July 28, 2023

Ms. Khadijah Peek
SPS Enterprises
1360 Wemple Lane
Niskayuna, NY 12309

RE: Traffic Assessment, SPS Dispensary, Village of South Glens Falls, Warren County, New York; CM Project 123-164

Dear Ms. Peek:

Creighton Manning Engineering, LLP (CM) has conducted a *Traffic Assessment* for the proposed construction of a marijuana dispensary located on Saratoga Road (US Route 9) in the Village of South Glens Falls. This assessment is based on information provided in the "Conceptual Layout Plan," prepared by *StudioA*, dated November 11, 2022 and the "Proposed Floor Plan" prepared by *SEI Design Group* dated November 3, 2022 (see Attachment A).

1.0 Project Description

The proposed project includes the construction of a 3,550 square-foot (SF) marijuana dispensary located in the Village of South Glens Falls. Access to the development is proposed via one existing site driveway associated with the O'Reilly Auto Parts store located on Saratoga Road (US Route 9) opposite Baker Avenue. The proposed project is expected to be fully constructed and occupied by 2024. The project location is shown on Figure 1.

Figure 1: Project Area

2.0 Existing Conditions

Roadway Serving the Site

Saratoga Road is classified as an urban Principal Arterial Other with 10½-foot wide travel lanes in each direction and one-foot wide paved shoulders in the vicinity of the site. There is a 12-foot wide two-way left-turn lane (TWLTL) provided adjacent to the project site. Saratoga Road generally travels in a north-south direction through the Village of South Glens Falls and Saratoga County. The posted speed limit is 30-mph and sidewalks are provided on both sides of the road. Land uses along the roadway generally consist of commercial and residential uses.

Study Area Intersection

The Saratoga Road/Baker Avenue/O'Reilly Auto Parts Driveway intersection is a four-leg intersection operating under stop-sign control on the eastbound and westbound approaches. The eastbound O'Reilly Auto Parts Driveway and the westbound Baker Avenue approaches provide a single lane for shared travel movements while the northbound and southbound Saratoga Road approaches provide the TWLTL for mainline left-turn movements and a shared through/right-turn lane. A marked crosswalk is provided on the east leg of Baker Avenue and a sidewalk is provided across the O'Reilly Auto Parts Driveway on the west leg.

Data Collection

Turning movement counts were conducted at the study area intersection on Tuesday, June 20, 2023 during the morning (7:00 to 9:00 a.m.) and afternoon (4:00 to 6:00 p.m.) peak commuter time periods. The observed weekday peak hours were from 7:15 to 8:15 a.m. and from 4:15 to 5:15 p.m. Turning movement counts were also conducted on Saturday, July, 15, 2023 during the mid-day weekend peak period. The observed weekend peak hour was from 11:45 a.m. to 12:45 p.m. The 2023 traffic volumes at the study area intersection are shown on Figure 2-1. The raw turning movement count data is included under Attachment B.

An automatic traffic recorder (ATR) was installed on Saratoga Road near a 2019 NYSDOT count location from Monday, July 17, 2023 to Wednesday, July 23, 2023 to collect volume and speed data near the proposed site. The ATR data is also included under Attachment B.

Saratoga Road serves approximately 18,475 vehicles per day (vpd) in the project corridor. The 85th percentile operating speed on Saratoga Road near the Baker Avenue/O'Reilly Auto Parts Driveway intersection was measured to be approximately 40-mph in the northbound direction and 40-mph in the southbound direction.

3.0 Traffic Assessment

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers (ITE) *Trip Generation*, 11th edition, is the industry standard used for estimating trip generation for proposed land uses based on data collected at similar uses. The trip generation for the 3,550 SF marijuana dispensary was estimated based on ITE Land Use Code (LUC) 882 for a Marijuana Dispensary. Table 1 summarizes the trip generation estimate during the AM, PM, and Saturday peak hours.

Table 1 – Trip Generation Summary

Land Use	Size	LUC	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Marijuana Dispensary	3.55 KSF	882	19	18	37	34	33	67	51	51	102

The proposed project is estimated to generate 37 new vehicle trips during the AM peak hour, 67 new vehicle trips during the PM peak hour, and 102 new vehicle trips during the Saturday peak hour.

Future Traffic Volumes

To forecast traffic volumes, it is necessary to understand trends in background growth rates, other developments proposed in the area, and the additional traffic generated by the proposed project. According to the Village of South Glens Falls Code Enforcement Officer, there are no known developments planned for the area surrounding the proposed project.

It is anticipated that the marijuana dispensary will be fully constructed and operational by 2024. Historical traffic volume data found in the latest version of the *Traffic Data Report* published by NYSDOT indicates that traffic volumes on Saratoga Road, NY Route 32, and Main Street in the vicinity of the site have decreased over the last several years. In order to provide a conservative assessment, a general background growth rate of ½ percent per year was applied for one year. The general background growth results in the

2024 No-Build traffic volumes (shown on Figure 2-2) which represents the expected traffic volumes in 2024 without the development.

Trips associated with the proposed project were distributed at the site driveway intersection based on anticipated travel patterns for patrons of the proposed project. The trip distribution patterns are shown on Figure 2-3. Trips were assigned to the site driveway intersection as shown on Figure 2-4. The 2024 Build traffic volumes represent future traffic volumes after construction and occupancy of the site and are illustrated on Figure 2-5.

Off-Site Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro Version 11 software, which automates the procedures contained in the Highway Capacity Manual. Table 2 summarizes the results of the level of service calculations for the proposed project. The detailed level of service analyses are included under Attachment C.

Table 2 – Level of Service Summary

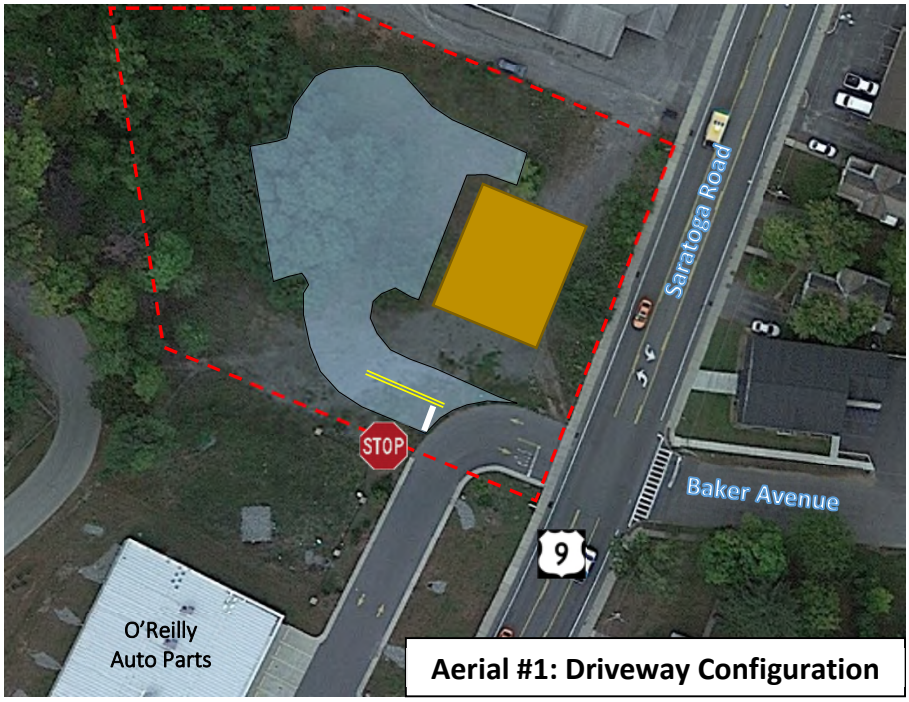
Intersection		Control	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			2023 Existing	2024 No-Build	2024 Build	2023 Existing	2024 No-Build	2024 Build	2023 Existing	2024 No-Build	2024 Build
Saratoga Road/Baker Avenue/ O'Reilly Auto Parts Driveway		U									
Saratoga Rd NB	L		A (8.6)	A (8.6)	A (8.7)	A (9.6)	A (9.6)	A (9.8)	A (9.1)	A (9.1)	A (9.3)
Saratoga Rd SB	L		B (10.0)	B (10.0)	B (10.0)	A (9.0)	A (9.0)	A (9.0)	A (9.4)	A (9.4)	A (9.4)
O'Reilly Auto Parts Drwy EB	LTR		C (20.8)	C (20.9)	C (17.4)	C (20.7)	C (20.7)	C (20.1)	C (17.4)	C (17.5)	C (20.1)
Baker Avenue WB	LTR		C (17.6)	C (17.6)	C (18.3)	C (16.7)	C (16.8)	C (18.6)	C (18.6)	C (18.6)	C (21.2)

U = Unsignalized intersection
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)

The impact of the project can be described by comparing the analysis of the No-Build and Build operating conditions. The follow observations are evident from this analysis:

- Saratoga Road/Baker Avenue/O'Reilly Auto Parts Driveway: The level of service analysis indicates that the northbound and southbound left-turn movements from Saratoga Road will operate at LOS A/B through Build conditions during all peak hours. The analysis also indicates that the eastbound and westbound approaches currently operate at LOS C during the peak hours and will continue to operate similarly through No-Build conditions. After construction of the proposed marijuana dispensary, the eastbound and westbound approaches will continue to operate similarly during the peak hours. A review of the 95th percentile queue indicates that the unsignalized eastbound queue on the Site Driveway approach will be approximately one vehicle or less during the peak hours and will not extend back into the site. No intersection improvements are recommended.

  That being said, it is recommended that a stop-sign be installed on the new eastbound driveway approach associated with the *SPS Dispensary* since the driveway will be extended as shown on Aerial #1 and that a single lane entering and exiting the site should be provided. It is noted that a sidewalk will be provided from the site to the existing sidewalk provided on Saratoga Road.



