 AM	0	0	39	0	0	0	0	0	1	0	0	0	8	1	0	0	0	0	0	0
Total Volume	0	0	114	0	0	0	4	0	1	0	0	0	63	3	0	0	0	0	0	0
185			114					5					66					0		
No. of Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck %	0.0%		0.0%			0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%			0.0%
0.0%			0.0%					0.0%					0.0%					0.0%		
PHF	0.00		0.73			0.00	0.50		0.25	0.00	0.00		0.56	0.38	0.00	0.00	0.00			0.00
0.94			0.73					0.63					0.55					#DIV/0!		

	Bath St Southbound					Van Buren St Westbound					Bath St Northbound					0 Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
PM Peak Hour:			**3:30 PM**	**to**	**4:30 PM**															
3:30 PM	0	0	16	0	0	0	0	0	1	1	0	0	45	3	0	0	0	0	0	0
3:45 PM	0	2	10	0	0	0	1	0	4	0	1	0	23	2	0	0	0	0	0	0
4:00 PM	0	1	18	0	0	0	7	0	2	0	0	0	23	4	0	0	0	0	0	0
4:15 PM	0	0	18	0	0	0	4	0	1	0	0	0	25	1	0	0	0	0	0	0
Total Volume	0	3	62	0	0	0	12	0	8	1	1	0	116	10	0	0	0	0	0	0
213			65					21					127					0		
No. of Trucks	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Truck %	0.0%	0.0%	4.8%			0.0%	0.0%		0.0%	0.0%	0.0%		0.9%	0.0%	0.0%	0.0%	0.0%			0.0%
1.9%			4.6%					0.0%					0.8%					0.0%		
PHF	0.00	0.38	0.86			0.00	0.43		0.50	0.25	0.25		0.64	0.63	0.00	0.00	0.00			0.00
0.81			0.86					0.58					0.66					#DIV/0!		

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Bath Street at Washington Street
Location: Town of Ballston Spa, New York
GPI Project No.: 2400166.00
Count Date: 12/3/2024

Total Traffic - Cars & Heavy Vehicles

	Bath Street Southbound					Washington Street Westbound					Bath Street Northbound					0 Eastbound				
Start Time	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
7:00 AM	0	3	44	0	0	0	14	0	0	0	0	0	12	2	0	0	0	0	0	0
7:15 AM	0	1	19	0	0	0	11	0	1	0	0	0	22	11	0	0	0	0	0	0
7:30 AM	0	0	25	0	0	0	14	0	2	0	0	0	24	12	0	0	0	0	0	0
7:45 AM	0	2	39	0	0	0	24	0	0	0	0	0	12	8	1	0	0	0	0	0
8:00 AM	0	2	23	0	2	0	6	0	1	0	0	0	12	5	0	0	0	0	0	0
8:15 AM	0	0	45	0	0	0	16	0	0	1	0	0	7	10	0	0	0	0	0	0
8:30 AM	0	3	24	0	0	0	10	0	0	0	0	0	32	13	0	0	0	0	0	0
8:45 AM	0	1	49	0	0	0	8	0	0	0	0	0	27	11	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	2	24	0	1	0	4	0	0	1	0	0	47	17	0	0	0	0	0	0
2:45 PM	0	1	17	0	0	0	10	0	4	0	0	0	25	13	0	0	0	0	0	0
3:00 PM	0	0	34	0	1	0	16	0	1	0	0	0	25	12	0	0	0	0	0	0
3:15 PM	0	1	24	0	0	0	14	0	0	0	0	0	35	10	0	0	0	0	0	0
3:30 PM	0	1	9	0	0	0	14	0	5	1	0	0	41	18	0	0	0	0	0	0
3:45 PM	0	0	17	0	0	0	10	0	2	0	0	0	26	20	0	0	0	0	0	0
4:00 PM	0	0	20	0	3	0	15	0	3	0	0	0	46	19	0	0	0	0	0	0
4:15 PM	0	3	14	0	0	0	21	0	2	0	0	0	39	14	0	0	0	0	0	0
4:30 PM	0	0	25	0	0	0	14	0	1	0	0	0	28	11	0	0	0	0	0	0
4:45 PM	0	1	26	0	0	0	9	0	2	1	0	0	27	10	1	0	0	0	0	0
5:00 PM	0	1	17	0	0	0	14	0	0	1	0	0	53	26	0	0	0	0	0	0
5:15 PM	0	1	19	0	0	0	14	0	3	0	0	0	43	15	0	0	0	0	0	0
5:30 PM	0	0	28	0	0	0	15	0	3	0	0	0	27	9	0	0	0	0	0	0
5:45 PM	0	1	18	0	0	0	14	0	0	0	0	0	25	15	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Bath Street at Washington Street
Location: Town of Ballston Spa, New York

GPI Project No.: 2400166.00
Count Date: 12/3/2024

Peak Hour Traffic Volumes

	Bath Street Southbound					Washington Street Westbound					Bath Street Northbound					0 Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
AM Peak Hour:			**8:00 AM**	**to**	**9:00 AM**															
8:00 AM	0	2	23	0	2	0	6	0	1	0	0	0	12	5	0	0	0	0	0	0
8:15 AM	0	0	45	0	0	0	16	0	0	1	0	0	7	10	0	0	0	0	0	0
8:30 AM	0	3	24	0	0	0	10	0	0	0	0	0	32	13	0	0	0	0	0	0
8:45 AM	0	1	49	0	0	0	8	0	0	0	0	0	27	11	0	0	0	0	0	0
Total Volume	0	6	141	0	2	0	40	0	1	1	0	0	78	39	0	0	0	0	0	0
308			149					42					117					0		
No. of Trucks	0	0	4	0	0	0	3	0	0	0	0	0	3	2	0	0	0	0	0	0
Truck %	0.0%	0.0%	2.8%		0.0%	0.0%	7.5%		0.0%	0.0%	0.0%		3.8%	5.1%	0.0%	0.0%	0.0%			0.0%
3.9%			2.7%					7.3%					4.3%					0.0%		
PHF	0.00	0.50	0.72		0.25	0.00	0.63		0.25	0.25	0.00		0.61	0.75	0.00	0.00	0.00			0.00
0.80			0.75					0.62					0.65					#DIV/0!		

	Bath Street Southbound					Washington Street Westbound					Bath Street Northbound					0 Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
PM Peak Hour:			**4:45 PM**	**to**	**5:45 PM**															
4:45 PM	0	1	26	0	0	0	9	0	2	1	0	0	27	10	1	0	0	0	0	0
5:00 PM	0	1	17	0	0	0	14	0	0	1	0	0	53	26	0	0	0	0	0	0
5:15 PM	0	1	19	0	0	0	14	0	3	0	0	0	43	15	0	0	0	0	0	0
5:30 PM	0	0	28	0	0	0	15	0	3	0	0	0	27	9	0	0	0	0	0	0
Total Volume	0	3	90	0	0	0	52	0	8	2	0	0	150	60	1	0	0	0	0	0
366			93					62					211					0		
No. of Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck %	0.0%	0.0%	1.1%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%			0.0%
0.3%			1.1%					0.0%					0.0%					0.0%		
PHF	0.00	0.75	0.80			0.00	0.87		0.67	0.50	0.00		0.71	0.58	0.25	0.00	0.00			0.00
0.82			0.83					0.86					0.67					#DIV/0!		

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Bath Street at Front Street
Location: Town of Ballston Spa, New York
GPI Project No.: 2400166.00
Count Date: 12/3/2024

Total Traffic - Cars & Heavy Vehicles

Start Time	Bath Street Southbound					Front Street Westbound					Bath Street Northbound					Front Street Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
7:00 AM	0	1	40	13	0	0	0	5	0	0	0	1	4	3	0	0	10	5	1	0
7:15 AM	0	0	22	11	0	0	1	8	0	0	0	2	17	0	0	0	16	3	5	0
7:30 AM	0	1	17	20	0	0	0	6	1	0	0	1	19	1	0	0	16	5	3	1
7:45 AM	0	0	20	42	2	0	1	5	1	0	0	1	3	1	1	0	16	7	1	1
8:00 AM	0	0	8	24	2	0	0	2	0	2	0	4	4	3	0	0	10	3	1	4
8:15 AM	0	0	15	43	2	0	2	2	1	1	0	0	3	1	0	0	15	3	0	1
8:30 AM	0	2	9	21	0	0	0	4	1	0	0	1	19	3	0	0	26	6	2	1
8:45 AM	0	4	23	27	0	0	1	2	1	0	0	1	20	0	2	0	20	10	3	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	4	8	12	1	1	2	5	0	0	0	4	34	3	1	0	33	11	3	5
2:45 PM	0	6	11	12	1	0	3	5	2	1	0	1	20	2	3	0	17	7	3	3
3:00 PM	0	5	23	22	0	0	2	5	3	1	0	2	16	2	0	0	18	7	4	4
3:15 PM	0	5	14	22	0	0	1	9	7	0	0	0	19	1	2	0	19	13	1	2
3:30 PM	0	4	8	10	1	0	1	5	2	0	0	2	13	3	4	0	40	7	4	0
3:45 PM	0	2	8	18	0	0	0	6	2	3	0	1	17	0	8	0	33	8	3	3
4:00 PM	0	4	14	16	1	0	4	3	1	0	0	3	23	6	0	0	41	13	1	2
4:15 PM	0	3	16	19	6	0	0	7	5	0	0	4	15	0	2	0	32	8	3	0
4:30 PM	0	2	18	18	0	0	2	7	0	5	0	2	17	3	2	0	23	8	0	1
4:45 PM	0	5	16	15	1	0	0	8	1	2	0	3	16	2	0	0	20	6	0	0
5:00 PM	0	1	15	15	2	0	2	8	0	0	0	0	44	3	2	0	32	12	1	0
5:15 PM	0	1	18	14	1	0	1	4	4	0	0	2	24	1	0	0	30	4	3	1
5:30 PM	0	1	22	19	0	0	0	4	0	0	0	1	18	0	1	0	21	3	0	0
5:45 PM	0	1	22	11	0	0	3	4	4	1	0	0	12	3	0	0	24	4	1	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Bath Street at Front Street
Location: Town of Ballston Spa, New York
GPI Project No.: 2400166.00
Count Date: 12/3/2024

Peak Hour Traffic Volumes

	Bath Street Southbound					Front Street Westbound					Bath Street Northbound					Front Street Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
AM Peak Hour:			**7:00 AM**	**to**	**8:00 AM**															
7:00 AM	0	1	40	13	0	0	0	5	0	0	0	1	4	3	0	0	10	5	1	0
7:15 AM	0	0	22	11	0	0	1	8	0	0	0	2	17	0	0	0	16	3	5	0
7:30 AM	0	1	17	20	0	0	0	6	1	0	0	1	19	1	0	0	16	5	3	1
7:45 AM	0	0	20	42	2	0	1	5	1	0	0	1	3	1	1	0	16	7	1	1
Total Volume	0	2	99	86	2	0	2	24	2	0	0	5	43	5	1	0	58	20	10	2
361			189					28					54					90		
No. of Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0
Truck %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%
0.8%			0.0%					3.6%					1.9%					1.1%		
PHF	0.00	0.50	0.62	0.51	0.25	0.00	0.50	0.75	0.50	0.00	0.00	0.63	0.57	0.42	0.25	0.00	0.91	0.71	0.50	0.50
0.88			0.74					0.78					0.64					0.90		

	Bath Street Southbound					Front Street Westbound					Bath Street Northbound					Front Street Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
PM Peak Hour:			**3:45 PM**	**to**	**4:45 PM**															
3:45 PM	0	2	8	18	0	0	0	6	2	3	0	1	17	0	8	0	33	8	3	3
4:00 PM	0	4	14	16	1	0	4	3	1	0	0	3	23	6	0	0	41	13	1	2
4:15 PM	0	3	16	19	6	0	0	7	5	0	0	4	15	0	2	0	32	8	3	0
4:30 PM	0	2	18	18	0	0	2	7	0	5	0	2	17	3	2	0	23	8	0	1
Total Volume	0	11	56	71	7	0	6	23	8	8	0	10	72	9	12	0	129	37	7	6
472			145					45					103					179		
No. of Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Truck %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
0.2%			0.0%					0.0%					1.1%					0.0%		
PHF	0.00	0.69	0.78	0.93	0.29	0.00	0.38	0.82	0.40	0.40	0.00	0.63	0.78	0.38	0.38	0.00	0.79	0.71	0.58	0.50
0.89			0.82					0.80					0.80					0.79		

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Bath Street at High Street (NY-67) GPI Project No.: 2400166.00
Location: Town of Ballston Spa, New York Count Date: 12/3/2024

Total Traffic - Cars & Heavy Vehicles

Start Time	Bath Street Southbound					High Street (NY-67) Westbound					0 Northbound					High Street (NY-67) Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
7:00 AM	0	3	0	32	0	0	0	84	3	0	0	0	0	0	0	0	6	67	0	0
7:15 AM	0	7	0	17	0	0	0	70	7	0	0	0	0	0	0	0	21	106	0	0
7:30 AM	0	6	0	10	1	0	0	62	7	0	0	0	0	0	0	0	13	87	0	0
7:45 AM	0	3	0	18	0	0	0	96	5	0	0	0	0	0	0	0	2	63	0	0
8:00 AM	0	2	0	8	1	0	0	57	3	0	0	0	0	0	0	0	6	56	0	0
8:15 AM	0	0	0	16	0	0	0	75	5	0	0	0	0	0	0	0	3	65	0	0
8:30 AM	0	2	0	8	0	0	0	91	9	0	0	0	0	0	0	0	14	78	0	0
8:45 AM	0	8	0	15	0	0	0	106	12	0	0	0	0	0	0	0	15	64	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	7	0	5	0	0	0	75	12	0	0	0	0	0	0	0	26	107	0	0
2:45 PM	0	8	0	16	1	0	0	82	10	0	0	0	0	0	0	0	13	67	0	0
3:00 PM	0	11	0	17	0	0	0	79	5	0	0	0	0	0	0	0	8	64	0	0
3:15 PM	0	2	0	13	0	0	0	88	5	0	0	0	0	0	0	0	18	64	0	0
3:30 PM	0	3	0	7	0	0	0	74	8	0	0	0	0	0	0	0	7	83	0	0
3:45 PM	0	5	0	9	1	0	0	58	5	0	0	0	0	0	0	0	11	70	0	0
4:00 PM	0	12	0	10	0	0	0	73	8	0	0	0	0	0	0	0	14	98	0	0
4:15 PM	0	8	0	14	0	0	0	62	5	0	0	0	0	0	0	0	14	69	0	0
4:30 PM	0	4	0	16	0	0	0	89	6	0	0	0	0	0	0	0	19	79	0	0
4:45 PM	0	2	0	12	0	0	0	82	5	0	0	0	0	0	0	0	16	65	0	0
5:00 PM	0	3	0	16	0	0	0	55	12	0	0	0	0	0	0	0	34	109	0	0
5:15 PM	0	4	0	19	0	0	0	88	8	0	0	0	0	0	0	0	11	68	0	0
5:30 PM	0	5	0	19	0	0	0	60	5	0	0	0	0	0	0	0	13	73	0	0
5:45 PM	0	2	0	22	0	0	0	62	0	0	0	0	0	0	0	0	16	57	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Bath Street at High Street (NY-67) GPI Project No.: 2400166.00
Location: Town of Ballston Spa, New York Count Date: 12/3/2024

Peak Hour Traffic Volumes

	Bath Street Southbound					High Street (NY-67) Westbound					0 Northbound					High Street (NY-67) Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
AM Peak Hour:			**7:00 AM**	**to**	**8:00 AM**															
7:00 AM	0	3	0	32	0	0	0	84	3	0	0	0	0	0	0	0	6	67	0	0
7:15 AM	0	7	0	17	0	0	0	70	7	0	0	0	0	0	0	0	21	106	0	0
7:30 AM	0	6	0	10	1	0	0	62	7	0	0	0	0	0	0	0	13	87	0	0
7:45 AM	0	3	0	18	0	0	0	96	5	0	0	0	0	0	0	0	2	63	0	0
Total Volume	0	19	0	77	1	0	0	312	22	0	0	0	0	0	0	0	42	323	0	0
796			97					334					0					365		
No. of Trucks	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	21	0	0
Truck %	0.0%	0.0%		0.0%	0.0%	0.0%		11.2%	0.0%	0.0%	0.0%		0.0%		0.0%	0.0%	0.0%	6.5%		0.0%
7.0%			0.0%					10.5%					0.0%					5.8%		
PHF	0.00	0.68		0.60	0.25	0.00		0.81	0.79	0.00	0.00		0.00		0.00	0.00	0.50	0.76		0.00
0.87			0.69					0.83					#DIV/0!					0.72		

	Bath Street Southbound					High Street (NY-67) Westbound					0 Northbound					High Street (NY-67) Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
PM Peak Hour:			**4:30 PM**	**to**	**5:30 PM**															
4:30 PM	0	4	0	16	0	0	0	89	6	0	0	0	0	0	0	0	19	79	0	0
4:45 PM	0	2	0	12	0	0	0	82	5	0	0	0	0	0	0	0	16	65	0	0
5:00 PM	0	3	0	16	0	0	0	55	12	0	0	0	0	0	0	0	34	109	0	0
5:15 PM	0	4	0	19	0	0	0	88	8	0	0	0	0	0	0	0	11	68	0	0
Total Volume	0	13	0	63	0	0	0	314	31	0	0	0	0	0	0	0	80	321	0	0
822			76					345					0					401		
No. of Trucks	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	1	7	0	0
Truck %	0.0%	0.0%		0.0%		0.0%		3.2%	0.0%	0.0%	0.0%		0.0%		0.0%	0.0%	1.3%	2.2%		0.0%
2.2%			0.0%					2.9%					0.0%					2.0%		
PHF	0.00	0.81		0.83		0.00		0.88	0.65	0.00	0.00		0.00		0.00	0.00	0.59	0.74		0.00
0.90			0.83					0.90					#DIV/0!					0.70		

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Milton Ave (NY-50) at Prospect Street
Location: Town of Ballston Spa, New York
GPI Project No.: 2400166.00
Count Date: 12/3/2024

Total Traffic - Cars & Heavy Vehicles

	Milton Ave (NY-50) Southbound					Driveway Westbound					Milton Ave (NY-50) Northbound					Prospect Street Eastbound				
Start Time	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
7:00 AM	0	0	126	44	0	0	0	0	0	0	0	0	57	0	0	0	20	0	1	0
7:15 AM	0	0	120	22	0	0	0	0	0	0	0	3	75	0	0	0	32	0	4	1
7:30 AM	0	0	116	18	0	0	0	0	0	0	0	1	93	0	0	0	29	0	2	0
7:45 AM	0	0	120	50	0	0	0	0	0	0	0	2	108	0	0	0	25	0	2	0
8:00 AM	0	0	97	32	0	0	0	0	0	0	0	4	83	0	0	0	16	0	0	2
8:15 AM	0	0	110	37	0	0	0	0	0	0	0	3	98	0	1	0	28	0	4	1
8:30 AM	0	0	110	36	0	0	0	0	0	0	0	2	77	2	0	0	32	0	1	0
8:45 AM	0	0	128	55	0	0	3	0	2	0	0	0	104	2	0	0	33	0	10	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	116	25	1	0	0	0	0	0	0	3	138	0	3	0	55	0	6	1
2:45 PM	0	0	109	32	0	0	0	0	0	0	1	3	121	0	2	0	46	0	3	2
3:00 PM	0	0	107	43	0	0	0	0	0	0	0	3	114	0	1	0	50	0	7	2
3:15 PM	0	0	103	22	0	0	0	0	0	0	0	5	120	0	2	0	45	0	6	2
3:30 PM	0	2	117	19	0	0	0	0	2	0	0	2	145	0	1	1	69	0	11	2
3:45 PM	0	0	127	31	1	0	2	0	2	0	0	1	138	1	3	1	42	0	17	2
4:00 PM	0	0	130	34	1	0	1	0	1	0	0	0	157	0	0	0	91	0	25	1
4:15 PM	0	2	119	27	0	0	1	0	1	0	0	3	148	0	0	0	64	1	4	1
4:30 PM	0	0	127	27	0	0	0	0	0	0	0	1	139	0	0	0	43	0	3	1
4:45 PM	0	0	120	29	0	0	0	0	0	0	0	3	154	0	0	0	50	0	1	0
5:00 PM	0	0	109	33	2	0	0	0	0	0	0	2	143	0	1	0	67	0	4	1
5:15 PM	0	0	118	32	1	0	0	0	0	0	0	4	160	0	0	0	57	0	2	1
5:30 PM	0	0	111	34	0	0	0	0	0	0	0	3	141	0	0	0	52	0	3	1
5:45 PM	0	0	125	28	0	0	0	0	0	0	0	4	137	0	0	0	29	0	2	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Milton Ave (NY-50) at Prospect Street
Location: Town of Ballston Spa, New York
GPI Project No.: 2400166.00
Count Date: 12/3/2024

Peak Hour Traffic Volumes

	Milton Ave (NY-50) Southbound					Driveway Westbound					Milton Ave (NY-50) Northbound					Prospect Street Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
AM Peak Hour:			**8:00 AM**	**to**	**9:00 AM**															
8:00 AM	0	0	97	32	0	0	0	0	0	0	0	4	83	0	0	0	16	0	0	2
8:15 AM	0	0	110	37	0	0	0	0	0	0	0	3	98	0	1	0	28	0	4	1
8:30 AM	0	0	110	36	0	0	0	0	0	0	0	2	77	2	0	0	32	0	1	0
8:45 AM	0	0	128	55	0	0	3	0	2	0	0	0	104	2	0	0	33	0	10	0
Total Volume	0	0	445	160	0	0	3	0	2	0	0	9	362	4	1	0	109	0	15	3
1,113			605					5					376					127		
No. of Trucks	0	0	20	6	0	0	0	0	0	0	0	0	30	0	0	0	3	0	1	0
Truck %	0.0%		4.5%	3.8%		0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	2.8%		6.7%	0.0%
5.4%			4.3%					0.0%					8.0%					3.2%		
PHF	0.00		0.87	0.73		0.00	0.25		0.25	0.00	0.00	0.56	0.87	0.50	0.25	0.00	0.83		0.38	0.38
0.83			0.83					0.25					0.89					0.74		

	Milton Ave (NY-50) Southbound					Driveway Westbound					Milton Ave (NY-50) Northbound					Prospect Street Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
PM Peak Hour:			**3:30 PM**	**to**	**4:30 PM**															
3:30 PM	0	2	117	19	0	0	0	0	2	0	0	2	145	0	1	1	69	0	11	2
3:45 PM	0	0	127	31	1	0	2	0	2	0	0	1	138	1	3	1	42	0	17	2
4:00 PM	0	0	130	34	1	0	1	0	1	0	0	0	157	0	0	0	91	0	25	1
4:15 PM	0	2	119	27	0	0	1	0	1	0	0	3	148	0	0	0	64	1	4	1
Total Volume	0	4	493	111	2	0	4	0	6	0	0	6	588	1	4	2	266	1	57	6
1,551			610					10					599					332		
No. of Trucks	0	0	28	0	0	0	0	0	1	0	0	0	21	1	0	0	4	0	0	0
Truck %	0.0%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%		16.7%	0.0%	0.0%	0.0%	3.6%	100.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%
3.6%			4.6%					10.0%					3.7%					1.2%		
PHF	0.00	0.50	0.95	0.82	0.50	0.00	0.50		0.75	0.00	0.00	0.50	0.94	0.25	0.33	0.50	0.73	0.25	0.57	0.75
0.88			0.92					0.63					0.95					0.71		

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Milton Ave (NY-50) at Malta Ave
Location: Town of Ballston Spa, New York
GPI Project No.: 2400166.00
Count Date: 12/3/2024

Total Traffic - Cars & Heavy Vehicles

Start Time	Milton Ave (NY-50) Southbound					Malta Ave Westbound					Milton Ave (NY-50) Northbound					Washington St Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
7:00 AM	0	3	132	2	0	1	12	16	2	3	0	1	63	12	0	0	2	4	1	0
7:15 AM	0	7	129	2	0	0	16	7	5	1	0	0	77	11	0	0	2	11	4	1
7:30 AM	0	6	111	4	3	0	9	13	7	6	0	0	109	20	1	0	1	13	0	2
7:45 AM	0	5	114	4	0	0	15	23	4	1	0	2	120	7	0	0	2	9	1	1
8:00 AM	0	10	82	3	1	0	5	10	5	6	0	0	90	19	0	0	3	8	0	2
8:15 AM	0	4	104	3	1	0	19	20	10	6	0	2	86	10	1	0	4	8	2	5
8:30 AM	0	6	110	3	2	0	10	11	2	8	0	1	88	20	1	0	2	11	2	0
8:45 AM	0	11	106	3	0	0	29	11	4	5	0	2	111	25	1	0	9	13	4	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	2	91	3	1	0	19	1	8	1	0	0	120	17	1	0	10	13	4	4
2:45 PM	0	4	126	4	3	0	8	10	7	8	0	3	161	14	2	0	3	11	5	4
3:00 PM	0	7	120	4	4	0	20	8	14	2	0	1	113	11	0	0	9	13	7	3
3:15 PM	0	6	117	3	2	0	15	13	4	6	0	6	131	19	0	0	8	9	9	6
3:30 PM	0	4	117	3	0	0	17	13	6	1	0	1	150	15	1	0	4	11	3	6
3:45 PM	0	5	125	4	0	0	13	11	5	1	0	1	137	23	2	0	9	13	1	5
4:00 PM	0	5	118	5	0	0	16	9	7	1	0	3	135	22	1	0	7	21	5	6
4:15 PM	0	4	105	8	1	0	17	15	6	1	0	3	135	15	3	0	5	19	3	2
4:30 PM	0	5	125	2	1	0	11	14	7	1	0	1	137	22	1	0	6	12	1	6
4:45 PM	0	6	117	2	2	0	18	11	7	2	0	4	128	14	0	0	1	14	2	0
5:00 PM	0	6	117	3	0	0	18	14	10	2	0	6	144	13	1	0	9	26	3	0
5:15 PM	0	7	118	5	1	0	23	13	12	2	0	3	131	12	3	0	6	11	4	0
5:30 PM	0	4	126	7	2	0	11	10	8	2	0	3	149	23	1	0	9	9	2	2
5:45 PM	0	8	109	3	1	0	11	12	8	0	0	4	137	19	0	0	11	8	0	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Milton Ave (NY-50) at Malta Ave
Location: Town of Ballston Spa, New York
GPI Project No.: 2400166.00
Count Date: 12/3/2024

