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February 1, 2024

ARCN Development, LLC
1917 Tilden Avenue
New Hartford, NY 13413

Attn: Mr. David Christa

**Re: Traffic Impact Assessment – Proposed Mixed Use Development
Horatio Street & Mulaney Road, Town of Deerfield, NY**

Dear Mr. Christa:

I have completed my review of traffic operations associated with the proposed mixed use development on the west side of southbound Horatio Street between Mulaney Road and Seymour Road in the Town of Deerfield, NY. This letter summarizes the work completed in this review as well as my findings.

Project Understanding

The proposed mixed use development, is located on the west side of southbound Horatio Street, between Mulaney Road and Seymour Road. The property is vacant other than the existing Bank of America facility, which will remain. A conceptual master plan has been attached. Based on the current plan, the following development is anticipated, numbered to match the key on the plan:

1. Affordable Housing – Up to 170 Units
2. Market Rate Apartments – Up to 125 Units
3. Byrne Dairy Convenience Store with Gas – Up to 5,000 SF with 8 Fueling Positions
4. Cracker Barrel Restaurant – Up to 9,000 SF
5. Hotel – Up to 150 Rooms
6. Green Space
7. Stormwater Areas
8. Fast Food Restaurant with Drive Through – Up to 4,500 SF
9. Townhouses / Apts – Up to 90 Units
10. Garden Apartments – Up to 110 Units
11. Townhouses / Cottages – Up to 135 Units

Access to the development is proposed via the existing Bank of America connection to Mulaney Road to the west of the NYS Route 12 access ramps, three right in/right out only connections to Horatio Street, located 500, 1,230, and 1,780 feet to the south of the Bank of America right in/right out driveway, and a full access connection to the SUNY Polytechnic Institute campus ring road (Technology Drive), opposite Campus Loop Road. The southern right in/right out only driveway will provide access to the fast food restaurant only, while the remaining development will all be interconnected via the other four access driveways.

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Data Collection

Site visits were conducted on Thursday – December 7th, 2023 to collect the following:

- Existing Traffic Volume Counts – Traffic turning movement counts were collected at the following eight intersections during the weekday morning (7-9am) and evening (4-6pm) peak travel periods to ensure that actual peak hours of the adjacent streets were captured.
 - Mulaney Road @ Bank of America access / 12 North Sports Bar access
 - Mulaney Road @ Horatio Street Southbound Onramps
 - Mulaney Road @ Horatio Street Northbound Offramp
 - Mulaney Road @ Trenton Road
 - Horatio Street Southbound @ Bank of America Access
 - Seymour Road @ Woodhaven Road
 - Seymour Road @ Technology Drive
 - Technology Drive @ Campus Loop Road

The traffic counts included passenger cars, separate heavy vehicle counts per direction, and pedestrians. There were minimal pedestrian volumes observed during the traffic count periods. All area schools were in session.

- Mulaney Road and Southbound Horatio Street Gap Data – Gap data was collected to assess the ability for vehicles to turn in and out of the site driveways on both Mulaney Road and Horatio Street. In order for a vehicle to turn right out of the site driveways, or left into the site driveway on Mulaney Road, the vehicle only requires a gap in the eastbound direction on Mulaney Road or the southbound direction on southbound Horatio Street. A vehicle requires a gap in traffic in both directions at the same time to turn left out of the site driveway onto Mulaney Road. These gaps in traffic were observed and timed on both Mulaney Road and southbound Horatio Street passing the site driveway locations during the weekday morning and weekday evening traffic count periods. The gaps were then converted to a number of vehicles that could turn left or right out of the site driveways side roads during each gap and then totaled for the peak hour. For example, one vehicle can turn from the driveway with a 6-9 second gap in traffic, two can turn with a 10-13 second gap, 3 with a 14-17 second gap, 4 with an 18-19 second gap, etc.

Gap data was not collected on Technology Drive as volumes are low and there are minor traffic volumes expected to access the site through the SUNY Polytechnic Institute campus.

- Spot Speed Measurements – Automated Traffic Recorders (tube counters) were placed on Mulaney Road and southbound Horatio Street during the data collection period to obtain existing speed measurements passing the site on both roadways in order to properly identify average and 85th percentile operating speeds in the area.

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- Sight Distance Measurements – Sight lines looking east/west along Mulaney Road from the site access and north along southbound Horatio Street from the site driveways were collected for comparison to design standards in order to confirm that adequate sight lines are available for safe ingress and egress from the development. There are no concerns with sight lines on Technology Drive given reduced operating speeds on the campus.
- Operational Data – Other data needed to evaluate traffic operations, such as intersection geometry, control, and speeds limits were also collected.

Existing Operations

Southbound Horatio Street is classified as a principal arterial roadway in the area that serves as a frontage road to access businesses along NYS Route 12. Southbound Horatio Street has three lanes southbound between Mulaney Road and the Bank of America access, with two lanes continuing southbound that splits as one lane to Seymour Road and one lane returning to NYS Route 12. There is an additional ramp to NYS Route 12 southbound located approximately 1,230 feet to south of the Bank of America access opposite the proposed location of the middle site access. The posted speed limit on Horatio Street is 55 mph.

Mulaney Road is classified as a major collector roadway and has one through lane in each direction through the study area with a second westbound travel lane between the Horatio Street northbound oframp and the Horatio Street southbound onramp. There are auxiliary east and westbound left turn lanes at the existing Bank of America/proposed site access intersection. Mulaney Road has free flow traffic operations through the study area, with stop sign control at the Trenton Road intersection. The posted speed limit on Mulaney Road is 40 mph.

Trenton Road is classified as a minor arterial roadway connecting Genesee Street to the south to NYS Route 12 to the north. Trenton Road has one lane in each direction passing Mulaney Road with an auxiliary northbound left turn lane and an auxiliary southbound right turn lane at Mulaney Road. The posted speed limit is 55 mph to the north of Mulaney Road and 40 mph to the south of Mulaney Road.

Seymour Road provides a connection between Horatio Street southbound and the SUNY Polytechnic Institute campus, as well as a small neighborhood on Woodhaven Road. Seymour Road has one lane in each directions with no auxiliary lanes at the Woodlawn Road or Technology Drive. The posted speed limit on Seymour Road is 25 mph.

Technology Drive operate as the SUNY Polytechnic Institute campus ring road in the study area and provides connection to the SUNY-Marcy Parkway and River Road to the west. With one travel lane in each direction, Technology Drive is stop sign controlled at Seymour Road and free flow at Campus Loop Road. The posted speed limit on Technology Drive is 25 mph.

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Based on the traffic counts collected, the peak hours were identified as follows:

Morning Peak Hour – 7:30am to 8:30am
Evening Peak Hour – 4:30pm -5:30pm

The 2023 existing traffic volumes collected in December are shown in the attached Figures 1-2 for the morning and evening peak hours. The traffic count data has been attached.

The existing traffic counts were reviewed and compared to historical traffic volumes on Horatio Street and Trenton Road to identify any necessary seasonal adjustments. Specifically, 2019 AADT counts on the Mulaney Road loop ramp to Horatio Street southbound, the Mulaney Road loop ramp from Horatio Street northbound, and the Trenton Road between Tarlton Drive and NYS Route 12 were taken from the NYSDOT Traffic Data Viewer website. The design hour volumes on these roadway segments were reviewed and compare the evening peak hour volumes collected in December 2023.

Based on the AADT data, the southbound Horatio Street loop ramp has an average daily traffic volume of approximately 2,743 vehicles with a design hour volume of 241 vehicles, which is approximately 36% higher than the evening peak hour traffic count of 231 vehicles. The northbound Horatio Street loop ramp has an average daily traffic volume of approximately 3,262 vehicles with a design hour volume of 296 vehicles, which is approximately 28% higher than the evening peak hour traffic count of 231 vehicles. Trenton Road has an AADT of 5,507 vehicles per day with the design hour volume of 550 vehicles which is 9% higher than the evening peak hour volume of 503 vehicles just south of Mulaney Road. Using the average of these differences, a 25% adjustment factor was selected and applied to the existing December traffic counts to account for seasonal variations in traffic.

The seasonally adjusted 2023 existing traffic volumes are shown in the attached Figures 3-4 for the weekday morning and evening peak hours.

Existing traffic volumes in the area are generally low, leaving reserve roadway capacity to accommodate the proposed development. Mulaney Road generally carries 40-50 vehicles in each direction passing the site access during both peak hours, with volumes in the range of 100-200 vehicles in each direction between the Horatio Street northbound ramp and Trenton Road. Horatio Street southbound carries approximately 500-600 vehicles southbound passing the site during the morning peak hour and 300-400 vehicles passing the site during the evening peak hour. Traffic volumes on Seymour Road and Technology Drive are well below 100 vehicles in each direction during the both peak hours, with the exception of Seymour Road eastbound toward Horatio Street in the evening peak hour, which is approximately 100-200 vehicles.

Based on the gap data collected, there are sufficient gaps in traffic to accommodate over 600 vehicles turning right onto Mulaney Road and over 480 vehicles turning right onto Horatio Street southbound during both peak hours. There were sufficient gaps observed to accommodate over 330 vehicles

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turning left out of the site onto Mulaney Road during both peak hours. These gaps in traffic are more than sufficient to accommodate the development even with the 25% seasonal adjustment. There are no concerns with available gaps in traffic to accommodate the development. The gap data is attached.

The posted speed limit passing the site is 40 mph on Mulaney Road and 55 mph on Horatio Street southbound. The speed data collected indicates that the average speeds passing the site on Mulaney Road are 44 mph eastbound and 42 mph westbound, and the average speed passing the site on southbound Horatio Street is 55 mph. The 85th percentile speeds based on the data collected are 50 mph eastbound/49 mph westbound on Mulaney Road and 62 mph on Horatio Street southbound. The speed data has been attached.