Aerial #1: Driveway Configuration

4.0 Conclusions

The proposed project includes the construction of a 3,550 SF marijuana dispensary located in the Village of South Glens Falls. Access to the development is proposed via one existing site driveway associated with the *O'Reilly Auto Parts* store located on Saratoga Road opposite Baker Avenue. The proposed project is expected to be fully constructed and occupied by 2024. The following is noted regarding the proposed project:

- The proposed project is estimated to generate 37 new vehicle trips during the AM peak hour, 67 new vehicle trips during the PM peak hour, and 102 new vehicle trips during the Saturday peak hour.
- The level of service analysis indicates that the Saratoga Road/Baker Avenue/O'Reilly Auto Parts Driveway intersection will operate at LOS C or better during all peak hours after full build-out of the site. No improvements are recommended.
- It is recommended that a stop-sign be installed on the new eastbound driveway approach associated with the *SPS Dispensary* since the driveway will be extended into the proposed site. A single lane entering and exiting the site should be provided. It is noted that a sidewalk will be provided from the site to the existing sidewalk provided on Saratoga Road.

Please feel free to call our office if you have any questions or comments regarding the above evaluation.

Respectfully submitted,
Creighton Manning Engineering, LLP

Mark Nadolny
Associate

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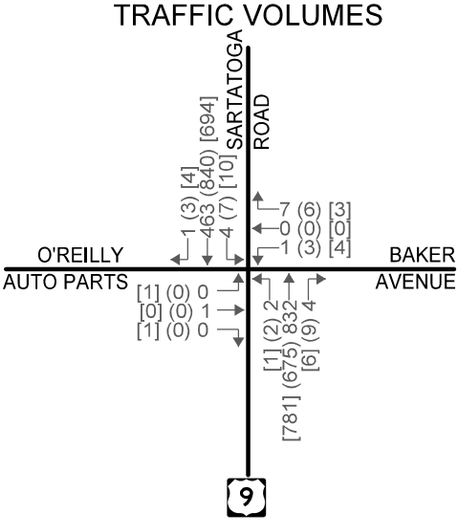
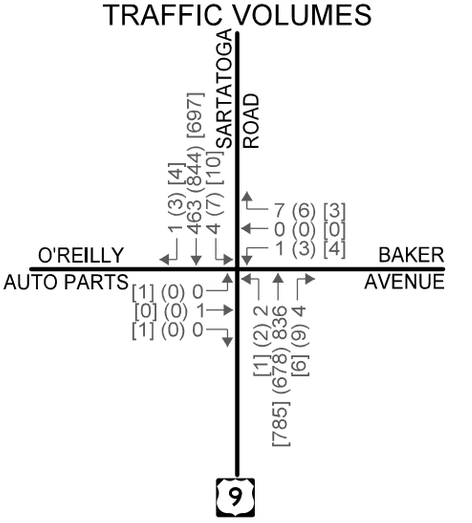
① EXISTING 2023 TRAFFIC VOLUMES



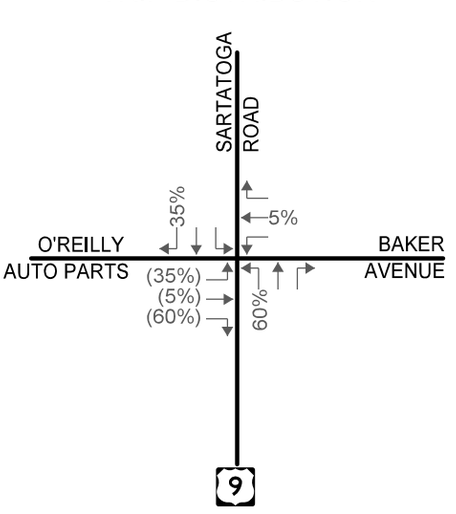
LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY PEAK HOUR]

② NO-BUILD 2024 TRAFFIC VOLUMES



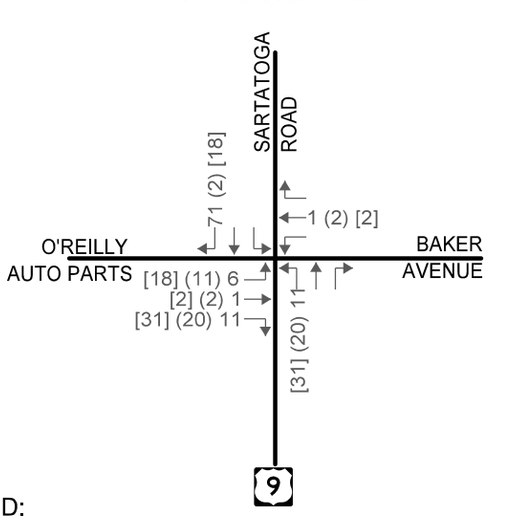
LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY PEAK HOUR]

③ TRIP DISTRIBUTION



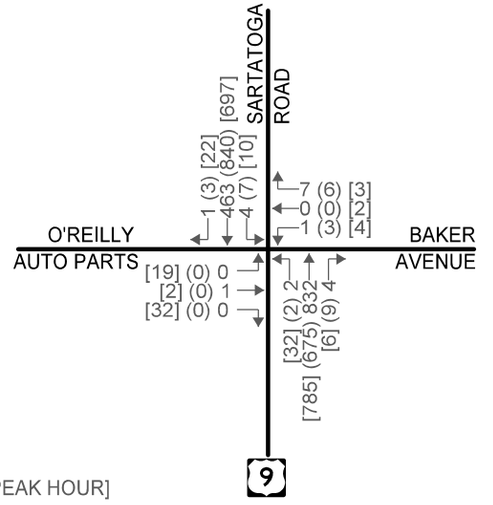
LEGEND:
ENTERING (EXITING)

④ TRIP ASSIGNMENT



LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY PEAK HOUR]

⑤ BUILD 2024 TRAFFIC VOLUMES



LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY PEAK HOUR]

TRAFFIC FIGURES

SPS DISPENSARY
VILLAGE OF SOUTH GLENS FALLS, NEW YORK

Creighton Manning

PROJECT:	123-164	DATE:	07/2023	FIGURE:	2

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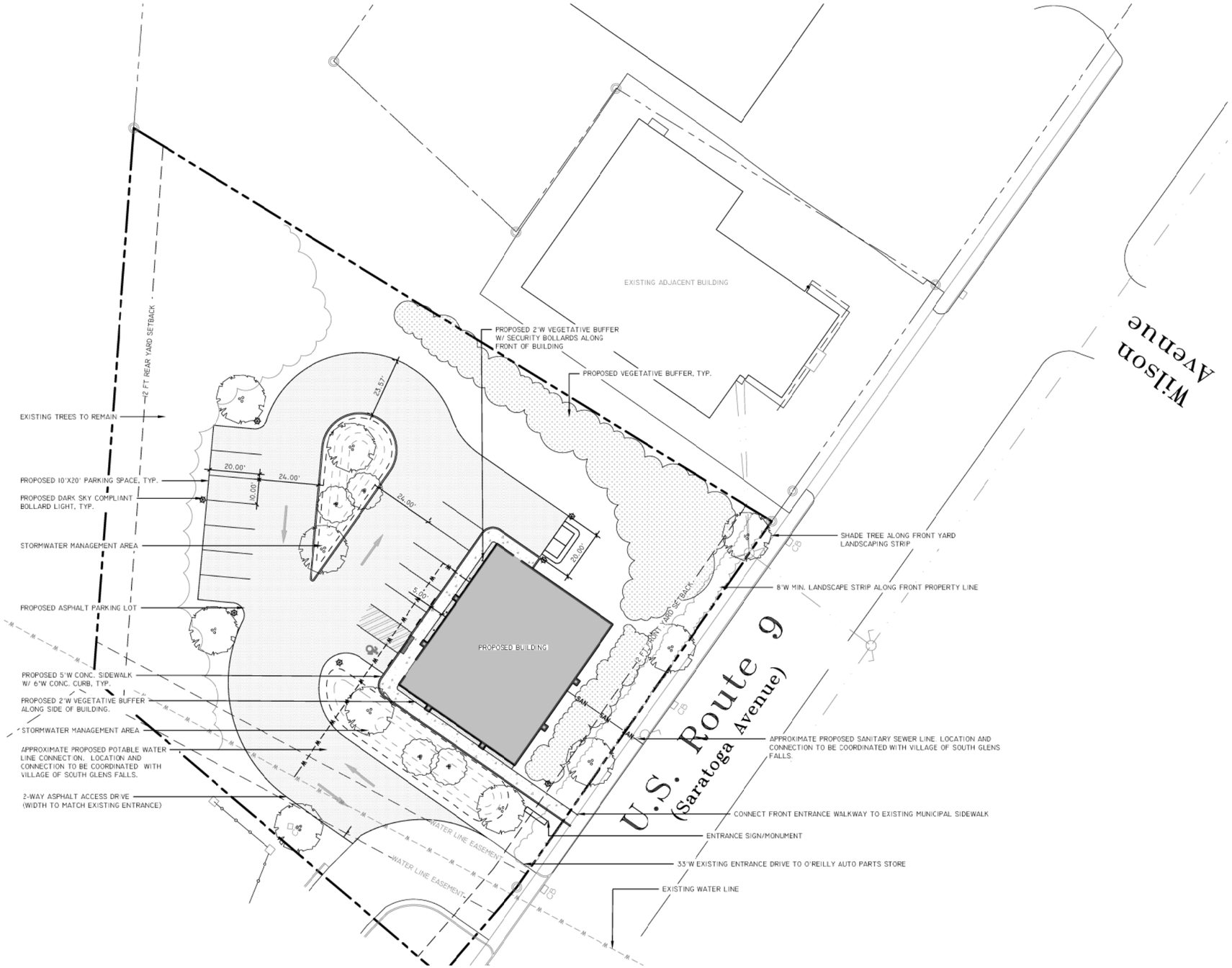
Attachment A
Site Plan

SPS Dispensary
Village of South Glens Falls, New York

DESIGN BY: #### DRAWN BY: #### CHECKED BY: ####



ZONING STATISTICS:

TAX MAP ID: 50.21-1-1.11

ZONE: COMMERCIAL (C)

LOT SIZE: 1.15 ACRES

	REQUIRED	PROPOSED
FRONT YARD SETBACK	12 FT MIN.	±28 FT
SIDE YARD SETBACK	N/A	N/A
REAR YARD SETBACK	12 FT MIN.	±121 FT
MAX. SIGN SIZE	40 SF	<20 SF
SIGN SETBACK	5 FT	5 FT
LOT COVERAGE	60% MAX.	±35%
MAX. BUILDING HEIGHT	45 FT	21 FT

PARKING STATISTICS:

	REQUIRED	PROPOSED
PARKING SPACES	11 SPACES	13 SPACES
PARKING LOT GREEN SPACE	712 SF	782 SF

STORMWATER MANAGEMENT:

(PER TOWN CODE SECTION 153-17.E.4)

TOTAL STORAGE REQUIRED: (1.3 X 18,360 SF IMPERVIOUS AREA) = 23,868 GAL. OR 3,191 CF

TOTAL STORAGE PROVIDED: 3,310 CF

LEGEND

- PROPERTY LINE
- PROPERTY LINE SETBACK
- PROPOSED ASPHALT SURFACE
- PROPOSED CONCRETE WALKWAY
- PROPOSED VEGETATED AREA
- PROPOSED STORMWATER MANAGEMENT AREA
- SAN — PROPOSED SANITARY SEWER LINE
- W — W — PROPOSED POTABLE WATER LINE

GRAPHIC SCALE

20 0 0 20 40

1 INCH = 20 FEET
ON 24" X 36" SHEET

NORTH

MAP REFERENCE:
"MAP OF A SURVEY MADE FOR SPS ENTERPRISES, VILLAGE OF SOUTH GLENS FALLS, SARATOGA COUNTY, NEW YORK," DATED MAY 24, 2022 BY VAN DUSEN & STEVES LAND SURVEYORS.