Peak Hour Traffic Volumes

	Milton Ave (NY-50) Southbound					Malta Ave Westbound					Milton Ave (NY-50) Northbound					Washington St Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
AM Peak Hour:			**7:00 AM**	**to**	**8:00 AM**															
7:00 AM	0	3	132	2	0	1	12	16	2	3	0	1	63	12	0	0	2	4	1	0
7:15 AM	0	7	129	2	0	0	16	7	5	1	0	0	77	11	0	0	2	11	4	1
7:30 AM	0	6	111	4	3	0	9	13	7	6	0	0	109	20	1	0	1	13	0	2
7:45 AM	0	5	114	4	0	0	15	23	4	1	0	2	120	7	0	0	2	9	1	1
Total Volume	0	21	486	12	3	1	52	59	18	11	0	3	369	50	1	0	7	37	6	4
1,140			522					141					423					54		
No. of Trucks	0	0	29	1	0	0	2	0	0	0	0	0	20	3	0	0	0	0	0	0
Truck %	0.0%	0.0%	6.0%	8.3%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	5.4%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
4.9%			5.8%					1.5%					5.5%					0.0%		
PHF	0.00	0.75	0.92	0.75	0.25	0.25	0.81	0.64	0.64	0.46	0.00	0.38	0.77	0.63	0.25	0.00	0.88	0.71	0.38	0.50
0.93			0.95					0.82					0.81					0.75		

	Milton Ave (NY-50) Southbound					Malta Ave Westbound					Milton Ave (NY-50) Northbound					Washington St Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
PM Peak Hour:			**5:00 PM**	**to**	**6:00 PM**															
5:00 PM	0	6	117	3	0	0	18	14	10	2	0	6	144	13	1	0	9	26	3	0
5:15 PM	0	7	118	5	1	0	23	13	12	2	0	3	131	12	3	0	6	11	4	0
5:30 PM	0	4	126	7	2	0	11	10	8	2	0	3	149	23	1	0	9	9	2	2
5:45 PM	0	8	109	3	1	0	11	12	8	0	0	4	137	19	0	0	11	8	0	5
Total Volume	0	25	470	18	4	0	63	49	38	6	0	16	561	67	5	0	35	54	9	7
1,427			517					156					649					105		
No. of Trucks	0	0	12	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
Truck %	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1.3%			2.3%					0.0%					0.9%					0.0%		
PHF	0.00	0.78	0.93	0.64	0.50	0.00	0.68	0.88	0.79	0.75	0.00	0.67	0.94	0.73	0.42	0.00	0.80	0.52	0.56	0.35
0.96			0.93					0.78					0.92					0.69		

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Milton Ave (NY-50) at East High St (NY-67) GPI Project No.: 2400166.00
Location: Town of Ballston Spa, New York Count Date: 12/3/2024

Total Traffic - Cars & Heavy Vehicles

Start Time	Milton Ave (NY-50) Southbound					East High St (NY-67) Westbound					Church Ave (NY-50) Northbound					West High St (NY-67) Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
7:00 AM	0	6	89	23	0	0	25	46	3	0	0	12	47	4	0	0	12	30	24	0
7:15 AM	0	8	105	19	0	0	25	43	5	0	0	15	65	8	0	0	14	47	16	0
7:30 AM	0	9	80	15	0	0	14	22	5	0	0	27	79	17	0	0	22	51	16	0
7:45 AM	0	11	84	20	0	0	10	44	6	0	0	25	90	10	0	0	24	29	20	0
8:00 AM	0	9	64	17	0	0	6	27	6	1	0	20	87	11	0	0	10	21	14	0
8:15 AM	0	10	68	30	0	0	9	40	9	0	0	22	88	12	0	0	10	20	16	0
8:30 AM	0	3	75	25	0	0	17	49	7	0	0	15	79	9	0	0	16	12	22	0
8:45 AM	0	8	77	22	0	0	10	70	18	0	0	23	99	8	0	0	23	22	21	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	8	81	22	2	0	2	32	10	1	0	18	103	16	0	0	29	51	17	1
2:45 PM	0	10	91	18	1	0	8	40	10	0	0	28	96	9	1	0	20	24	20	1
3:00 PM	0	9	82	19	0	0	6	39	17	1	0	25	113	13	0	0	15	24	16	0
3:15 PM	0	14	93	26	0	0	17	46	10	1	0	19	88	7	0	0	19	71	20	1
3:30 PM	0	9	95	21	1	0	13	35	5	3	0	16	98	11	0	0	33	57	27	4
3:45 PM	0	10	103	16	0	0	11	30	7	0	0	15	114	12	0	0	22	40	26	0
4:00 PM	0	15	108	17	0	0	15	39	10	0	0	14	103	9	0	0	21	51	29	2
4:15 PM	0	11	111	20	0	0	13	34	9	1	0	20	107	13	0	0	21	45	16	2
4:30 PM	0	12	96	15	0	0	7	36	9	1	0	34	116	10	0	0	17	42	19	1
4:45 PM	0	8	82	20	0	0	13	42	13	0	0	19	126	12	0	0	21	45	16	1
5:00 PM	0	10	104	23	0	0	11	31	10	0	0	17	128	13	0	0	24	50	19	0
5:15 PM	0	11	92	22	0	0	16	45	12	0	0	15	116	14	0	0	27	43	20	0
5:30 PM	0	9	89	24	0	0	13	28	7	0	0	23	124	10	0	0	25	37	25	0
5:45 PM	0	7	79	23	0	0	9	25	12	0	0	18	111	11	0	0	34	43	19	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Milton Ave (NY-50) at East High St (NY-67) GPI Project No.: 2400166.00
Location: Town of Ballston Spa, New York Count Date: 12/3/2024

Peak Hour Traffic Volumes

	Milton Ave (NY-50) Southbound					East High St (NY-67) Westbound					Church Ave (NY-50) Northbound					West High St (NY-67) Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
AM Peak Hour:			**7:00 AM**	**to**	**8:00 AM**															
7:00 AM	0	6	89	23	0	0	25	46	3	0	0	12	47	4	0	0	12	30	24	0
7:15 AM	0	8	105	19	0	0	25	43	5	0	0	15	65	8	0	0	14	47	16	0
7:30 AM	0	9	80	15	0	0	14	22	5	0	0	27	79	17	0	0	22	51	16	0
7:45 AM	0	11	84	20	0	0	10	44	6	0	0	25	90	10	0	0	24	29	20	0
Total Volume	0	34	358	77	0	0	74	155	19	0	0	79	281	39	0	0	72	157	76	0
1,421			469					248					399					305		
No. of Trucks	0	0	9	20	0	0	1	4	1	0	0	8	18	3	0	0	6	3	12	0
Truck %	0.0%	0.0%	2.5%	26.0%		0.0%	1.4%	2.6%	5.3%	0.0%	0.0%	10.1%	6.4%	7.7%	0.0%	0.0%	8.3%	1.9%	15.8%	0.0%
6.0%			6.2%					2.4%					7.3%					6.9%		
PHF	0.00	0.77	0.85	0.84		0.00	0.74	0.84	0.79	0.00	0.00	0.73	0.78	0.57	0.00	0.00	0.75	0.77	0.79	0.00
0.95			0.89					0.84					0.80					0.86		

	Milton Ave (NY-50) Southbound					East High St (NY-67) Westbound					Church Ave (NY-50) Northbound					West High St (NY-67) Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
PM Peak Hour:			**4:45 PM**	**to**	**5:45 PM**															
4:45 PM	0	8	82	20	0	0	13	42	13	0	0	19	126	12	0	0	21	45	16	1
5:00 PM	0	10	104	23	0	0	11	31	10	0	0	17	128	13	0	0	24	50	19	0
5:15 PM	0	11	92	22	0	0	16	45	12	0	0	15	116	14	0	0	27	43	20	0
5:30 PM	0	9	89	24	0	0	13	28	7	0	0	23	124	10	0	0	25	37	25	0
Total Volume	0	38	367	89	0	0	53	146	42	0	0	74	494	49	0	0	97	175	80	1
1,705			494					241					617					353		
No. of Trucks	0	1	6	4	0	0	0	0	0	0	0	5	6	0	0	0	3	1	5	0
Truck %	0.0%	2.6%	1.6%	4.5%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.8%	1.2%	0.0%	0.0%	0.0%	3.1%	0.6%	6.3%	0.0%
1.8%			2.2%					0.0%					1.8%					2.6%		
PHF	0.00	0.86	0.88	0.93		0.00	0.83	0.81	0.81	0.00	0.00	0.80	0.96	0.88	0.00	0.00	0.90	0.88	0.80	0.25
0.97			0.90					0.83					0.98					0.95		

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Thompson Street at Ford Street
Location: Town of Ballston Spa, New York
GPI Project No.: 2400166.00
Count Date: 12/3/2024

Total Traffic - Cars & Heavy Vehicles

Start Time	Thompson Street Southbound					Ford Street Westbound					Thompson Street Northbound					Ford Street Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
7:00 AM	0	0	2	1	0	0	0	1	0	0	0	0	3	0	0	0	8	1	1	0
7:15 AM	0	0	1	2	0	0	2	0	2	0	0	0	4	0	0	0	23	2	0	0
7:30 AM	0	1	1	1	0	0	0	1	2	0	0	0	1	0	1	0	14	1	0	2
7:45 AM	0	0	5	1	0	0	1	1	1	0	0	0	5	0	0	0	10	1	0	0
8:00 AM	0	1	2	0	0	0	2	0	1	0	0	0	1	0	0	0	6	0	0	0
8:15 AM	0	0	3	1	0	0	3	1	2	0	0	0	5	0	0	0	11	0	0	1
8:30 AM	0	1	8	1	0	0	1	1	0	0	0	1	4	0	0	0	14	1	2	0
8:45 AM	0	0	16	0	0	0	8	6	1	0	0	3	23	6	0	0	13	0	12	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	4	1	0	0	0	1	3	0	0	0	2	2	0	0	42	1	3	0
3:45 PM	0	4	3	8	0	0	4	3	2	0	0	0	7	0	0	0	23	0	1	0
4:00 PM	0	2	4	5	0	0	1	1	1	1	0	1	14	5	0	0	23	1	0	2
4:15 PM	0	1	2	3	0	0	0	1	1	0	0	0	13	0	0	0	28	2	1	0
4:30 PM	0	2	1	1	0	0	0	1	0	0	0	0	2	2	0	0	43	2	0	0
4:45 PM	0	2	4	3	0	0	0	2	4	1	0	1	3	1	0	0	20	1	2	5
5:00 PM	0	1	8	2	0	0	1	1	2	3	0	2	9	4	2	0	53	1	0	3
5:15 PM	0	1	6	3	0	0	0	2	1	0	0	0	9	1	1	0	37	0	0	0
5:30 PM	0	0	4	1	0	0	0	0	1	1	0	1	5	2	1	0	28	0	0	0
5:45 PM	0	1	2	2	0	0	0	0	0	0	0	0	8	0	0	0	27	3	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Greenman-Pedersen, Inc.
80 Wolf Rd, Suite 600
Albany, NY 12205
(518) 453-9431

Intersection: Thompson Street at Ford Street
Location: Town of Ballston Spa, New York
GPI Project No.: 2400166.00
Count Date: 12/3/2024

Peak Hour Traffic Volumes

	Thompson Street Southbound					Ford Street Westbound					Thompson Street Northbound					Ford Street Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
AM Peak Hour:			**8:00 AM**	**to**	**9:00 AM**															
8:00 AM	0	1	2	0	0	0	2	0	1	0	0	0	1	0	0	0	6	0	0	0
8:15 AM	0	0	3	1	0	0	3	1	2	0	0	0	5	0	0	0	11	0	0	1
8:30 AM	0	1	8	1	0	0	1	1	0	0	0	1	4	0	0	0	14	1	2	0
8:45 AM	0	0	16	0	0	0	8	6	1	0	0	3	23	6	0	0	13	0	12	0
Total Volume	0	2	29	2	0	0	14	8	4	0	0	4	33	6	0	0	44	1	14	1
162			33					26					43					60		
No. of Trucks	0	0	0	0	0	0	1	1	0	0	0	1	3	0	0	0	0	0	0	0
Truck %	0.0%	0.0%	0.0%	0.0%		0.0%	7.1%	12.5%	0.0%	0.0%	0.0%	25.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3.7%			0.0%					7.7%					9.3%					0.0%		
PHF	0.00	0.50	0.45	0.50		0.00	0.44	0.33	0.50	0.00	0.00	0.33	0.36	0.25	0.00	0.00	0.79	0.25	0.29	0.25
0.46			0.52					0.43					0.34					0.60		

	Thompson Street Southbound					Ford Street Westbound					Thompson Street Northbound					Ford Street Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bikes
PM Peak Hour:			**4:30 PM**	**to**	**5:30 PM**															
4:30 PM	0	2	1	1	0	0	0	1	0	0	0	0	2	2	0	0	43	2	0	0
4:45 PM	0	2	4	3	0	0	0	2	4	1	0	1	3	1	0	0	20	1	2	5
5:00 PM	0	1	8	2	0	0	1	1	2	3	0	2	9	4	2	0	53	1	0	3
5:15 PM	0	1	6	3	0	0	0	2	1	0	0	0	9	1	1	0	37	0	0	0
Total Volume	0	6	19	9	0	0	1	6	7	4	0	3	23	8	3	0	153	4	2	8
256			34					18					37					167		
No. of Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck %	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
0.0%			0.0%					0.0%					0.0%					0.0%		
PHF	0.00	0.75	0.59	0.75		0.00	0.25	0.75	0.44	0.33	0.00	0.38	0.64	0.50	0.38	0.00	0.72	0.50	0.25	0.40
0.70			0.77					0.64					0.54					0.73		

SEASONAL ADJUSTMENT FACTORS 2022

Based on Continuous Count Site Data 2022

FULL WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Commuter Dominated—30	0.857	0.911	0.964	1.000	1.056	1.077	1.057	1.062	1.049	1.050	0.969	0.934
Non-Commuter Dominated—40	0.758	0.819	0.853	0.922	1.061	1.140	1.246	1.247	1.102	1.064	0.914	0.838
Recreational—60	0.619	0.703	0.652	0.698	1.042	1.299	1.730	1.658	1.229	1.039	0.687	0.625

WORK WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Commuter Dominated—30	0.919	0.972	1.010	1.041	1.091	1.109	1.087	1.092	1.077	1.080	1.013	1.011
Non-Commuter Dominated—40	0.790	0.849	0.876	0.933	1.048	1.116	1.199	1.199	1.041	1.029	0.915	0.907
Recreational—60	0.609	0.678	0.648	0.693	0.972	1.188	1.561	1.480	1.098	0.957	0.692	0.670

WEEKEND

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Commuter Dominated—30	0.676	0.782	0.805	0.857	0.933	0.952	0.943	0.949	0.927	0.925	0.846	0.751
Non-Commuter Dominated—40	0.665	0.772	0.747	0.829	1.011	1.110	1.263	1.270	1.125	1.054	0.860	0.675
Recreational—60	0.582	0.726	0.595	0.650	1.092	1.426	1.976	1.908	1.370	1.132	0.632	0.526

New York State Department of Transportation
Highway Data Services Bureau
MO-TrafficDataViewer@dot.ny.gov
(518) 457-1965

NYSDOT uses the Work Week factors when processing data from short term traffic counts.

JANUARY 2024

Growth Factor Calculations:

150335 - NY50 from START 50/67 OLAP to HIGH ST
City: Ballston **County:** Saratoga
Route number: 50
Functional class: 3U - Principal Arterial - Other (Urban)

AADT
14,676
S: 7,508
N: 7,168

Site Data

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated	**Estimated**
AADT	14,588	14,552	14,516	14,480	14,851	14,819	11,564	14,583	13,978	**14,676**
Single-Unit Truck AADT	463	462	461	460	648	655	512	645	618	**649**
Combo-Unit Truck AADT	156	156	156	155	180	182	142	179	172	**180**
K-Factor	0.077	0.077	0.077	0.077	0.072	0.072	0.072	0.081	0.081	**0.070**
D-Factor	0.565	0.565	0.565	0.565	0.543	0.543	0.543	0.523	0.523	**0.540**
Speed 85th Percentile	35.3	35.3	35.3	35.3	35.4	35.4	35.4	35.4	35.4	-
DHV	1,123	1,121	1,118	1,115	1,069	1,067	833	1,181	1,132	**1,027**
DDHV	635	633	632	630	581	579	452	618	592	**555**
Truck AADT	619	618	617	615	828	837	654	824	790	**829**
Truck %	4%	4%	4%	4%	6%	6%	6%	6%	6%	**6%**

Route 50: (14676/14588)^9 = 0.07% Annual Increase (No Appreciable Growth)

156032 - BATH ST from FRONT ST to VAN BUREN ST
City: Ballston Spa **County:** Saratoga
LRS section: 112543011
Functional class: 7U - Local (Urban)

AADT
2,172
N: 1,189
S: 984

Site Data

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	2,146	2,166	2,187	2,207	2,196	2,197	1,769	2,174	2,255	**2,172**
Single-Unit Truck AADT	86	90	88	35	35	35	28	35	55	**35**
Combo-Unit Truck AADT	17	13	8	-	-	-	-	-	-	-
K-Factor	0.097	0.097	0.097	0.101	0.101	0.101	0.101	0.101	0.106	**0.100**
D-Factor	0.645	0.645	0.645	0.585	0.585	0.585	0.585	0.585	0.655	**0.590**
Speed 85th Percentile	-	-	-	32.8	32.8	32.8	32.8	32.8	32.5	-
DHV	208	210	212	223	222	222	179	220	239	**217**
DDHV	134	136	137	130	130	130	105	128	157	**128**
Truck AADT	103	103	96	-	-	-	-	-	-	-
Truck %	5%	5%	4%	-	-	-	-	-	-	-

Bath St: (2255/2207)^5 = 0.43% Annual Increase (Assume 0.5% Annual Growth)

APPENDIX C

Crash History Data

CLEAR MV-104 Batch Reports

Total Number of Crashes: 13
Number of cases with available Crash Reports: 13
Crash Reports are not available for the following cases: 0

Page 1 of 2 Pages

Local Codes

NMBSP3DF285L

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT

DMV COPY

38956210

Accident Date (Month / Day / Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
07 / 29 / 2021	THURSD	1345	2	0	0	☒	☒	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number	553134591
State of Lic.	NY
Driver Name - exactly as printed on license	ELIZABETH M MEEHAN
Address (*Include Number & Street*)	466 DEVILS LN
Apt. No.	
City or Town	BALLSTON SPA
State	NY
Zip Code	120200000
Date of Birth (Month / Day / Year)	12 / 26 / 1958
Sex	2
Unlicensed	☐
No. of Occupants	1
Public Property Damaged	☐
Name–exactly as printed on registration	HARRY M MEEHAN
Sex	M
Date of Birth (Month / Day / Year)	04 / 12 / 1956
Address (*Include Number & Street*)	466 DEVILS LN
Apt. No.	
Haz. Mat Code	-
Released	☐
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Plate Number	JFM9957
State of Reg.	NY
Vehicle Year & Make	2018 TOYT
Vehicle Type	4DSD
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number	336497828
State of Lic.	NY
Driver Name - exactly as printed on license	JORDAN MATTHEW SNYDER
Address (*Include Number & Street*)	29 EVEREST DR 29
Apt. No.	
City or Town	MECHANICVILLE
State	NY
Zip Code	121180000
Date of Birth (Month / Day / Year)	10 / 26 / 1992
Sex	1
Unlicensed	☐
No. of Occupants	1
Public Property Damaged	☐
Name–exactly as printed on registration	WILLIAM A SNYDER
Sex	M
Date of Birth (Month / Day / Year)	04 / 13 / 1965
Address (*Include Number & Street*)	PO BOX 74
Apt. No.	
Haz. Mat Code	-
Released	☐
City or Town	ROUND LAKE
State	NY
Zip Code	12151
Plate Number	JRL4533
State of Reg.	NY
Vehicle Year & Make	2004 DODG
Vehicle Type	PICK
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact Box 2 - Most Damage		5[1]	5[2]
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

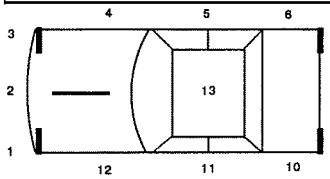
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact Box 2 - Most Damage		1[1]	1[2]
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Sideswipe (same direction) 2.	Left Turn 0.	4.	Right Turn 6.	Sideswipe (opposite direction) 8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates *(if available)*
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF

Road on which accident occurred BATH STREET (Route Number or Street Name)

at 1) intersecting street (Route Number or Street Name)

or 2) 50 Feet ____ Miles ☐ N ☒ S ☐ E ☐ W of front street (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Operator of vehicle (1) was traveling south on Bath Street when she was struck by operator of vehicle (2) Operator of vehicle (2) was merging out from a parked position , when he struck operator of vehicle (1) All notable damage was indicated above.

USE COVER SHEET **N**

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	62	2	-	-	-			ELIZABETH M MEEHAN	
B	02	1	4	1	28	1	-	-	-			JORDAN MATTHEW SNYDER	
C													
D													
E													
F													

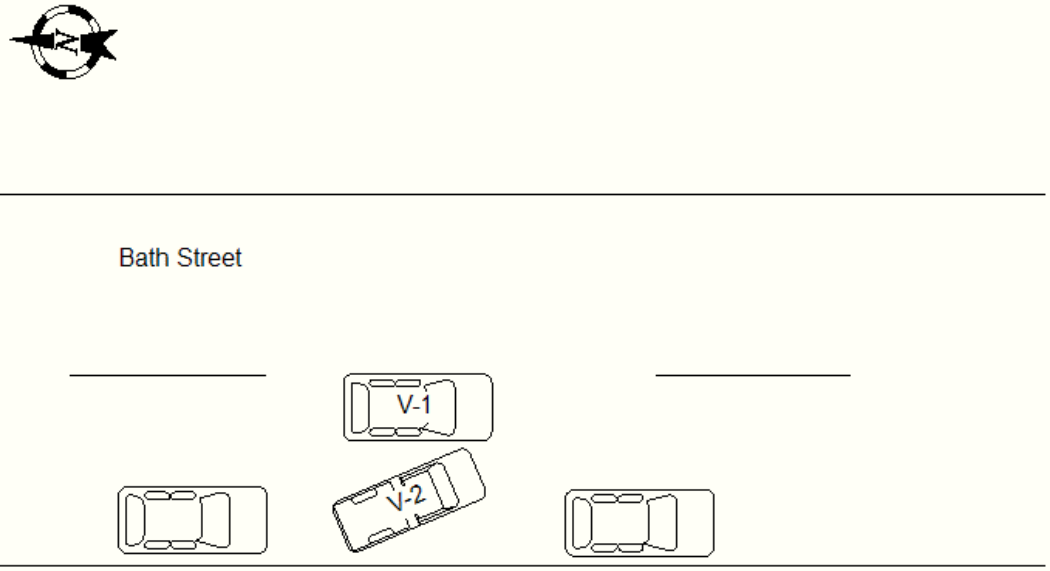
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	08	04520			IVES, T	2021/07/29 14:46
Print Name in Full: T IVES						

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



Page 1 of 2 Pages

Local Codes: NMBSP3DP8K96

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

39060905

Accident Date Month	Day	Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
10	14	2021	THURSD	1225	2	0	0	☒	☒	☒	☒ Yes ☑ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number	151489544
State of Lic.	NY
Driver Name -exactly as printed on license	PATRICK J MORRISSEY
Address (*Include Number & Street*)	618 CINDY LN
Apt. No.	
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Date of Birth Month / Day / Year	12 / 15 / 1952
Sex	1
Unlicensed	☐
No. of Occupants	2
Public Property Damaged	☐
Name–exactly as printed on registration	VILLAGE OF BALLSTON SPA EAGLE
Sex	C
Date of Birth Month / Day / Year	
Address (*Include Number & Street*)	30 BATH ST
Apt. No.	
Haz. Mat Code	-
Released	☐
City or Town	VILLAGE OF BALLSTON SPA
State	NY
Zip Code	12020
Plate Number	13/2
State of Reg.	NY
Vehicle Year & Make	2001
Vehicle Type	FIRE
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact	1	6	
Box 2 - Most Damage	2	18	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number	707129652
State of Lic.	NY
Driver Name - exactly as printed on license	PARKED
Address (*Include Number & Street*)	
Apt. No.	
City or Town	
State	
Zip Code	
Date of Birth Month / Day / Year	
Sex	U
Unlicensed	☐
No. of Occupants	0
Public Property Damaged	☐
Name–exactly as printed on registration	rachel r chester
Sex	F
Date of Birth Month / Day / Year	01 / 10 / 1976
Address (*Include Number & Street*)	34 LONG CREEK DR
Apt. No.	
Haz. Mat Code	-
Released	☐
City or Town	BURNT HILLS
State	NY
Zip Code	12027
Plate Number	KRT5414
State of Reg.	NY
Vehicle Year & Make	2014 TOYT
Vehicle Type	VAN
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact	1	11	
Box 2 - Most Damage	2	12	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Sideswipe (same direction) 2.	Left Turn 0.	4.	Right Turn 6.	Sideswipe (opposite direction) 8.