The following table provides a summary of the recommended sight distances along Mulaney Road and southbound Horatio Street from the AASHTO [A Policy on Design of Highways and Streets](#) as well as the available sight distances based on field measurements. Based on the observed operating speeds, 50 mph was used for the sight review on Mulaney Road and 65mph was used for the site review on Horatio Street southbound. The recommended sight distances for left turn movements onto Mulaney Road have been adjusted to account for the additional lane that must be crossed when exiting the site.

Sight Distance Summary

Location	Operating Speed	Direction	AASHTO Recommended Sight Distance	Available Sight Distance
Site Access @ Mulaney Road	50 mph	Looking Left	590 feet	700+ feet
Turning Left		Looking Right	590 feet	950+ feet
Site Access @ Mulaney Road	50 mph	Looking Left	480 feet	700+ feet
Turning Right				
North Site Access @ Southbound Horatio Street -Turning Right	65 mph	Looking Left	625 feet	1,000+ feet
Middle Site Access @ Southbound Horatio Street -Turning Right	65 mph	Looking Left	625 feet	900+ feet
South Site Access @ Southbound Horatio Street -Turning Right	65 mph	Looking Left	625 feet	1,000+ feet

There are more than adequate sight distances available along both Mulaney Road and southbound Horatio Street looking from the site access driveways. There are no concerns with sight distances and safety for ingress and egress from either Mulaney Road or southbound Horatio Street.

Capacity analysis of the existing traffic operations was completed using Synchro11, an industry accepted standard for the analysis of both signalized and unsignalized intersections that is based on methodologies developed in the Highway Capacity Manual. Intersection and individual movement

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operations are graded in terms of Level of Service ranging from A to F, as described in the HCM. For example, an unsignalized intersection movement with an average delay of 5 seconds per vehicle is considered a Level of Service A while an average delay per vehicle of 20 seconds is considered a C. A Level of Service D or better is generally considered acceptable for a signalized intersection while a Level of Service E or better is generally considered acceptable for an unsignalized intersection.

The results of the Synchro capacity analysis indicates that there are no existing operational concerns in the study area. Even with the seasonally adjusted traffic volumes, all traffic movements in the study area are operating at acceptable Levels of Service B or better during both peak hours. The detailed Level of Service summary, queue summary and capacity analysis printouts have been attached.

There are no concerns with existing traffic operations on Mulaney Road or southbound Horatio Street in the vicinity of the project site as there are ample gaps in traffic and clear sight lines in both directions at the proposed access locations. There are acceptable delays at the adjacent intersections with acceptable Level of Service B or better for all traffic movements. These findings are consistent with observations made during the data collection, that there were no significant delays through the area.

Accident Analysis

An accident analysis was completed for the study area using history reports obtained for a three year period from May 2020 through April 2023. Over the three year period, there were 26 total accidents in the study area.

At the study area intersections, there was 1 fixed object accident at the Mulaney Road/southbound Horatio Street onramp, 1 rearend accident at the Mulaney Road/Trenton Road intersection, 1 right turn accident at the southbound Horatio Street/Bank of America access, and 2 accidents (1 right angle and 1 rearend) at the Seymour Road/Technology Drive intersection. Assuming the evening peak hour volumes are 9% of the total daily volumes, the calculated accidents rates for the Mulaney Road/southbound Horatio Street and Seymour Road/Technology Drive intersections are both above the statewide average rates for similar facilities, however, the calculated accident rates are skewed by the low traffic volumes in the area. With only 1-2 accidents in these locations over the past three years, there are no concerns noted. The calculated accident rates at the Mulaney Road/Trenton Road and Horatio Street southbound/Bank of America intersections are both below statewide averages for similar facilities.

There were 3 midblock accident along Mulaney Road including 2 fixed object accidents and 1 animal related accident. Using the AADT of 3,022 vehicles per day, the accident rate is 1.50 accidents per million vehicle miles, which is below the statewide average of 2.32 accidents per million vehicle miles for similar facilities.

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There was 1 overturned vehicle accident along Seymour Road, 2 animal related accidents along Trenton Road, and 1 animal related accident along Horatio Street southbound included in the data. All link accident rates are below statewide averages for similar facilities.

There were 10 accidents along mainline Route 12 (5 animal, 4 fixed object, 1 sideswipe), 3 accidents along Horatio Street northbound (2 rearend and 1 fixed object), and a parking lot accident included in the data.

Overall, 26 (92%) of the accidents in the study area were property damage only accidents with only 2 injury accidents and no fatalities. 19 of the 26 accidents (73%) were single vehicle accidents and 9 (35%) involved deer. There are no distinct patterns of concern noted. The detailed accident summary and calculations have been attached.

2028 Background Operations

The proposed mixed use development is anticipated to be completed over the next 5 years for analysis purposes, therefore 2028 was used as the design year. In order to fully understand the impacts of the development on the adjacent roadway system, analysis of the operations immediately before the project opening must first be completed. The existing traffic volumes were first adjusted by a growth rate to account for any unknown development that may occur prior to completion of the project.

Historical traffic volumes along Trenton Road between Tarlton Drive and the NYS Route 12 junction, along Mulaney Road between County Route 34 and the Marcy Town Line, and along the northbound Horatio Street offramp to Mulaney Road were taken from the NYSDOT Traffic Data Viewer website and reviewed in order to identify an appropriate background growth rate. Long term growth rates in the area have been positive on Trenton Road around +0.2% per year between 2010 and 2019, negative on Mulaney Road around -4.2% per year between 2008 and 2019, and positive on the Horatio Street northbound offramp around +3.1% per year between 2010 and 2019. In order to maintain a conservative analysis, a positive 2.0% per year growth was chosen and used to grow the 2023 existing traffic volumes to the 2028 background condition.

In addition to unknown growth that may occur in the area, specific site generated trips associated with known or approved development must also be incorporated into the growth projections. The Town of Deerfield Planning Department indicated that there were no specific approved developments in the area that needed to be included.

The 2028 background morning and evening peak hour volumes for the study area with 2% growth per year (10% total) are shown in Figures 5-6.

The Synchro capacity analysis of the 2028 background condition shows minimal increases in delay at the study area intersections during the peak hours. There are no changes in Level of Service noted.

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The detailed Level of Service summary, queue summary and capacity analysis printouts have been attached.

Trip Generation Estimate and Distribution

The proposed mixed use development is anticipated to include the following uses as full build out:

1. Affordable Housing – Up to 170 Units
2. Market Rate Apartments – Up to 125 Units
3. Byrne Dairy Convenience Store with Gas – Up to 5,000 SF with 8 Fueling Positions
4. Cracker Barrel Restaurant – Up to 9,000 SF
5. Hotel – Up to 150 Rooms
6. Green Space
7. Stormwater Areas
8. Fast Food Restaurant with Drive Through – Up to 4,500 SF
9. Townhouses / Apts – Up to 90 Units
10. Garden Apartments – Up to 110 Units
11. Townhouses / Cottages – Up to 135 Units

The green space and stormwater areas will not generate any traffic. Trips generated by the remaining uses were estimated using the ITE Trip Generation, 11th Edition, which is the industry accepted standard for estimating traffic generated by new developments. Land Use 220 – Multifamily Housing (Low Rise) was used for the all of the residential uses as it is the most conservative multifamily land use. Land Use 945 – Convenience Store/Gas Station – GFA (4/5.5K), Land Use 932 – High-Turnover (Sit-Down) Restaurant, Land Use 310 – Hotel, and Land Use 934 – Fast Food Restaurant with Drive Through Window were used for the commercial portions of the development.

A 10% internal trip capture credit was applied to the overall estimate to account for residents/hotel visitors using the commercial amenities without generating outside vehicular trips, such as dining at the restaurants or stopping to get gas on their way in or out of the site.

A significant portion of the traffic generated by the commercial portions of development will be drawn from traffic already passing the site, and is referred to as pass-by trips. Pass-by trips are vehicles that are already traveling through the study area but will now stop at the development on their way to another destination, such as stopping on their way to or from work or school. Based on data from the ITE Trip Generation, the average pass-by trip percentage for a convenience store/gas station is 60% during the morning peak hour and 56% during the evening peak hour. The average pass-by trip percentage for a high turn-over restaurant is 43% during the evening peak, 25% was assumed for the morning peak hour. The pass-by trip percentage for a fast food restaurant is 50% during the morning peak hour and 55% during the evening peak hour. The pass-by trip percentages were applied after the internal capture credits to avoid compounding credits.

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The following table summarizes the trip generation estimate for the proposed mixed use development on Mulaney Road and southbound Horatio Street in the Town of Deerfield.

Trip Generation Summary

	Morning Peak Hour		Evening Peak Hour	
	Entering	Exiting	Entering	Exiting
Lot 1 – Apartments – 170 Units	16	52	55	32
Lot 2 – Apartments – 125 Units	12	38	40	24
Lot 3 – Byrne Dairy – 5,000SF/8 Fuel Pos.	108	108	91	91
Lot 4 – Cracker Barrel – 9,000 SF	47	39	49	32
Lot 5 – Hotel – 150 Rooms	39	30	46	43
Lot 8 – Fast Food w/ Drive Thru – 4,500 SF	103	98	78	71
Lot 9 – Townhouses/Apartments – 90 Units	9	27	29	17
Lot 10 – Apartments – 110 Units	11	33	35	21
Lot 11 – Townhouses/Cottages – 135 Units	<u>13</u>	<u>41</u>	<u>44</u>	<u>25</u>
Total Individual Trips Generated	358	466	467	356
<i>Internal Capture Credit – 10%</i>	<u>-36</u>	<u>-46</u>	<u>-47</u>	<u>-35</u>
Total Trips Vehicular Generated	322	420	420	321
<i>Pass-by Trips – Byrne Dairy – AM 60%, PM 56%</i>	-58	-58	-46	-46
<i>Pass-by Trips – Cracker Barrel – AM 25%, PM 43%</i>	-9	-9	-16	-16
<i>Pass-by Trips Fast Food – AM 50%, PM 55%</i>	<u>-45</u>	<u>-45</u>	<u>-37</u>	<u>-37</u>
Total Pass-by Trips Generated	<u>-112</u>	<u>-112</u>	<u>-99</u>	<u>-99</u>
Total New Trips Generated	210	308	321	222

The detailed trip generation calculations have been attached.