DIG SAFE NOTE:
THIS PLAN SET WAS DRAFTED WITHOUT THE BENEFIT OF "DIG SAFE" MARKINGS. UTILITIES SHOWN ARE NOT WARRANTED TO BE EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT "DIG SAFE" AT 811 BEFORE COMMENCING ANY WORK AND SHALL PRESERVE EXISTING UTILITIES WHICH ARE NOT SPECIFIED TO BE REMOVED IN THIS PLAN SET.

studioA
Landscape Architecture + Engineering, DPC

STUDIO A
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MAILING:
PO BOX 272
SARATOGA SPRINGS, NY 12866

OFFICE LOCATION:
38 HIGH ROCK AVE, SUITE 3
SARATOGA SPRINGS, NY 12866

(518) 450-4050

DRAWINGS NOT FOR CONSTRUCTION

REVISIONS

DATE	DESCRIPTION

PREPARED FOR
SPS ENTERPRISES
1360 WEMPLE LANE
NISKAYUNA, NY 12309

PROJECT
SPS DISPENSARY

DRAWING TITLE
CONCEPTUAL LAYOUT PLAN

DATE: 11/11/2022

PROJECT NO.
22056

DRAWING NO.
C-0.0

DWG 1 OF 1

Attachment B
Turning Movement Count and ATR Data

SPS Dispensary
Village of South Glens Falls, New York

123-164: Saratoga Rd & Baker Ave AM - TMC

Tue Jun 20, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1083593, Location: 43.290288, -73.637659, Site Code: 123-164

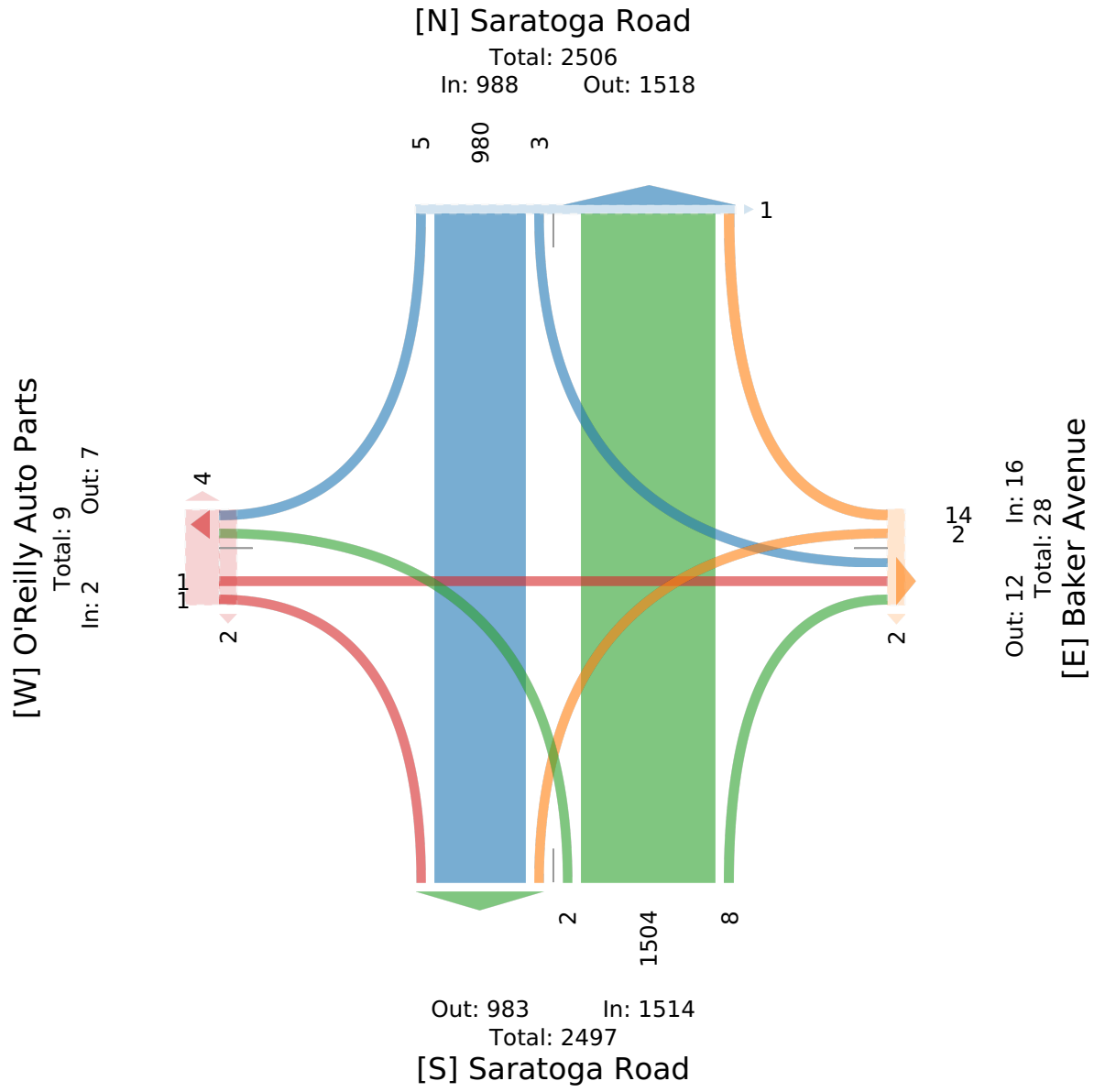
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	O'Reilly Auto Parts Eastbound						Baker Avenue Westbound						Saratoga Road Northbound						Saratoga Road Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-06-20 7:00AM	0	0	0	0	**0**	1	0	0	4	0	**4**	1	0	136	1	0	**137**	0	0	89	0	0	**89**	1	**230**
7:15AM	0	0	0	0	**0**	0	0	0	2	0	**2**	0	1	245	1	0	**247**	0	1	126	1	0	**128**	0	**377**
7:30AM	0	0	0	0	**0**	1	1	0	3	0	**4**	0	1	192	0	0	**193**	0	0	128	0	0	**128**	0	**325**
7:45AM	0	1	0	0	**1**	1	0	0	1	0	**1**	0	0	212	2	0	**214**	0	1	99	0	0	**100**	0	**316**
Hourly Total	0	1	0	0	**1**	3	1	0	10	0	**11**	1	2	785	4	0	**791**	0	2	442	1	0	**445**	1	**1248**
8:00AM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	183	1	0	**184**	0	0	110	0	0	**110**	0	**295**
8:15AM	0	0	0	0	**0**	2	0	0	1	0	**1**	0	0	177	0	0	**177**	0	0	140	0	0	**140**	0	**318**
8:30AM	0	0	0	0	**0**	1	1	0	0	0	**1**	1	0	179	1	0	**180**	0	0	153	1	0	**154**	0	**335**
8:45AM	0	0	1	0	**1**	0	0	0	2	0	**2**	0	0	180	2	0	**182**	0	1	135	3	0	**139**	0	**324**
Hourly Total	0	0	1	0	**1**	3	1	0	4	0	**5**	1	0	719	4	0	**723**	0	1	538	4	0	**543**	0	**1272**
9:00AM	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**
Hourly Total	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**
Total	0	1	1	0	**2**	6	2	0	14	0	**16**	2	2	1504	8	0	**1514**	0	3	980	5	0	**988**	1	**2520**
% Approach	0%	50.0%	50.0%	0%	**-**	-	12.5%	0%	87.5%	0%	**-**	-	0.1%	99.3%	0.5%	0%	**-**	-	0.3%	99.2%	0.5%	0%	**-**	-	-
% Total	0%	0%	0%	0%	**0.1%**	-	0.1%	0%	0.6%	0%	**0.6%**	-	0.1%	59.7%	0.3%	0%	**60.1%**	-	0.1%	38.9%	0.2%	0%	**39.2%**	-	-
Lights	0	1	1	0	**2**	-	2	0	11	0	**13**	-	2	1404	6	0	**1412**	-	3	914	5	0	**922**	-	2349
% Lights	0%	100%	100%	0%	**100%**	-	100%	0%	78.6%	0%	**81.3%**	-	100%	93.4%	75.0%	0%	**93.3%**	-	100%	93.3%	100%	0%	**93.3%**	-	93.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	2	0	**2**	-	0	81	1	0	**82**	-	0	53	0	0	**53**	-	137
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	14.3%	0%	**12.5%**	-	0%	5.4%	12.5%	0%	**5.4%**	-	0%	5.4%	0%	0%	**5.4%**	-	5.4%
Buses	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	16	1	0	**17**	-	0	12	0	0	**12**	-	30
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	7.1%	0%	**6.3%**	-	0%	1.1%	12.5%	0%	**1.1%**	-	0%	1.2%	0%	0%	**1.2%**	-	1.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	4
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.2%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

123-164: Saratoga Rd & Baker Ave AM - TMC
Tue Jun 20, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1083593, Location: 43.290288, -73.637659, Site Code: 123-164