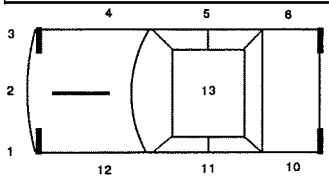
ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates *(if available)*
Latitude/Northing:
Longitude/Easting:

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF

Road on which accident occurred FRONT ST (Route Number or Street Name)

at 1) intersecting street BATH ST (Route Number or Street Name)

or 2) 50 Feet ____ Miles ☐ N ☒ S ☐ E ☐ W of front street (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 a Fire truck was making a left hand turn off Front St. onto Bath st north bound when the rear end struck a V2 while it was parked on Front St - WITNESS 1 VETERANS HOUSING, EMPLOYEE CHURCH AVE BALLSTON SPA NY 12020 5188850091

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	68	1	-	-	-			PATRICK J MORRISSEY	
B	01	3	4	1	X	1	-	-	-			VILLAGE EMPLOYEE	
C	02	1	-	-	X	U	-	-	-			PARKED	
D													
E													
F													

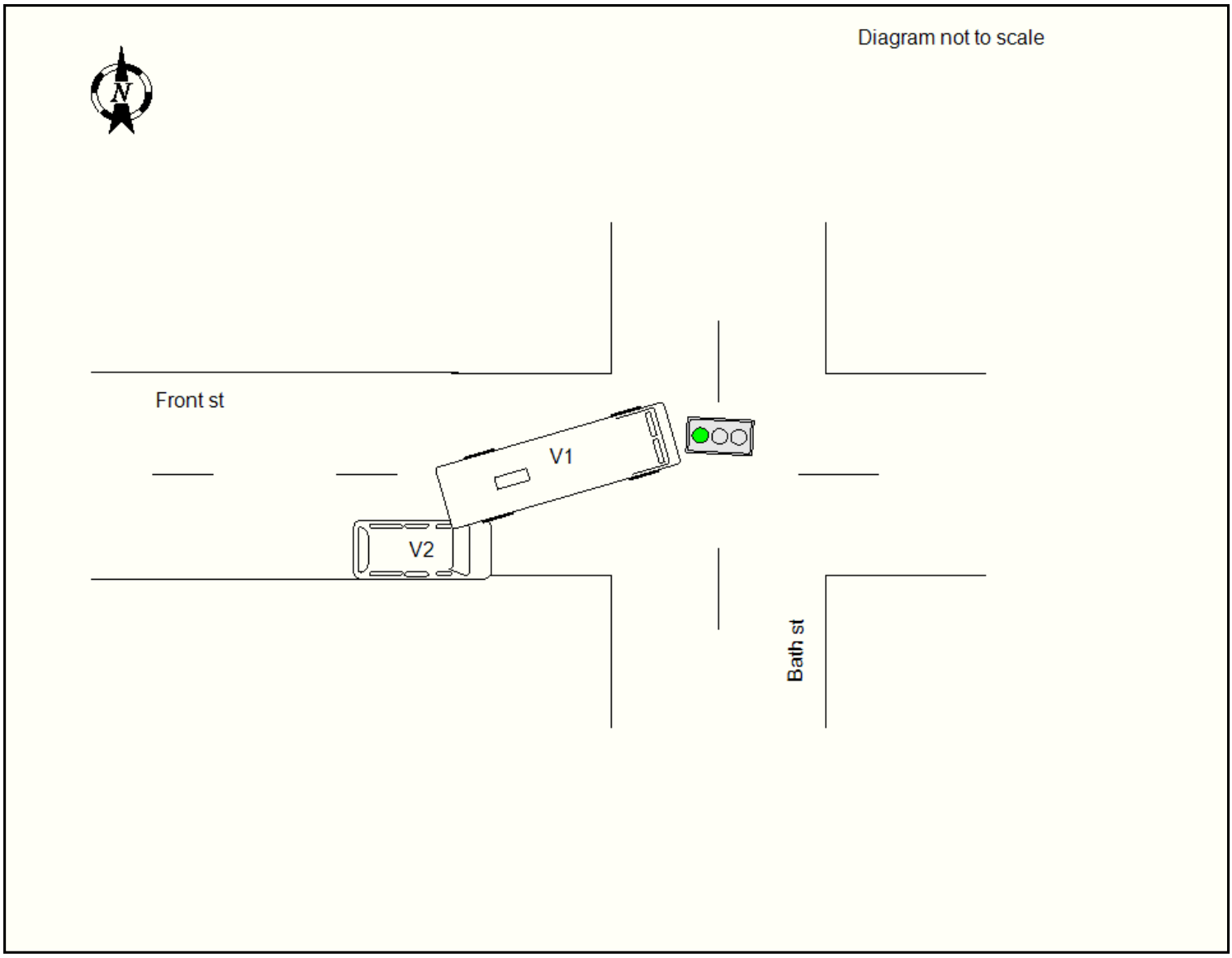
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	11	04520			BUSH, D	2021/10/15 08:28
Print Name in Full: SHAWN THORPE						

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



Page 1 of 2 Pages

Local Codes: NMCHF1DLPGP5

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

39060907

Accident Date (Month / Day / Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
09 / 20 / 2021	MONDA	1000	2	0	0	☒	☒	☐	☐ Yes ☒ No

VEHICLE 1	VEHICLE 2
	☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN
VEHICLE 1 - Driver License ID Number: 255325752	State of Lic.: NY
	VEHICLE 2 - Driver License ID Number: 664830209 — State of Lic.: NY
Driver Name -exactly as printed on license: THOMAS M OSIER	Driver Name - exactly as printed on license: MATTHEW P GOMAN
Address (*Include Number & Street*): 50 SPRING ST — Apt. No.	Address (*Include Number & Street*): 2262 CALL ST — Apt. No.
City or Town: SOUTH GLENS FALLS — State: NY — Zip Code: 12803	City or Town: LAKE LUZERNE — State: NY — Zip Code: 12846
Date of Birth: 06 / 16 / 1954 — Sex: 1 — Unlicensed: ☐ — No. of Occupants: 1 — Public Property Damaged: ☐	Date of Birth: 07 / 11 / 1977 — Sex: 1 — Unlicensed: ☐ — No. of Occupants: 1 — Public Property Damaged: ☐
Name–exactly as printed on registration: vi enterprises ltd — Sex: C — Date of Birth: Month / Day / Year	Name–exactly as printed on registration: nicolle t noyes — Sex: F — Date of Birth: Month / Day / Year
Address (*Include Number & Street*): 259 WARREN ST — Apt. No. — Haz. Mat Code: - — Released: ☐	Address (*Include Number & Street*): 164 BROOKLINE RD — Apt. No. — Haz. Mat Code: - — Released: ☐
City or Town: GLENS FALLS — State: NY — Zip Code: 12801	City or Town: BALLSTON SPA — State: NY — Zip Code: 12020
Plate Number: 40561NA — State of Reg.: NY — Vehicle Year & Make: 2010 FORD — Vehicle Type: VAN — Ins. Code:	Plate Number: KRT5325 — State of Reg.: NY — Vehicle Year & Make: 2010 TOYT — Vehicle Type: SUBN — Ins. Code:
Ticket/Arrest Number(s):	Ticket/Arrest Number(s):
Violation Section(s):	Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact	Box 2 - Most Damage	Enter up to three more Damage Codes		
8	8	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

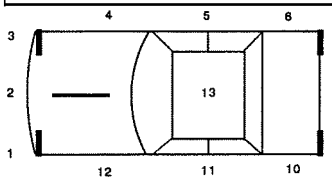
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact	Box 2 - Most Damage	Enter up to three more Damage Codes		
11	11	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End	Left Turn	Right Angle	Right Turn	Head On
1.	3.		5.	7.
Sideswipe (same direction)	Left Turn		Right Turn	Sideswipe (opposite direction)
2.	0.	4.	6.	8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☒ No

Reference Marker	Coordinates *(if available)*
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF

Road on which accident occurred 85 BATH ST (Route Number or Street Name)

at 1) intersecting street _____ (Route Number or Street Name)

or 2) 5 Feet _____ Miles ☐ N ☒ S ☒ E ☐ W of parking lot (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

OPERATOR V-1 PREPARED TO BACK OUT OF PARKING SPACE WHEN OPERATOR V-2 STOPPED BEHIND V-1.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	67	1	-	-	-			THOMAS M OSIER	
B	02	1	4	1	44	1	-	-	-			MATTHEW P GOMAN	
C													
D													
E													
F													

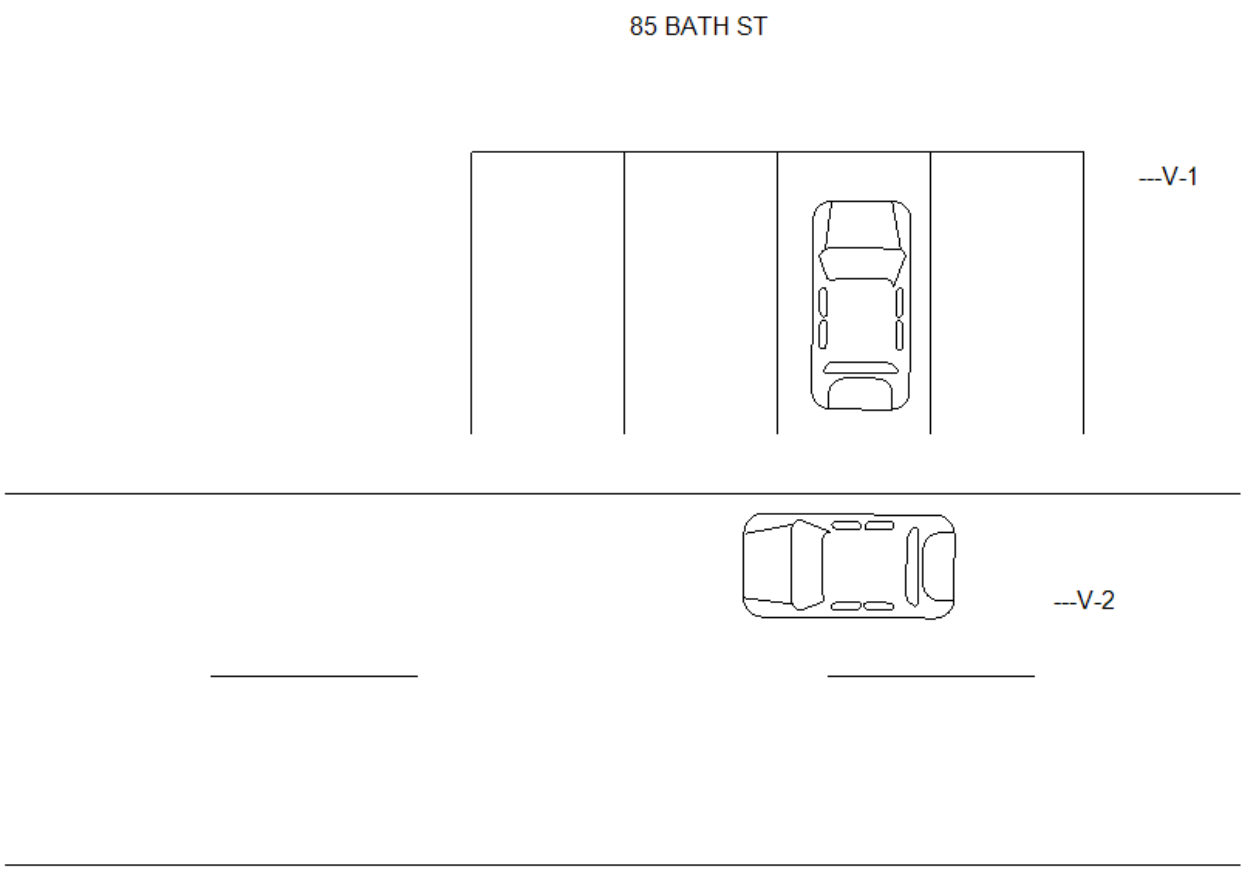
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
CHIEF	CHIEF	04520			BUSH, D	2021/09/20 11:31
Print Name in Full: D BUSH						

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



Page 1 of 2 Pages

Local Codes: NMSTA2DMPLJH

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

39060910

Accident Date (Month / Day / Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
09 / 29 / 2021	WEDNES	1855	2	0	0	☒	☒	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number	399359630
State of Lic.	NY
Driver Name -exactly as printed on license	WILLIAM M CHERRY
Address (*Include Number & Street*)	4 MORLEY DR APT B
Apt. No.	
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Date of Birth (Month / Day / Year)	10 / 05 / 1946
Sex	1
Unlicensed	☐
No. of Occupants	1
Public Property Damaged	☐
Name–exactly as printed on registration	WILLIAM M CHERRY
Sex	M
Date of Birth (Month / Day / Year)	10 / 05 / 1946
Address (*Include Number & Street*)	4 MORLEY DR APT B
Apt. No.	
Haz. Mat Code	-
Released	☐
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Plate Number	GYR9226
State of Reg.	NY
Vehicle Year & Make	2015 TOYT
Vehicle Type	4DSD
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

VEHICLE 2

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number	568280939
State of Lic.	NY
Driver Name - exactly as printed on license	PAUL MONACO
Address (*Include Number & Street*)	93 BATH STREET
Apt. No.	
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Date of Birth (Month / Day / Year)	11 / 09 / 1963
Sex	1
Unlicensed	☐
No. of Occupants	1
Public Property Damaged	☐
Name–exactly as printed on registration	PAUL MONACO
Sex	M
Date of Birth (Month / Day / Year)	11 / 09 / 1963
Address (*Include Number & Street*)	93 BATH STREET
Apt. No.	
Haz. Mat Code	-
Released	☐
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Plate Number	GFS5023
State of Reg.	NY
Vehicle Year & Make	2013 VOLK
Vehicle Type	4DSD
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	2[1]	2[2]	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

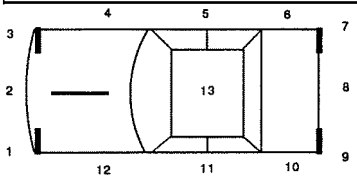
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	2[1]	2[2]	
Enter up to three more Damage Codes	3	4	5

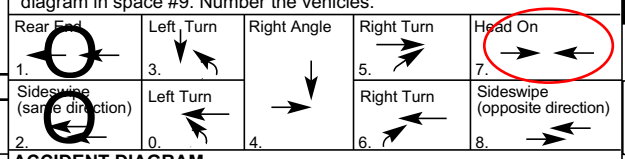
Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (*if available*)
	Latitude/Northing: 593646
	Longitude/Easting: 4761760

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF

Road on which accident occurred BATH STREET (Route Number or Street Name)

at 1) intersecting street _____ (Route Number or Street Number)

or 2) 50 Feet _____ Miles ☒ N ☒ S ☐ E ☐ W of Front Street (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 one was traveling south on Bath Street in the Village of Ballston Spa. While V1 was traveling south on Bath Street, the driver failed to keep right, striking V2 head on who was traveling north on Bath Street. The driver of V1 was taken to Saratoga Hospital for an evaluation and their vehicle was parked. The driver of V2 was uninjured and V2 was driven from the scene.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	74	1	-	-	-			WILLIAM M CHERRY	
B	02	1	4	1	57	1	-	-	-			PAUL MONACO	
C													
D													
E													
F													

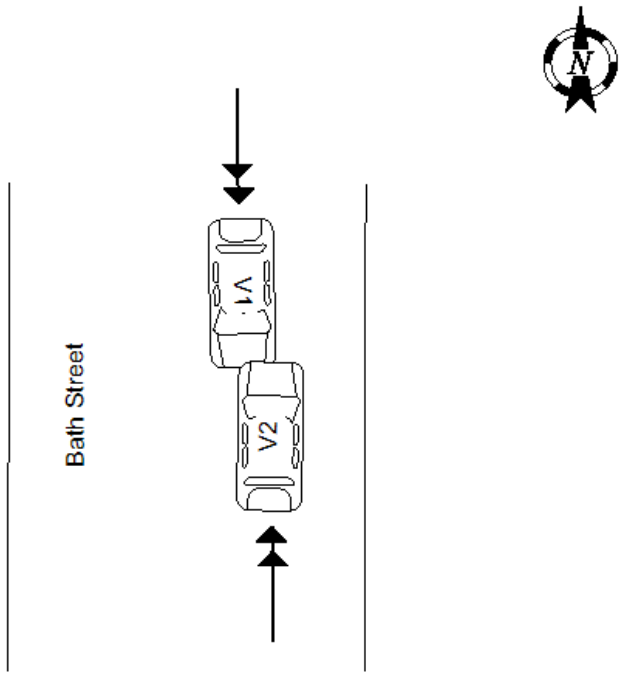
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	29	04520			BASTA, KYLE	2021/09/29 21:42
Print Name in Full: KYLE BASTA						

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



Page 1 of 3 Pages

Local Codes: NMBS18DSNLLD

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT

DMV COPY

39105795

Accident Date Month	Day	Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
11	15	2021	MONDA	1026	3	0	0	☒	☒	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number	988337186
State of Lic.	NY
Driver Name -exactly as printed on license	DANIEL VITIELLO
Address (*Include Number & Street*)	5218 FAIRGROUND AVE
Apt. No.	
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Date of Birth Month / Day / Year	07 / 05 / 1935
Sex	1
Unlicensed	☐
No. of Occupants	1
Public Property Damaged	☐
Name–exactly as printed on registration	DANIEL VITIELLO
Sex	M
Date of Birth Month / Day / Year	07 / 05 / 1935
Address (*Include Number & Street*)	5218 FAIRGROUND AVE
Apt. No.	
Haz. Mat Code	-
Released	☐
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Plate Number	H6C272
State of Reg.	NY
Vehicle Year & Make	2015 NISS
Vehicle Type	4DSD
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

VEHICLE 2

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number	
State of Lic.	
Driver Name - exactly as printed on license	PARKED
Address (*Include Number & Street*)	
Apt. No.	
City or Town	
State	
Zip Code	
Date of Birth Month / Day / Year	
Sex	U
Unlicensed	☐
No. of Occupants	0
Public Property Damaged	☐
Name–exactly as printed on registration	ALLISON K KORMAN
Sex	F
Date of Birth Month / Day / Year	09 / 25 / 1989
Address (*Include Number & Street*)	76 FRONT ST APT B
Apt. No.	
Haz. Mat Code	-
Released	☐
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Plate Number	HEM5139
State of Reg.	NY
Vehicle Year & Make	2014 TOYT
Vehicle Type	SUBN
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	2[1]	2[2]	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By COSEO'S To COSEO'S

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

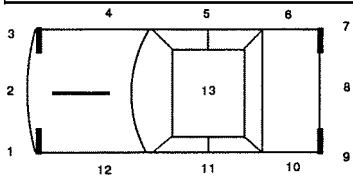
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	8[1]	8[2]	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End 1. | Left Turn 3. | Right Angle | Right Turn 5. | Head On 7.
Sideswipe (same direction) 2. | Left Turn 0. | 4. | Right Turn 6. | Sideswipe (opposite direction) 8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates *(if available)*
	Latitude/Northing: 593650
	Longitude/Easting: 4761727

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF

Road on which accident occurred FRONT STREET (Route Number or Street Name)

at 1) intersecting street _____ (Route Number or Street Name)

or 2) 112 Feet _____ Miles ☐ N ☒ S ☐ E ☑ W of BATH STREET (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 WAS TRAVELING EASTBOUND ON FRONT ST, VILLAGE OF BALLSTON SPA, WHEN IT SUDDENLY LEFT THE ROADWAY AND STRUCK TWO PARKED VEHICLES AND A TREE. V1 STRUCK THE REAR OF V2 CAUSING V2 TO ROLL FORWARD AND STRIKE V3. BOTH V2 AND V3 WERE PARKED AND UNOCCUPIED. OPERATOR OF V1 IS AN ELDERLY MALE WHO STATED THAT HE MIGHT HAVE HAD A DIABETIC EPISODE. OPERATOR OF V1 EVALUATED BY COMMUNITY EMS AND REFUSED TRANSPORT TO ED. V1 TOWED BY COSEO'S.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	86	1	-	-	-			DANIEL VITIELLO	
B	02	1	-	-	X	U	-	-	-			PARKED	
C													
D													
E													
F													

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	22	04520			FABIAN, C	2021/11/15 11:51
Print Name in Full: C FABIAN						

Page 2 of 3 Pages

Local Codes: NMBS18DSNLLD

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT

DMV COPY

39105795

Accident Date (Month / Day / Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
11 / 15 / 2021	MONDA	1026	3	0	0	☒	☒	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number	State of Lic.

Driver Name - exactly as printed on license: PARKED

Address (*Include Number & Street*): | Apt. No.:

City or Town: | State: | Zip Code:

Date of Birth (Month / Day / Year)	Sex	Unlicensed	No. of Occupants	Public Property Damaged
	U	☐	0	☐

Name–exactly as printed on registration: STACY A SARDELLA

Sex: F

Date of Birth (Month / Day / Year): 11 / 04 / 1963

Address (*Include Number & Street*): 657 SWEETMAN RD | Apt. No.: | Haz. Mat Code: - | Released: ☐

City or Town: BALLSTON SPA | State: NY | Zip Code: 12020

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
FMP1151	NY	2013 MINI	SUBN	

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number	State of Lic.

Driver Name - exactly as printed on license:

Address (*Include Number & Street*): | Apt. No.:

City or Town: | State: | Zip Code:

Date of Birth (Month / Day / Year)	Sex	Unlicensed	No. of Occupants	Public Property Damaged
		☐		☐

Name–exactly as printed on registration:

Sex:

Date of Birth (Month / Day / Year):

Address (*Include Number & Street*): | Apt. No.: | Haz. Mat. Code: | Released: ☐

City or Town: | State: | Zip Code:

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	1: 8	2: 8	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By: To:

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

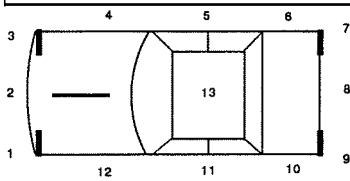
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	1	2	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By: To:

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End	Left Turn	Right Angle	Right Turn	Head On
1.	3.		5.	7.
Sideswipe (same direction)	Left Turn		Right Turn	Sideswipe (opposite direction)
2.	0.	4.	6.	8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (*if available*)
	Latitude/Northing: 593650
	Longitude/Easting: 4761727

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF

Road on which accident occurred FRONT STREET (Route Number or Street Name)

at 1) intersecting street _____ (Route Number or Street Name)

or 2) 112 Feet _____ Miles ☐ N ☒ S ☐ E ☑ W of BATH STREET (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	03	1	-	-	X	U	-	-	-			PARKED	
B													
C													
D													
E													
F													

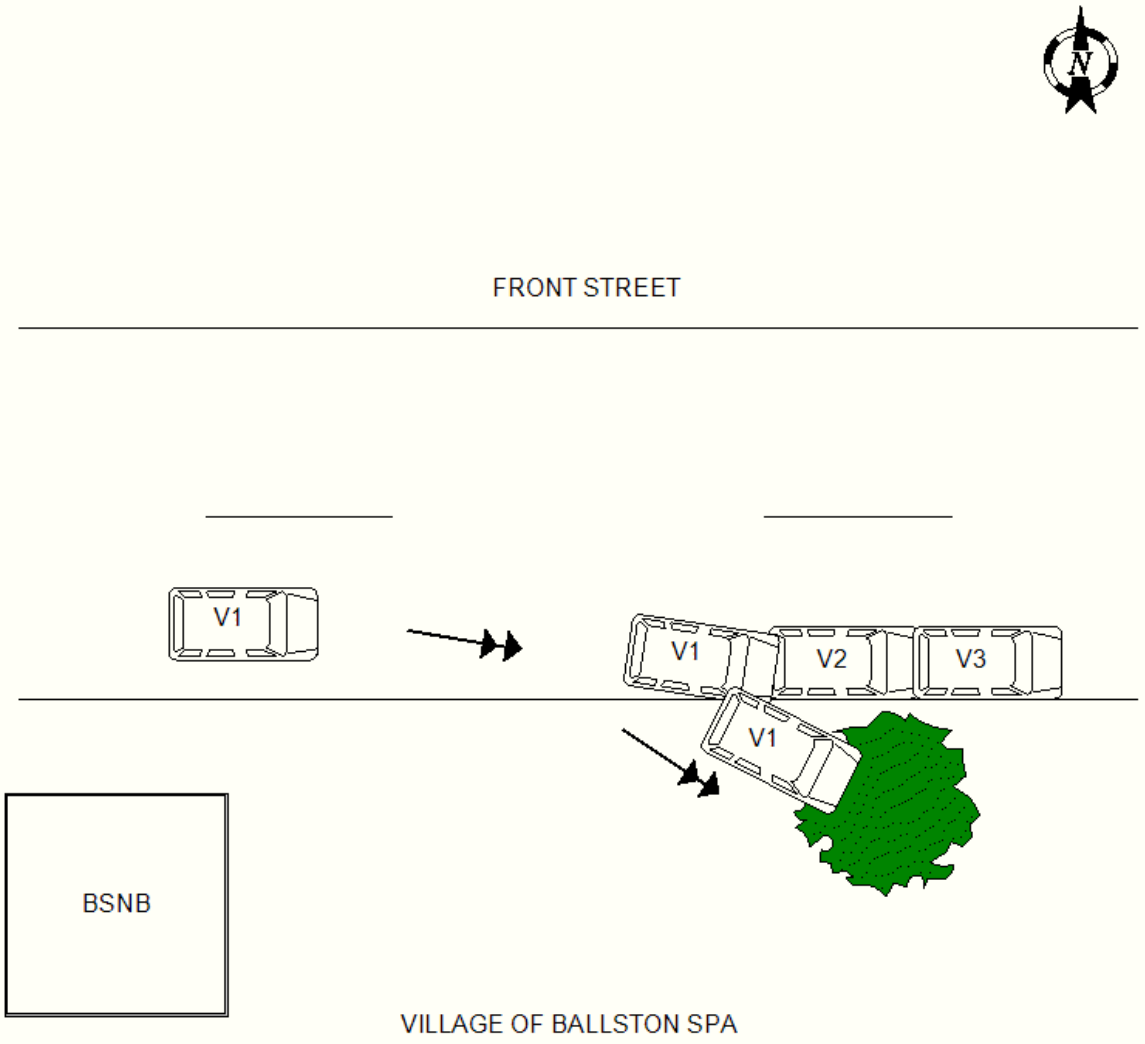
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	22	04520			FABIAN, C	2021/11/15 11:51
Print Name in Full: C FABIAN						

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



Page 1 of 2 Pages

Local Codes: NMBSP3DTP31J

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

39121427

Accident Date Month	Day	Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Left Scene	Police Photos
11	24	2021	WEDNES	2250	2	0	0	☒ Accident Reconstructed ☒	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number	800510100
State of Lic.	NY
Driver Name -exactly as printed on license	ANTHONY H TAYLOR
Address (*Include Number & Street*)	105 OLD ORCHARD LN
Apt. No.	
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Date of Birth Month / Day / Year	07 / 08 / 1966
Sex	1
Unlicensed	☐
No. of Occupants	1
Public Property Damaged	☐
Name–exactly as printed on registration	ANTHONY H TAYLOR
Sex	M
Date of Birth Month / Day / Year	07 / 08 / 1966
Address (*Include Number & Street*)	105 OLD ORCHARD LN
Apt. No.	
Haz. Mat Code	-
Released	☐
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Plate Number	DNRANG
State of Reg.	NY
Vehicle Year & Make	2018 DODG
Vehicle Type	PICK
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact	1	2	
Box 2 - Most Damage	12	12	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number	575223134
State of Lic.	NY
Driver Name - exactly as printed on license	JULIANN M LAPOLT
Address (*Include Number & Street*)	181 SOUTH ST
Apt. No.	
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Date of Birth Month / Day / Year	01 / 25 / 1995
Sex	2
Unlicensed	☐
No. of Occupants	4
Public Property Damaged	☐
Name–exactly as printed on registration	JULIANN M LAPOLT
Sex	F
Date of Birth Month / Day / Year	01 / 25 / 1995
Address (*Include Number & Street*)	181 SOUTH ST
Apt. No.	
Haz. Mat. Code	-
Released	☐
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Plate Number	KLX8468
State of Reg.	NY
Vehicle Year & Make	2020 FORD
Vehicle Type	4DSD
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact	1	1	2
Box 2 - Most Damage	1	1	2
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Sideswipe (same direction) 2.	Left Turn 0.	4.	Right Turn 6.	Sideswipe (opposite direction) 8.