Many people expect that residential land uses will generate an average of 2 trips per unit during peak hours. The trip generation rates for residential land uses are generally less than 1 trip per unit for a number of reasons. The primary reason is that people work different times, some may leave for work at 6:30 in the morning while others may leave at 7:30 or 8:30. Subsequently, the arrival patterns home in the evening will also be staggered over multiple hours. Some people work evenings while others may stay at home or work from home. The rates contained in the ITE Trip Generation have been verified and provide an accurate representation of what may be expected for this development during the peak hours of the adjacent streets.

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Using existing traffic patterns and population centers in the area, 55% of the new trips generated are expected to travel to/from the south on NYS Route 12 or Trenton Road, 25% will travel to from the north on NYS Route 12 and Trenton Road, 10% will travel to/from the southwest on Technology Drive, 5% will travel to/from the northwest on Technology Drive, and 5% will travel to/from the west on Mulaney Road. Separate pass-by trip distributions were developed for each peak hour based on the specific traffic patterns during each peak hour. The anticipated arrival/departure distribution for the morning and evening peak hours are shown in Figures 7-8. The trips generated during each peak hour are shown in Figures 9-10, and the resultant full build traffic volumes expected when the development is complete are shown in Figures 11-12.

Build Operations

Based on the projected turning movements on Mulaney Road and southbound Horatio Street, there are more than sufficient gaps available to accommodate the build traffic volumes projected with the proposed development.

Capacity analysis of the build condition with the proposed mixed use development indicates that the development will generally have only minor impacts on traffic operations in the area. The following minor drops in Level of Service are noted:

Mulaney Road @ Bank of America/Site Access

- NB Left/Through/Right – LOS A to B (+1-2 seconds) – Morning & Evening Peak Hour
- SB Left/Through/Right – LOS A to C (+6 seconds) – Morning Peak Hour
- SB Left/Through/Right – LOS A to B (+5 seconds) – Evening Peak Hour

Mulaney Road @ Horatio Street Northbound Offramp

- SB Left/Right – LOS B to C (+4 seconds) – Evening Peak Hour

Mulaney Road @ Trenton Road

- EB Left/Right – LOS B to C (+12 seconds) – Morning Peak Hour

Technology Drive @ Campus Loop Road

- EB Left/Through/Right – LOS A to B (+2 seconds) – Evening Peak Hour

There is one notable drop in Level of Service on the eastbound Mulaney Road approach to Trenton Road during the evening peak hour, which drops from LOS B to E with an increase in average delay of +23 seconds per vehicle. This movement is projected to operate just at the threshold between a LOS D and LOS E. The projected full build traffic volumes would not warrant for a traffic signal at this location and the anticipated queues on the eastbound approach is only 6 cars during the evening peak hour. This intersection should be monitored as the development is completed to determine if any mitigation is necessary at this location.

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All three driveways along southbound Horatio Street and the driveway at Technology Drive are projected to operate at Level of Service B or better during both peak hours.

The detailed Level of Service, Queue summary and capacity analysis printouts have been attached.

There are no mitigation measures recommended.

Build Operations without SUNY Polytechnic Institute Access

A supplemental analysis was completed to determine if there are any additional impacts associated with the project in the event that the proposed connection to the SUNY Polytechnic Institute (Technology Drive) is not constructed.

The 2028 build traffic volumes were redistributed assuming the trips to/from the southwest on Technology Drive will now use Horatio Street northbound/southbound to access the site, and the trips to/from the northwest on Technology Drive will now use Mulaney Road to access the site. The redistributed 2028 build traffic volumes without access to Technology Drive are shown in Figures 13-14.

Capacity analysis of the build condition without access to Technology Drive shows no notable changes from the build conditions analysis with access to Technology Drive. The detailed Level of Service, Queue summary and capacity analysis printouts have been attached.

Although not necessary from a strict capacity standpoint, the connection is recommended to provide cross access in the area and to distribute traffic.

Conclusions

The additional traffic generated by the proposed mixed use development will have no notable or significant impact on traffic operations along Mulaney Road or southbound Horatio Street. Traffic volumes are generally low in the area which provide ample capacity to accommodate the additional traffic generated by the proposed development. There are ample gaps in traffic to accommodate turning movements into and out of the development, good sight lines in each direction, no significant capacity concerns, and no significant accident history in the area.

There is potential for increased delays turning off Mulaney Road on to Trenton Road during the evening peak hour. Operations should be monitored as the development is completed to determine if any mitigation is necessary at this intersection.



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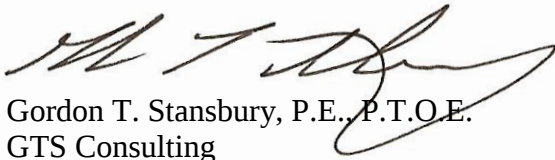
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Cross access is recommended to Technology Driveway, although there are no additional capacity concerns if the connection is not constructed.

There are no mitigation measures recommended.

If you have any questions or need additional information, please call.

Sincerely,



Gordon T. Stansbury, P.E., P.T.O.E.
GTS Consulting

Attachments –

Master Plan
Traffic Volume Figures 1-14
Growth Rate Calculations
Accident Data
Count Data

Level of Service & Queue Summary
Gap Calculations
Trip Generation Estimate
Speed Data
Synchro Capacity Printouts



Proposed Mixed Use Development, Horatio Street & Mulaney Road, Town of Deerfield, NY
Intersection Level of Service & Queue Summary
Weekday Morning Peak Hour

Intersection	Available Storage	2023 Existing LOS(Delay)	2023 Existing Max Queue	2028 Background LOS(Delay)	2028 Background Max Queue	2028 Build LOS(Delay)	2028 Build Max Queue	2028 Build No SUNY Access LOS(Delay)	2028 Build No Suny Access Max Queue
Mulaney Road @ Bank of America/Site Access									
EB Left	100	a(0)	0	a(0)	0	a(0)	0	a(0)	0
EB Through/Right	-	a(0)	0	a(0)	0	a(0)	0	a(0)	0
WB Left	265	a(7)	0	a(7)	3	a(8)	5	a(8)	5
WB Through	680	a(0)	0	a(0)	0	a(0)	0	a(0)	0
NB Left/Through/Right	-	a(10)	0	a(10)	0	b(11)	35	b(12)	43
SB Left/Through/Right	-	a(10)	0	a(10)	0	c(16)	3	c(16)	3
Mulaney Road @ Horatio Street NB Offramp									
EB Through	750	a(0)	0	a(0)	0	a(0)	0	a(0)	0
WB Through	675	a(0)	0	a(0)	0	a(0)	0	a(0)	0
SB Left/Right	800	b(11)	8	b(11)	10	b(13)	13	b(13)	13
Mulaney Road @ Trenton Road									
EB Left/Right	675	b(11)	10	b(11)	13	c(23)	83	c(23)	83
NB Left	130	a(8)	10	a(8)	10	a(8)	15	a(8)	15
NB Through	-	a(0)	0	a(0)	0	a(0)	0	a(0)	0
SB Through	-	a(0)	0	a(0)	0	a(0)	0	a(0)	0
SB Right	330	a(0)	0	a(0)	0	a(0)	0	a(0)	0
Horatio Street SB @ Bank of America Access									
EB Right	-	b(11)	3	b(11)	3	b(12)	3	b(12)	3
SB Through	789	a(0)	0	a(0)	0	a(0)	0	a(0)	0
SB Right	789	a(0)	0	a(0)	0	a(0)	0	a(0)	0
Seymour Road @ Woodhaven Road									
EB Through/Right	344	a(0)	0	a(0)	0	a(0)	0	a(0)	0
WB Left/Through	605	a(0)	0	a(0)	0	a(0)	0	a(0)	0
NB Left/Right	-	a(9)	5	a(9)	5	a(9)	5	a(9)	5
Seymour Road @ Technology Drive									
EB Left/Through/Right	-	b(11)	3	b(11)	3	b(11)	3	b(11)	3
WB Left/Through/Right	750	b(11)	13	b(11)	15	b(12)	18	b(11)	15
NB Left/Through/Right	-	a(5)	3	a(5)	3	a(4)	3	a(5)	3
SB Left/Through/Right	344	a(3)	0	a(3)	0	a(1)	0	a(1)	0

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Intersection Level of Service & Queue Summary
Weekday Morning Peak Hour