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



123-164: Saratoga Rd & Baker Ave AM - TMC

Tue Jun 20, 2023
AM Peak, Forced Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1083593, Location: 43.290288, -73.637659, Site Code: 123-164

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

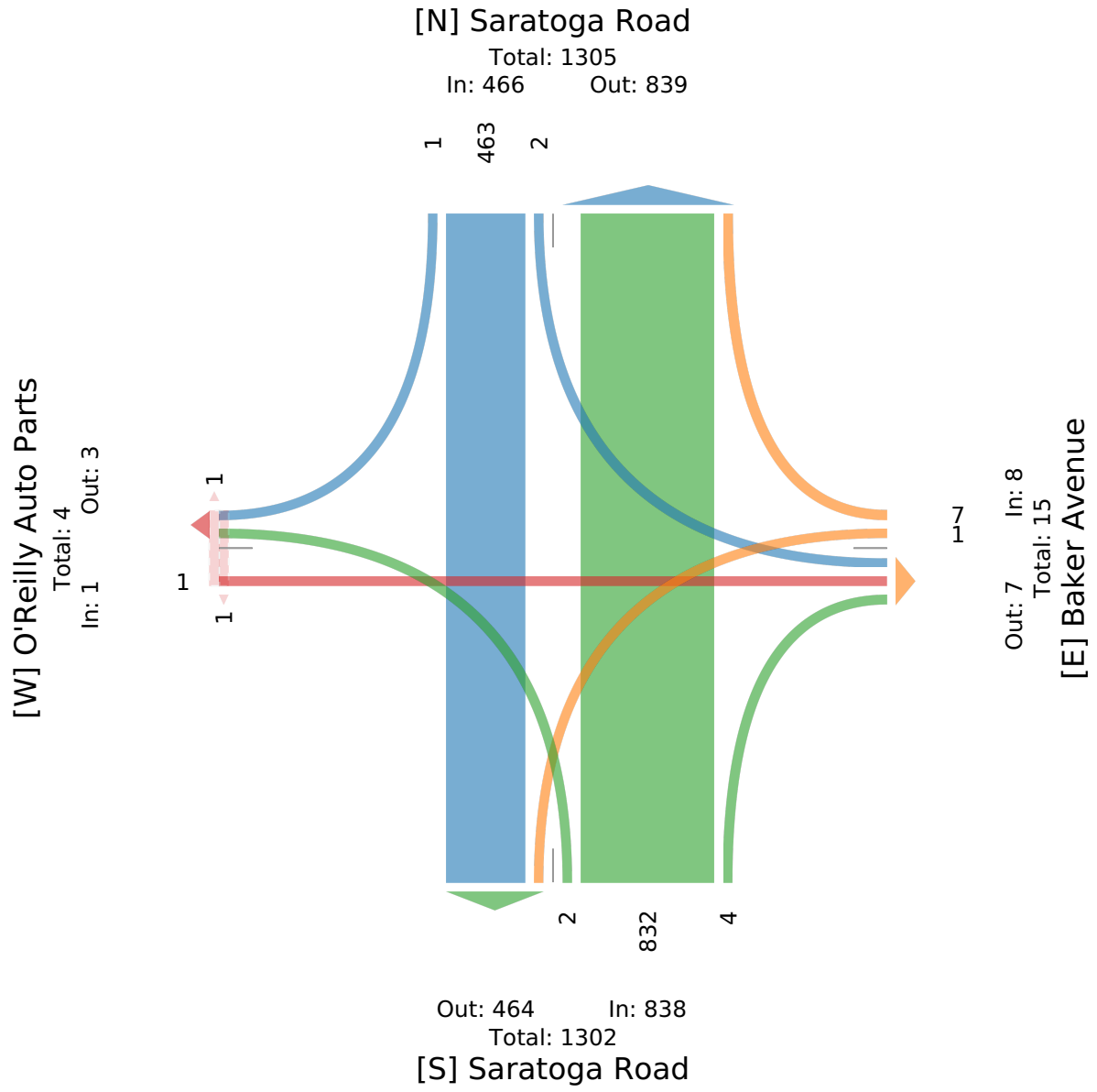
Leg Direction	O'Reilly Auto Parts Eastbound						Baker Avenue Westbound						Saratoga Road Northbound						Saratoga Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-06-20 7:15AM	0	0	0	0	**0**	0	0	0	2	0	**2**	0	1	245	1	0	**247**	0	1	126	1	0	**128**	0	**377**
7:30AM	0	0	0	0	**0**	1	1	0	3	0	**4**	0	1	192	0	0	**193**	0	0	128	0	0	**128**	0	**325**
7:45AM	0	1	0	0	**1**	1	0	0	1	0	**1**	0	0	212	2	0	**214**	0	1	99	0	0	**100**	0	**316**
8:00AM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	183	1	0	**184**	0	0	110	0	0	**110**	0	**295**
Total	0	1	0	0	**1**	2	1	0	7	0	**8**	0	2	832	4	0	**838**	0	2	463	1	0	**466**	0	**1313**
% Approach	0%	100%	0%	0%	**-**	-	12.5%	0%	87.5%	0%	**-**	-	0.2%	99.3%	0.5%	0%	**-**	-	0.4%	99.4%	0.2%	0%	**-**	-	-
% Total	0%	0.1%	0%	0%	**0.1%**	-	0.1%	0%	0.5%	0%	**0.6%**	-	0.2%	63.4%	0.3%	0%	**63.8%**	-	0.2%	35.3%	0.1%	0%	**35.5%**	-	-
PHF	-	0.250	-	-	**0.250**	-	0.250	-	0.583	-	**0.500**	-	0.500	0.850	0.500	-	**0.850**	-	0.500	0.902	0.250	-	**0.908**	-	0.871
Lights	0	1	0	0	**1**	-	1	0	7	0	**8**	-	2	770	3	0	**775**	-	2	431	1	0	**434**	-	1218
% Lights	0%	100%	0%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	100%	92.5%	75.0%	0%	**92.5%**	-	100%	93.1%	100%	0%	**93.1%**	-	92.8%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	50	0	0	**50**	-	0	25	0	0	**25**	-	75
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	6.0%	0%	0%	**6.0%**	-	0%	5.4%	0%	0%	**5.4%**	-	5.7%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	10	1	0	**11**	-	0	6	0	0	**6**	-	17
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.2%	25.0%	0%	**1.3%**	-	0%	1.3%	0%	0%	**1.3%**	-	1.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

123-164: Saratoga Rd & Baker Ave AM - TMC

Tue Jun 20, 2023
AM Peak, Forced Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1083593, Location: 43.290288, -73.637659, Site Code: 123-164

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



123-164: Saratoga Rd & Baker Ave PM - TMC

Tue Jun 20, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1083594, Location: 43.290288, -73.637659, Site Code: 123-164

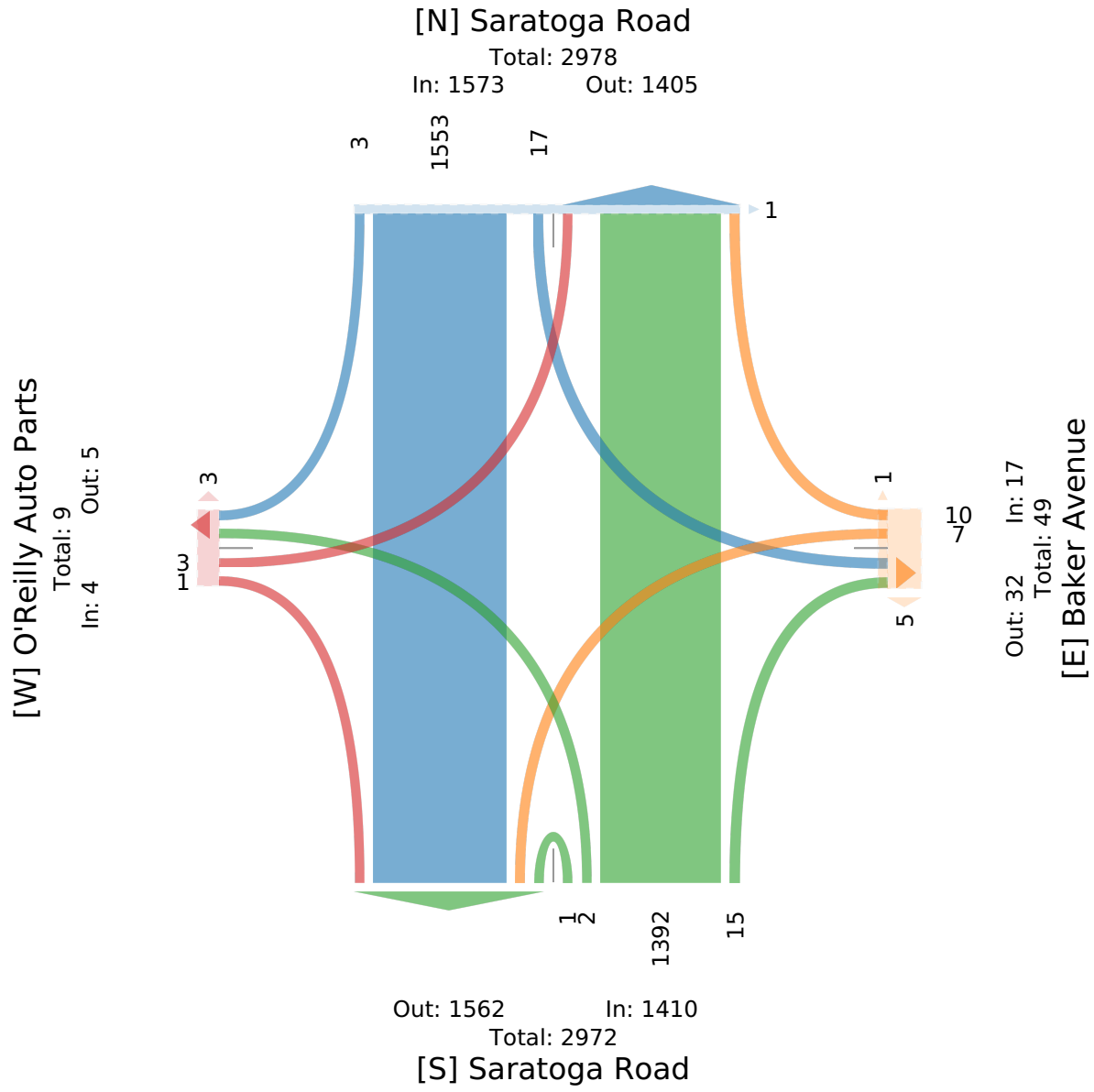
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg / Direction	O'Reilly Auto Parts Eastbound						Baker Avenue Westbound						Saratoga Road Northbound						Saratoga Road Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-06-20 4:00PM	0	0	0	0	**0**	0	2	0	2	0	**4**	0	0	185	1	1	**187**	0	3	172	0	0	**175**	0	**366**
4:15PM	0	0	0	0	**0**	0	2	0	2	0	**4**	0	0	171	3	0	**174**	0	2	215	0	0	**217**	0	**395**
4:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	172	3	0	**175**	0	1	209	2	0	**212**	0	**387**
4:45PM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	157	2	0	**159**	0	2	223	0	0	**225**	0	**385**
Hourly Total	0	0	0	0	**0**	0	4	0	5	0	**9**	0	0	685	9	1	**695**	0	8	819	2	0	**829**	0	**1533**
5:00PM	0	0	0	0	**0**	0	1	0	3	0	**4**	2	2	175	1	0	**178**	0	2	193	1	0	**196**	0	**378**
5:15PM	1	0	0	0	**1**	0	0	0	0	0	**0**	4	0	163	0	0	**163**	0	1	201	0	0	**202**	0	**366**
5:30PM	0	0	1	0	**1**	0	1	0	1	0	**2**	0	0	181	1	0	**182**	0	3	163	0	0	**166**	0	**351**
5:45PM	2	0	0	0	**2**	3	1	0	1	0	**2**	0	0	188	4	0	**192**	0	3	177	0	0	**180**	1	**376**
Hourly Total	3	0	1	0	**4**	3	3	0	5	0	**8**	6	2	707	6	0	**715**	0	9	734	1	0	**744**	1	**1471**
6:00PM	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**
Hourly Total	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**
Total	3	0	1	0	**4**	3	7	0	10	0	**17**	6	2	1392	15	1	**1410**	0	17	1553	3	0	**1573**	1	**3004**
% Approach	75.0%	0%	25.0%	0%	**-**	-	41.2%	0%	58.8%	0%	**-**	-	0.1%	98.7%	1.1%	0.1%	**-**	-	1.1%	98.7%	0.2%	0%	**-**	-	-
% Total	0.1%	0%	0%	0%	**0.1%**	-	0.2%	0%	0.3%	0%	**0.6%**	-	0.1%	46.3%	0.5%	0%	**46.9%**	-	0.6%	51.7%	0.1%	0%	**52.4%**	-	-
Lights	3	0	1	0	**4**	-	7	0	8	0	**15**	-	2	1350	15	1	**1368**	-	16	1533	3	0	**1552**	-	2939
% Lights	100%	0%	100%	0%	**100%**	-	100%	0%	80.0%	0%	**88.2%**	-	100%	97.0%	100%	100%	**97.0%**	-	94.1%	98.7%	100%	0%	**98.7%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	27	0	0	**27**	-	1	16	0	0	**17**	-	45
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	10.0%	0%	**5.9%**	-	0%	1.9%	0%	0%	**1.9%**	-	5.9%	1.0%	0%	0%	**1.1%**	-	1.5%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	9	0	0	**9**	-	0	2	0	0	**2**	-	11
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	6	0	0	**6**	-	0	2	0	0	**2**	-	9
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	10.0%	0%	**5.9%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	33.3%	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	66.7%	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