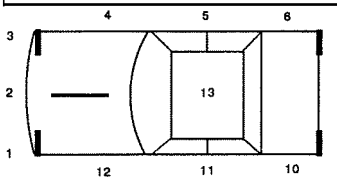
ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates *(if available)*
Latitude/Northing:
Longitude/Easting:

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF

Road on which accident occurred BATH ST (Route Number or Street Name)

at 1) intersecting street FRONT ST (Route Number or Street Name)

or 2) 50 Feet ____ Miles ☐ N ☒ S ☐ E ☐ W of front street (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 was traveling north on Bath st when V1 attempted to make a left turn onto Front st with a flashing yellow light. V1 stuck V2 on the left front bumper. V2 had a flashing red light at the time of the incident.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	55	1	-	-	-			ANTHONY H TAYLOR	
B	02	1	4	1	26	2	-	-	-			JULIANN M LAPOLT	
C	02	3	4	1	29	1	-	-	-			ANDREW V LAPOLT	
D	02	6	4	1	28	1	-	-	-			EVAN W COMILLONI	
E	02	4	4	1	26	2	-	-	-			KELLY M BILLODEAU	
F													

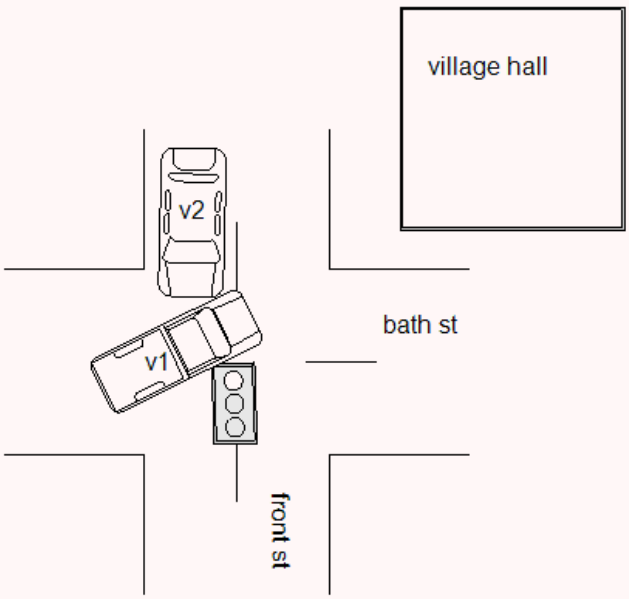
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
PATROLMA	23	04520			BRAIM, E	2021/11/24 23:45
Print Name in Full: E BRAIM						

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



Page 1 of 2 Pages

Local Codes: NM4313F369GV

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

39218768

Accident Date Month	Day	Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Left Scene	Police Photos
02	03	2022	THURSD	0820	2	0	0	☒ Accident Reconstructed ☒	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: 305936330 State of Lic.: NY

Driver Name -exactly as printed on license: M SANCHEZ-GARAY

Address (*Include Number & Street*): 512 ELK CIR Apt. No.:

City or Town: BALLSTON SPA State: NY Zip Code: 120200000

Date of Birth Month	Day	Year	Sex	Unlicensed	No. of Occupants	Public Property Damaged
08	21	1968	2	☐	1	☐

Name–exactly as printed on registration: M SANCHEZ-GARAY Sex: F Date of Birth Month 08 Day 21 Year 1968

Address (*Include Number & Street*): 512 ELK CIRCLE Apt. No.: Haz. Mat Code: - Released: ☐

City or Town: BALLSTON SPA State: NY Zip Code: 12020

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
BNC1031	NY	2016 MITS	4DSD	

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact: 5¹ Box 2 - Most Damage: 5²

Enter up to three more Damage Codes: 3 4 5

Vehicle Towed: By To

VEHICLE 2

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: 358467768 State of Lic.: NY

Driver Name - exactly as printed on license: DEBRA RECHER POSSIDENTE

Address (*Include Number & Street*): 79 RAILROAD PL 201 Apt. No.:

City or Town: SARATOGA SPRING State: NY Zip Code: 12866000C

Date of Birth Month	Day	Year	Sex	Unlicensed	No. of Occupants	Public Property Damaged
02	11	1958	2	☐	1	☐

Name–exactly as printed on registration: B P POSSIDENTE Sex: F Date of Birth Month 04 Day 17 Year 1954

Address (*Include Number & Street*): 79 RAILROAD PL 201 Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: SARATOGA SPRIN State: NY Zip Code: 12866

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
JNC5548	NY	2020 SUBA	4DSD	

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

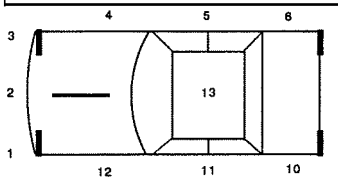
Box 1 - Point of Impact: 1¹ Box 2 - Most Damage: 1²

Enter up to three more Damage Codes: 3 4 5

Vehicle Towed: By To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE 17. DEMOLISHED
15. TRAILER 18. NO DAMAGE
16. OVERTURNED 19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End	Left Turn	Right Angle	Right Turn	Head On
1.	3.		5.	7.
Sideswipe (same direction)	Left Turn		Right Turn	Sideswipe (opposite direction)
2.	0.	4.	6.	8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker | Coordinates *(if available)* Latitude/Northing: Longitude/Easting:

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF.

Road on which accident occurred FRONT STREET (Route Number or Street Name)

at 1) intersecting street BATH STREET (Route Number or Street Name)

or 2) 50 Feet ____ Miles ☐ N ☒ S ☐ E ☐ W of front street (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Operator of vehicle (1) was traveling east on Front street through the intersection, when she was struck by operator of vehicle (2) Operator of vehicle (2) failed to yield the right of way striking vehicle (1) making a right hand turn onto Front Street off Bath. All notable damage was indicated above.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	53	2	-	-	-			M SANCHEZ-GARAY	
B	02	1	4	1	63	2	-	-	-			DEBRA RECHER POSSIDENTE	
C													
D													
E													
F													

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	08	04520			IVES, T	2022/02/03 23:58

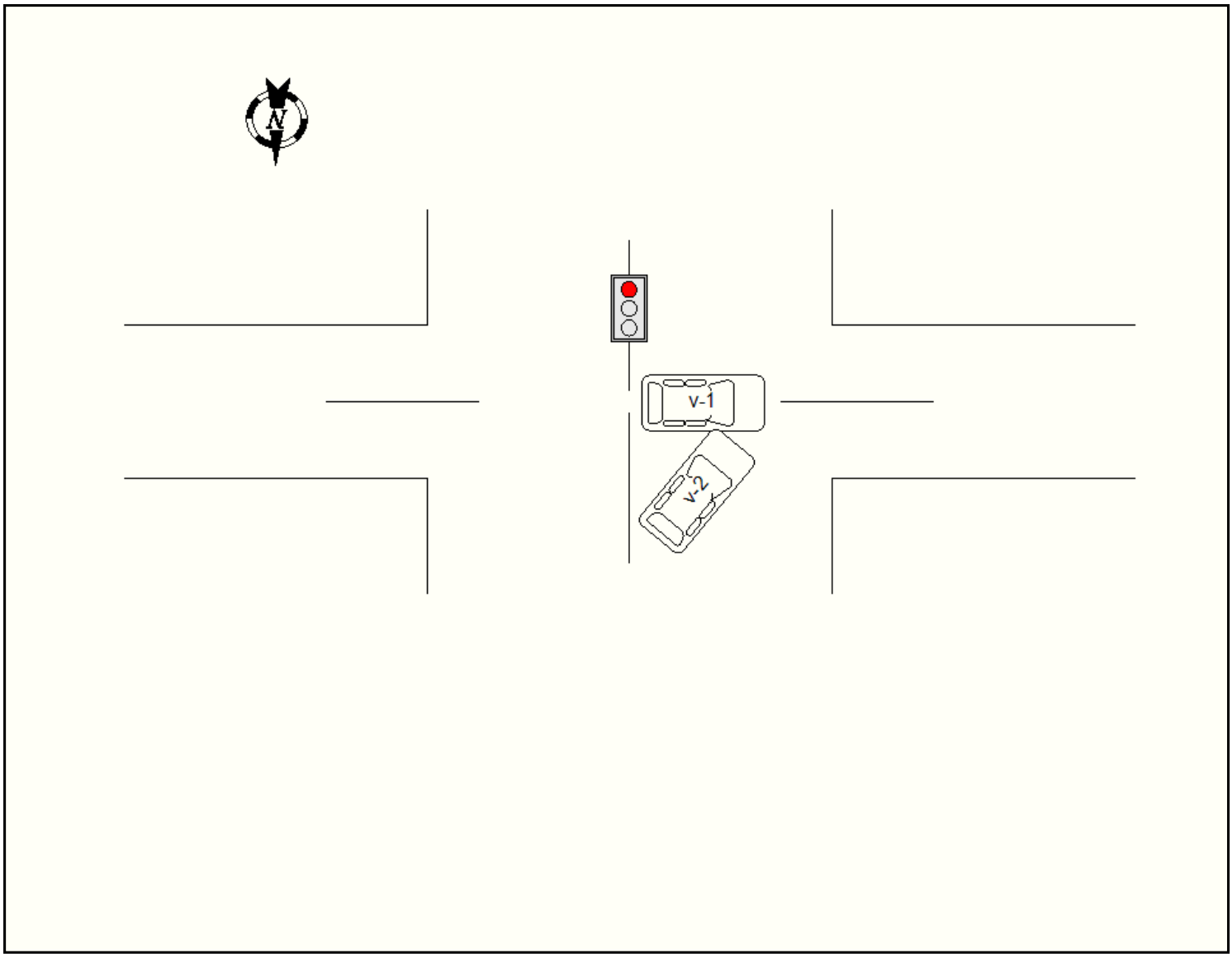
Print Name in Full: T IVES

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



Page 1 of 2 Pages

Local Codes: NMBS17FWZWLT

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT

DMV COPY

39519056

Accident Date (Month / Day / Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
09 / 23 / 2022	FRIDAY	1708	2	0	0	☒	☒	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number	624528517
State of Lic.	NY
Driver Name - exactly as printed on license	HORACE R HORTON
Address (*Include Number & Street*)	6078 WOODSIDE RD
Apt. No.	
City or Town	GALWAY
State	NY
Zip Code	12074
Date of Birth (Month / Day / Year)	01 / 30 / 1978
Sex	1
Unlicensed	☐
No. of Occupants	3
Public Property Damaged	☐
Name–exactly as printed on registration	HORACE R HORTON
Sex	M
Date of Birth (Month / Day / Year)	01 / 30 / 1978
Address (*Include Number & Street*)	6078 WOODSIDE RD
Apt. No.	
Haz. Mat Code	-
Released	☐
City or Town	GALWAY
State	NY
Zip Code	12074
Plate Number	KFT2516
State of Reg.	NY
Vehicle Year & Make	2016 SUBA
Vehicle Type	SUBN
Ins. Code	
Ticket/Arrest Number(s)	BS17FWZXNW BS17FWZXFL
Violation Section(s)	5111A 1141

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number	645852904
State of Lic.	NY
Driver Name - exactly as printed on license	JACK MILLER LAY
Address (*Include Number & Street*)	225 REVERE DR
Apt. No.	
City or Town	BALLSTON SPA
State	NY
Zip Code	120200000
Date of Birth (Month / Day / Year)	11 / 18 / 2005
Sex	1
Unlicensed	☐
No. of Occupants	1
Public Property Damaged	☐
Name–exactly as printed on registration	BRIAN J LAY
Sex	
Date of Birth (Month / Day / Year)	07 / 24 / 1963
Address (*Include Number & Street*)	225 REVERE DR
Apt. No.	
Haz. Mat Code	-
Released	☐
City or Town	BALLSTON SPA
State	NY
Zip Code	12020
Plate Number	KRT6477
State of Reg.	NY
Vehicle Year & Make	2004 CHEV
Vehicle Type	4DSD
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact Box 2 - Most Damage	1[1]	1[2]	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

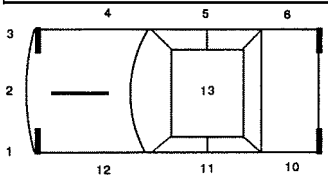
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact Box 2 - Most Damage	5[1]	5[2]	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Sideswipe (same direction) 2.	Left Turn 0.	4.	Right Turn 6.	Sideswipe (opposite direction) 8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates *(if available)*
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF

Road on which accident occurred BATH ST (Route Number or Street Name)

at 1) intersecting street WASHINTON ST (Route Number or Street Name)

or 2) 50 Feet ____ Miles ☐ N ☒ S ☐ E ☐ W of front street (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

D1 STATED THAT HE LOOKED TWICE BECAUSE OF A MAJOR SUN GLARE AND DIDN'T SEE ANYONE AND PROCEEDED TO MAKE A LEFT TURN TO GO UP BATH STREET. D1 STATED THAT HE THEN STRUCK V2 AFTER NOT SEEING IT. D2 STATED THAT HE WAS GOING STRAIGHT DOWN THE HILL ON BATH ST WHEN V1 STRUCK HIM. NO INJURIES REPORTED BY ANYONE INVOLVED. 2 TRAFFIC TICKETS WERE ISSUED TO D1. NO TOWS WERE NEEDED.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	44	1	-	-	-			HORACE R HORTON	
B	01	3	4	1	12	1	-	-	-			IAN A HORTON	
C	01	4	4	1	10	1	-	-	-			EVERETT H HORTON	
D	02	1	4	1	16	1	-	-	-			JACK MILLER LAY	
E													
F													

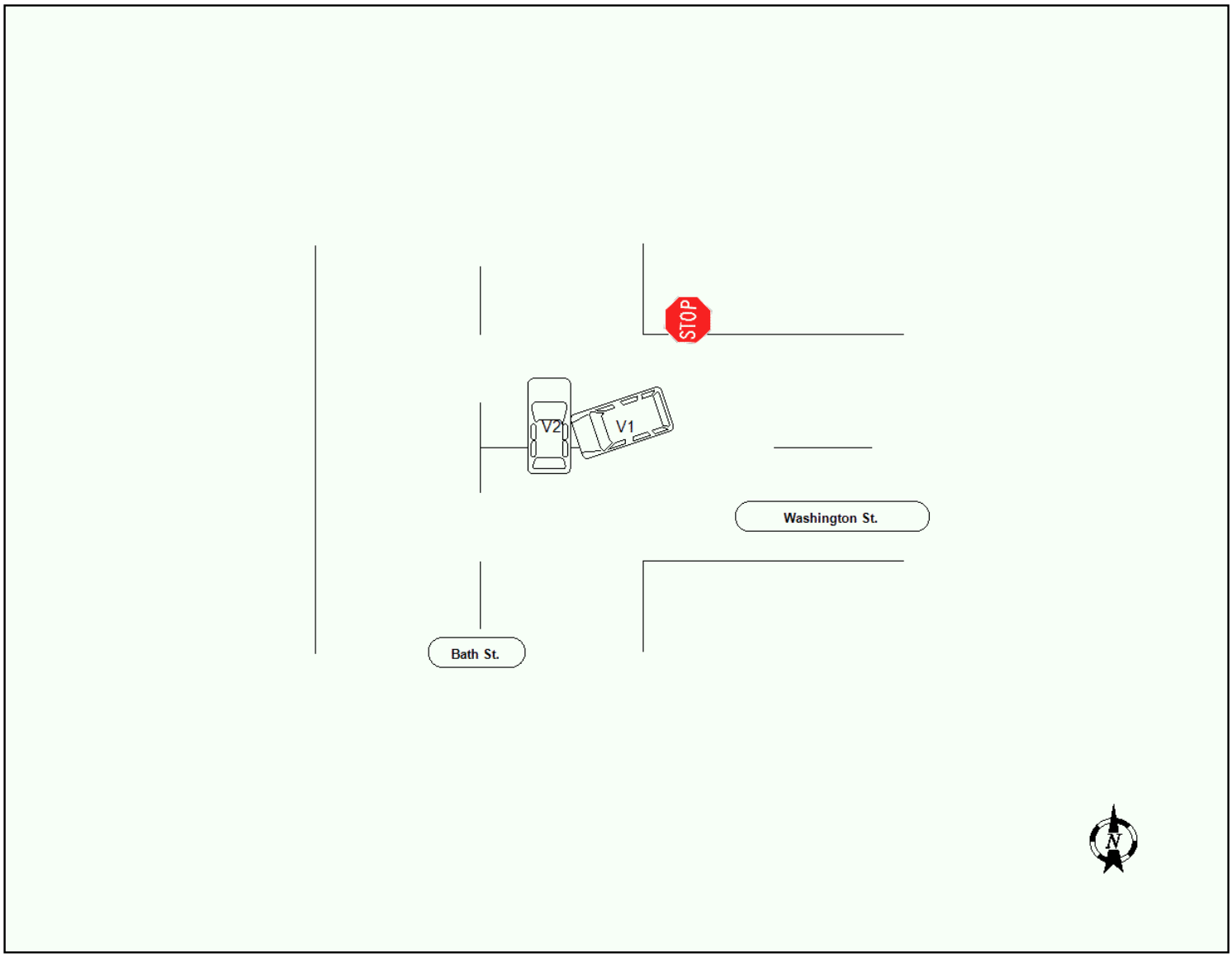
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	21	04520			HAJEC, TIMOTHY	2022/09/23 20:44
Print Name in Full: TIMOTHY HAJEC						

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



Page 1 of 1 Pages

Local Codes: NMBSP3GLFCDZ

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

39778877

Accident Date Month	Day	Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Left Scene	Police Photos
04	03	2023	MONDA	1002	2	0	0	☒ Accident Reconstructed ☒	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: 397620669 State of Lic.: NY

Driver Name -exactly as printed on license: JACK H RHODES

Address (*Include Number & Street*): PO BOX 263 Apt. No.:

City or Town: CORINTH State: NY Zip Code: 12822

Date of Birth Month: 01 Day: 11 Year: 1939 Sex: 1 Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐

Name–exactly as printed on registration: Tree;top;techs;llc Sex: U Date of Birth Month Day Year:

Address (*Include Number & Street*): 499 MALTA AVE Apt. No.: Haz. Mat Code: - Released: ☐

City or Town: BALLSTON SPA State: NY Zip Code: 12020

Plate Number: 92398NC State of Reg.: NY Vehicle Year & Make: 2004 KNNW Vehicle Type: UTIL Ins. Code:

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact	Box 2 - Most Damage	Enter up to three more Damage Codes		
7 (1)	18 (2)	3	4	5

Vehicle Towed: By: To:

VEHICLE 2

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: State of Lic.: NY

Driver Name - exactly as printed on license: PARKED

Address (*Include Number & Street*): Apt. No.:

City or Town: State: Zip Code:

Date of Birth Month: Day: Year: Sex: U Unlicensed: ☐ No. of Occupants: 0 Public Property Damaged: ☐

Name–exactly as printed on registration: niagara;mohawk;power;corp Sex: C Date of Birth Month Day Year:

Address (*Include Number & Street*): 300 ERIE BLVD W Apt. No.: Haz. Mat Code: - Released: ☐

City or Town: SYRACUSE State: NY Zip Code: 13202

Plate Number: 41914MN State of Reg.: NY Vehicle Year & Make: 2019 FRHT Vehicle Type: UTIL Ins. Code:

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

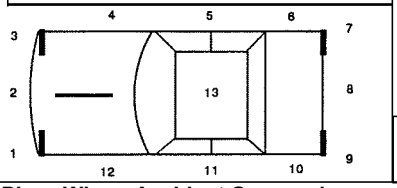
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact	Box 2 - Most Damage	Enter up to three more Damage Codes		
11 (1)	11 (2)	3	4	5

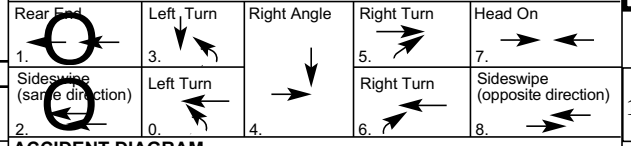
Vehicle Towed: By: To:

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates *(if available)*
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County: SARA ☐ City ☒ Village ☐ Town of: BALLSTON SPA, VILLAGE OF

Road on which accident occurred: FRONT STREET (Route Number or Street Name)

at 1) intersecting street: (Route Number or Street Name)

or 2) 25 Feet ____ Miles ☐ N ☒ S ☐ E ☑ W of: bath Street (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver of vehicle #1 backing out of parking lot crashed into parked vehicle #2. No injuries reported and no vehicles were towed from the scene.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	2	1	84	1	-	-	-			JACK H RHODES	
B	02	1	-	-	X	U	-	-	-			PARKED	
C													
D													
E													
F													

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	03	04520			SANTIAGO, ARIEL	2023/04/03 10:40
Print Name in Full: ARIEL SANTIAGO						

Page 1 of 2 Pages

Local Codes: NMDES3GQWNZV

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

39829686

Accident Date (Month / Day / Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
05 / 15 / 2023	MONDA	0854	2	0	0	☒	☒	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: 756455353 — State of Lic.: NY

Driver Name -exactly as printed on license: MATTHEW SHERLOCK

Address (*Include Number & Street*): 12 SUNSET DR — Apt. No.:

City or Town: SARATOGA SPRINGS — State: NY — Zip Code: 12866

Date of Birth (Month / Day / Year)	Sex	Unlicensed	No. of Occupants	Public Property Damaged
04 / 04 / 2002	1	☐	1	☐

Name–exactly as printed on registration: RADHIKA SHERLOCK — Sex: F — Date of Birth (Month / Day / Year): 08 / 11 / 1967

Address (*Include Number & Street*): 12 SUNSET DR — Apt. No.: — Haz. Mat Code: - — Released: ☐

City or Town: SARATOGA SPRINGS — State: NY — Zip Code: 12866

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
JHE5653	NY	2016 JEEP	SUBN	

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 2

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: 272366249 — State of Lic.: NY

Driver Name - exactly as printed on license: DANIEL J HILDRETH

Address (*Include Number & Street*): 1520 3RD AVE — Apt. No.:

City or Town: SCHENECTADY — State: NY — Zip Code: 12303

Date of Birth (Month / Day / Year)	Sex	Unlicensed	No. of Occupants	Public Property Damaged
12 / 10 / 1971	1	☐	2	☐

Name–exactly as printed on registration: DANIEL J HILDRETH — Sex: M — Date of Birth (Month / Day / Year): 12 / 10 / 1971

Address (*Include Number & Street*): 1520 3RD AVE — Apt. No.: — Haz. Mat Code: - — Released: ☐

City or Town: SCHENECTADY — State: NY — Zip Code: 12303

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
FFA1514	NY	2010 JEEP	SUBN	

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage		
	9 (1)	9 (2)
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

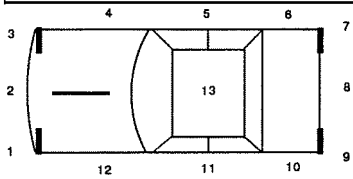
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage		
	2 (1)	3 (2)
Enter up to three more Damage Codes	3	4	5

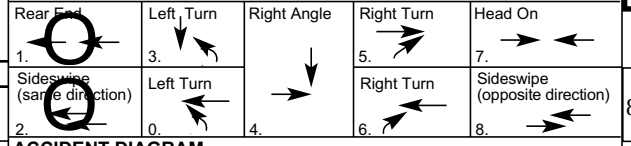
Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker:

Coordinates *(if available)*
Latitude/Northing: 593641
Longitude/Easting: 4761792

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF

Road on which accident occurred BATH STREET (Route Number or Street Name)

at 1) intersecting street WASHINGTON STREET EXT (Route Number or Street Name)

or 2) 50 Feet ____ Miles ☐ N ☒ S ☐ E ☐ W of front street (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 WAS TRAVELING NORTHBOUND ON BATH STREET, VILLAGE OF BALLSTON SPA, WHEN IT APPROACHED A ROAD CLOSED SIGN. OPERATOR OF V1 THEN PUT THE VEHICLE IN REVERSE AND BEGAN BACKING UP IN AN ATTEMPT TO TURN AROUND AND ULTIMATELY STRUCK THE FRONT OF V2 WHICH WAS STOPPED IN TRAFFIC BEHIND V1 THAT WAS BACKING UP. V1 SUSTAINED MINIMAL DRIVER SIDE REAR DAMAGE. V2 SUSTAINED PASSENGER SIDE FRONT END DAMAGE. NEITHER OPERATOR OR PASSENGER OF V2 INJURED. NEITHER VEHICLE TOWED.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	21	1	-	-	-			MATTHEW SHERLOCK	
B	02	1	4	1	51	1	-	-	-			DANIEL J HILDRETH	
C	02	3	4	1	15	1	-	-	-			NATHAN H HILDRETH	
D													
E													
F													

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	03	04520			SANTIAGO, ARIEL	2023/05/15 10:02

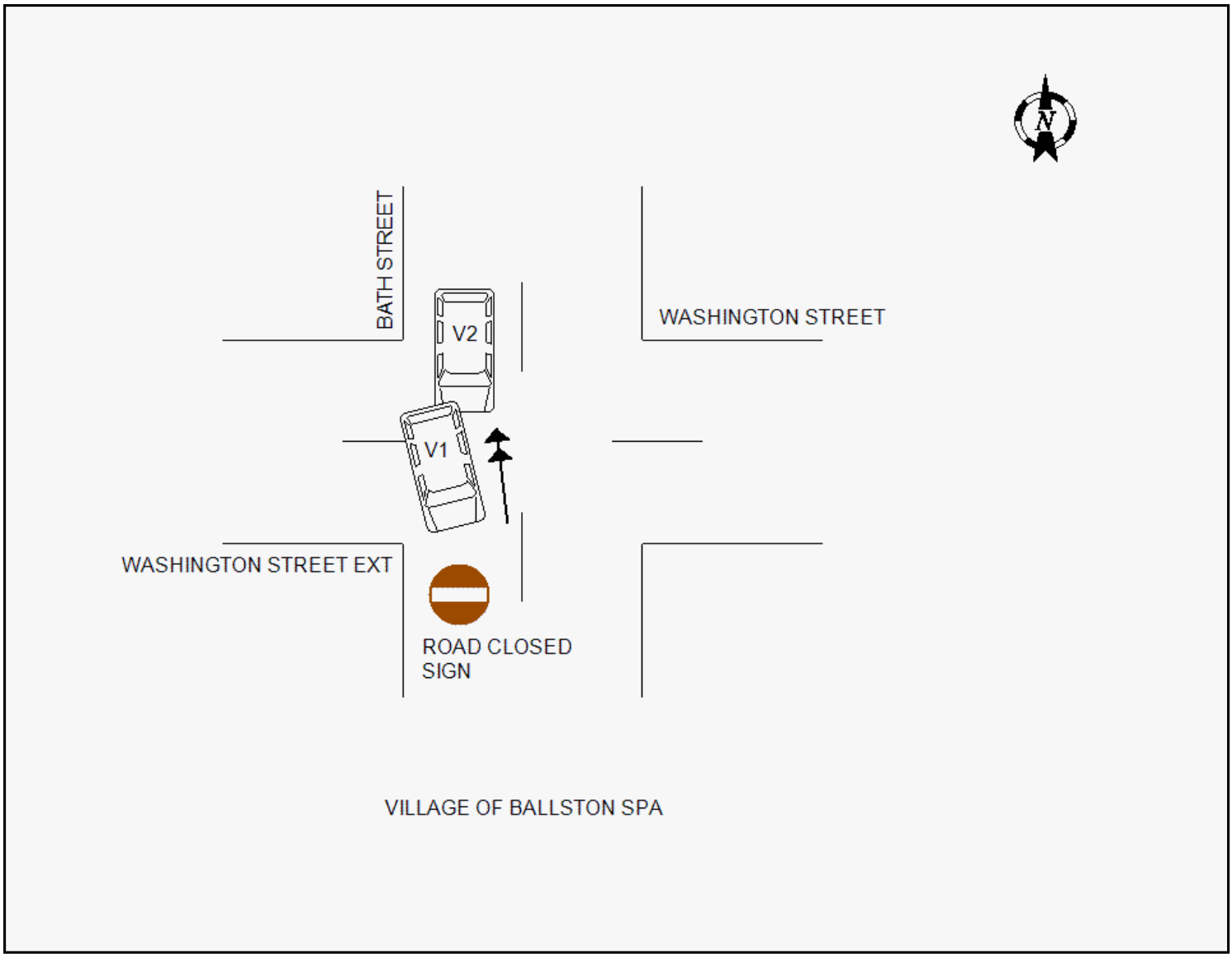
Print Name in Full: ARIEL SANTIAGO

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



Page 1 of 2 Pages

Local Codes: NMBSP3H9NSRG

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

40038221

Accident Date Month	Day	Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
10	13	2023	FRIDAY	2045	2	0	0	☒	☒	☒	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number	State of Lic.
785942432	NY