Intersection	Available Storage	2023 Existing LOS(Delay)	2023 Existing Max Queue	2028 Background LOS(Delay)	2028 Background Max Queue	2028 Build LOS(Delay)	2028 Build Max Queue	2028 Build No SUNY Access LOS(Delay)	2028 Build No Suny Access Max Queue
Technology Drive @ Campus Loop Road / Site Access									
EB Left/(Through)/Right	-	a(9)	0	a(9)	0	a(9)	0	a(9)	0
WB Left/Through/Right	-	-	-	-	-	a(9)	5	-	-
NB Left/Through/(Right)	750	a(4)	0	a(4)	0	a(2)	0	a(4)	0
SB (Left)/Through/Right	-	a(0)	0	a(0)	0	a(1)	0	a(1)	0
Horatio Street SB @ North Site Access									
EB Right	-	-	-	-	-	b(11)	8	b(11)	8
SB Through/Right	500	-	-	-	-	a(0)	0	a(0)	0
Horatio Street SB @ Middle Site Access/ 12 SB Onramp									
EB Through/Right	-	-	-	-	-	a(8)	5	a(8)	8
SB Left/Through/(Right)	730	-	-	-	-	a(0)	0	a(0)	0
Horatio Street SB @ South Site Access									
EB Right	-	-	-	-	-	a(9)	10	a(9)	10
SB Through/Right	550	-	-	-	-	a(0)	0	a(0)	0

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro11
95th Percentile Queues in Feet – Synchro11

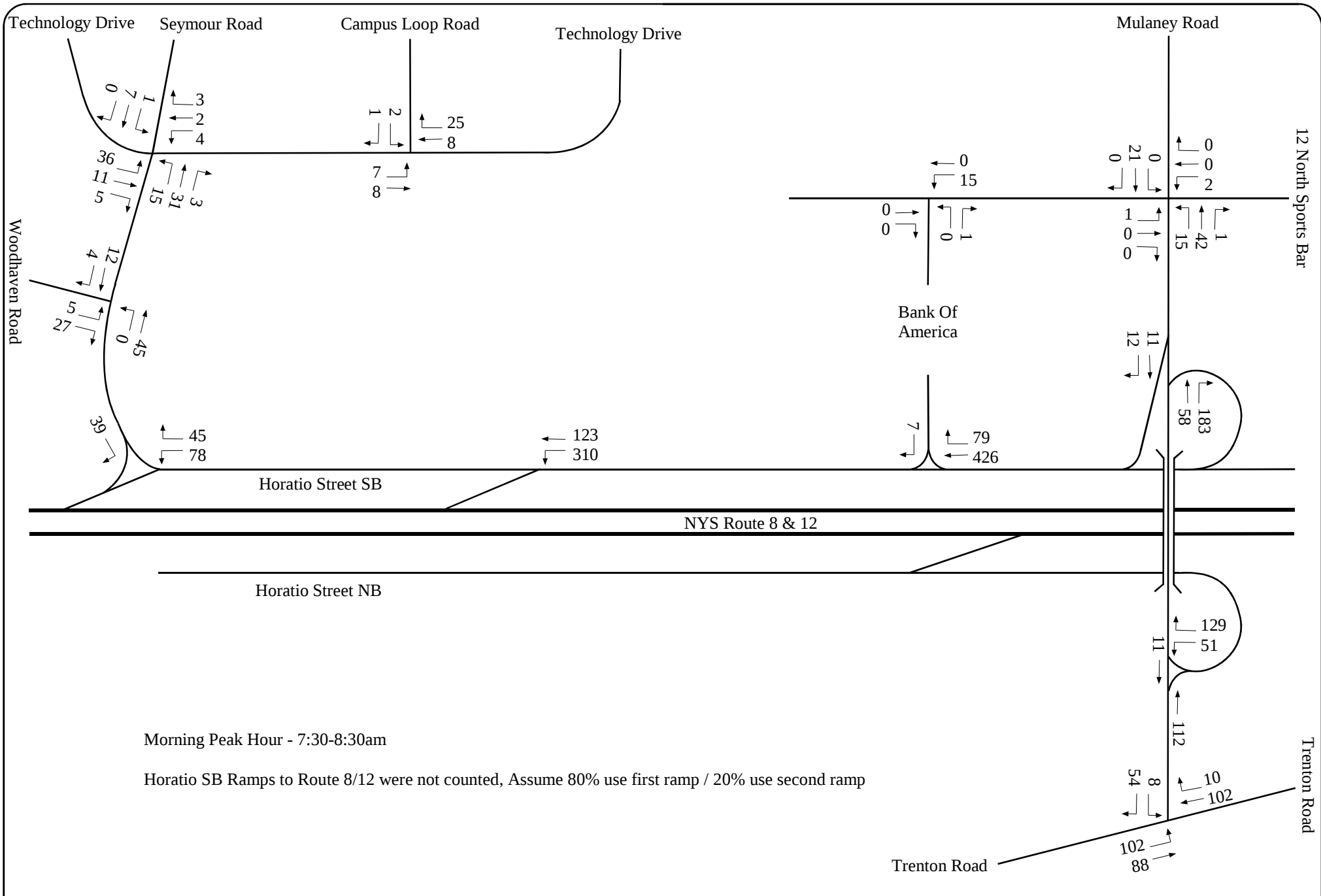
Proposed Mixed Use Development, Horatio Street & Mulaney Road, Town of Deerfield, NY
Intersection Level of Service & Queue Summary
Weekday Evening Peak Hour

Intersection	Available Storage	2023 Existing LOS(Delay)	2023 Existing Max Queue	2028 Background LOS(Delay)	2028 Background Max Queue	2028 Build LOS(Delay)	2028 Build Max Queue	2028 Build No SUNY Access LOS(Delay)	2028 Build No Suny Access Max Queue
Mulaney Road @ Bank of America/Site Access									
EB Left	100	a(7)	0	a(7)	0	a(7)	0	a(7)	0
EB Through/Right	-	a(0)	0	a(0)	0	a(0)	0	a(0)	0
WB Left	265	a(7)	0	a(7)	0	a(8)	5	a(8)	5
WB Through	680	a(0)	0	a(0)	0	a(0)	0	a(0)	0
NB Left/Through/Right	-	a(9)	3	a(9)	3	b(11)	30	b(11)	35
SB Left/Through/Right	-	a(9)	0	a(9)	0	b(14)	3	b(14)	3
Mulaney Road @ Horatio Street NB Offramp									
EB Through	750	a(0)	0	a(0)	0	a(0)	0	a(0)	0
WB Through	675	a(0)	0	a(0)	0	a(0)	0	a(0)	0
SB Left/Right	800	b(11)	23	b(11)	28	c(15)	43	c(15)	43
Mulaney Road @ Trenton Road									
EB Left/Right	675	b(11)	28	b(12)	33	e(35)	178	e(35)	178
NB Left	130	a(8)	5	a(8)	8	a(8)	15	a(8)	15
NB Through	-	a(0)	0	a(0)	0	a(0)	0	a(0)	0
SB Through	-	a(0)	0	a(0)	0	a(0)	0	a(0)	0
SB Right	330	a(0)	0	a(0)	0	a(0)	0	a(0)	0
Horatio Street SB @ Bank of America Access									
EB Right	-	b(11)	18	b(11)	23	b(14)	30	b(14)	30
SB Through	789	a(0)	0	a(0)	0	a(0)	0	a(0)	0
SB Right	789	a(0)	0	a(0)	0	a(0)	0	a(0)	0
Seymour Road @ Woodhaven Road									
EB Through/Right	344	a(0)	0	a(0)	0	a(0)	0	a(0)	0
WB Left/Through	605	a(2)	0	a(2)	0	a(2)	0	a(2)	0
NB Left/Right	-	b(11)	3	b(11)	3	b(11)	3	b(11)	3
Seymour Road @ Technology Drive									
EB Left/Through/Right	-	b(13)	33	b(13)	38	b(15)	45	b(13)	38
WB Left/Through/Right	750	b(11)	5	b(12)	5	b(13)	5	b(12)	5
NB Left/Through/Right	-	a(1)	0	a(1)	0	a(1)	0	a(1)	0
SB Left/Through/Right	344	a(5)	3	a(5)	3	a(3)	3	a(5)	3

Proposed Mixed Use Development, Horatio Street & Mulaney Road, Town of Deerfield, NY
Intersection Level of Service & Queue Summary
Weekday Evening Peak Hour

Intersection	Available Storage	2023 Existing LOS(Delay)	2023 Existing Max Queue	2028 Background LOS(Delay)	2028 Background Max Queue	2028 Build LOS(Delay)	2028 Build Max Queue	2028 Build No SUNY Access LOS(Delay)	2028 Build No Suny Access Max Queue
Technology Drive @ Campus Loop Road / Site Access									
EB Left/(Through)/Right	-	a(9)	5	a(9)	8	b(11)	8	a(9)	8
WB Left/Through/Right	-	-	-	-	-	a(10)	3	-	-
NB Left/Through/(Right)	750	a(2)	0	a(2)	0	a(1)	0	a(1)	0
SB (Left)/Through/Right	-	a(0)	0	a(0)	0	a(2)	0	a(2)	0
Horatio Street SB @ North Site Access									
EB Right	-	-	-	-	-	b(11)	5	b(12)	5
SB Through/Right	500	-	-	-	-	a(0)	0	a(0)	0
Horatio Street SB @ Middle Site Access/ 12 SB Onramp									
EB Through/Right	-	-	-	-	-	a(8)	3	a(8)	5
SB Left/Through/(Right)	730	-	-	-	-	a(0)	0	a(0)	0
Horatio Street SB @ South Site Access									
EB Right	-	-	-	-	-	a(9)	8	a(9)	8
SB Through/Right	550	-	-	-	-	a(0)	0	a(0)	0

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro11
95th Percentile Queues in Feet - Synchro11



Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

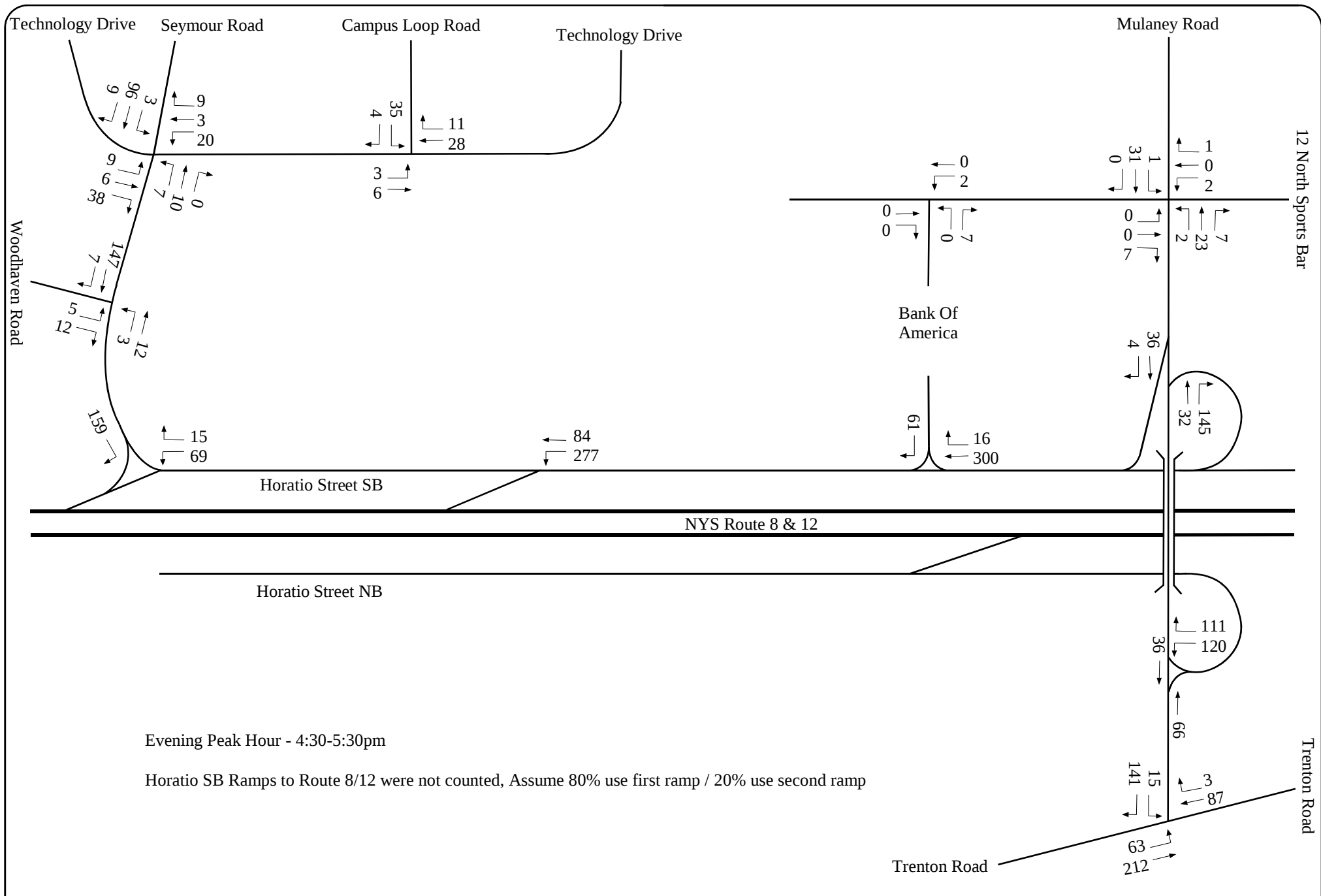
2023 Existing Traffic Volumes - Collected December 7th, 2023

Weekday Morning Peak Hour

Figure 1

Not to Scale





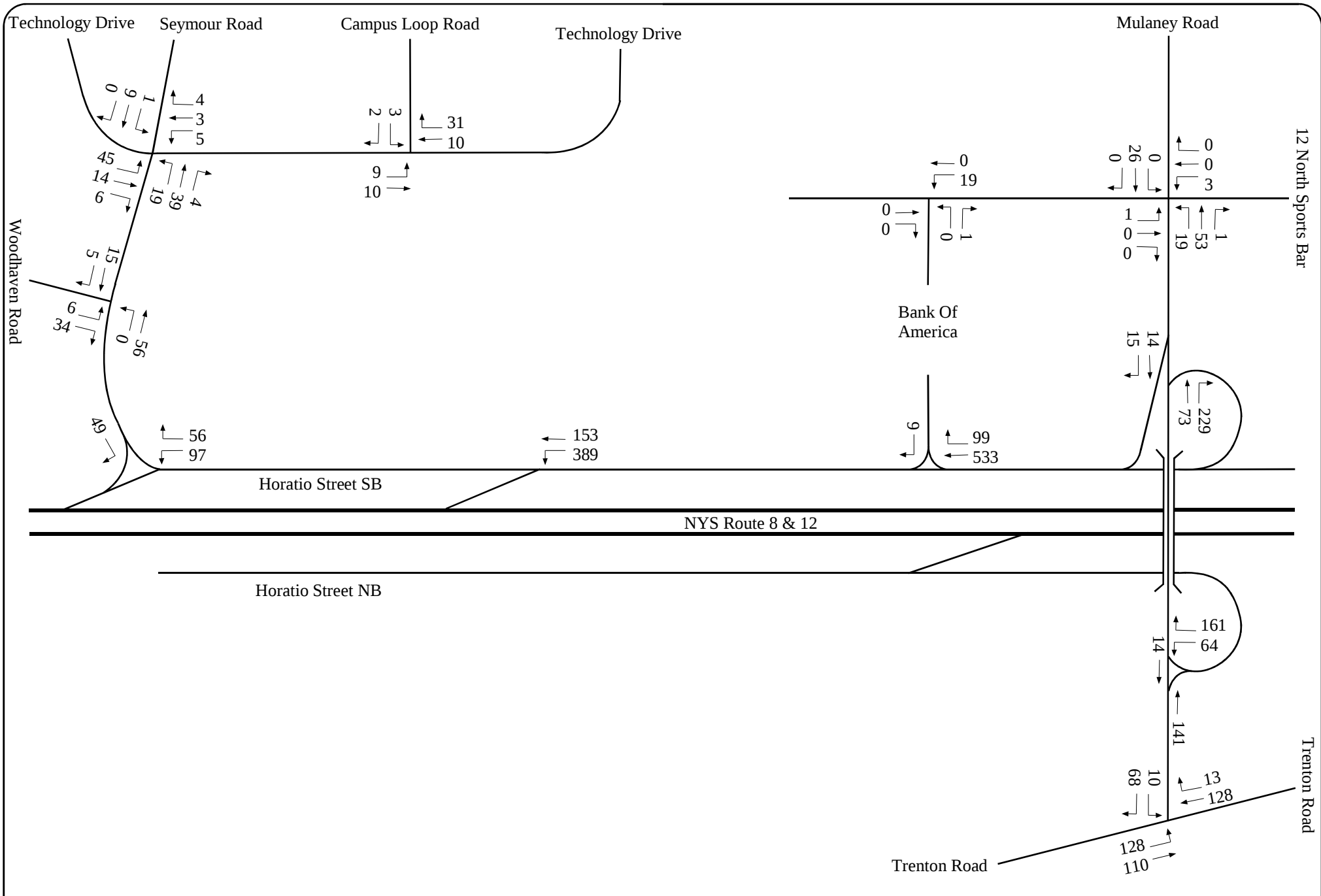
Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

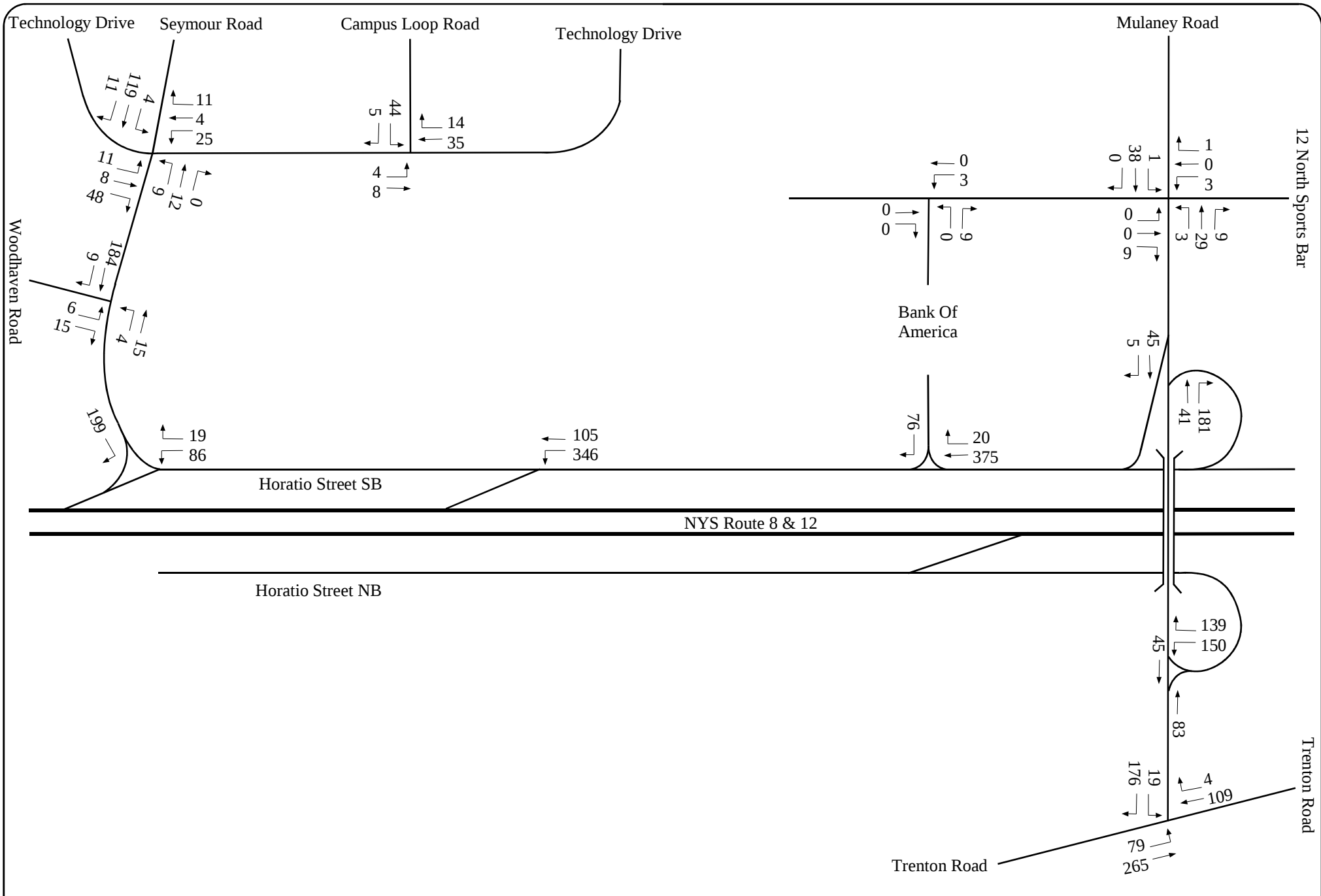
2023 Existing Traffic Volumes - Collected December 7th, 2023