123-164: Saratoga Rd & Baker Ave PM - TMC
Tue Jun 20, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1083594, Location: 43.290288, -73.637659, Site Code: 123-164

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



123-164: Saratoga Rd & Baker Ave PM - TMC

Tue Jun 20, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1083594, Location: 43.290288, -73.637659, Site Code: 123-164

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

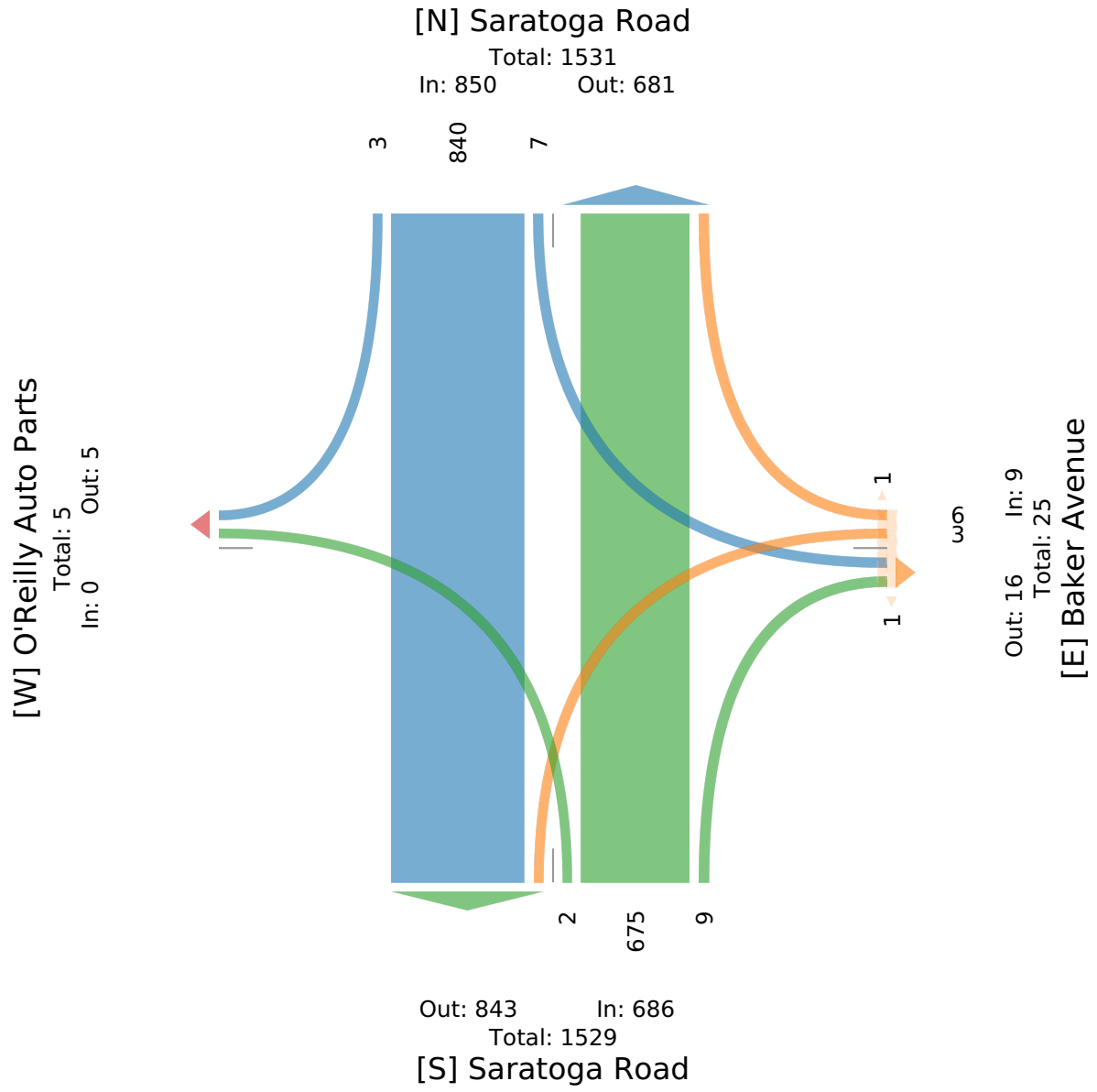
Leg	O'Reilly Auto Parts						Baker Avenue						Saratoga Road						Saratoga Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-06-20 4:15PM	0	0	0	0	**0**	0	2	0	2	0	**4**	0	0	171	3	0	**174**	0	2	215	0	0	**217**	0	**395**
4:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	172	3	0	**175**	0	1	209	2	0	**212**	0	**387**
4:45PM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	157	2	0	**159**	0	2	223	0	0	**225**	0	**385**
5:00PM	0	0	0	0	**0**	0	1	0	3	0	**4**	2	2	175	1	0	**178**	0	2	193	1	0	**196**	0	**378**
Total	0	0	0	0	**0**	0	3	0	6	0	**9**	2	2	675	9	0	**686**	0	7	840	3	0	**850**	0	**1545**
% Approach	0%	0%	0%	0%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	0.3%	98.4%	1.3%	0%	**-**	-	0.8%	98.8%	0.4%	0%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	0.2%	0%	0.4%	0%	**0.6%**	-	0.1%	43.7%	0.6%	0%	**44.4%**	-	0.5%	54.4%	0.2%	0%	**55.0%**	-	-
PHF	-	-	-	-	**-**	-	0.375	-	0.500	-	**0.563**	-	0.250	0.964	0.750	-	**0.963**	-	0.875	0.942	0.375	-	**0.944**	-	0.978
Lights	0	0	0	0	**0**	-	3	0	5	0	**8**	-	2	651	9	0	**662**	-	7	828	3	0	**838**	-	1508
% Lights	0%	0%	0%	0%	**-**	-	100%	0%	83.3%	0%	**88.9%**	-	100%	96.4%	100%	0%	**96.5%**	-	100%	98.6%	100%	0%	**98.6%**	-	97.6%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	13	0	0	**13**	-	0	11	0	0	**11**	-	25
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0%	16.7%	0%	**11.1%**	-	0%	1.9%	0%	0%	**1.9%**	-	0%	1.3%	0%	0%	**1.3%**	-	1.6%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	1	0	0	**1**	-	8
% Buses	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**1.0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	4
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

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

123-164: Saratoga Rd & Baker Ave PM - TMC

Tue Jun 20, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1083594, Location: 43.290288, -73.637659, Site Code: 123-164

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



123-164: Saratoga Rd & Baker Ave Saturday - TMC

Sat Jul 15, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1090711, Location: 43.290288, -73.637659, Site Code: 123-164