Driver Name -exactly as printed on license: JOSEPH N FLYNN

Address (*Include Number & Street*): 38 EVERGREEN DR — Apt. No.:

City or Town: WILTON — State: NY — Zip Code: 12020

Date of Birth Month	Day	Year	Sex	Unlicensed	No. of Occupants	Public Property Damaged
08	08	1997	1	☐	1	☐

Name–exactly as printed on registration: JOSEPH N FLYNN — Sex: M — Date of Birth Month 08 Day 08 Year 1997

Address (*Include Number & Street*): 38 EVERGREEN DR — Apt. No.: — Haz. Mat Code: - — Released: ☐

City or Town: WILTON — State: NY — Zip Code: 12020

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
HZA9893	NY	2020 HOND	4DSD	

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 2

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number	State of Lic.
	NY

Driver Name - exactly as printed on license: PARKED

Address (*Include Number & Street*): — Apt. No.:

City or Town: — State: — Zip Code:

Date of Birth Month	Day	Year	Sex	Unlicensed	No. of Occupants	Public Property Damaged
			U	☐	0	☐

Name–exactly as printed on registration: Jasmin j Balle — Sex: F — Date of Birth Month 04 Day 26 Year 1992

Address (*Include Number & Street*): 47 RIDGEWOOD DR — Apt. No.: — Haz. Mat Code: - — Released: ☐

City or Town: NECHANICVILLE — State: NY — Zip Code: 12118

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
ADOTBURR	NY	2022 BMW	2DSD	

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact	Box 2 - Most Damage	Enter up to three more Damage Codes		
8 (1)	8 (2)	3	4	5

Vehicle Towed: By: To:

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

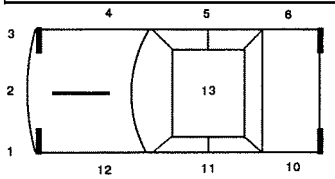
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact	Box 2 - Most Damage	Enter up to three more Damage Codes		
2 (1)	2 (2)	3	4	5

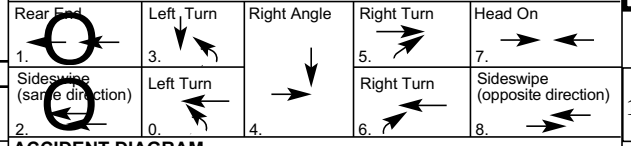
Vehicle Towed: By: To:

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☒ No

Reference Marker	Coordinates *(if available)*
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF

Road on which accident occurred BATH ST (Route Number or Street Name)

at 1) intersecting street (Route Number or Street Name)

or 2) 20 Feet ____ Miles ☒ N ☒ S ☐ E ☐ W of Front st (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V-1 was parked directly in front of V-2 facing south on Bath Street near the intersection with Front St. Veh-1 back into front of V-2 while attempting to leave a parking space. Veh-2 was parked and unoccupied.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	X	1	26	1	-	-	-			JOSEPH N FLYNN	
B	02	1	-	-	X	U	-	-	-			PARKED	
C													
D													
E													
F													

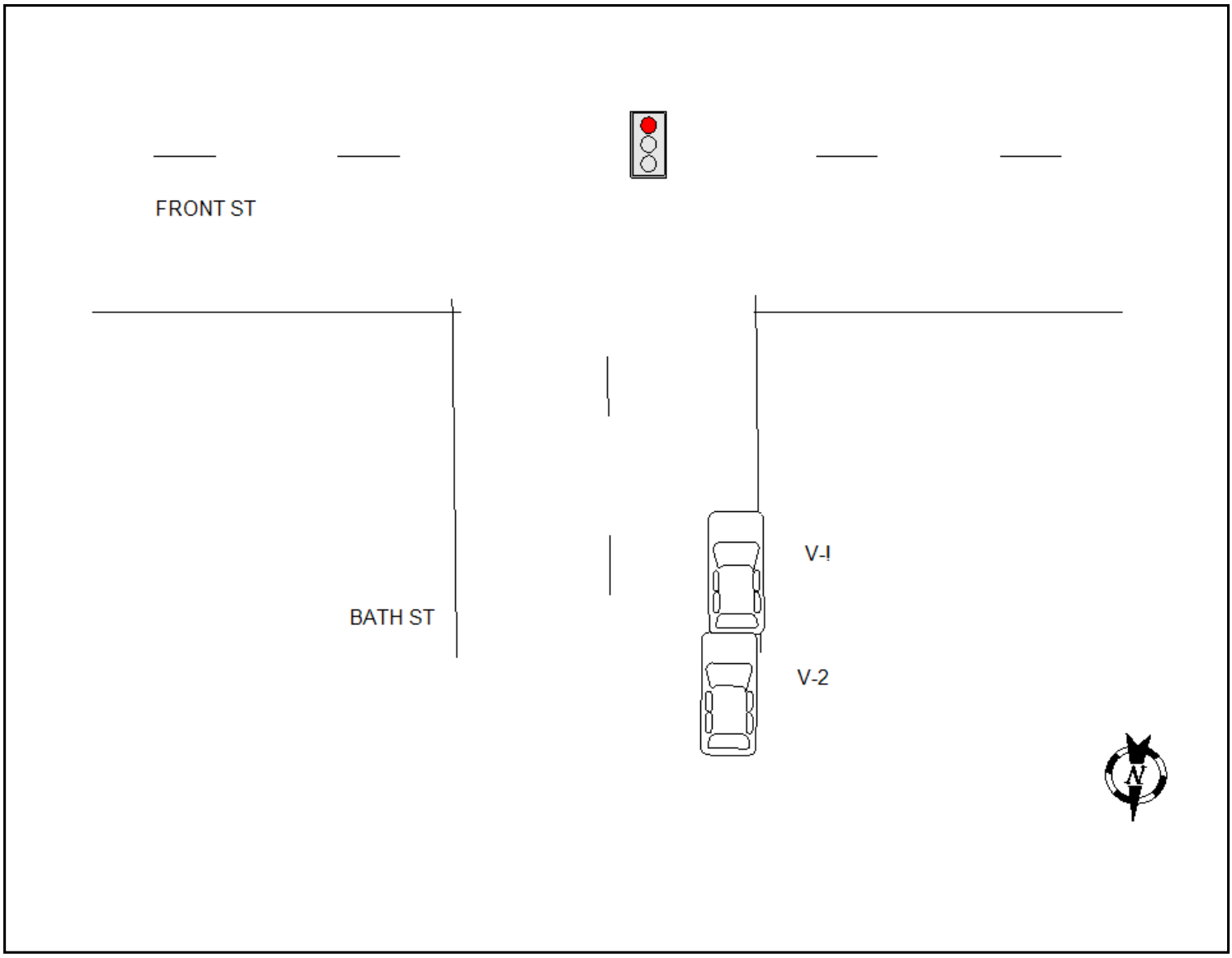
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER	10	04520	G	BSPD	FISCHER, CHARLES	2023/10/19 15:41
Print Name in Full: CHARLES FISCHER						

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



Page 1 of 3 Pages

Local Codes: NMBSP3HR6W29

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

40213983

Accident Date (Month / Day / Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
02 / 22 / 2024	THURSD	0000	4	0	0	☒	☒	☒	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: | State of Lic.:

Driver Name - exactly as printed on license: PARKED

Address (*Include Number & Street*): | Apt. No.:

City or Town: | State: | Zip Code:

Date of Birth (Month / Day / Year): | Sex: U | Unlicensed: ☐ | No. of Occupants: 0 | Public Property Damaged: ☐

Name–exactly as printed on registration: Kylee M Shortsleeves | Sex: F | Date of Birth (Month / Day / Year): 08 / 22 / 1999

Address (*Include Number & Street*): 23 NORTHERN PINES RD | Apt. No.: | Haz. Mat Code: - | Released: ☐

City or Town: GANSEVOORT | State: NY | Zip Code: 12831

Plate Number: LAS5647 | State of Reg.: NY | Vehicle Year & Make: 2014 MAZD | Vehicle Type: 4DSD | Ins. Code:

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 2

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: | State of Lic.:

Driver Name - exactly as printed on license: PARKED2

Address (*Include Number & Street*): | Apt. No.:

City or Town: | State: | Zip Code:

Date of Birth (Month / Day / Year): | Sex: U | Unlicensed: ☐ | No. of Occupants: 0 | Public Property Damaged: ☐

Name–exactly as printed on registration: Elijah J Chin | Sex: F | Date of Birth (Month / Day / Year): 04 / 23 / 1998

Address (*Include Number & Street*): 17 SELDON ST | Apt. No.: | Haz. Mat Code: - | Released: ☐

City or Town: SCHENECTADY | State: NY | Zip Code: 12304

Plate Number: KAN9390 | State of Reg.: NY | Vehicle Year & Make: 2016 MAZD | Vehicle Type: SUBN | Ins. Code:

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact Box 2 - Most Damage	1: 11	2: 11	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

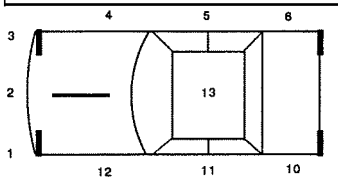
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact Box 2 - Most Damage	1: 11	2: 11	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Sideswipe (same direction) 2.	Left Turn 0.	4.	Right Turn 6.	Sideswipe (opposite direction) 8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker | Coordinates *(if available)* Latitude/Northing: | Longitude/Easting:

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF

Road on which accident occurred BATH STREET (Route Number or Street Name)

at 1) intersecting street (Route Number or Street Name)

or 2) 25 Feet ____ Miles ☐ N ☒ S ☐ E ☐ W of [VR] Washington Street (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle #1, #2 and #3 were all parked on Bath Street where on-street parking is permitted. During the time frame listed, another [unknown motor vehicle - #4] traveling on that roadway, struck vehicle #1, #2, and #3 in the area[s] indicated in a "continual corse of action", as that vehicle passed-by those parked vehicles. Writer and Ptl. Fischer were unable to located vehicle #4, as that operator, or any witness have come forward.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	-	-	X	U	-	-	-			PARKED	
B	02	1	-	-	X	U	-	-	-			PARKED2	
C													
D													
E													
F													

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF Print Name in Full: M DEMARTINO	20	04520			DEMARTINO, M	2024/02/23 13:38

Local Codes: NMBSP3HR6W29

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

40213983

Accident Date Month	Day	Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
02	22	2024	THURSD	0000	4	0	0	☒	☒	☒	☐ Yes ☒ No

VEHICLE 1	☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN
VEHICLE 1 - Driver License ID Number	State of Lic.: NY
Driver Name -exactly as printed on license: PARKED3	
Address (*Include Number & Street*)	Apt. No.
City or Town / State / Zip Code	
Date of Birth Month / Day / Year	Sex: U
Unlicensed: ☐	No. of Occupants: 0
Public Property Damaged: ☐	
Name–exactly as printed on registration: Daycare;II;Inc Jumper;Bean	Sex: F
Date of Birth Month / Day / Year: 04 / 20 / 1987	
Address (*Include Number & Street*): 94 MCMASTER STREET	Apt. No. / Haz. Mat Code: - / Released: ☐
City or Town: BALLSTON SPA	State: NY Zip Code: 12020
Plate Number: JJK5159	State of Reg.: NY
Vehicle Year & Make: 2022 VOLV	Vehicle Type: SUBN
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

VEHICLE 2	
VEHICLE 2 - Driver License ID Number	State of Lic.: NY
Driver Name - exactly as printed on license: LSA	
Address (*Include Number & Street*)	Apt. No.
City or Town / State / Zip Code	
Date of Birth Month / Day / Year	Sex: U
Unlicensed: ☐	No. of Occupants: X
Public Property Damaged: ☐	
Name–exactly as printed on registration	Sex
Date of Birth Month / Day / Year	
Address (*Include Number & Street*)	Apt. No. / Haz. Mat Code: - / Released: ☐
City or Town / State / Zip Code	
Plate Number: UNKNOWN	State of Reg.: NY
Vehicle Year & Make	Vehicle Type: -
Ins. Code	
Ticket/Arrest Number(s)	
Violation Section(s)	

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	1: 10	2: 10	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

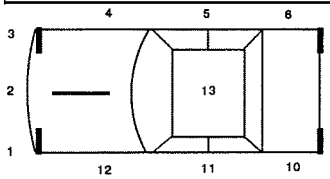
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	1: 5	2: 5	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End	Left Turn	Right Angle	Right Turn	Head On
1.	3.		5.	7.
Sideswipe (same direction)	Left Turn		Right Turn	Sideswipe (opposite direction)
2.	0.	4.	6.	8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates *(if available)*
Latitude/Northing:
Longitude/Easting:

Place Where Accident Occurred:

County SARA ☐ City ☒ Village ☐ Town of BALLSTON SPA, VILLAGE OF.

Road on which accident occurred BATH STREET (Route Number or Street Name)

at 1) intersecting street _____ (Route Number or Street Name)

or 2) 25 Feet _____ Miles ☐ N ☒ S ☐ E ☐ W of [VR] Washington Street (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	03	1	-	-	X	U	-	-	-			PARKED3	
B	04	1	X	1	X	U	-	-	-			LSA	
C													
D													
E													
F													

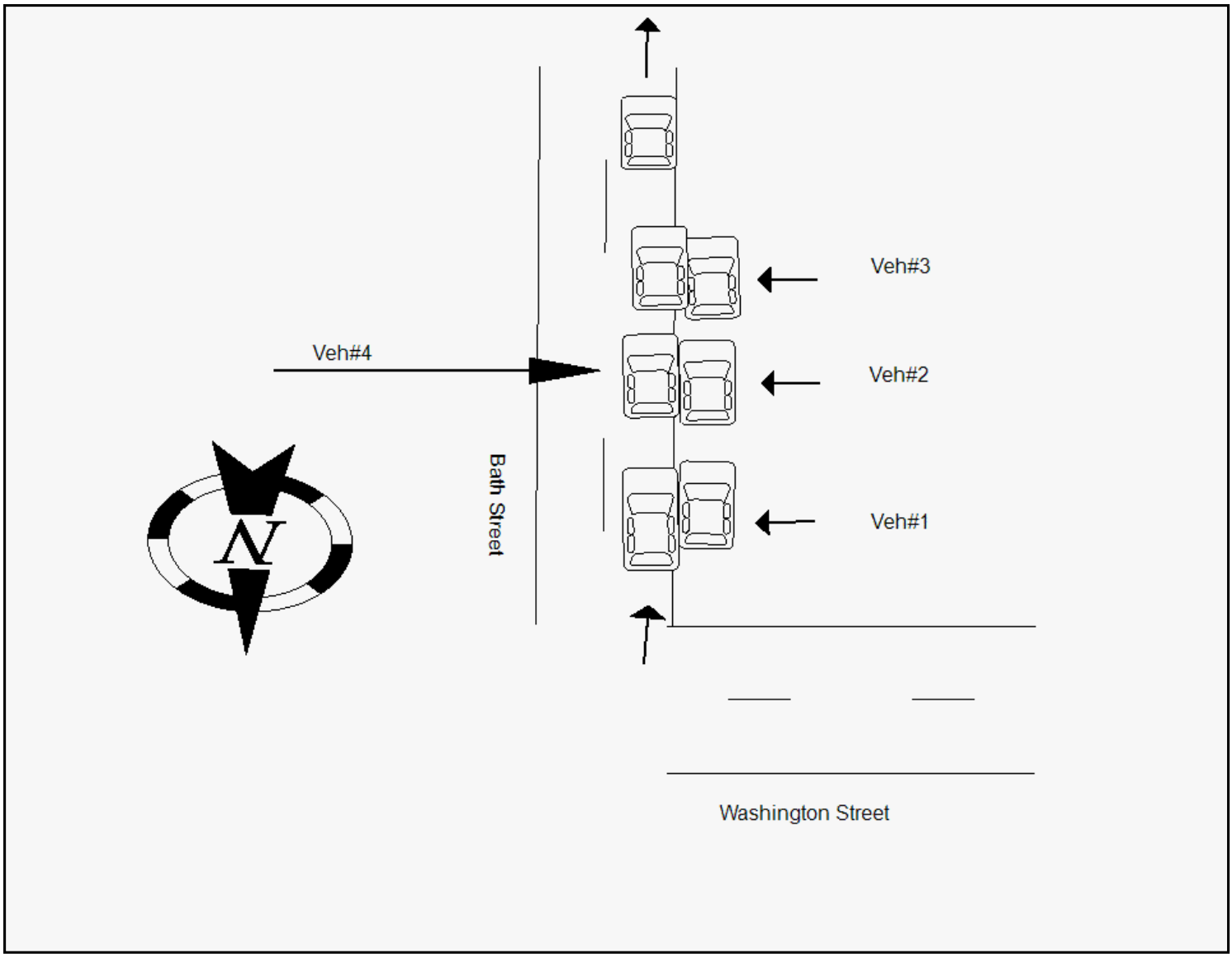
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	20	04520			DEMARTINO, M	2024/02/23 13:38
Print Name in Full: M DEMARTINO						

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



MV-104 (5/22) PAGE 1 of 2

FOLD → ← HERE

Use only for accidents that happen in New York State

New York State Department of Motor Vehicles

REPORT OF MOTOR VEHICLE ACCIDENT

www.dmv.ny.gov

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET ACCIDENT DATE

Page _____ of _____ ☐ RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date (Month / Day / Year)	Day of Week	Time	Number of Vehicles	Number Injured	Number Killed	Did police investigate accident at scene?	If "Yes", Name of Police Agency or Precinct & Accident Number
02 / 07 / 2024	Wed	8:50 ☑ AM ☐ PM	2	0	0	☐ Yes ☑ No	

DRIVER

DRIVER OF VEHICLE 1		VEHICLE 2 ☐ PEDESTRIAN ☐ BICYCLIST ☐ OTHER PEDESTRIAN	
Driver License ID Number	State of License	Driver License ID Number	State of License
120 046 676	NY	652270899	NY
Driver Name–exactly as printed on license (Last, First, M.I.)		Name–exactly as printed on license (Last, First, M.I.)	
Oakes Daria, Clare		Williams, Jeffrey R.	
Address (Include Number & Street)	Apt. Number	Address (Include Number & Street)	Apt. Number
11 Martin Ave		55 Nicklaus Dr.	
City or Town / State / Zip Code		City or Town / State / Zip Code	
Saratoga Springs / NY / 12866		Gansevoort / NY / 12831	
Date of Birth (Month / Day / Year) / Sex / Number of People in Vehicle / Public Property Damaged		Date of Birth (Month / Day / Year) / Sex / Number of People in Vehicle / Public Property Damaged	
10 / 02 / 1965 / F / 1 / ☐		01 / 21 / 1963 / M / 1 / ☐	

REGISTRANT

Name–exactly as printed on registration	Date of Birth / Sex	Name–exactly as printed on registration	Date of Birth / Sex
Oakes, Roland J Jr	06 / 18 / 1966 / M	Williams, Jeffrey R.	01 / 23 / 1963 / M
Address (Include Number & Street)	Apt. Number	Address (Include Number & Street)	Apt. Number
11 Martin Ave		55 Nicklaus Dr.	
City or Town / State / Zip Code		City or Town / State / Zip Code	
Saratoga Springs / NY / 12866		Gansevoort / NY / 12831	

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
JGB7586	NY	2015 Niss	Subn		BCF853	NY	2023 GMC	Pick up	

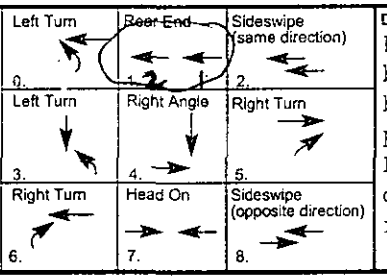
VEHICLE DAMAGE

Estimated Cost of Property Damage - Vehicle 1: ☐ $1,001-$1,500 ☐ $1,501-$2,500 ☐ Over $2,500

Estimated Cost of Property Damage - Vehicle 2: ☐ $1,001-$1,500 ☐ $1,501-$2,500 ☑ Over $2,500

Describe damage to vehicle 1: No Damage

ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is # 1



9.

Describe damage to vehicle 2: Dent in bumber, bumper pushed in. Paint chipped on fender

ACCIDENT LOCATION

Place Where Accident Occurred in New York State:

County Saratoga ☐ City ☑ Village ☐ Town of Ballston Spa Permanent Landmark _____

Road on which accident occurred Bath St (Route Number or Street Name)

at ☑ 1) intersecting street Front St (Route Number or Street Name)

or ☐ 2) _____ Feet _____ Miles ☐N ☐S ☐E ☐W of _____ (Milepost, Nearest intersecting Route Number or Street Name)

How did the accident happen? V1 directly behind V2 were stopped at red light. V2 at top of the hill & V1 just at crest of the hill. V1 - my foot slipped off brake pedal, causing V1 to move over the crest the and "bumped" rear bumper of V2 - impact at less than 3 mph

ALL INVOLVED

Names of All Persons Involved	8. Which Veh. Occupied	9. Position in/on Venicle	10. Safety Equip. Used	12. Age	13. Sex	16. Injury A	B	C	Describe Injuries	If Deceased, Enter Date of Death
Jeffrey Williams	2.	1.		61	M				No injuries	
Daria O'Konsky Oakes	1.	1.	4.	58	F					

INSURANCE

Identify Damaged Property Other Than Vehicle(s)	VIN 5N1AT2MV2FC800279
Name of Insurance Company That Issued Policy For Vehicle 1 Preferred Mutual Insurance Company	Policy Number PPA 0100554059
Name and Address of Policy Holder Oakes, Roland, J Jr & Daria O'Konsky 11 Martin Ave	Policy Period From 07/16/23 To 07/16/2024
If Vehicle was Operated Under Permit (ICC, USDOT or NYSDOT), give No.	Name and Address of Permit Holder SS, NY 12866
If Self-Insured, give Certificate No.	and State

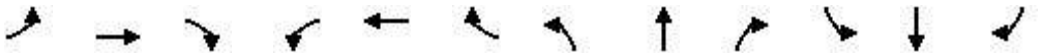
Date	Print Name of Driver (or Representative*) of Vehicle 1	Signature of Driver (or Representative*) of Vehicle 1
02/15/2024	Daria C. Oakes	Daria C. Oakes

* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign. ☐ Injury ☐ Death

An accident report is not considered complete and filed unless it is signed, and if not signed may result in the suspension of your driver's license.