Weekday Evening Peak Hour

Figure 2

Not to Scale





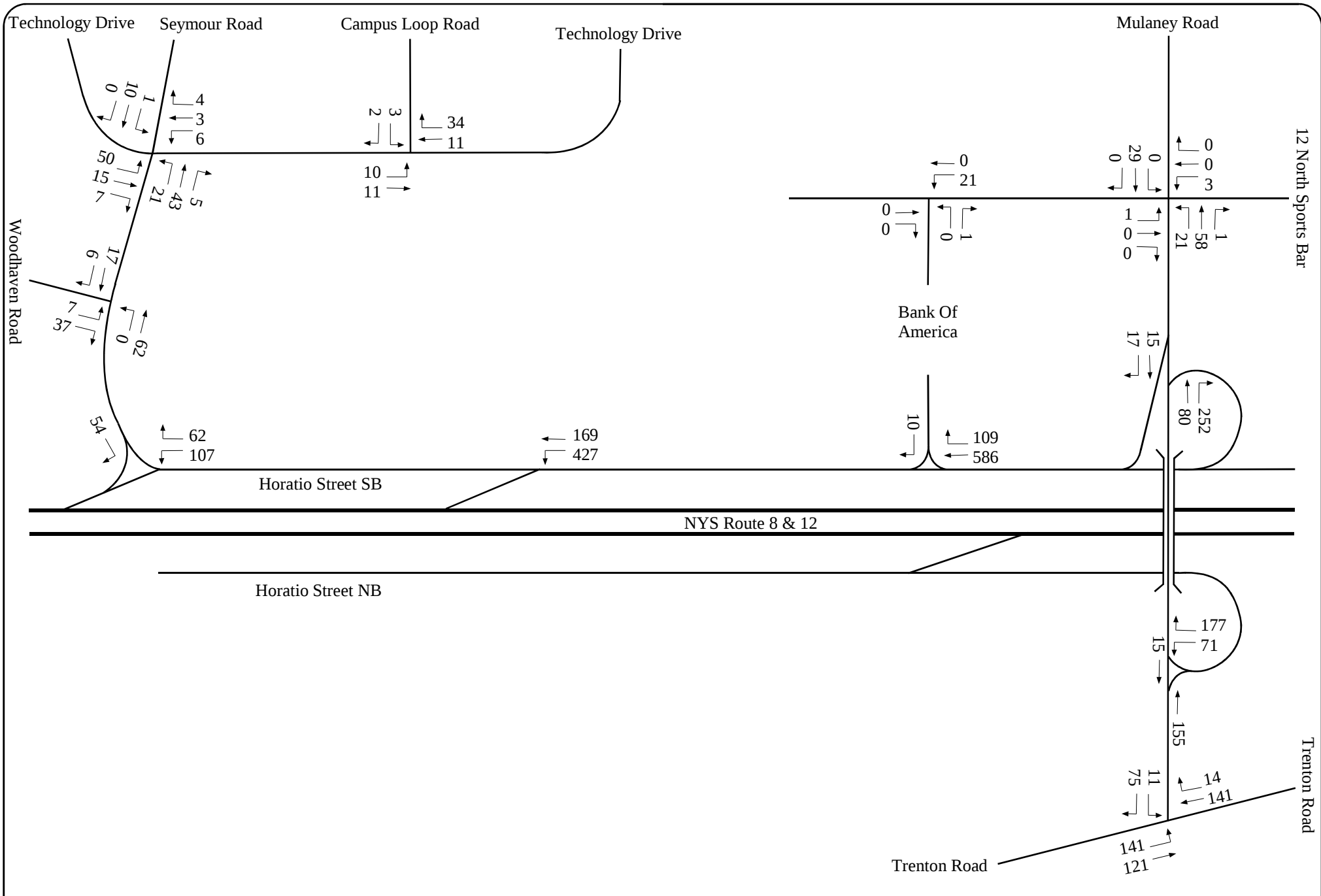
Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

2023 Existing Traffic Volumes - Seasonally Adjusted by +25% Based on Historical Data

Weekday Evening Peak Hour

Figure 4

Not to Scale



Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

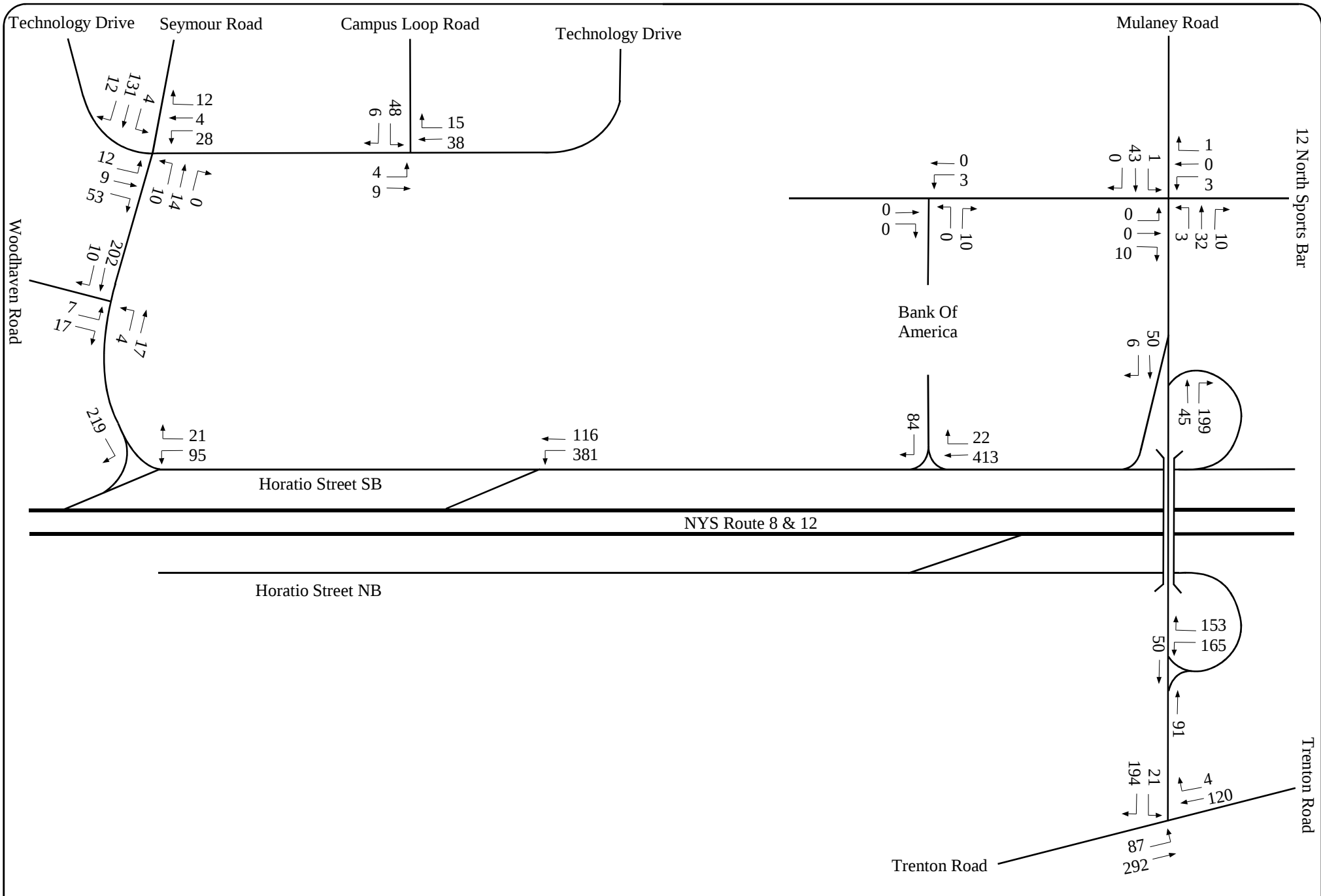
2028 Background Traffic Volumes - With 2% Growth per Year (10% Total)