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

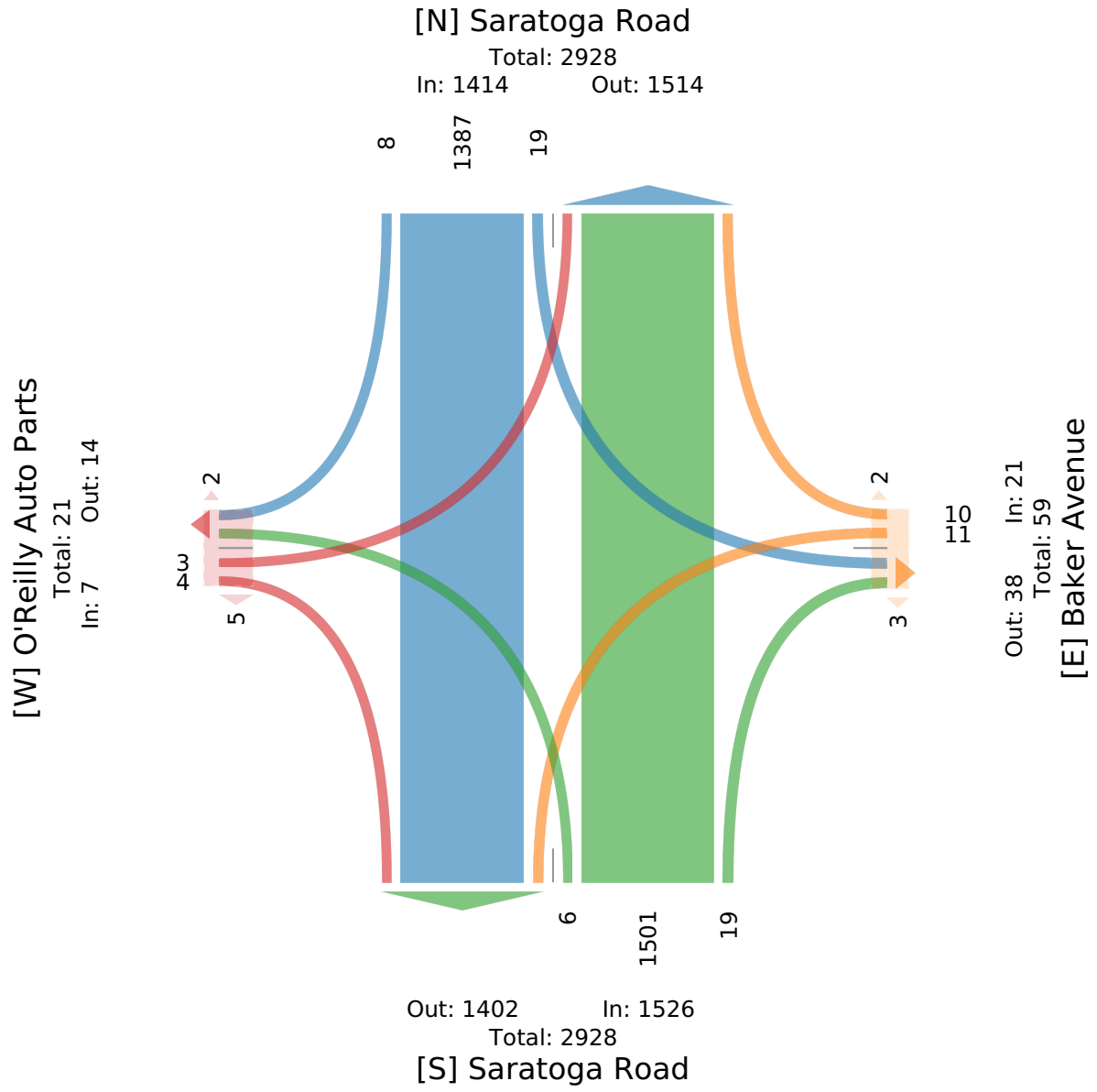
Leg / Direction	O'Reilly Auto Parts Eastbound						Baker Avenue Westbound						Saratoga Road Northbound						Saratoga Road Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-07-15 11:00AM	1	0	0	0	**1**	2	1	0	1	0	**2**	0	0	180	4	0	**184**	0	1	188	4	0	**193**	0	**380**
11:15AM	0	0	1	0	**1**	1	2	0	1	0	**3**	2	3	192	4	0	**199**	0	2	177	0	0	**179**	0	**382**
11:30AM	0	0	2	0	**2**	0	3	0	2	0	**5**	0	0	188	2	0	**190**	0	2	150	0	0	**152**	0	**349**
11:45AM	0	0	0	0	**0**	1	1	0	0	0	**1**	0	1	184	0	0	**185**	0	3	187	0	0	**190**	0	**376**
Hourly Total	1	0	3	0	**4**	4	7	0	4	0	**11**	2	4	744	10	0	**758**	0	8	702	4	0	**714**	0	**1487**
12:00PM	0	0	1	0	**1**	2	2	0	3	0	**5**	0	0	190	1	0	**191**	0	2	172	1	0	**175**	0	**372**
12:15PM	0	0	0	0	**0**	1	1	0	0	0	**1**	0	0	218	3	0	**221**	0	4	156	1	0	**161**	0	**383**
12:30PM	1	0	0	0	**1**	0	0	0	0	0	**0**	2	0	189	2	0	**191**	0	1	179	2	0	**182**	0	**374**
12:45PM	1	0	0	0	**1**	0	1	0	3	0	**4**	1	2	160	3	0	**165**	0	4	178	0	0	**182**	0	**352**
Hourly Total	2	0	1	0	**3**	3	4	0	6	0	**10**	3	2	757	9	0	**768**	0	11	685	4	0	**700**	0	**1481**
1:00PM	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**
Hourly Total	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**
Total	3	0	4	0	**7**	7	11	0	10	0	**21**	5	6	1501	19	0	**1526**	0	19	1387	8	0	**1414**	0	**2968**
% Approach	42.9%	0%	57.1%	0%	**-**	-	52.4%	0%	47.6%	0%	**-**	-	0.4%	98.4%	1.2%	0%	**-**	-	1.3%	98.1%	0.6%	0%	**-**	-	-
% Total	0.1%	0%	0.1%	0%	**0.2%**	-	0.4%	0%	0.3%	0%	**0.7%**	-	0.2%	50.6%	0.6%	0%	**51.4%**	-	0.6%	46.7%	0.3%	0%	**47.6%**	-	-
Lights	3	0	4	0	**7**	-	11	0	10	0	**21**	-	6	1476	18	0	**1500**	-	19	1367	8	0	**1394**	-	2922
% Lights	100%	0%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	100%	98.3%	94.7%	0%	**98.3%**	-	100%	98.6%	100%	0%	**98.6%**	-	98.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	16	0	0	**16**	-	0	19	0	0	**19**	-	35
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.1%	0%	0%	**1.0%**	-	0%	1.4%	0%	0%	**1.3%**	-	1.2%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	9	1	0	**10**	-	0	1	0	0	**1**	-	11
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	5.3%	0%	**0.7%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.4%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	71.4%	-	-	-	-	-	40.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	28.6%	-	-	-	-	-	60.0%	-	-	-	-	-	-	-	-	-	-	-	-	-

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

123-164: Saratoga Rd & Baker Ave Saturday - TMC

Sat Jul 15, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1090711, Location: 43.290288, -73.637659, Site Code: 123-164

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



123-164: Saratoga Rd & Baker Ave Saturday - TMC

Sat Jul 15, 2023
Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1090711, Location: 43.290288, -73.637659, Site Code: 123-164