APPENDIX D

Capacity Analysis Output Sheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	165	80	74	165	19	86	281	39	34	386	83
Future Volume (veh/h)	75	165	80	74	165	19	86	281	39	34	386	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1870	1678	1885	1856	1826	1752	1811	1781	1870	1856	1530
Adj Flow Rate, veh/h	79	174	84	78	174	20	91	296	41	36	406	87
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
Percent Heavy Veh, %	8	2	15	1	3	5	10	6	8	2	3	25
Cap, veh/h	186	333	484	149	254	25	372	587	81	500	558	120
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.07	0.38	0.38	0.07	0.38	0.38
Sat Flow, veh/h	359	1230	1422	229	937	93	1668	1556	216	1781	1481	317
Grp Volume(v), veh/h	253	0	84	272	0	0	91	0	337	36	0	493
Grp Sat Flow(s),veh/h/ln	1590	0	1422	1258	0	0	1668	0	1772	1781	0	1798
Q Serve(g_s), s	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	7.8	0.0	0.0	12.5
Cycle Q Clear(g_c), s	6.9	0.0	0.0	11.5	0.0	0.0	0.0	0.0	7.8	0.0	0.0	12.5
Prop In Lane	0.31		1.00	0.29		0.07	1.00		0.12	1.00		0.18
Lane Grp Cap(c), veh/h	519	0	484	428	0	0	372	0	668	500	0	678
V/C Ratio(X)	0.49	0.00	0.17	0.64	0.00	0.00	0.24	0.00	0.50	0.07	0.00	0.73
Avail Cap(c_a), veh/h	838	0	769	737	0	0	570	0	1336	712	0	1356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	12.3	18.2	0.0	0.0	18.5	0.0	12.7	13.4	0.0	14.2
Incr Delay (d2), s/veh	0.7	0.0	0.2	1.6	0.0	0.0	0.3	0.0	0.6	0.1	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.6	3.0	0.0	0.0	0.9	0.0	2.7	0.3	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	12.4	19.8	0.0	0.0	18.8	0.0	13.3	13.5	0.0	15.7
LnGrp LOS	B	A	B	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		337			272			428			529	
Approach Delay, s/veh		16.0			19.8			14.5			15.5	
Approach LOS		B			B			B			B	

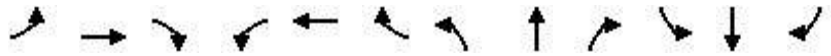
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	25.0		19.4	8.7	25.0		19.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	9.8		8.9	2.0	14.5		13.5				
Green Ext Time (p_c), s	0.0	1.4		1.3	0.1	2.2		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	10	15	390	493	15
Future Volume (veh/h)	15	10	15	390	493	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.99	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.88
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1630	1630	1697
Adj Flow Rate, veh/h	16	11	16	419	530	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	6	6	1
Cap, veh/h	224	154	52	945	826	25
Arrive On Green	0.30	0.30	0.60	0.60	0.60	0.60
Sat Flow, veh/h	747	514	25	1575	1377	42
Grp Volume(v), veh/h	28	0	435	0	0	546
Grp Sat Flow(s),veh/h/ln	1307	0	1601	0	0	1418
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	25.0
Cycle Q Clear(g_c), s	1.5	0.0	14.6	0.0	0.0	25.0
Prop In Lane	0.57	0.39	0.04			0.03
Lane Grp Cap(c), veh/h	392	0	998	0	0	851
V/C Ratio(X)	0.07	0.00	0.44	0.00	0.00	0.64
Avail Cap(c_a), veh/h	392	0	1310	0	0	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	10.9	0.0	0.0	13.0
Incr Delay (d2), s/veh	0.4	0.0	0.3	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.0	0.0	0.0	7.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.4	0.0	11.2	0.0	0.0	13.8
LnGrp LOS	C	A	B	A	A	B
Approach Vol, veh/h	28			435	546	
Approach Delay, s/veh	25.4			11.2	13.8	
Approach LOS	C			B	B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	65.0		35.0		65.0
Change Period (Y+Rc), s	5.0		5.0		5.0
Max Green Setting (Gmax), s	80.0		30.0		80.0
Max Q Clear Time (g_c+I1), s	16.6		3.5		27.0
Green Ext Time (p_c), s	2.0		0.1		2.6

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	37	6	52	59	18	3	352	50	21	450	12
Future Volume (veh/h)	7	37	6	52	59	18	3	352	50	21	450	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1657	1697	1697	1697	1630	1630	1697	1630	1630
Adj Flow Rate, veh/h	8	40	6	56	63	19	3	378	54	23	484	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	4	1	1	1	6	6	1	6	6
Cap, veh/h	81	334	47	189	192	53	37	730	104	56	795	21
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	132	1112	156	461	640	176	2	1217	173	31	1325	35
Grp Volume(v), veh/h	54	0	0	138	0	0	435	0	0	520	0	0
Grp Sat Flow(s),veh/h/ln	1400	0	0	1276	0	0	1391	0	0	1390	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	8.1	0.0	0.0	18.2	0.0	0.0	23.1	0.0	0.0
Prop In Lane	0.15		0.11	0.41		0.14	0.01		0.12	0.04		0.02
Lane Grp Cap(c), veh/h	461	0	0	434	0	0	871	0	0	872	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.32	0.00	0.00	0.50	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	461	0	0	434	0	0	1148	0	0	1144	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.4	0.0	0.0	27.2	0.0	0.0	11.6	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.9	0.0	0.0	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	2.8	0.0	0.0	5.3	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	0.0	0.0	29.2	0.0	0.0	12.1	0.0	0.0	13.3	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		54			138			435			520	
Approach Delay, s/veh		26.0			29.2			12.1			13.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	65.0	35.0	65.0	35.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	80.0	30.0	80.0	30.0
Max Q Clear Time (g_c+I1), s	20.2	4.7	25.1	10.1
Green Ext Time (p_c), s	2.0	0.1	2.5	0.4

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	0	15	3	0	2	9	362	4	1	445	160
Future Volume (veh/h)	109	0	15	3	0	2	9	362	4	1	445	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1697	1697	1697	1670	1643	1697	1697	1643	1670
Adj Flow Rate, veh/h	131	0	18	4	0	2	11	436	5	1	536	193
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	1	1	1	3	5	1	1	5	3
Cap, veh/h	408	9	36	336	24	112	90	861	10	82	622	224
Arrive On Green	0.23	0.00	0.23	0.23	0.00	0.23	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1094	39	156	860	104	482	12	1595	18	0	1152	414
Grp Volume(v), veh/h	149	0	0	6	0	0	452	0	0	730	0	0
Grp Sat Flow(s),veh/h/ln	1288	0	0	1446	0	0	1625	0	0	1566	0	0
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.1	0.0	0.0	7.7	0.0	0.0	17.6	0.0	0.0
Prop In Lane	0.88		0.12	0.67		0.33	0.02		0.01	0.00		0.26
Lane Grp Cap(c), veh/h	453	0	0	473	0	0	961	0	0	928	0	0
V/C Ratio(X)	0.33	0.00	0.00	0.01	0.00	0.00	0.47	0.00	0.00	0.79	0.00	0.00
Avail Cap(c_a), veh/h	739	0	0	766	0	0	2267	0	0	2221	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.6	0.0	0.0	13.0	0.0	0.0	6.4	0.0	0.0	8.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	0.0	0.0	13.0	0.0	0.0	6.8	0.0	0.0	10.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		149			6			452			730	
Approach Delay, s/veh		15.0			13.0			6.8			10.2	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	28.7		15.2		28.7		15.2					
Change Period (Y+Rc), s	5.0		5.0		5.0		5.0					
Max Green Setting (Gmax), s	60.0		20.0		60.0		20.0					
Max Q Clear Time (g_c+I1), s	9.7		6.4		19.6		2.1					
Green Ext Time (p_c), s	2.1		0.4		4.1		0.0					

Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	20	8	2	24	3	5	55	4	3	90	88
Future Volume (veh/h)	60	20	8	2	24	3	5	55	4	3	90	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1643	1697	1697	1657	1697	1697	1697	1443	1697	1697	1697
Adj Flow Rate, veh/h	68	23	9	2	27	3	6	62	5	3	102	100
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
Percent Heavy Veh, %	1	5	1	1	4	1	1	1	20	1	1	1
Cap, veh/h	399	121	41	75	502	53	83	518	39	63	277	266
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	745	303	104	28	1254	133	46	1295	99	4	693	664
Grp Volume(v), veh/h	100	0	0	32	0	0	73	0	0	205	0	0
Grp Sat Flow(s),veh/h/ln	1151	0	0	1415	0	0	1439	0	0	1361	0	0
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.8	0.0	0.0	1.9	0.0	0.0	6.4	0.0	0.0
Prop In Lane	0.68		0.09	0.06		0.09	0.08		0.07	0.01		0.49
Lane Grp Cap(c), veh/h	561	0	0	630	0	0	641	0	0	605	0	0
V/C Ratio(X)	0.18	0.00	0.00	0.05	0.00	0.00	0.11	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	561	0	0	630	0	0	641	0	0	605	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.7	0.0	0.0	11.0	0.0	0.0	11.4	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	0.0	11.2	0.0	0.0	11.7	0.0	0.0	14.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		100			32			73			205	
Approach Delay, s/veh		12.4			11.2			11.7			14.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	24.0	24.0	24.0
Max Q Clear Time (g_c+I1), s	3.9	5.2	8.4	2.8
Green Ext Time (p_c), s	0.2	0.3	0.7	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	323	312	22	20	80
Future Vol, veh/h	42	323	312	22	20	80
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	87	87	87	87	87	87
Heavy Vehicles, %	1	7	10	1	1	1
Mvmt Flow	48	371	359	25	23	92

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	384	0	-	0	839	372
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1180	-	-	-	337	676
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1180	-	-	-	320	676
Mov Cap-2 Maneuver	-	-	-	-	320	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1180	-	-	-	553
HCM Lane V/C Ratio	0.041	-	-	-	0.208
HCM Control Delay (s)	8.2	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	40	0	1	0	78	40	6	141	0
Future Vol, veh/h	0	0	0	40	0	1	0	78	40	6	141	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	7	0	1	0	4	5	1	3	1
Mvmt Flow	0	0	0	50	0	1	0	98	50	8	176	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	316	342	177	318	317	125	176	0	0	150	0	0
Stage 1	192	192	-	125	125	-	-	-	-	-	-	-
Stage 2	124	150	-	193	192	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.5	6.21	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4	3.309	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	641	583	871	625	602	928	1412	-	-	1437	-	-
Stage 1	814	745	-	867	796	-	-	-	-	-	-	-
Stage 2	885	777	-	797	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	637	578	870	621	597	927	1412	-	-	1435	-	-
Mov Cap-2 Maneuver	637	578	-	621	597	-	-	-	-	-	-	-
Stage 1	814	741	-	865	794	-	-	-	-	-	-	-
Stage 2	884	775	-	792	741	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.3	0	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1412	-	-	-	626	1435	-	-
HCM Lane V/C Ratio	-	-	-	-	0.082	0.005	-	-
HCM Control Delay (s)	0	-	-	0	11.3	7.5	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	1	65	14	0	128
Future Vol, veh/h	19	1	65	14	0	128
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	80	80	80	80	80	80
Heavy Vehicles, %	1	1	3	1	3	1
Mvmt Flow	24	1	81	18	0	160

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	250	90	0	0	99	0
Stage 1	90	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.13	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.227	-
Pot Cap-1 Maneuver	741	971	-	-	1488	-
Stage 1	936	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	741	971	-	-	1488	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	750	1488	-
HCM Lane V/C Ratio	-	-	0.033	-	-
HCM Control Delay (s)	-	-	10	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	1	63	3	0	124
Future Vol, veh/h	4	1	63	3	0	124
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	5	1	79	4	0	155

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	236	81	0	0	83	0
Stage 1	81	-	-	-	-	-
Stage 2	155	-	-	-	-	-
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	757	985	-	-	1527	-
Stage 1	947	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	757	985	-	-	1527	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

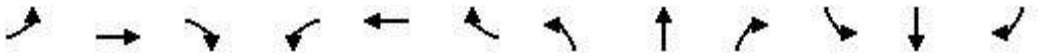
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	794	1527	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	9.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	2	15	14	8	4	4	33	6	2	29	2
Future Vol, veh/h	47	2	15	14	8	4	4	33	6	2	29	2
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	0	7	13	0	25	9	0	0	0	0
Mvmt Flow	94	4	30	28	16	8	8	66	12	4	58	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	7.9	8.4	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	73%	54%	6%
Vol Thru, %	77%	3%	31%	88%
Vol Right, %	14%	23%	15%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	64	26	33
LT Vol	4	47	14	2
Through Vol	33	2	8	29
RT Vol	6	15	4	2
Lane Flow Rate	86	128	52	66
Geometry Grp	1	1	1	1
Degree of Util (X)	0.113	0.154	0.066	0.081
Departure Headway (Hd)	4.747	4.328	4.536	4.391
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	758	831	791	818
Service Time	2.762	2.341	2.552	2.406
HCM Lane V/C Ratio	0.113	0.154	0.066	0.081
HCM Control Delay	8.4	8.1	7.9	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.5	0.2	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	175	80	53	169	42	80	494	49	38	390	95
Future Volume (veh/h)	97	175	80	53	169	42	80	494	49	38	390	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1811	1870	1870	1870	1796	1870	1870	1870	1870	1826
Adj Flow Rate, veh/h	100	180	82	55	174	43	82	509	51	39	402	98
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
Percent Heavy Veh, %	3	2	6	2	2	2	7	2	2	2	2	5
Cap, veh/h	203	292	528	116	253	54	365	627	63	339	544	133
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.07	0.37	0.37	0.07	0.37	0.37
Sat Flow, veh/h	401	1050	1535	126	912	195	1711	1672	168	1781	1452	354
Grp Volume(v), veh/h	280	0	82	272	0	0	82	0	560	39	0	500
Grp Sat Flow(s),veh/h/ln	1451	0	1535	1233	0	0	1711	0	1840	1781	0	1806
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	14.6	0.0	0.0	12.8
Cycle Q Clear(g_c), s	9.1	0.0	0.0	12.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	12.8
Prop In Lane	0.36		1.00	0.20		0.16	1.00		0.09	1.00		0.20
Lane Grp Cap(c), veh/h	495	0	528	424	0	0	365	0	690	339	0	677
V/C Ratio(X)	0.57	0.00	0.16	0.64	0.00	0.00	0.22	0.00	0.81	0.12	0.00	0.74
Avail Cap(c_a), veh/h	788	0	820	730	0	0	573	0	1380	555	0	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	12.1	17.5	0.0	0.0	18.8	0.0	15.0	19.4	0.0	14.4
Incr Delay (d2), s/veh	1.0	0.0	0.1	1.6	0.0	0.0	0.3	0.0	2.4	0.1	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.6	3.1	0.0	0.0	0.8	0.0	5.6	0.4	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	0.0	12.3	19.1	0.0	0.0	19.1	0.0	17.3	19.5	0.0	16.0
LnGrp LOS	B	A	B	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		362			272			642			539	
Approach Delay, s/veh		16.6			19.1			17.6			16.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	25.0		19.8	8.5	25.0		19.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	16.6		11.1	2.0	14.8		14.0				
Green Ext Time (p_c), s	0.0	2.5		1.3	0.1	2.2		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	20	34	599	514	25
Future Volume (veh/h)	45	20	34	599	514	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.99	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.88
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1697	1697	1683	1683	1683	1683
Adj Flow Rate, veh/h	47	21	35	624	535	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	262	117	67	925	836	41
Arrive On Green	0.30	0.30	0.60	0.60	0.60	0.60
Sat Flow, veh/h	873	390	49	1542	1393	68
Grp Volume(v), veh/h	69	0	659	0	0	561
Grp Sat Flow(s),veh/h/ln	1282	0	1591	0	0	1460
Q Serve(g_s), s	4.0	0.0	3.0	0.0	0.0	25.0
Cycle Q Clear(g_c), s	4.0	0.0	28.0	0.0	0.0	25.0
Prop In Lane	0.68	0.30	0.05			0.05
Lane Grp Cap(c), veh/h	385	0	993	0	0	876
V/C Ratio(X)	0.18	0.00	0.66	0.00	0.00	0.64
Avail Cap(c_a), veh/h	385	0	1309	0	0	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	13.2	0.0	0.0	13.0
Incr Delay (d2), s/veh	1.0	0.0	0.8	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	9.1	0.0	0.0	7.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.9	0.0	14.0	0.0	0.0	13.8
LnGrp LOS	C	A	B	A	A	B
Approach Vol, veh/h	69			659	561	
Approach Delay, s/veh	26.9			14.0	13.8	
Approach LOS	C			B	B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	65.0		35.0		65.0
Change Period (Y+Rc), s	5.0		5.0		5.0
Max Green Setting (Gmax), s	80.0		30.0		80.0
Max Q Clear Time (g_c+I1), s	30.0		6.0		27.0
Green Ext Time (p_c), s	3.5		0.2		2.7

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	54	9	63	49	38	16	561	67	25	467	18
Future Volume (veh/h)	35	54	9	63	49	38	16	561	67	25	467	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1697	1697	1697	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	36	56	9	66	51	40	17	584	70	26	486	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	169	235	35	193	139	96	47	758	89	60	798	30
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	400	782	116	473	463	320	16	1263	149	36	1331	51
Grp Volume(v), veh/h	101	0	0	157	0	0	671	0	0	531	0	0
Grp Sat Flow(s),veh/h/ln	1297	0	0	1256	0	0	1428	0	0	1418	0	0
Q Serve(g_s), s	0.0	0.0	0.0	3.9	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	9.3	0.0	0.0	34.8	0.0	0.0	22.8	0.0	0.0
Prop In Lane	0.36		0.09	0.42		0.25	0.03		0.10	0.05		0.04
Lane Grp Cap(c), veh/h	438	0	0	428	0	0	893	0	0	888	0	0
V/C Ratio(X)	0.23	0.00	0.00	0.37	0.00	0.00	0.75	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	438	0	0	428	0	0	1175	0	0	1162	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.3	0.0	0.0	27.6	0.0	0.0	14.9	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	2.4	0.0	0.0	2.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	3.2	0.0	0.0	10.8	0.0	0.0	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	0.0	0.0	30.0	0.0	0.0	16.9	0.0	0.0	13.2	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		101			157			671			531	
Approach Delay, s/veh		27.6			30.0			16.9			13.2	
Approach LOS		C			C			B			B	

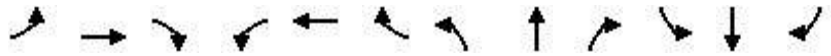
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	65.0	35.0	65.0	35.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	80.0	30.0	80.0	30.0
Max Q Clear Time (g_c+I1), s	36.8	7.4	24.8	11.3
Green Ext Time (p_c), s	3.5	0.3	2.6	0.5

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	1	57	4	0	6	6	588	1	4	493	111
Future Volume (veh/h)	266	1	57	4	0	6	6	588	1	4	493	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1657	1683	1683	1643	1683
Adj Flow Rate, veh/h	302	1	65	5	0	7	7	668	1	5	560	126
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	2
Cap, veh/h	461	1	73	262	33	279	70	814	1	69	641	143
Arrive On Green	0.32	0.32	0.32	0.32	0.00	0.32	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1065	4	229	524	104	879	4	1644	2	3	1294	289
Grp Volume(v), veh/h	368	0	0	12	0	0	676	0	0	691	0	0
Grp Sat Flow(s),veh/h/ln	1298	0	0	1506	0	0	1651	0	0	1585	0	0
Q Serve(g_s), s	14.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	14.4	0.0	0.0	0.3	0.0	0.0	18.6	0.0	0.0	20.8	0.0	0.0
Prop In Lane	0.82		0.18	0.42		0.58	0.01		0.00	0.01		0.18
Lane Grp Cap(c), veh/h	535	0	0	574	0	0	885	0	0	853	0	0
V/C Ratio(X)	0.69	0.00	0.00	0.02	0.00	0.00	0.76	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	608	0	0	649	0	0	1909	0	0	1840	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	12.5	0.0	0.0	11.5	0.0	0.0	12.1	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	0.1	0.0	0.0	5.6	0.0	0.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	0.0	12.6	0.0	0.0	12.9	0.0	0.0	14.0	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		368			12			676			691	
Approach Delay, s/veh		20.1			12.6			12.9			14.0	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	31.5	22.0	31.5	22.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	60.0	20.0	60.0	20.0
Max Q Clear Time (g_c+I1), s	20.6	16.4	22.8	2.3
Green Ext Time (p_c), s	3.5	0.5	3.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	37	7	8	23	10	10	90	10	11	61	71
Future Volume (veh/h)	125	37	7	8	23	10	10	90	10	11	61	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1697	1697	1697	1697	1697	1697	1697	1697	1697
Adj Flow Rate, veh/h	140	42	8	9	26	11	11	101	11	12	69	80
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	435	116	20	142	341	129	87	500	51	79	255	266
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	826	290	49	176	852	323	53	1251	128	37	637	666
Grp Volume(v), veh/h	190	0	0	46	0	0	123	0	0	161	0	0
Grp Sat Flow(s),veh/h/ln	1165	0	0	1351	0	0	1432	0	0	1340	0	0
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	1.2	0.0	0.0	3.3	0.0	0.0	4.9	0.0	0.0
Prop In Lane	0.74		0.04	0.20		0.24	0.09		0.09	0.07		0.50
Lane Grp Cap(c), veh/h	570	0	0	612	0	0	638	0	0	600	0	0
V/C Ratio(X)	0.33	0.00	0.00	0.08	0.00	0.00	0.19	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	570	0	0	612	0	0	638	0	0	600	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.7	0.0	0.0	11.2	0.0	0.0	11.8	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.4	0.0	0.0	1.1	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	0.0	11.4	0.0	0.0	12.5	0.0	0.0	13.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		190			46			123			161	
Approach Delay, s/veh		14.3			11.4			12.5			13.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	24.0	24.0	24.0
Max Q Clear Time (g_c+I1), s	5.3	8.7	6.9	3.2
Green Ext Time (p_c), s	0.4	0.6	0.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	80	330	314	30	13	63
Future Vol, veh/h	80	330	314	30	13	63
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	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	89	367	349	33	14	70

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	382	0	-	0	911	366
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	545	-
Critical Hdwy	4.13	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1171	-	-	-	306	681
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1171	-	-	-	277	681
Mov Cap-2 Maneuver	-	-	-	-	277	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1171	-	-	-	545
HCM Lane V/C Ratio	0.076	-	-	-	0.155
HCM Control Delay (s)	8.3	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	52	0	11	0	165	60	3	91	0
Future Vol, veh/h	0	0	0	52	0	11	0	165	60	3	91	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	63	0	13	0	201	73	4	111	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	363	395	112	360	359	240	111	0	0	276	0	0
Stage 1	119	119	-	240	240	-	-	-	-	-	-	-
Stage 2	244	276	-	120	119	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	595	543	944	597	569	801	1485	-	-	1293	-	-
Stage 1	888	799	-	766	709	-	-	-	-	-	-	-
Stage 2	762	684	-	887	799	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	584	540	943	594	566	800	1485	-	-	1291	-	-
Mov Cap-2 Maneuver	584	540	-	594	566	-	-	-	-	-	-	-
Stage 1	888	797	-	764	708	-	-	-	-	-	-	-
Stage 2	749	683	-	884	797	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.6	0	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1485	-	-	-	622	1291	-	-
HCM Lane V/C Ratio	-	-	-	-	0.124	0.003	-	-
HCM Control Delay (s)	0	-	-	0	11.6	7.8	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	2	158	18	0	74
Future Vol, veh/h	20	2	158	18	0	74
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	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	24	2	193	22	0	90

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	294	204	0	0	215	0
Stage 1	204	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	699	839	-	-	1361	-
Stage 1	833	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	699	839	-	-	1361	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	710	1361	-
HCM Lane V/C Ratio	-	-	0.038	-	-
HCM Control Delay (s)	-	-	10.3	0	-
HCM Lane LOS	-	-	B	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						
Traffic Vol, veh/h	12	9	150	10	3	62
Future Vol, veh/h	12	9	150	10	3	62
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	1	0	0	5
Mvmt Flow	15	11	185	12	4	77

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	276	191	0	0	197	0
Stage 1	191	-	-	-	-	-
Stage 2	85	-	-	-	-	-
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	718	856	-	-	1388	-
Stage 1	846	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	856	-	-	1388	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.4
HCM LOS	A		

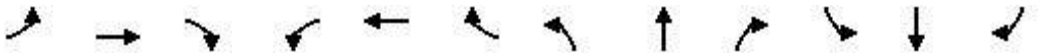
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	1388	-
HCM Lane V/C Ratio	-	-	0.034	0.003	-
HCM Control Delay (s)	-	-	9.8	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	153	4	2	1	6	7	2	23	8	6	19	9
Future Vol, veh/h	153	4	2	1	6	7	2	23	8	6	19	9
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	219	6	3	1	9	10	3	33	11	9	27	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	7.2	7.7	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	96%	7%	18%
Vol Thru, %	70%	3%	43%	56%
Vol Right, %	24%	1%	50%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	159	14	34
LT Vol	2	153	1	6
Through Vol	23	4	6	19
RT Vol	8	2	7	9
Lane Flow Rate	47	227	20	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.057	0.269	0.023	0.059
Departure Headway (Hd)	4.387	4.266	4.068	4.395
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	821	834	884	819
Service Time	2.391	2.331	2.076	2.399
HCM Lane V/C Ratio	0.057	0.272	0.023	0.06
HCM Control Delay	7.7	8.9	7.2	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.1	0.1	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	167	81	75	167	19	87	284	39	34	390	84
Future Volume (veh/h)	76	167	81	75	167	19	87	284	39	34	390	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1870	1678	1885	1856	1826	1752	1811	1781	1870	1856	1530
Adj Flow Rate, veh/h	80	176	85	79	176	20	92	299	41	36	411	88
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
Percent Heavy Veh, %	8	2	15	1	3	5	10	6	8	2	3	25
Cap, veh/h	187	335	489	149	255	25	365	585	80	495	555	119
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.07	0.38	0.38	0.07	0.38	0.38
Sat Flow, veh/h	358	1223	1422	228	933	91	1668	1559	214	1781	1481	317
Grp Volume(v), veh/h	256	0	85	275	0	0	92	0	340	36	0	499
Grp Sat Flow(s),veh/h/ln	1581	0	1422	1252	0	0	1668	0	1772	1781	0	1798
Q Serve(g_s), s	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0	7.9	0.0	0.0	12.8
Cycle Q Clear(g_c), s	7.1	0.0	0.0	11.7	0.0	0.0	0.0	0.0	7.9	0.0	0.0	12.8
Prop In Lane	0.31		1.00	0.29		0.07	1.00		0.12	1.00		0.18
Lane Grp Cap(c), veh/h	522	0	489	430	0	0	365	0	665	495	0	674
V/C Ratio(X)	0.49	0.00	0.17	0.64	0.00	0.00	0.25	0.00	0.51	0.07	0.00	0.74
Avail Cap(c_a), veh/h	831	0	766	730	0	0	561	0	1329	705	0	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	12.2	18.2	0.0	0.0	18.9	0.0	12.9	13.7	0.0	14.4
Incr Delay (d2), s/veh	0.7	0.0	0.2	1.6	0.0	0.0	0.4	0.0	0.6	0.1	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.6	3.1	0.0	0.0	1.0	0.0	2.8	0.3	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	12.4	19.8	0.0	0.0	19.3	0.0	13.5	13.7	0.0	16.0
LnGrp LOS	B	A	B	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		341			275			432			535	
Approach Delay, s/veh		16.0			19.8			14.7			15.9	
Approach LOS		B			B			B			B	

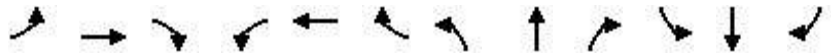
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	25.0		19.6	8.7	25.0		19.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	9.9		9.1	2.0	14.8		13.7				
Green Ext Time (p_c), s	0.0	1.4		1.3	0.1	2.2		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		16.3	
HCM 6th LOS		B	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	10	15	395	499	15
Future Volume (veh/h)	15	10	15	395	499	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.99	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.88
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1630	1630	1697
Adj Flow Rate, veh/h	16	11	16	425	537	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	6	6	1
Cap, veh/h	224	154	52	945	827	25
Arrive On Green	0.30	0.30	0.60	0.60	0.60	0.60
Sat Flow, veh/h	747	514	25	1576	1378	41
Grp Volume(v), veh/h	28	0	441	0	0	553
Grp Sat Flow(s),veh/h/ln	1307	0	1601	0	0	1419
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	25.6
Cycle Q Clear(g_c), s	1.5	0.0	14.8	0.0	0.0	25.6
Prop In Lane	0.57	0.39	0.04			0.03
Lane Grp Cap(c), veh/h	392	0	998	0	0	851
V/C Ratio(X)	0.07	0.00	0.44	0.00	0.00	0.65
Avail Cap(c_a), veh/h	392	0	1310	0	0	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	11.0	0.0	0.0	13.1
Incr Delay (d2), s/veh	0.4	0.0	0.3	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.0	0.0	0.0	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.4	0.0	11.3	0.0	0.0	14.0
LnGrp LOS	C	A	B	A	A	B
Approach Vol, veh/h	28			441	553	
Approach Delay, s/veh	25.4			11.3	14.0	
Approach LOS	C			B	B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	65.0		35.0		65.0
Change Period (Y+Rc), s	5.0		5.0		5.0
Max Green Setting (Gmax), s	80.0		30.0		80.0
Max Q Clear Time (g_c+I1), s	16.8		3.5		27.6
Green Ext Time (p_c), s	2.0		0.1		2.6