Weekday Morning Peak Hour

Figure 5

Not to Scale





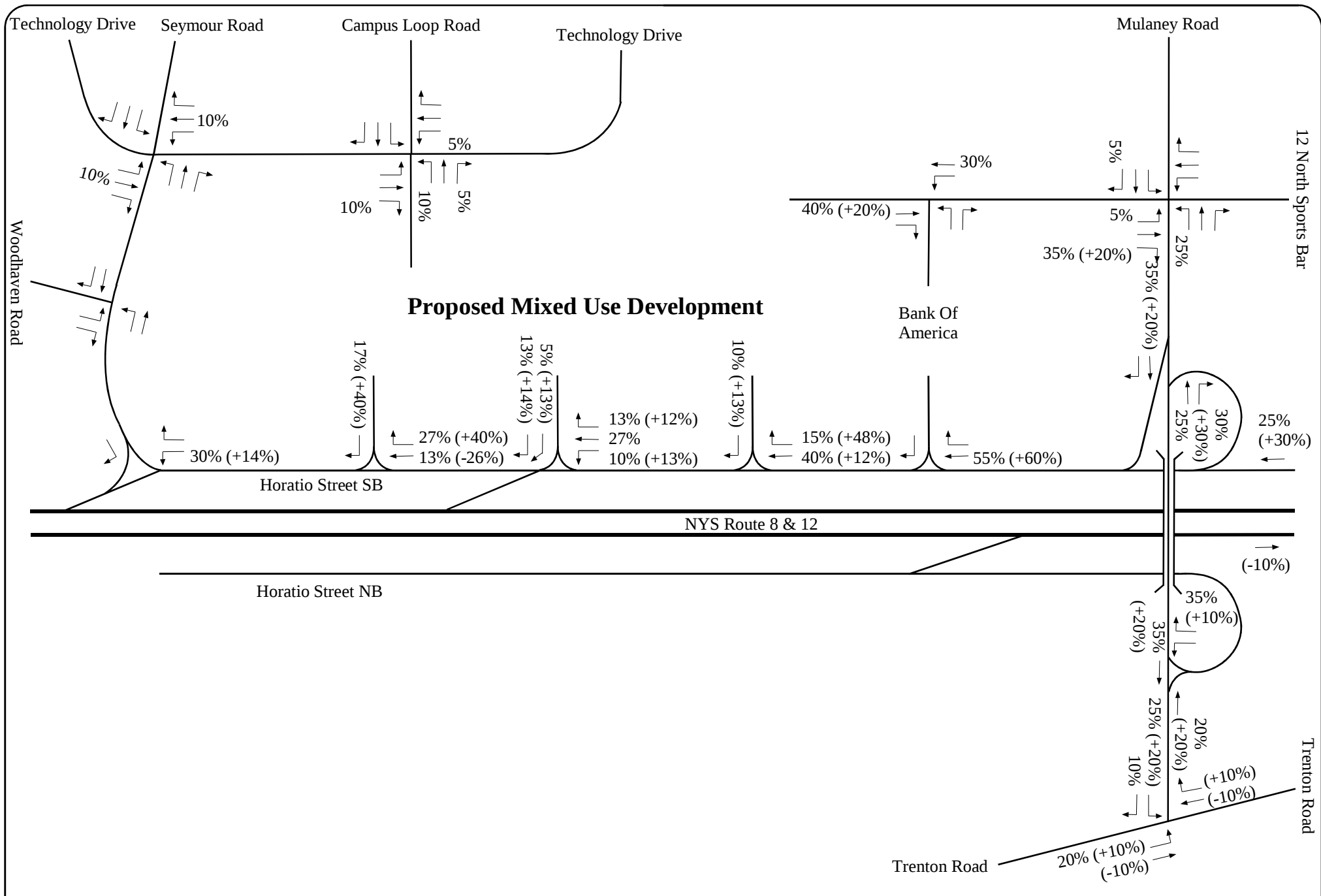
Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

2028 Background Traffic Volumes - With 2% Growth per Year (10% Total)

Weekday Evening Peak Hour

Figure 6

Not to Scale



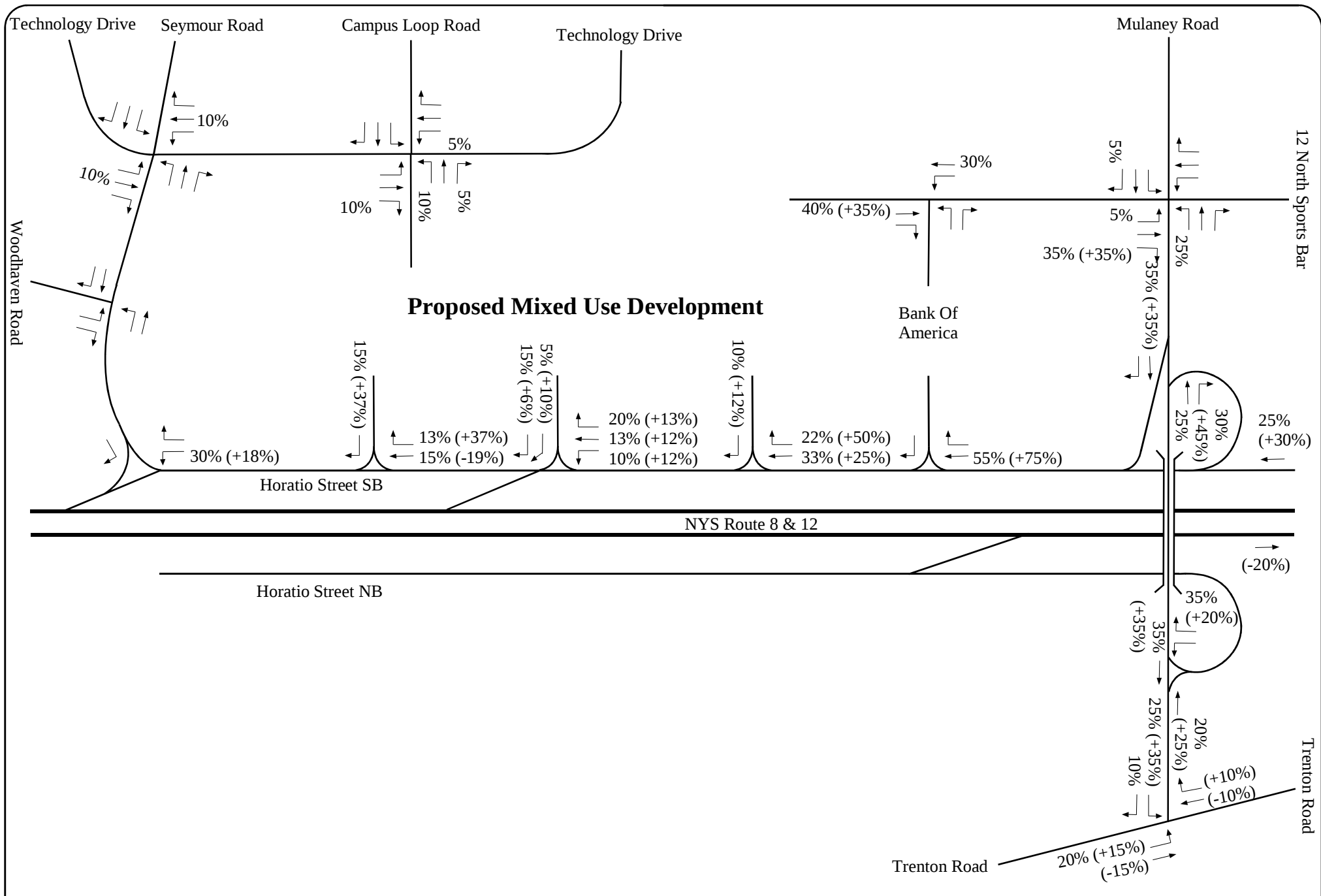
Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

Arrival / Departure Trip Distribution - Weekday Morning Peak Hour

New (Pass-by) Trip Percentage

Figure 7

Not to Scale



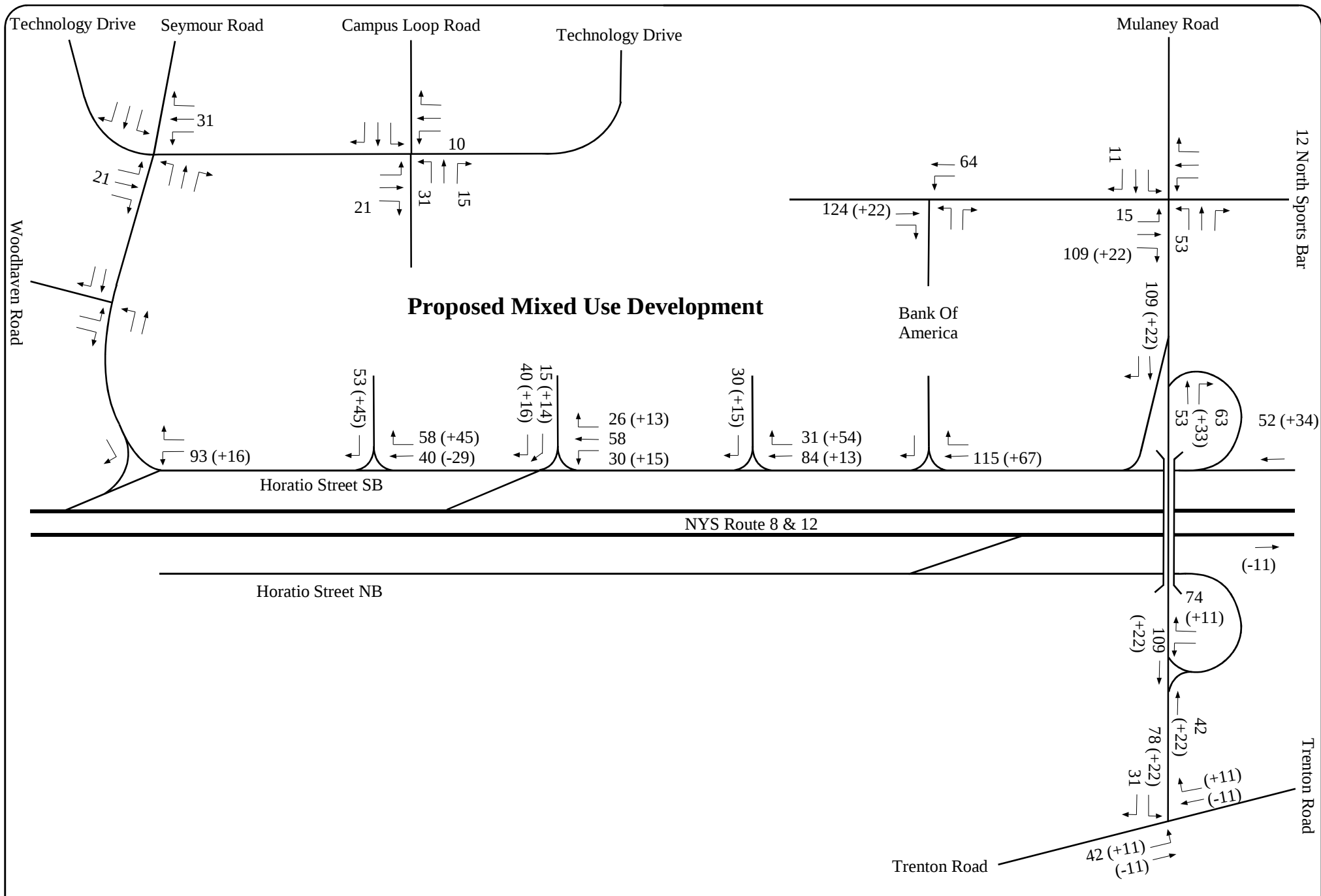
Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