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

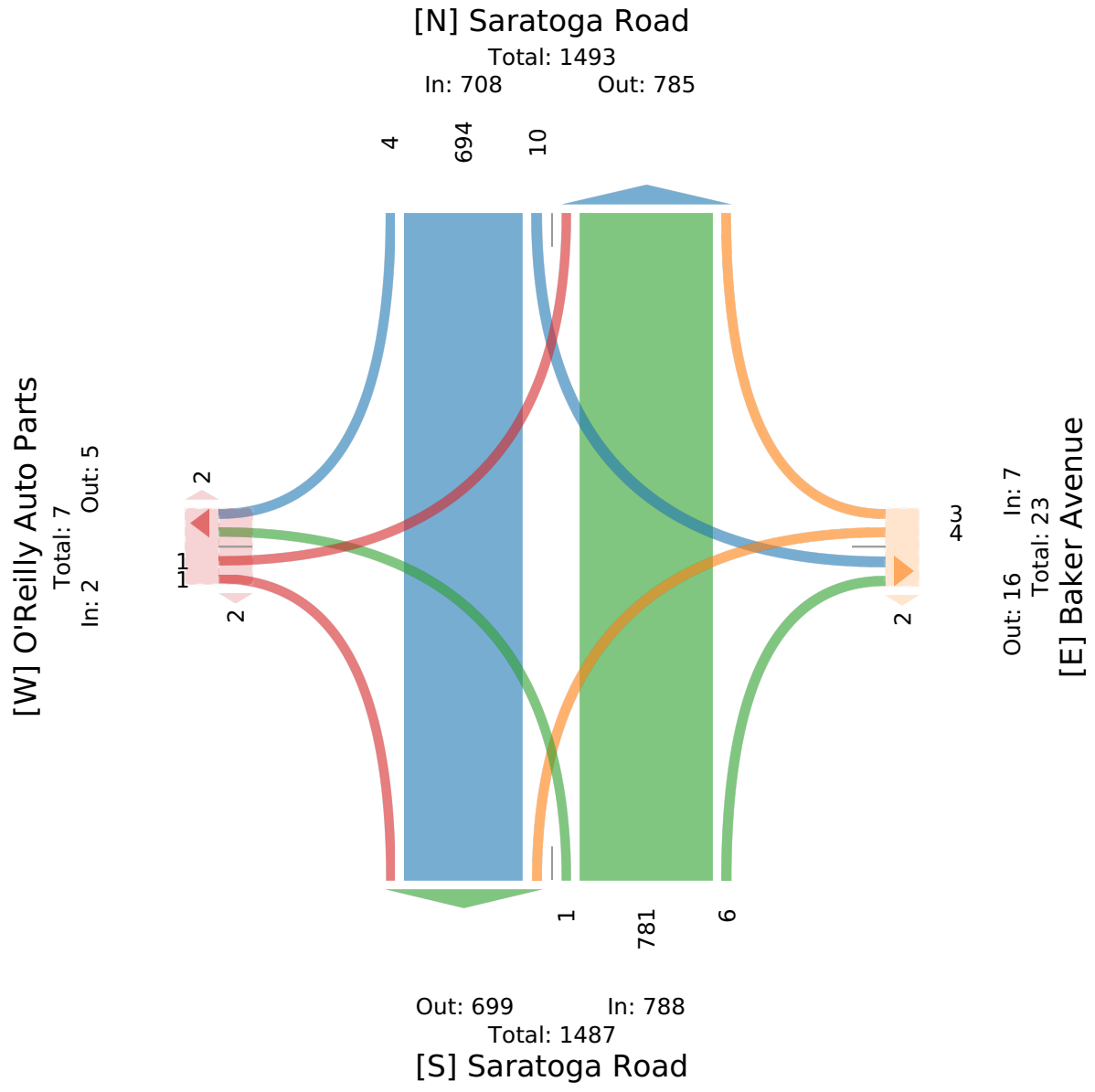
Leg Direction	O'Reilly Auto Parts Eastbound						Baker Avenue Westbound						Saratoga Road Northbound						Saratoga Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-07-15 11:45AM	0	0	0	0	**0**	1	1	0	0	0	**1**	0	1	184	0	0	**185**	0	3	187	0	0	**190**	0	**376**
12:00PM	0	0	1	0	**1**	2	2	0	3	0	**5**	0	0	190	1	0	**191**	0	2	172	1	0	**175**	0	**372**
12:15PM	0	0	0	0	**0**	1	1	0	0	0	**1**	0	0	218	3	0	**221**	0	4	156	1	0	**161**	0	**383**
12:30PM	1	0	0	0	**1**	0	0	0	0	0	**0**	2	0	189	2	0	**191**	0	1	179	2	0	**182**	0	**374**
Total	1	0	1	0	**2**	4	4	0	3	0	**7**	2	1	781	6	0	**788**	0	10	694	4	0	**708**	0	**1505**
% Approach	50.0%	0%	50.0%	0%	**-**	-	57.1%	0%	42.9%	0%	**-**	-	0.1%	99.1%	0.8%	0%	**-**	-	1.4%	98.0%	0.6%	0%	**-**	-	-
% Total	0.1%	0%	0.1%	0%	**0.1%**	-	0.3%	0%	0.2%	0%	**0.5%**	-	0.1%	51.9%	0.4%	0%	**52.4%**	-	0.7%	46.1%	0.3%	0%	**47.0%**	-	-
PHF	0.250	-	0.250	-	**0.500**	-	0.500	-	0.250	-	**0.350**	-	0.250	0.896	0.500	-	**0.892**	-	0.625	0.926	0.500	-	**0.930**	-	0.982
Lights	1	0	1	0	**2**	-	4	0	3	0	**7**	-	1	769	6	0	**776**	-	10	689	4	0	**703**	-	1488
% Lights	100%	0%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	100%	98.5%	100%	0%	**98.5%**	-	100%	99.3%	100%	0%	**99.3%**	-	98.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	9	0	0	**9**	-	0	4	0	0	**4**	-	13
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.2%	0%	0%	**1.1%**	-	0%	0.6%	0%	0%	**0.6%**	-	0.9%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	4
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.3%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

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

123-164: Saratoga Rd & Baker Ave Saturday - TMC

Sat Jul 15, 2023
Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1090711, Location: 43.290288, -73.637659, Site Code: 123-164

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



MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-6 -- English (ENU)

Datasets:

Site:	**[123-164] US-9, approximately 170 feet north of Catherine Street**
Attribute:	SPS Dispensary
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	15:03 Monday, July 17, 2023 => 9:32 Wednesday, July 19, 2023,
Zone:	
File:	123-164 0 2023-07-19 0933.EC1 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**17:00 Monday, July 17, 2023 => 9:00 Wednesday, July 19, 2023 (1.66667)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, South (bound), P = North
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 26445 / 27872 (94.88%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-6
Site: 123-164.1.2NS
Description: **US-9, approximately 170 feet north of Catherine Street**
Filter time: **17:00 Monday, July 17, 2023 => 9:00 Wednesday, July 19, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	*	60.0	65.0	*	*	*	*	62.5	62.5
0100-0200	*	37.0	33.0	*	*	*	*	35.0	35.0
0200-0300	*	51.0	71.0	*	*	*	*	61.0	61.0
0300-0400	*	46.0	48.0	*	*	*	*	47.0	47.0
0400-0500	*	126.0	119.0	*	*	*	*	122.5	122.5
0500-0600	*	303.0	275.0	*	*	*	*	289.0	289.0
0600-0700	*	666.0	660.0	*	*	*	*	663.0	663.0
0700-0800	*	923.0	933.0	*	*	*	*	928.0	928.0
0800-0900	*	1121.0	1089.0	*	*	*	*	1105.0	1105.0
0900-1000	*	1150.0	*	*	*	*	*	1150.0	1150.0
1000-1100	*	1114.0	*	*	*	*	*	1114.0	1114.0
1100-1200	*	**1182.0**	*	*	*	*	*	**1182.0**	**1182.0**
1200-1300	*	1412.0	*	*	*	*	*	1412.0	1412.0
1300-1400	*	1331.0	*	*	*	*	*	1331.0	1331.0
1400-1500	*	1304.0	*	*	*	*	*	1304.0	1304.0
1500-1600	*	1415.0	*	*	*	*	*	1415.0	1415.0
1600-1700	*	**1495.0**	*	*	*	*	*	**1495.0**	**1495.0**
1700-1800	1371.0	1389.0	*	*	*	*	*	1380.0	1380.0
1800-1900	1038.0	1084.0	*	*	*	*	*	1061.0	1061.0
1900-2000	844.0	907.0	*	*	*	*	*	875.5	875.5
2000-2100	647.0	642.0	*	*	*	*	*	644.5	644.5
2100-2200	412.0	374.0	*	*	*	*	*	393.0	393.0
2200-2300	207.0	207.0	*	*	*	*	*	207.0	207.0
2300-2400	161.0	133.0	*	*	*	*	*	147.0	147.0
Totals									
0700-1900	*	14920.0	*	*	*	*	*	14877.0	14877.0
0600-2200	*	17509.0	*	*	*	*	*	17453.0	17453.0
0600-0000	*	17849.0	*	*	*	*	*	17807.0	17807.0
0000-0000	*	18472.0	*	*	*	*	*	18424.0	18424.0
AM Peak	*	1100	*	*	*	*	*		
	*	1182.0	*	*	*	*	*		
PM Peak	*	1600	*	*	*	*	*		
	*	1495.0	*	*	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

SpeedStat-9 -- English (ENU)

Datasets:

Site:	**[123-164] US-9, approximately 170 feet north of Catherine Street**
Attribute:	SPS Dispensary
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	15:03 Monday, July 17, 2023 => 9:32 Wednesday, July 19, 2023,
Zone:	
File:	123-164 0 2023-07-19 0933.EC1 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**17:00 Monday, July 17, 2023 => 9:00 Wednesday, July 19, 2023 (1.66667)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, South (bound), P = North
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 26445 / 27872 (94.88%)

Speed Statistics

SpeedStat-9
Site: 123-164.1.2NS
Description: **US-9, approximately 170 feet north of Catherine Street**
Filter time: **17:00 Monday, July 17, 2023 => 9:00 Wednesday, July 19, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 26445
Posted speed limit = 30 mph, Exceeding = 23490 (88.83%), Mean Exceeding = 34.86 mph
Maximum = 78.6 mph, **Minimum** = 9.4 mph, **Mean** = 34.1 mph
85% Speed = 37.4 mph, **95% Speed** = 40.0 mph, **Median** = 33.8 mph
10 mph Pace = 29 - 39, **Number in Pace** = 22555 (85.29%)
Variance = 14.55, **Standard Deviation** = 3.81 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	26445	100.0%	0.00	0.00	0.00
5 - 10	4	0.0%	4	0.0%	26441	100.0%	0.00	0.00	0.00
10 - 15	31	0.1%	35	0.1%	26410	99.9%	0.00	0.00	0.00
15 - 20	58	0.2%	93	0.4%	26352	99.6%	0.00	0.00	0.00
20 - 25	227	0.9%	320	1.2%	26125	98.8%	0.00	0.00	0.00
25 - 30	2635	10.0%	2955	11.2%	23490	88.8%	0.00	0.00	0.00
30 - 35	13480	51.0%	16435	62.1%	10010	37.9%	0.00	0.00	0.00
35 - 40	8633	32.6%	25068	94.8%	1377	5.2%	0.00	0.00	0.00
40 - 45	1227	4.6%	26295	99.4%	150	0.6%	0.00	0.00	0.00
45 - 50	112	0.4%	26407	99.9%	38	0.1%	0.00	0.00	0.00
50 - 55	23	0.1%	26430	99.9%	15	0.1%	0.00	0.00	0.00
55 - 60	9	0.0%	26439	100.0%	6	0.0%	0.00	0.00	0.00
60 - 65	3	0.0%	26442	100.0%	3	0.0%	0.00	0.00	0.00
65 - 70	1	0.0%	26443	100.0%	2	0.0%	0.00	0.00	0.00
70 - 75	1	0.0%	26444	100.0%	1	0.0%	0.00	0.00	0.00
75 - 80	1	0.0%	26445	100.0%	0	0.0%	0.00	0.00	0.00
80 - 85	0	0.0%	26445	100.0%	0	0.0%	0.00	0.00	0.00
85 - 90	0	0.0%	26445	100.0%	0	0.0%	0.00	0.00	0.00
90 - 95	0	0.0%	26445	100.0%	0	0.0%	0.00	0.00	0.00
95 - 100	0	0.0%	26445	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	30 (PSL)	2955	11.2%	23490	88.8%

Attachment C
Level of Service Analysis

SPS Dispensary
Village of South Glens Falls, New York

LOS Definitions

The following is an excerpt from the Highway Capacity Manual, 6th Edition (HCM).