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	37	6	53	60	18	3	356	51	21	455	12
Future Volume (veh/h)	7	37	6	53	60	18	3	356	51	21	455	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1657	1697	1697	1697	1630	1630	1697	1630	1630
Adj Flow Rate, veh/h	8	40	6	57	65	19	3	383	55	23	489	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	4	1	1	1	6	6	1	6	6
Cap, veh/h	81	333	47	188	194	52	37	729	104	56	795	21
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	132	1112	155	459	646	172	2	1216	173	30	1325	34
Grp Volume(v), veh/h	54	0	0	141	0	0	441	0	0	525	0	0
Grp Sat Flow(s),veh/h/ln	1399	0	0	1278	0	0	1391	0	0	1390	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	8.3	0.0	0.0	18.5	0.0	0.0	23.5	0.0	0.0
Prop In Lane	0.15		0.11	0.40		0.13	0.01		0.12	0.04		0.02
Lane Grp Cap(c), veh/h	461	0	0	434	0	0	871	0	0	872	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.32	0.00	0.00	0.51	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	461	0	0	434	0	0	1148	0	0	1144	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.4	0.0	0.0	27.3	0.0	0.0	11.7	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	2.0	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	2.8	0.0	0.0	5.4	0.0	0.0	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	0.0	0.0	29.3	0.0	0.0	12.2	0.0	0.0	13.4	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		54			141			441			525	
Approach Delay, s/veh		26.0			29.3			12.2			13.4	
Approach LOS		C			C			B			B	

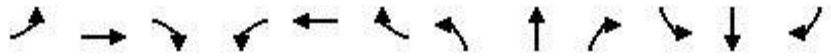
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	65.0	35.0	65.0	35.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	80.0	30.0	80.0	30.0
Max Q Clear Time (g_c+I1), s	20.5	4.7	25.5	10.3
Green Ext Time (p_c), s	2.0	0.1	2.5	0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	0	15	3	0	2	9	366	4	1	449	162
Future Volume (veh/h)	110	0	15	3	0	2	9	366	4	1	449	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1697	1697	1697	1670	1643	1697	1697	1643	1670
Adj Flow Rate, veh/h	133	0	18	4	0	2	11	441	5	1	541	195
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	1	1	1	3	5	1	1	5	3
Cap, veh/h	405	9	35	334	24	111	89	868	10	82	626	225
Arrive On Green	0.23	0.00	0.23	0.23	0.00	0.23	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1096	38	154	863	104	483	11	1595	18	0	1151	414
Grp Volume(v), veh/h	151	0	0	6	0	0	457	0	0	737	0	0
Grp Sat Flow(s),veh/h/ln	1288	0	0	1450	0	0	1625	0	0	1566	0	0
Q Serve(g_s), s	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.1	0.0	0.0	7.8	0.0	0.0	18.0	0.0	0.0
Prop In Lane	0.88		0.12	0.67		0.33	0.02		0.01	0.00		0.26
Lane Grp Cap(c), veh/h	450	0	0	470	0	0	967	0	0	933	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.01	0.00	0.00	0.47	0.00	0.00	0.79	0.00	0.00
Avail Cap(c_a), veh/h	733	0	0	760	0	0	2248	0	0	2202	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	13.2	0.0	0.0	6.4	0.0	0.0	8.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	0.0	13.2	0.0	0.0	6.7	0.0	0.0	10.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		151			6			457			737	
Approach Delay, s/veh		15.2			13.2			6.7			10.2	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	29.1	15.2	29.1	15.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	60.0	20.0	60.0	20.0
Max Q Clear Time (g_c+I1), s	9.8	6.5	20.0	2.1
Green Ext Time (p_c), s	2.1	0.4	4.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	20	8	2	24	3	5	56	4	3	91	89
Future Volume (veh/h)	61	20	8	2	24	3	5	56	4	3	91	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1643	1697	1697	1657	1697	1697	1697	1443	1697	1697	1697
Adj Flow Rate, veh/h	69	23	9	2	27	3	6	64	5	3	103	101
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
Percent Heavy Veh, %	1	5	1	1	4	1	1	1	20	1	1	1
Cap, veh/h	400	120	41	75	502	53	82	520	38	62	277	266
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	749	299	103	28	1254	133	44	1301	96	4	693	664
Grp Volume(v), veh/h	101	0	0	32	0	0	75	0	0	207	0	0
Grp Sat Flow(s),veh/h/ln	1151	0	0	1415	0	0	1441	0	0	1361	0	0
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.8	0.0	0.0	1.9	0.0	0.0	6.4	0.0	0.0
Prop In Lane	0.68		0.09	0.06		0.09	0.08		0.07	0.01		0.49
Lane Grp Cap(c), veh/h	561	0	0	630	0	0	641	0	0	605	0	0
V/C Ratio(X)	0.18	0.00	0.00	0.05	0.00	0.00	0.12	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	561	0	0	630	0	0	641	0	0	605	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.7	0.0	0.0	11.0	0.0	0.0	11.4	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	0.0	11.2	0.0	0.0	11.8	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		101			32			75			207	
Approach Delay, s/veh		12.4			11.2			11.8			14.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	24.0	24.0	24.0
Max Q Clear Time (g_c+I1), s	3.9	5.3	8.4	2.8
Green Ext Time (p_c), s	0.2	0.3	0.7	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	327	316	22	20	81
Future Vol, veh/h	43	327	316	22	20	81
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	87	87	87	87	87	87
Heavy Vehicles, %	1	7	10	1	1	1
Mvmt Flow	49	376	363	25	23	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	388	0	-	0	850	376
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	474	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1176	-	-	-	332	673
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	628	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1176	-	-	-	314	673
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	628	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1176	-	-	-	549
HCM Lane V/C Ratio	0.042	-	-	-	0.211
HCM Control Delay (s)	8.2	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	40	0	1	0	79	41	6	143	0
Future Vol, veh/h	0	0	0	40	0	1	0	79	41	6	143	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	7	0	1	0	4	5	1	3	1
Mvmt Flow	0	0	0	50	0	1	0	99	51	8	179	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	320	347	180	323	322	127	179	0	0	152	0	0
Stage 1	195	195	-	127	127	-	-	-	-	-	-	-
Stage 2	125	152	-	196	195	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.5	6.21	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4	3.309	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	637	580	868	620	599	926	1409	-	-	1435	-	-
Stage 1	811	743	-	865	795	-	-	-	-	-	-	-
Stage 2	884	775	-	794	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	633	575	867	616	594	925	1409	-	-	1433	-	-
Mov Cap-2 Maneuver	633	575	-	616	594	-	-	-	-	-	-	-
Stage 1	811	739	-	863	793	-	-	-	-	-	-	-
Stage 2	883	773	-	789	739	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.3	0	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1409	-	-	-	621	1433	-	-
HCM Lane V/C Ratio	-	-	-	-	0.083	0.005	-	-
HCM Control Delay (s)	0	-	-	0	11.3	7.5	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	1	66	14	0	130
Future Vol, veh/h	19	1	66	14	0	130
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	80	80	80	80	80	80
Heavy Vehicles, %	1	1	3	1	3	1
Mvmt Flow	24	1	83	18	0	163

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	255	92	0	0	101	0
Stage 1	92	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.13	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.227	-
Pot Cap-1 Maneuver	736	968	-	-	1485	-
Stage 1	934	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	736	968	-	-	1485	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	745	1485	-
HCM Lane V/C Ratio	-	-	0.034	-	-
HCM Control Delay (s)	-	-	10	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	1	64	3	0	126
Future Vol, veh/h	4	1	64	3	0	126
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	5	1	80	4	0	158

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	240	82	0	0	84	0
Stage 1	82	-	-	-	-	-
Stage 2	158	-	-	-	-	-
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	753	983	-	-	1526	-
Stage 1	946	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	753	983	-	-	1526	-
Mov Cap-2 Maneuver	753	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

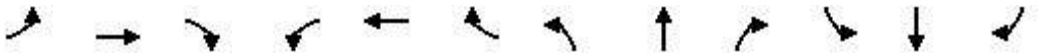
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	790	1526	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	9.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	2	15	14	8	4	4	33	6	2	29	2
Future Vol, veh/h	48	2	15	14	8	4	4	33	6	2	29	2
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	0	7	13	0	25	9	0	0	0	0
Mvmt Flow	96	4	30	28	16	8	8	66	12	4	58	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	7.9	8.4	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	74%	54%	6%
Vol Thru, %	77%	3%	31%	88%
Vol Right, %	14%	23%	15%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	65	26	33
LT Vol	4	48	14	2
Through Vol	33	2	8	29
RT Vol	6	15	4	2
Lane Flow Rate	86	130	52	66
Geometry Grp	1	1	1	1
Degree of Util (X)	0.113	0.156	0.066	0.081
Departure Headway (Hd)	4.751	4.333	4.54	4.396
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	757	831	791	817
Service Time	2.766	2.344	2.553	2.41
HCM Lane V/C Ratio	0.114	0.156	0.066	0.081
HCM Control Delay	8.4	8.1	7.9	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.2	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	177	81	54	171	42	81	499	50	38	394	96
Future Volume (veh/h)	98	177	81	54	171	42	81	499	50	38	394	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1811	1870	1870	1870	1796	1870	1870	1870	1870	1826
Adj Flow Rate, veh/h	101	182	84	56	176	43	84	514	52	39	406	99
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
Percent Heavy Veh, %	3	2	6	2	2	2	7	2	2	2	2	5
Cap, veh/h	203	294	535	116	255	54	358	622	63	331	541	132
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.07	0.37	0.37	0.07	0.37	0.37
Sat Flow, veh/h	398	1042	1535	126	906	191	1711	1671	169	1781	1452	354
Grp Volume(v), veh/h	283	0	84	275	0	0	84	0	566	39	0	505
Grp Sat Flow(s),veh/h/ln	1440	0	1535	1223	0	0	1711	0	1840	1781	0	1806
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	13.1
Cycle Q Clear(g_c), s	9.3	0.0	0.0	12.3	0.0	0.0	0.0	0.0	15.0	0.0	0.0	13.1
Prop In Lane	0.36		1.00	0.20		0.16	1.00		0.09	1.00		0.20
Lane Grp Cap(c), veh/h	497	0	535	426	0	0	358	0	685	331	0	672
V/C Ratio(X)	0.57	0.00	0.16	0.65	0.00	0.00	0.23	0.00	0.83	0.12	0.00	0.75
Avail Cap(c_a), veh/h	779	0	816	720	0	0	563	0	1370	544	0	1345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	12.1	17.5	0.0	0.0	19.3	0.0	15.3	19.9	0.0	14.7
Incr Delay (d2), s/veh	1.0	0.0	0.1	1.7	0.0	0.0	0.3	0.0	2.6	0.2	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.6	2.7	0.0	0.0	0.9	0.0	5.8	0.4	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	0.0	12.2	19.2	0.0	0.0	19.6	0.0	17.9	20.0	0.0	16.4
LnGrp LOS	B	A	B	B	A	A	B	A	B	C	A	B
Approach Vol, veh/h		367			275			650			544	
Approach Delay, s/veh		16.6			19.2			18.1			16.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	25.0		20.2	8.6	25.0		20.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	17.0		11.3	2.0	15.1		14.3				
Green Ext Time (p_c), s	0.0	2.6		1.3	0.1	2.3		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	20	34	606	520	25
Future Volume (veh/h)	45	20	34	606	520	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.99	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.88
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1697	1697	1683	1683	1683	1683
Adj Flow Rate, veh/h	47	21	35	631	542	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	262	117	67	918	836	40
Arrive On Green	0.30	0.30	0.60	0.60	0.60	0.60
Sat Flow, veh/h	873	390	48	1530	1394	67
Grp Volume(v), veh/h	69	0	666	0	0	568
Grp Sat Flow(s),veh/h/ln	1282	0	1578	0	0	1460
Q Serve(g_s), s	4.0	0.0	3.9	0.0	0.0	25.5
Cycle Q Clear(g_c), s	4.0	0.0	29.4	0.0	0.0	25.5
Prop In Lane	0.68	0.30	0.05			0.05
Lane Grp Cap(c), veh/h	385	0	985	0	0	876
V/C Ratio(X)	0.18	0.00	0.68	0.00	0.00	0.65
Avail Cap(c_a), veh/h	385	0	1301	0	0	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	13.4	0.0	0.0	13.1
Incr Delay (d2), s/veh	1.0	0.0	0.9	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	9.3	0.0	0.0	7.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.9	0.0	14.3	0.0	0.0	13.9
LnGrp LOS	C	A	B	A	A	B
Approach Vol, veh/h	69			666	568	
Approach Delay, s/veh	26.9			14.3	13.9	
Approach LOS	C			B	B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	65.0		35.0		65.0
Change Period (Y+Rc), s	5.0		5.0		5.0
Max Green Setting (Gmax), s	80.0		30.0		80.0
Max Q Clear Time (g_c+I1), s	31.4		6.0		27.5
Green Ext Time (p_c), s	3.5		0.2		2.7

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	55	9	64	50	38	16	567	68	25	472	18
Future Volume (veh/h)	35	55	9	64	50	38	16	567	68	25	472	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1697	1697	1697	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	36	57	9	67	52	40	17	591	71	26	492	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	167	236	34	194	140	95	46	757	90	59	798	30
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	395	788	115	475	466	316	16	1262	149	36	1330	50
Grp Volume(v), veh/h	102	0	0	159	0	0	679	0	0	537	0	0
Grp Sat Flow(s),veh/h/ln	1298	0	0	1256	0	0	1428	0	0	1416	0	0
Q Serve(g_s), s	0.0	0.0	0.0	3.9	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.0	9.4	0.0	0.0	35.6	0.0	0.0	23.2	0.0	0.0
Prop In Lane	0.35		0.09	0.42		0.25	0.03		0.10	0.05		0.04
Lane Grp Cap(c), veh/h	438	0	0	428	0	0	893	0	0	888	0	0
V/C Ratio(X)	0.23	0.00	0.00	0.37	0.00	0.00	0.76	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	438	0	0	428	0	0	1175	0	0	1162	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.4	0.0	0.0	27.7	0.0	0.0	15.1	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	2.5	0.0	0.0	2.1	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	3.3	0.0	0.0	11.0	0.0	0.0	7.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	0.0	0.0	30.1	0.0	0.0	17.2	0.0	0.0	13.3	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		102			159			679			537	
Approach Delay, s/veh		27.6			30.1			17.2			13.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	65.0	35.0	65.0	35.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	80.0	30.0	80.0	30.0
Max Q Clear Time (g_c+I1), s	37.6	7.5	25.2	11.4
Green Ext Time (p_c), s	3.6	0.3	2.7	0.5

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1	58	4	0	6	6	594	1	4	498	112
Future Volume (veh/h)	269	1	58	4	0	6	6	594	1	4	498	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1657	1683	1683	1643	1683
Adj Flow Rate, veh/h	306	1	66	5	0	7	7	675	1	5	566	127
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	2
Cap, veh/h	460	1	73	262	32	281	69	819	1	67	645	144
Arrive On Green	0.32	0.32	0.32	0.32	0.00	0.32	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1065	3	230	528	101	880	4	1644	2	3	1294	288
Grp Volume(v), veh/h	373	0	0	12	0	0	683	0	0	698	0	0
Grp Sat Flow(s),veh/h/ln	1298	0	0	1508	0	0	1651	0	0	1586	0	0
Q Serve(g_s), s	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	15.0	0.0	0.0	0.3	0.0	0.0	19.3	0.0	0.0	21.6	0.0	0.0
Prop In Lane	0.82		0.18	0.42		0.58	0.01		0.00	0.01		0.18
Lane Grp Cap(c), veh/h	534	0	0	575	0	0	889	0	0	856	0	0
V/C Ratio(X)	0.70	0.00	0.00	0.02	0.00	0.00	0.77	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	593	0	0	635	0	0	1862	0	0	1794	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	0.0	0.0	12.8	0.0	0.0	11.8	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	0.1	0.0	0.0	5.9	0.0	0.0	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	0.0	12.8	0.0	0.0	13.2	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		373			12			683			698	
Approach Delay, s/veh		21.0			12.8			13.2			14.3	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	32.3		22.5		32.3		22.5					
Change Period (Y+Rc), s	5.0		5.0		5.0		5.0					
Max Green Setting (Gmax), s	60.0		20.0		60.0		20.0					
Max Q Clear Time (g_c+I1), s	21.3		17.0		23.6		2.3					
Green Ext Time (p_c), s	3.5		0.5		3.7		0.0					

Intersection Summary		
HCM 6th Ctrl Delay	15.3	
HCM 6th LOS	B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	37	7	8	23	10	10	91	10	11	62	72
Future Volume (veh/h)	127	37	7	8	23	10	10	91	10	11	62	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1697	1697	1697	1697	1697	1697	1697	1697	1697
Adj Flow Rate, veh/h	143	42	8	9	26	11	11	102	11	12	70	81
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	437	114	19	142	341	129	86	501	51	79	255	266
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	831	285	48	176	852	323	53	1253	127	36	638	666
Grp Volume(v), veh/h	193	0	0	46	0	0	124	0	0	163	0	0
Grp Sat Flow(s),veh/h/ln	1164	0	0	1351	0	0	1433	0	0	1340	0	0
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	1.2	0.0	0.0	3.3	0.0	0.0	4.9	0.0	0.0
Prop In Lane	0.74		0.04	0.20		0.24	0.09		0.09	0.07		0.50
Lane Grp Cap(c), veh/h	570	0	0	612	0	0	638	0	0	600	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.08	0.00	0.00	0.19	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	570	0	0	612	0	0	638	0	0	600	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	11.2	0.0	0.0	11.8	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.4	0.0	0.0	1.1	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	0.0	0.0	11.4	0.0	0.0	12.5	0.0	0.0	13.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		193			46			124			163	
Approach Delay, s/veh		14.4			11.4			12.5			13.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	24.0	24.0	24.0
Max Q Clear Time (g_c+I1), s	5.3	8.9	6.9	3.2
Green Ext Time (p_c), s	0.4	0.6	0.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	81	334	318	30	13	64
Future Vol, veh/h	81	334	318	30	13	64
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	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	90	371	353	33	14	71

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	386	0	-	0	921	370
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	551	-
Critical Hdwy	4.13	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1167	-	-	-	302	678
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1167	-	-	-	273	678
Mov Cap-2 Maneuver	-	-	-	-	273	-
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	579	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1167	-	-	-	542
HCM Lane V/C Ratio	0.077	-	-	-	0.158
HCM Control Delay (s)	8.3	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	53	0	11	0	167	61	3	92	0
Future Vol, veh/h	0	0	0	53	0	11	0	167	61	3	92	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	65	0	13	0	204	74	4	112	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	368	400	113	364	363	243	112	0	0	280	0	0
Stage 1	120	120	-	243	243	-	-	-	-	-	-	-
Stage 2	248	280	-	121	120	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	590	540	943	594	566	798	1484	-	-	1288	-	-
Stage 1	887	798	-	763	707	-	-	-	-	-	-	-
Stage 2	758	681	-	886	798	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	579	537	942	591	563	797	1484	-	-	1286	-	-
Mov Cap-2 Maneuver	579	537	-	591	563	-	-	-	-	-	-	-
Stage 1	887	796	-	761	706	-	-	-	-	-	-	-
Stage 2	745	680	-	883	796	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.7	0	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1484	-	-	-	618	1286	-	-
HCM Lane V/C Ratio	-	-	-	-	0.126	0.003	-	-
HCM Control Delay (s)	0	-	-	0	11.7	7.8	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	2	160	18	0	75
Future Vol, veh/h	20	2	160	18	0	75
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	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	24	2	195	22	0	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	297	206	0	0	217	0
Stage 1	206	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	696	837	-	-	1359	-
Stage 1	831	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	696	837	-	-	1359	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	707	1359	-
HCM Lane V/C Ratio	-	-	0.038	-	-
HCM Control Delay (s)	-	-	10.3	0	-
HCM Lane LOS	-	-	B	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						
Traffic Vol, veh/h	12	9	152	10	3	63
Future Vol, veh/h	12	9	152	10	3	63
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	1	0	0	5
Mvmt Flow	15	11	188	12	4	78

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	280	194	0	0	200	0
Stage 1	194	-	-	-	-	-
Stage 2	86	-	-	-	-	-
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	714	853	-	-	1384	-
Stage 1	844	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	712	853	-	-	1384	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.3
HCM LOS	A		

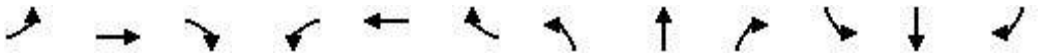
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	766	1384	-
HCM Lane V/C Ratio	-	-	0.034	0.003	-
HCM Control Delay (s)	-	-	9.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	155	4	2	1	6	7	2	23	8	6	19	9
Future Vol, veh/h	155	4	2	1	6	7	2	23	8	6	19	9
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	221	6	3	1	9	10	3	33	11	9	27	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	7.2	7.7	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	96%	7%	18%
Vol Thru, %	70%	2%	43%	56%
Vol Right, %	24%	1%	50%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	161	14	34
LT Vol	2	155	1	6
Through Vol	23	4	6	19
RT Vol	8	2	7	9
Lane Flow Rate	47	230	20	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.273	0.023	0.059
Departure Headway (Hd)	4.395	4.266	4.074	4.404
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	819	835	882	817
Service Time	2.399	2.333	2.082	2.408
HCM Lane V/C Ratio	0.057	0.275	0.023	0.06
HCM Control Delay	7.7	9	7.2	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.1	0.1	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	167	98	75	167	19	96	296	39	34	411	84
Future Volume (veh/h)	76	167	98	75	167	19	96	296	39	34	411	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1870	1678	1885	1856	1826	1752	1811	1781	1870	1856	1530
Adj Flow Rate, veh/h	80	176	103	79	176	20	101	312	41	36	433	88
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
Percent Heavy Veh, %	8	2	15	1	3	5	10	6	8	2	3	25
Cap, veh/h	186	335	493	149	255	25	353	585	77	487	558	113
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.07	0.37	0.37	0.07	0.37	0.37
Sat Flow, veh/h	358	1221	1422	227	929	91	1668	1568	206	1781	1496	304
Grp Volume(v), veh/h	256	0	103	275	0	0	101	0	353	36	0	521
Grp Sat Flow(s),veh/h/ln	1578	0	1422	1247	0	0	1668	0	1774	1781	0	1800
Q Serve(g_s), s	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0	8.3	0.0	0.0	13.7
Cycle Q Clear(g_c), s	7.1	0.0	0.0	11.8	0.0	0.0	0.0	0.0	8.3	0.0	0.0	13.7
Prop In Lane	0.31		1.00	0.29		0.07	1.00		0.12	1.00		0.17
Lane Grp Cap(c), veh/h	521	0	493	429	0	0	353	0	662	487	0	672
V/C Ratio(X)	0.49	0.00	0.21	0.64	0.00	0.00	0.29	0.00	0.53	0.07	0.00	0.78
Avail Cap(c_a), veh/h	826	0	766	722	0	0	543	0	1324	690	0	1344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	12.3	18.3	0.0	0.0	20.0	0.0	13.1	14.0	0.0	14.8
Incr Delay (d2), s/veh	0.7	0.0	0.2	1.6	0.0	0.0	0.4	0.0	0.7	0.1	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.8	3.1	0.0	0.0	1.1	0.0	3.0	0.3	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	12.5	19.9	0.0	0.0	20.5	0.0	13.8	14.1	0.0	16.8
LnGrp LOS	B	A	B	B	A	A	C	A	B	B	A	B
Approach Vol, veh/h		359			275			454			557	
Approach Delay, s/veh		15.9			19.9			15.3			16.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	25.0		19.7	8.9	25.0		19.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	10.3		9.1	2.0	15.7		13.8				
Green Ext Time (p_c), s	0.0	1.5		1.4	0.2	2.4		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			B									

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	22	22	400	508	15
Future Volume (veh/h)	15	22	22	400	508	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.99	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.88
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1630	1630	1697
Adj Flow Rate, veh/h	16	24	24	430	546	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	6	6	1
Cap, veh/h	149	224	63	922	827	24
Arrive On Green	0.30	0.30	0.60	0.60	0.60	0.60
Sat Flow, veh/h	498	747	42	1537	1378	40
Grp Volume(v), veh/h	41	0	454	0	0	562
Grp Sat Flow(s),veh/h/ln	1275	0	1579	0	0	1419
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	26.2
Cycle Q Clear(g_c), s	2.3	0.0	15.4	0.0	0.0	26.2
Prop In Lane	0.39	0.59	0.05			0.03
Lane Grp Cap(c), veh/h	383	0	985	0	0	851
V/C Ratio(X)	0.11	0.00	0.46	0.00	0.00	0.66
Avail Cap(c_a), veh/h	383	0	1292	0	0	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	11.1	0.0	0.0	13.2
Incr Delay (d2), s/veh	0.6	0.0	0.3	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	5.3	0.0	0.0	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.9	0.0	11.4	0.0	0.0	14.1
LnGrp LOS	C	A	B	A	A	B
Approach Vol, veh/h	41			454	562	
Approach Delay, s/veh	25.9			11.4	14.1	
Approach LOS	C			B	B	

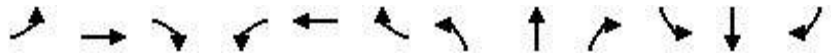
Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	65.0		35.0		65.0
Change Period (Y+Rc), s	5.0		5.0		5.0
Max Green Setting (Gmax), s	80.0		30.0		80.0
Max Q Clear Time (g_c+I1), s	17.4		4.3		28.2
Green Ext Time (p_c), s	2.1		0.1		2.7