Level of Service Criteria for Unsignalized Intersections

Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 20-2. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 21-8. LOS F is assigned if the v/c ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

Exhibits 20-2/21-8:
Level-of-Service Criteria for Stop Controlled Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	**v/c ≥ 1.0**
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	0	1	0	1	0	7	2	832	4	4	463	1
Future Vol, veh/h	0	1	0	1	0	7	2	832	4	4	463	1
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	80	87
Heavy Vehicles, %	0	0	0	0	0	0	0	7	25	0	7	0
Mvmt Flow	0	1	0	1	0	8	2	956	5	5	579	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1559	1557	582	1553	1555	959	582	0	0	961	0	0
Stage 1	592	592	-	963	963	-	-	-	-	-	-	-
Stage 2	967	965	-	590	592	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	92	114	517	93	114	314	1002	-	-	724	-	-
Stage 1	496	497	-	310	337	-	-	-	-	-	-	-
Stage 2	308	336	-	497	497	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	89	113	516	92	113	314	1000	-	-	724	-	-
Mov Cap-2 Maneuver	206	229	-	212	231	-	-	-	-	-	-	-
Stage 1	494	493	-	309	336	-	-	-	-	-	-	-
Stage 2	300	335	-	492	493	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.8	17.6	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	229	296	724	-	-
HCM Lane V/C Ratio	0.002	-	-	0.005	0.031	0.006	-	-
HCM Control Delay (s)	8.6	-	-	20.8	17.6	10	-	-
HCM Lane LOS	A	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	1	0	7	2	836	4	4	465	1
Future Vol, veh/h	0	1	0	1	0	7	2	836	4	4	465	1
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	80	87
Heavy Vehicles, %	0	0	0	0	0	0	0	7	25	0	7	0
Mvmt Flow	0	1	0	1	0	8	2	961	5	5	581	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1566	1564	584	1560	1562	964	584	0	0	966	0	0
Stage 1	594	594	-	968	968	-	-	-	-	-	-	-
Stage 2	972	970	-	592	594	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	113	515	92	113	312	1001	-	-	721	-	-
Stage 1	495	496	-	308	335	-	-	-	-	-	-	-
Stage 2	306	334	-	496	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	112	514	91	112	312	999	-	-	721	-	-
Mov Cap-2 Maneuver	205	228	-	211	230	-	-	-	-	-	-	-
Stage 1	493	492	-	307	334	-	-	-	-	-	-	-
Stage 2	298	333	-	491	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	17.6	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	999	-	-	228	294	721	-	-
HCM Lane V/C Ratio	0.002	-	-	0.005	0.031	0.006	-	-
HCM Control Delay (s)	8.6	-	-	20.9	17.6	10	-	-
HCM Lane LOS	A	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	11	1	1	7	13	836	4	4	465	8
Future Vol, veh/h	6	2	11	1	1	7	13	836	4	4	465	8
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	80	87
Heavy Vehicles, %	0	0	0	0	0	0	0	7	25	0	7	0
Mvmt Flow	7	2	13	1	1	8	15	961	5	5	581	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1596	1594	588	1597	1596	964	592	0	0	966	0	0
Stage 1	598	598	-	994	994	-	-	-	-	-	-	-
Stage 2	998	996	-	603	602	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	87	108	513	87	108	312	994	-	-	721	-	-
Stage 1	492	494	-	298	326	-	-	-	-	-	-	-
Stage 2	296	325	-	489	492	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	105	512	83	105	312	992	-	-	721	-	-
Mov Cap-2 Maneuver	196	220	-	199	220	-	-	-	-	-	-	-
Stage 1	484	490	-	294	321	-	-	-	-	-	-	-
Stage 2	283	320	-	471	488	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.4	18.3	0.1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	992	-	-	311	281	721	-	-
HCM Lane V/C Ratio	0.015	-	-	0.07	0.037	0.006	-	-
HCM Control Delay (s)	8.7	-	-	17.4	18.3	10	-	-
HCM Lane LOS	A	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	0	1	0	3	0	6	2	675	9	7	840	3
Future Vol, veh/h	0	1	0	3	0	6	2	675	9	7	840	3
Conflicting Peds, #/hr	0	0	0	0	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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	17	0	4	0	0	1	0
Mvmt Flow	0	1	0	3	0	6	2	689	9	7	857	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1574	1577	859	1573	1574	696	860	0	0	700	0	0
Stage 1	873	873	-	700	700	-	-	-	-	-	-	-
Stage 2	701	704	-	873	874	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.37	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.453	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	90	111	359	90	111	417	790	-	-	906	-	-
Stage 1	348	370	-	433	444	-	-	-	-	-	-	-
Stage 2	433	443	-	348	370	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	110	359	89	110	416	790	-	-	904	-	-
Mov Cap-2 Maneuver	213	231	-	214	232	-	-	-	-	-	-	-
Stage 1	347	367	-	431	442	-	-	-	-	-	-	-
Stage 2	426	441	-	344	367	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.7	16.7	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	790	-	-	231	316	904	-	-
HCM Lane V/C Ratio	0.003	-	-	0.004	0.029	0.008	-	-
HCM Control Delay (s)	9.6	-	-	20.7	16.7	9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	0	1	0	3	0	6	2	678	9	7	844	3
Future Vol, veh/h	0	1	0	3	0	6	2	678	9	7	844	3
Conflicting Peds, #/hr	0	0	0	0	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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	17	0	4	0	0	1	0
Mvmt Flow	0	1	0	3	0	6	2	692	9	7	861	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1581	1584	863	1580	1581	699	864	0	0	703	0	0
Stage 1	877	877	-	703	703	-	-	-	-	-	-	-
Stage 2	704	707	-	877	878	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.37	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.453	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	89	110	357	89	110	415	787	-	-	904	-	-
Stage 1	346	369	-	431	443	-	-	-	-	-	-	-
Stage 2	431	441	-	346	368	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	109	357	88	109	414	787	-	-	902	-	-
Mov Cap-2 Maneuver	212	230	-	213	231	-	-	-	-	-	-	-
Stage 1	345	366	-	429	441	-	-	-	-	-	-	-
Stage 2	424	439	-	342	365	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.7	16.8	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	787	-	-	230	315	902	-	-
HCM Lane V/C Ratio	0.003	-	-	0.004	0.029	0.008	-	-
HCM Control Delay (s)	9.6	-	-	20.7	16.8	9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	2	20	3	2	6	22	678	9	7	844	15
Future Vol, veh/h	11	2	20	3	2	6	22	678	9	7	844	15
Conflicting Peds, #/hr	0	0	0	0	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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	17	0	4	0	0	1	0
Mvmt Flow	11	2	20	3	2	6	22	692	9	7	861	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1628	1630	869	1637	1633	699	876	0	0	703	0	0
Stage 1	883	883	-	743	743	-	-	-	-	-	-	-
Stage 2	745	747	-	894	890	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.37	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.453	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	83	103	354	81	102	415	779	-	-	904	-	-
Stage 1	343	367	-	410	425	-	-	-	-	-	-	-
Stage 2	409	423	-	338	364	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	79	99	354	74	98	414	779	-	-	902	-	-
Mov Cap-2 Maneuver	198	220	-	186	214	-	-	-	-	-	-	-
Stage 1	333	364	-	398	412	-	-	-	-	-	-	-
Stage 2	390	410	-	314	361	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	18.6	0.3	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	779	-	-	272	275	902	-	-
HCM Lane V/C Ratio	0.029	-	-	0.124	0.041	0.008	-	-
HCM Control Delay (s)	9.8	-	-	20.1	18.6	9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	1	0	1	4	0	3	1	781	6	10	694	4
Future Vol, veh/h	1	0	1	4	0	3	1	781	6	10	694	4
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	1	0	1	4	0	3	1	797	6	10	708	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1538	1541	714	1535	1540	802	716	0	0	805	0	0
Stage 1	734	734	-	804	804	-	-	-	-	-	-	-
Stage 2	804	807	-	731	736	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	95	116	435	96	117	387	894	-	-	828	-	-
Stage 1	415	429	-	380	398	-	-	-	-	-	-	-
Stage 2	380	397	-	416	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	93	114	433	95	115	386	891	-	-	826	-	-
Mov Cap-2 Maneuver	220	236	-	223	239	-	-	-	-	-	-	-
Stage 1	413	422	-	379	397	-	-	-	-	-	-	-
Stage 2	377	396	-	410	421	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.4	18.6	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	891	-	-	292	272	826	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.026	0.012	-	-
HCM Control Delay (s)	9	-	-	17.4	18.6	9.4	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	1	0	1	4	0	3	1	785	6	10	697	4
Future Vol, veh/h	1	0	1	4	0	3	1	785	6	10	697	4
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	1	0	1	4	0	3	1	801	6	10	711	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1545	1548	717	1542	1547	806	719	0	0	809	0	0
Stage 1	737	737	-	808	808	-	-	-	-	-	-	-
Stage 2	808	811	-	734	739	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	94	115	433	95	115	385	892	-	-	825	-	-
Stage 1	413	428	-	378	397	-	-	-	-	-	-	-
Stage 2	378	396	-	415	427	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	113	431	94	113	384	889	-	-	823	-	-
Mov Cap-2 Maneuver	218	235	-	222	237	-	-	-	-	-	-	-
Stage 1	411	421	-	377	396	-	-	-	-	-	-	-
Stage 2	375	395	-	409	420	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	18.6	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	889	-	-	290	271	823	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.026	0.012	-	-
HCM Control Delay (s)	9.1	-	-	17.5	18.6	9.4	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	2	32	4	2	3	32	785	6	10	697	22
Future Vol, veh/h	19	2	32	4	2	3	32	785	6	10	697	22
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	19	2	33	4	2	3	33	801	6	10	711	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1619	1621	726	1632	1629	806	737	0	0	809	0	0
Stage 1	746	746	-	872	872	-	-	-	-	-	-	-
Stage 2	873	875	-	760	757	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	84	104	428	82	103	385	878	-	-	825	-	-
Stage 1	409	424	-	348	371	-	-	-	-	-	-	-
Stage 2	348	370	-	401	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	79	98	426	72	97	384	875	-	-	823	-	-
Mov Cap-2 Maneuver	196	217	-	185	212	-	-	-	-	-	-	-
Stage 1	392	417	-	334	356	-	-	-	-	-	-	-
Stage 2	330	355	-	364	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	21.2	0.4	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	875	-	-	292	232	823	-	-
HCM Lane V/C Ratio	0.037	-	-	0.185	0.04	0.012	-	-
HCM Control Delay (s)	9.3	-	-	20.1	21.2	9.4	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-