Intersection Summary		
HCM 6th Ctrl Delay	13.4	
HCM 6th LOS	B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	40	15	53	62	18	8	356	51	21	455	12
Future Volume (veh/h)	7	40	15	53	62	18	8	356	51	21	455	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1657	1697	1697	1697	1630	1630	1697	1630	1630
Adj Flow Rate, veh/h	8	43	16	57	67	19	9	383	55	23	489	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	4	1	1	1	6	6	1	6	6
Cap, veh/h	69	288	99	186	197	51	42	723	102	56	795	21
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	94	959	330	451	657	170	9	1204	170	30	1325	34
Grp Volume(v), veh/h	67	0	0	143	0	0	447	0	0	525	0	0
Grp Sat Flow(s),veh/h/ln	1383	0	0	1277	0	0	1384	0	0	1390	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	8.4	0.0	0.0	18.9	0.0	0.0	23.5	0.0	0.0
Prop In Lane	0.12		0.24	0.40		0.13	0.02		0.12	0.04		0.02
Lane Grp Cap(c), veh/h	455	0	0	434	0	0	867	0	0	872	0	0
V/C Ratio(X)	0.15	0.00	0.00	0.33	0.00	0.00	0.52	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	455	0	0	434	0	0	1140	0	0	1144	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.7	0.0	0.0	27.3	0.0	0.0	11.8	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	2.0	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	2.9	0.0	0.0	5.5	0.0	0.0	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	0.0	29.4	0.0	0.0	12.3	0.0	0.0	13.4	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		67			143			447			525	
Approach Delay, s/veh		26.4			29.4			12.3			13.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	65.0	35.0	65.0	35.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	80.0	30.0	80.0	30.0
Max Q Clear Time (g_c+I1), s	20.9	5.5	25.5	10.4
Green Ext Time (p_c), s	2.1	0.2	2.5	0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	0	15	3	0	2	9	372	4	1	452	167
Future Volume (veh/h)	119	0	15	3	0	2	9	372	4	1	452	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1697	1697	1697	1670	1643	1697	1697	1643	1670
Adj Flow Rate, veh/h	143	0	18	4	0	2	11	448	5	1	545	201
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	1	1	1	3	5	1	1	5	3
Cap, veh/h	403	8	33	332	24	111	88	877	10	80	629	231
Arrive On Green	0.23	0.00	0.23	0.23	0.00	0.23	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1107	36	144	872	104	488	11	1596	18	0	1143	421
Grp Volume(v), veh/h	161	0	0	6	0	0	464	0	0	747	0	0
Grp Sat Flow(s),veh/h/ln	1286	0	0	1464	0	0	1625	0	0	1565	0	0
Q Serve(g_s), s	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	0.1	0.0	0.0	8.0	0.0	0.0	18.5	0.0	0.0
Prop In Lane	0.89		0.11	0.67		0.33	0.02		0.01	0.00		0.27
Lane Grp Cap(c), veh/h	444	0	0	467	0	0	975	0	0	940	0	0
V/C Ratio(X)	0.36	0.00	0.00	0.01	0.00	0.00	0.48	0.00	0.00	0.79	0.00	0.00
Avail Cap(c_a), veh/h	723	0	0	753	0	0	2219	0	0	2171	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.3	0.0	0.0	13.4	0.0	0.0	6.3	0.0	0.0	8.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	0.0	13.5	0.0	0.0	6.7	0.0	0.0	10.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		161			6			464			747	
Approach Delay, s/veh		15.8			13.5			6.7			10.3	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	29.7	15.2	29.7	15.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	60.0	20.0	60.0	20.0
Max Q Clear Time (g_c+I1), s	10.0	6.9	20.5	2.1
Green Ext Time (p_c), s	2.2	0.4	4.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	20	8	2	24	10	5	66	4	15	109	90
Future Volume (veh/h)	62	20	8	2	24	10	5	66	4	15	109	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1643	1697	1697	1657	1697	1697	1697	1443	1697	1697	1697
Adj Flow Rate, veh/h	70	23	9	2	27	11	6	75	5	17	124	102
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
Percent Heavy Veh, %	1	5	1	1	4	1	1	1	20	1	1	1
Cap, veh/h	401	118	40	70	391	151	78	531	34	79	301	229
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	749	295	101	18	978	378	35	1328	84	38	753	572
Grp Volume(v), veh/h	102	0	0	40	0	0	86	0	0	243	0	0
Grp Sat Flow(s),veh/h/ln	1145	0	0	1374	0	0	1447	0	0	1364	0	0
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	1.1	0.0	0.0	2.2	0.0	0.0	7.7	0.0	0.0
Prop In Lane	0.69		0.09	0.05		0.27	0.07		0.06	0.07		0.42
Lane Grp Cap(c), veh/h	559	0	0	613	0	0	643	0	0	610	0	0
V/C Ratio(X)	0.18	0.00	0.00	0.07	0.00	0.00	0.13	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	559	0	0	613	0	0	643	0	0	610	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.7	0.0	0.0	11.1	0.0	0.0	11.5	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.3	0.0	0.0	0.7	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	0.0	11.3	0.0	0.0	11.9	0.0	0.0	15.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		102			40			86			243	
Approach Delay, s/veh		12.4			11.3			11.9			15.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	24.0	24.0	24.0
Max Q Clear Time (g_c+I1), s	4.2	5.3	9.7	3.1
Green Ext Time (p_c), s	0.2	0.3	0.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	327	316	31	37	82
Future Vol, veh/h	44	327	316	31	37	82
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	87	87	87	87	87	87
Heavy Vehicles, %	1	7	10	1	1	1
Mvmt Flow	51	376	363	36	43	94

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	399	0	-	0	859	381
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	478	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1165	-	-	-	328	668
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1165	-	-	-	310	668
Mov Cap-2 Maneuver	-	-	-	-	310	-
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	626	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1165	-	-	-	492
HCM Lane V/C Ratio	0.043	-	-	-	0.278
HCM Control Delay (s)	8.2	0	-	-	15.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	40	0	8	0	97	41	18	174	0
Future Vol, veh/h	0	0	0	40	0	8	0	97	41	18	174	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	7	0	1	0	4	5	1	3	1
Mvmt Flow	0	0	0	50	0	10	0	121	51	23	218	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	416	438	219	414	413	149	218	0	0	174	0	0
Stage 1	264	264	-	149	149	-	-	-	-	-	-	-
Stage 2	152	174	-	265	264	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.5	6.21	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4	3.309	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	551	515	826	540	532	900	1364	-	-	1409	-	-
Stage 1	746	694	-	842	778	-	-	-	-	-	-	-
Stage 2	855	759	-	729	694	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	537	504	825	531	521	899	1364	-	-	1407	-	-
Mov Cap-2 Maneuver	537	504	-	531	521	-	-	-	-	-	-	-
Stage 1	746	681	-	840	776	-	-	-	-	-	-	-
Stage 2	845	757	-	715	681	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12.1	0	0.7
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1364	-	-	-	570	1407	-	-
HCM Lane V/C Ratio	-	-	-	-	0.105	0.016	-	-
HCM Control Delay (s)	0	-	-	0	12.1	7.6	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	2	91	14	2	173
Future Vol, veh/h	19	2	91	14	2	173
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	80	80	80	80	80	80
Heavy Vehicles, %	1	1	3	1	3	1
Mvmt Flow	24	3	114	18	3	216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	345	123	0	0	132	0
Stage 1	123	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.13	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.227	-
Pot Cap-1 Maneuver	654	931	-	-	1447	-
Stage 1	905	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	653	931	-	-	1447	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	672	1447	-
HCM Lane V/C Ratio	-	-	0.039	0.002	-
HCM Control Delay (s)	-	-	10.6	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	1	75	5	0	132
Future Vol, veh/h	5	1	75	5	0	132
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	6	1	94	6	0	165

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	262	97	0	0	100	0
Stage 1	97	-	-	-	-	-
Stage 2	165	-	-	-	-	-
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	731	965	-	-	1505	-
Stage 1	932	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	731	965	-	-	1505	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	762	1505	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	4	15	14	9	4	4	33	6	2	29	2
Future Vol, veh/h	57	4	15	14	9	4	4	33	6	2	29	2
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	0	7	13	0	25	9	0	0	0	0
Mvmt Flow	114	8	30	28	18	8	8	66	12	4	58	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	7.9	8.5	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	75%	52%	6%
Vol Thru, %	77%	5%	33%	88%
Vol Right, %	14%	20%	15%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	76	27	33
LT Vol	4	57	14	2
Through Vol	33	4	9	29
RT Vol	6	15	4	2
Lane Flow Rate	86	152	54	66
Geometry Grp	1	1	1	1
Degree of Util (X)	0.115	0.184	0.069	0.082
Departure Headway (Hd)	4.809	4.361	4.568	4.454
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	747	825	786	806
Service Time	2.827	2.375	2.585	2.473
HCM Lane V/C Ratio	0.115	0.184	0.069	0.082
HCM Control Delay	8.5	8.4	7.9	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.7	0.2	0.3

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	29	17	76	146	3
Future Vol, veh/h	6	29	17	76	146	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, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	1	1	1	3	3	1
Mvmt Flow	8	36	21	95	183	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	322	185	187	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	674	860	1393	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	663	860	1393	-	-	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	892	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1393	-	818	-	-
HCM Lane V/C Ratio	0.015	-	0.053	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

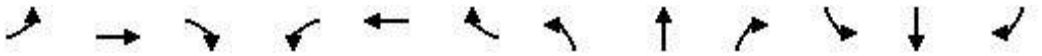
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	16	9	73	133	4
Future Vol, veh/h	7	16	9	73	133	4
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	80	80	80	80	80	80
Heavy Vehicles, %	1	1	1	3	3	1
Mvmt Flow	9	20	11	91	166	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	282	169	171	0	-	0
Stage 1	169	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	710	878	1412	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	704	878	1412	-	-	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1412	-	817	-	-
HCM Lane V/C Ratio	0.008	-	0.035	-	-
HCM Control Delay (s)	7.6	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	177	100	54	171	42	104	525	50	38	417	96
Future Volume (veh/h)	98	177	100	54	171	42	104	525	50	38	417	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1811	1870	1870	1870	1796	1870	1870	1870	1870	1826
Adj Flow Rate, veh/h	101	182	103	56	176	43	107	541	52	39	430	99
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
Percent Heavy Veh, %	3	2	6	2	2	2	7	2	2	2	2	5
Cap, veh/h	202	293	547	115	255	54	348	639	61	301	541	124
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.07	0.38	0.38	0.06	0.37	0.37
Sat Flow, veh/h	395	1035	1535	125	900	190	1711	1680	161	1781	1470	339
Grp Volume(v), veh/h	283	0	103	275	0	0	107	0	593	39	0	529
Grp Sat Flow(s),veh/h/ln	1431	0	1535	1214	0	0	1711	0	1841	1781	0	1809
Q Serve(g_s), s	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0	16.0	0.0	0.0	14.2
Cycle Q Clear(g_c), s	9.5	0.0	0.0	12.6	0.0	0.0	0.0	0.0	16.0	0.0	0.0	14.2
Prop In Lane	0.36		1.00	0.20		0.16	1.00		0.09	1.00		0.19
Lane Grp Cap(c), veh/h	494	0	547	423	0	0	348	0	701	301	0	665
V/C Ratio(X)	0.57	0.00	0.19	0.65	0.00	0.00	0.31	0.00	0.85	0.13	0.00	0.80
Avail Cap(c_a), veh/h	766	0	818	705	0	0	536	0	1354	520	0	1330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	12.1	17.7	0.0	0.0	20.9	0.0	15.4	21.4	0.0	15.4
Incr Delay (d2), s/veh	1.0	0.0	0.2	1.7	0.0	0.0	0.5	0.0	2.9	0.2	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.8	3.2	0.0	0.0	1.2	0.0	6.2	0.4	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	12.2	19.4	0.0	0.0	21.4	0.0	18.3	21.6	0.0	17.6
LnGrp LOS	B	A	B	B	A	A	C	A	B	C	A	B
Approach Vol, veh/h		386			275			700			568	
Approach Delay, s/veh		16.5			19.4			18.8			17.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	25.7		20.4	9.0	25.0		20.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	18.0		11.5	2.0	16.2		14.6				
Green Ext Time (p_c), s	0.0	2.7		1.4	0.2	2.4		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		18.2	
HCM 6th LOS		B	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	33	50	618	530	25
Future Volume (veh/h)	45	33	50	618	530	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.99	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.88
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1697	1697	1683	1683	1683	1683
Adj Flow Rate, veh/h	47	34	52	644	552	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	217	157	78	790	837	39
Arrive On Green	0.30	0.30	0.60	0.60	0.60	0.60
Sat Flow, veh/h	724	524	65	1317	1395	66
Grp Volume(v), veh/h	82	0	696	0	0	578
Grp Sat Flow(s),veh/h/ln	1264	0	1381	0	0	1461
Q Serve(g_s), s	4.9	0.0	18.1	0.0	0.0	26.2
Cycle Q Clear(g_c), s	4.9	0.0	44.3	0.0	0.0	26.2
Prop In Lane	0.57	0.41	0.07			0.04
Lane Grp Cap(c), veh/h	379	0	868	0	0	876
V/C Ratio(X)	0.22	0.00	0.80	0.00	0.00	0.66
Avail Cap(c_a), veh/h	379	0	1176	0	0	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	16.3	0.0	0.0	13.2
Incr Delay (d2), s/veh	1.3	0.0	2.9	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	13.3	0.0	0.0	8.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.5	0.0	19.3	0.0	0.0	14.1
LnGrp LOS	C	A	B	A	A	B
Approach Vol, veh/h	82			696	578	
Approach Delay, s/veh	27.5			19.3	14.1	
Approach LOS	C			B	B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	65.0		35.0		65.0
Change Period (Y+Rc), s	5.0		5.0		5.0
Max Green Setting (Gmax), s	80.0		30.0		80.0
Max Q Clear Time (g_c+I1), s	46.3		6.9		28.2
Green Ext Time (p_c), s	3.8		0.3		2.8

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	58	19	64	54	38	28	567	68	25	472	18
Future Volume (veh/h)	35	58	19	64	54	38	28	567	68	25	472	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1697	1697	1697	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	36	60	20	67	56	40	29	591	71	26	492	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	149	223	68	190	147	93	57	739	87	59	796	30
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	340	743	226	463	489	310	33	1232	145	36	1327	50
Grp Volume(v), veh/h	116	0	0	163	0	0	691	0	0	537	0	0
Grp Sat Flow(s),veh/h/ln	1309	0	0	1261	0	0	1410	0	0	1412	0	0
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	0.0	9.5	0.0	0.0	37.6	0.0	0.0	23.2	0.0	0.0
Prop In Lane	0.31		0.17	0.41		0.25	0.04		0.10	0.05		0.04
Lane Grp Cap(c), veh/h	440	0	0	429	0	0	883	0	0	885	0	0
V/C Ratio(X)	0.26	0.00	0.00	0.38	0.00	0.00	0.78	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	440	0	0	429	0	0	1160	0	0	1159	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.7	0.0	0.0	27.7	0.0	0.0	15.4	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	2.5	0.0	0.0	2.6	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	3.4	0.0	0.0	11.5	0.0	0.0	7.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	0.0	0.0	30.3	0.0	0.0	18.0	0.0	0.0	13.3	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		116			163			691			537	
Approach Delay, s/veh		28.1			30.3			18.0			13.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	65.0	35.0	65.0	35.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	80.0	30.0	80.0	30.0
Max Q Clear Time (g_c+I1), s	39.6	8.2	25.2	11.5
Green Ext Time (p_c), s	3.7	0.4	2.7	0.6

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	1	58	4	0	6	6	600	1	4	505	124
Future Volume (veh/h)	279	1	58	4	0	6	6	600	1	4	505	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1657	1683	1683	1643	1683
Adj Flow Rate, veh/h	317	1	66	5	0	7	7	682	1	5	574	141
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	2
Cap, veh/h	456	1	72	260	30	285	64	837	1	63	646	158
Arrive On Green	0.32	0.32	0.32	0.32	0.00	0.32	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1071	3	223	539	93	885	4	1644	2	3	1269	310
Grp Volume(v), veh/h	384	0	0	12	0	0	690	0	0	720	0	0
Grp Sat Flow(s),veh/h/ln	1297	0	0	1517	0	0	1651	0	0	1582	0	0
Q Serve(g_s), s	16.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	16.8	0.0	0.0	0.3	0.0	0.0	20.8	0.0	0.0	24.2	0.0	0.0
Prop In Lane	0.83		0.17	0.42		0.58	0.01		0.00	0.01		0.20
Lane Grp Cap(c), veh/h	529	0	0	575	0	0	902	0	0	866	0	0
V/C Ratio(X)	0.73	0.00	0.00	0.02	0.00	0.00	0.77	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	550	0	0	596	0	0	1726	0	0	1659	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	13.7	0.0	0.0	12.2	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	0.0	0.1	0.0	0.0	6.5	0.0	0.0	7.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	0.0	0.0	13.7	0.0	0.0	13.6	0.0	0.0	15.2	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		384			12			690			720	
Approach Delay, s/veh		23.8			13.7			13.6			15.2	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.1	24.1	35.1	24.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	60.0	20.0	60.0	20.0
Max Q Clear Time (g_c+I1), s	22.8	18.8	26.2	2.3
Green Ext Time (p_c), s	3.6	0.2	3.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	37	7	8	23	26	10	116	10	24	82	73
Future Volume (veh/h)	129	37	7	8	23	26	10	116	10	24	82	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1697	1697	1697	1697	1697	1697	1697	1697	1697
Adj Flow Rate, veh/h	145	42	8	9	26	29	11	130	11	27	92	82
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	436	112	19	110	248	240	79	521	42	107	276	217
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	829	281	47	105	620	600	37	1302	104	97	691	543
Grp Volume(v), veh/h	195	0	0	64	0	0	152	0	0	201	0	0
Grp Sat Flow(s),veh/h/ln	1157	0	0	1325	0	0	1444	0	0	1331	0	0
Q Serve(g_s), s	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	1.8	0.0	0.0	4.2	0.0	0.0	6.2	0.0	0.0
Prop In Lane	0.74		0.04	0.14		0.45	0.07		0.07	0.13		0.41
Lane Grp Cap(c), veh/h	567	0	0	598	0	0	642	0	0	600	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.11	0.00	0.00	0.24	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	567	0	0	598	0	0	642	0	0	600	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.7	0.0	0.0	11.3	0.0	0.0	12.1	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.4	0.0	0.0	0.9	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.5	0.0	0.0	1.4	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	0.0	0.0	11.7	0.0	0.0	12.9	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		195			64			152			201	
Approach Delay, s/veh		14.4			11.7			12.9			14.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	30.0		30.0		30.0		30.0					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	24.0		24.0		24.0		24.0					
Max Q Clear Time (g_c+I1), s	6.2		8.9		8.2		3.8					
Green Ext Time (p_c), s	0.5		0.6		0.7		0.2					

Intersection Summary												
HCM 6th Ctrl Delay		13.7										
HCM 6th LOS		B										

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	83	334	318	53	32	65
Future Vol, veh/h	83	334	318	53	32	65
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	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	92	371	353	59	36	72

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	412	0	-	0	938	383
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	4.13	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1142	-	-	-	295	667
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1142	-	-	-	265	667
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1142	-	-	-	445
HCM Lane V/C Ratio	0.081	-	-	-	0.242
HCM Control Delay (s)	8.4	0	-	-	15.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	53	0	27	0	210	61	16	126	0
Future Vol, veh/h	0	0	0	53	0	27	0	210	61	16	126	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	65	0	33	0	256	74	20	154	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	504	526	155	490	489	295	154	0	0	332	0	0
Stage 1	194	194	-	295	295	-	-	-	-	-	-	-
Stage 2	310	332	-	195	194	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	480	458	893	490	481	747	1433	-	-	1233	-	-
Stage 1	810	742	-	716	671	-	-	-	-	-	-	-
Stage 2	702	646	-	809	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	453	449	892	482	471	746	1433	-	-	1231	-	-
Mov Cap-2 Maneuver	453	449	-	482	471	-	-	-	-	-	-	-
Stage 1	810	729	-	715	670	-	-	-	-	-	-	-
Stage 2	671	645	-	794	729	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	13	0	0.9
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1433	-	-	-	547	1231	-	-
HCM Lane V/C Ratio	-	-	-	-	0.178	0.016	-	-
HCM Control Delay (s)	0	-	-	0	13	8	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	4	219	18	2	122
Future Vol, veh/h	20	4	219	18	2	122
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	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	24	5	267	22	2	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	431	278	0	0	289	0
Stage 1	278	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	583	763	-	-	1279	-
Stage 1	771	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	763	-	-	1279	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	606	1279	-
HCM Lane V/C Ratio	-	-	0.048	0.002	-
HCM Control Delay (s)	-	-	11.2	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	9	164	12	3	78
Future Vol, veh/h	14	9	164	12	3	78
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	1	0	0	5
Mvmt Flow	17	11	202	15	4	96

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	314	210	0	0	217	0
Stage 1	210	-	-	-	-	-
Stage 2	104	-	-	-	-	-
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	683	835	-	-	1365	-
Stage 1	830	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	681	835	-	-	1365	-
Mov Cap-2 Maneuver	681	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	734	1365	-
HCM Lane V/C Ratio	-	-	0.039	0.003	-
HCM Control Delay (s)	-	-	10.1	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	165	6	2	1	9	7	2	23	8	6	19	9
Future Vol, veh/h	165	6	2	1	9	7	2	23	8	6	19	9
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	236	9	3	1	13	10	3	33	11	9	27	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	7.3	7.7	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	95%	6%	18%
Vol Thru, %	70%	3%	53%	56%
Vol Right, %	24%	1%	41%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	173	17	34
LT Vol	2	165	1	6
Through Vol	23	6	9	19
RT Vol	8	2	7	9
Lane Flow Rate	47	247	24	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.293	0.028	0.06
Departure Headway (Hd)	4.444	4.269	4.144	4.452
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	810	833	867	809
Service Time	2.448	2.338	2.152	2.456
HCM Lane V/C Ratio	0.058	0.297	0.028	0.061
HCM Control Delay	7.7	9.1	7.3	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.2	0.1	0.2

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	31	39	184	93	8
Future Vol, veh/h	6	31	39	184	93	8
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	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	7	38	48	224	113	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	438	118	123	0	-	0
Stage 1	118	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	578	937	1470	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	937	1470	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	844	-	-
HCM Lane V/C Ratio	0.032	-	0.053	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	18	22	168	83	9
Future Vol, veh/h	8	18	22	168	83	9
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	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	10	22	27	205	101	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	366	107	112	0	-	0
Stage 1	107	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	636	950	1484	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	623	950	1484	-	-	-
Mov Cap-2 Maneuver	623	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	818	-	-
HCM Lane V/C Ratio	0.018	-	0.039	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

APPENDIX E

DMV Coordination Documents

From: Simard, Pauline (DMV) <Pauline.Simard@dmv.ny.gov>
Sent: Monday, January 27, 2025 9:53 AM
To: Michael Wieszchowski <mwieszchowski@gpinet.com>; Mazzucco, Mike (DMV) <Mike.Mazzucco@dmv.ny.gov>
Subject: RE: Road test post Bath St Ballston Spa, NY

Hi Michael,

We will move the start of the road test. Good luck with your project. If it's not too much trouble, could you let me know when you will start construction?

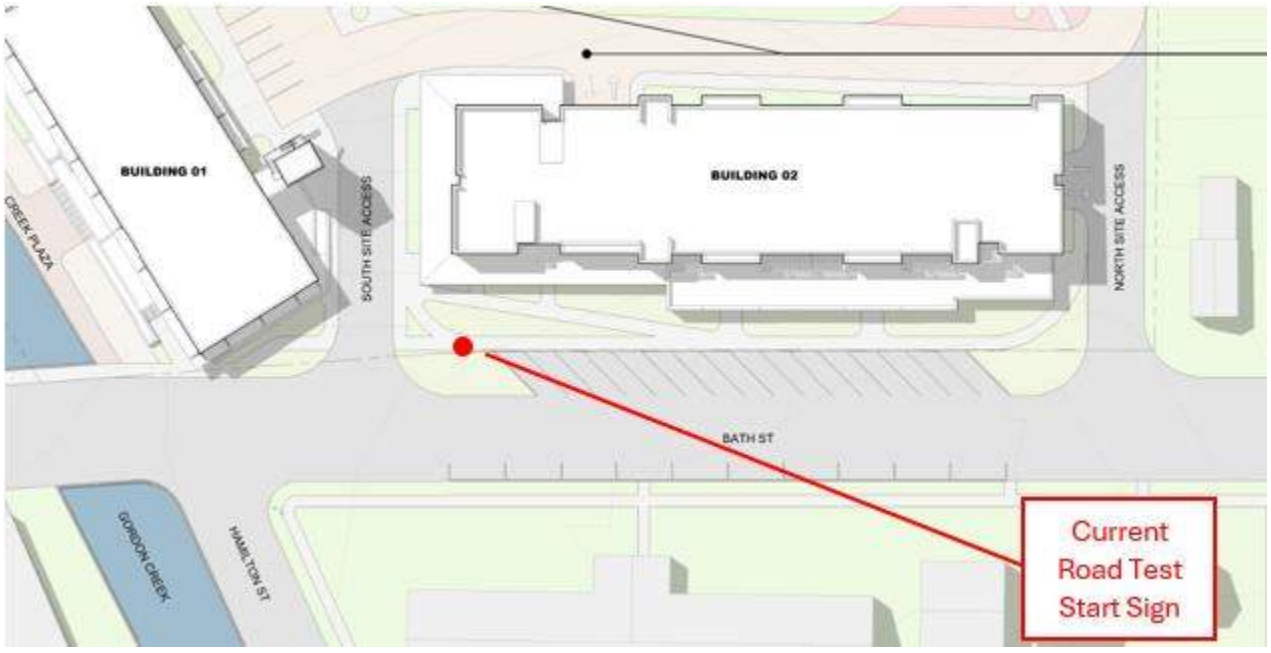
Thank you!

-Pauline

From: Michael Wieszchowski
Sent: Wednesday, January 22, 2025 9:52 AM
To: Mazzucco, Mike (DMV) <Mike.Mazzucco@dmv.ny.gov>
Cc: Simard, Pauline (DMV) <Pauline.Simard@dmv.ny.gov>
Subject: RE: Road test post Bath St Ballston Spa, NY

The Village wants pull-in diagonal parking along the site frontage at 125 Bath St, which is right where your road test site starts. See picture below. I'm hoping that the start point can be moved without too much trouble. If it can't, please let me know your concerns and issues as soon as possible, so we can convey them to the Village. Thanks.

GPI
Michael Wieszchowski, P.E., PTOE
d 518.898.9554 | c 518.588.5516
Greenman-Pedersen, Inc., *An Equal Opportunity Employer*



From: Mazzucco, Mike (DMV) <Mike.Mazzucco@dmv.ny.gov>
Sent: Friday, January 10, 2025 3:09 PM
To: Michael Wieszchowski <mwieszchowski@gpinet.com>
Cc: Simard, Pauline (DMV) <Pauline.Simard@dmv.ny.gov>
Subject: Road test post Bath St Ballston Spa, NY

Thanks for calling the other day! I spoke with my supervisor and she advised me there should not be a problem with the extra traffic along Bath Street due to the new business moving in. You mentioned the employees for the new business will have private parking that will not interfere with the road test post on Bath street so we do not anticipate any problems. If we have any questions going forward I will let you know. Thanks again for your help!

Michael Mazzucco

New York State Department of Motor Vehicles
Albany Road Testing Unit
855 Central Avenue
Albany, New York 12206
518-473-1768
dmv.ny.gov

GPI

Many Talents One Firm

gpinet.com