Arrival / Departure Trip Distribution - Weekday Evening Peak Hour

New (Pass-by) Trip Percentage

Figure 8

Not to Scale



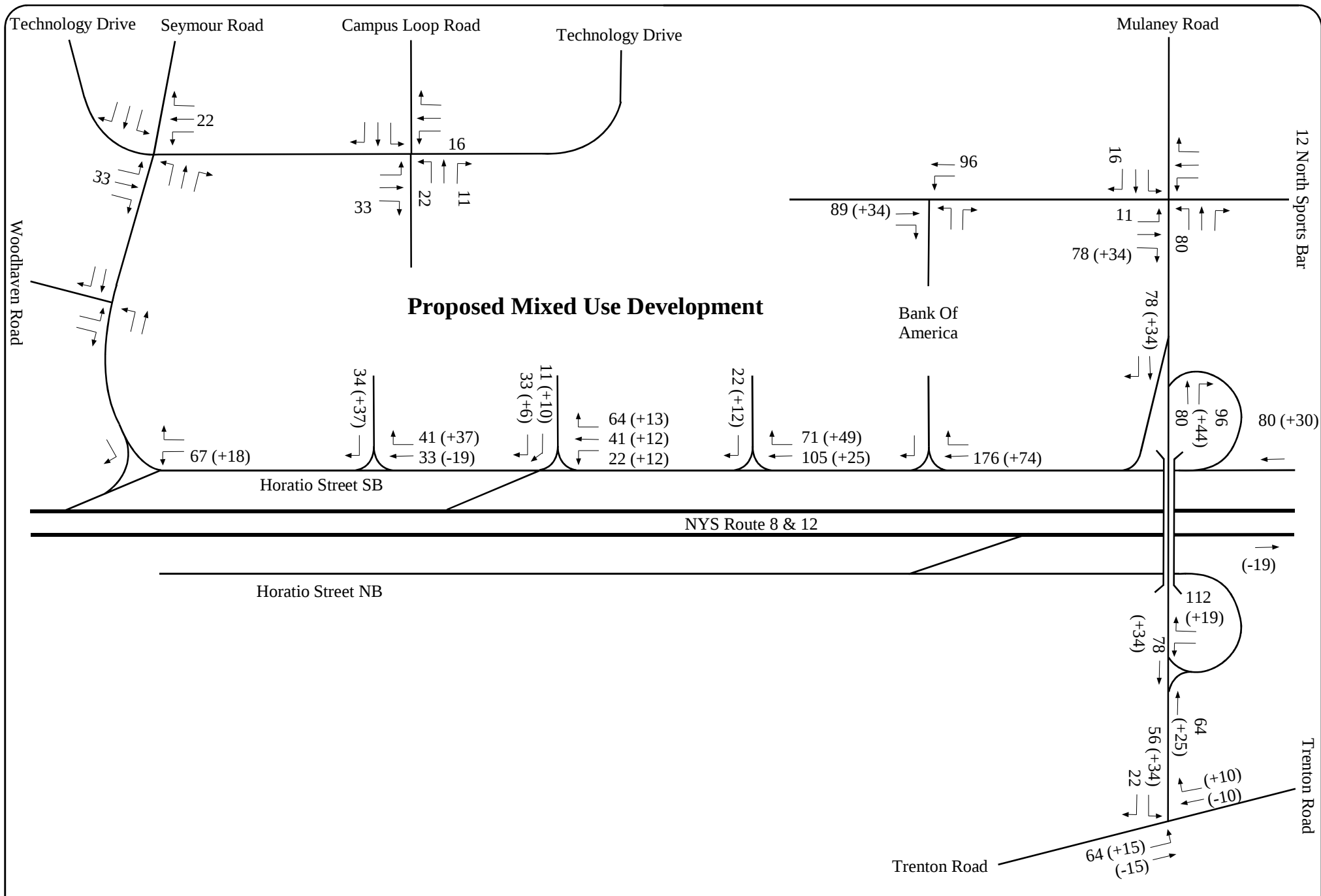
Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

Trips Generated - Weekday Morning Peak Hour

New (Pass-by) Trips

Figure 9

Not to Scale



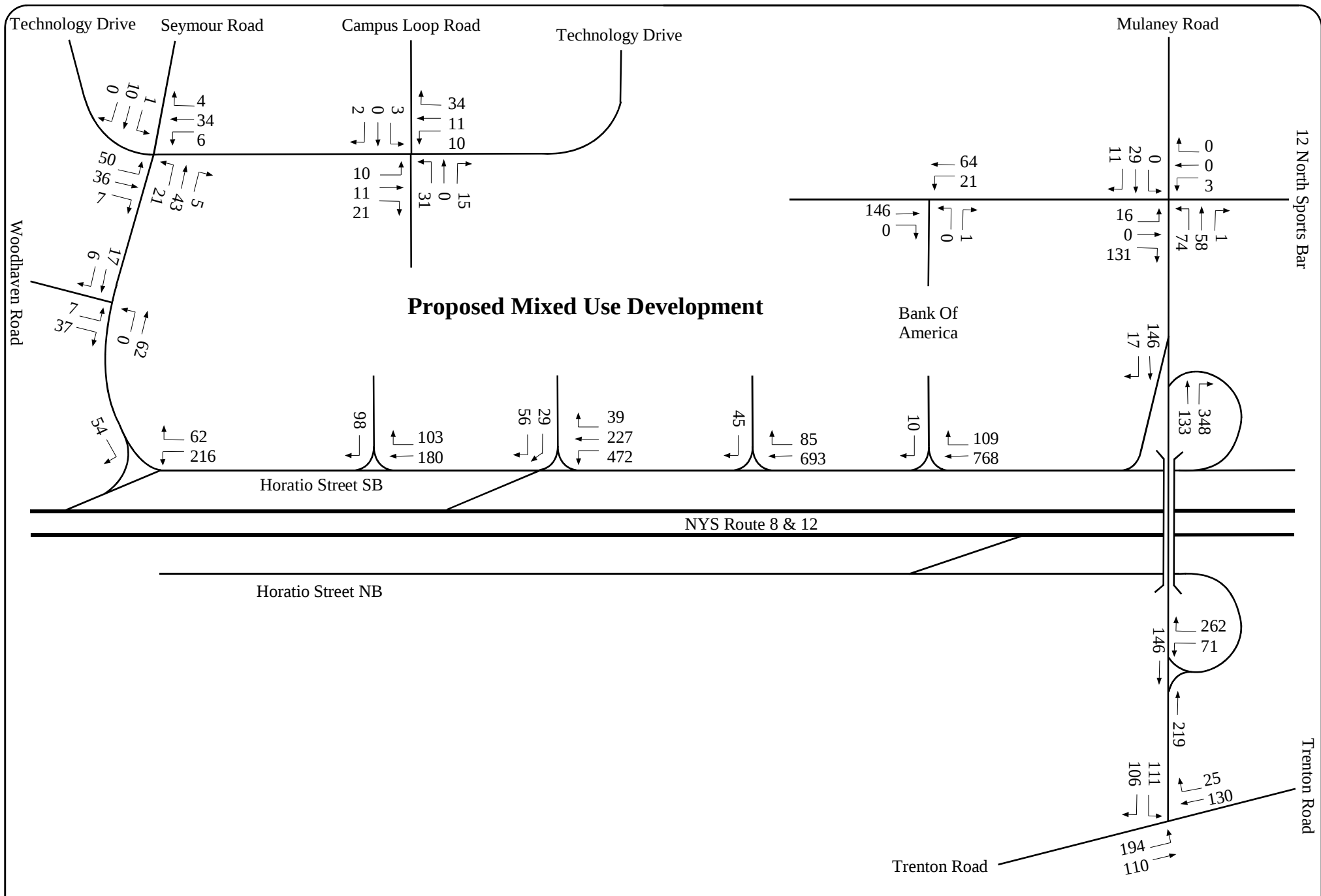
Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

Trips Generated - Weekday Evening Peak Hour

New (Pass-by) Trips

Figure 10

Not to Scale

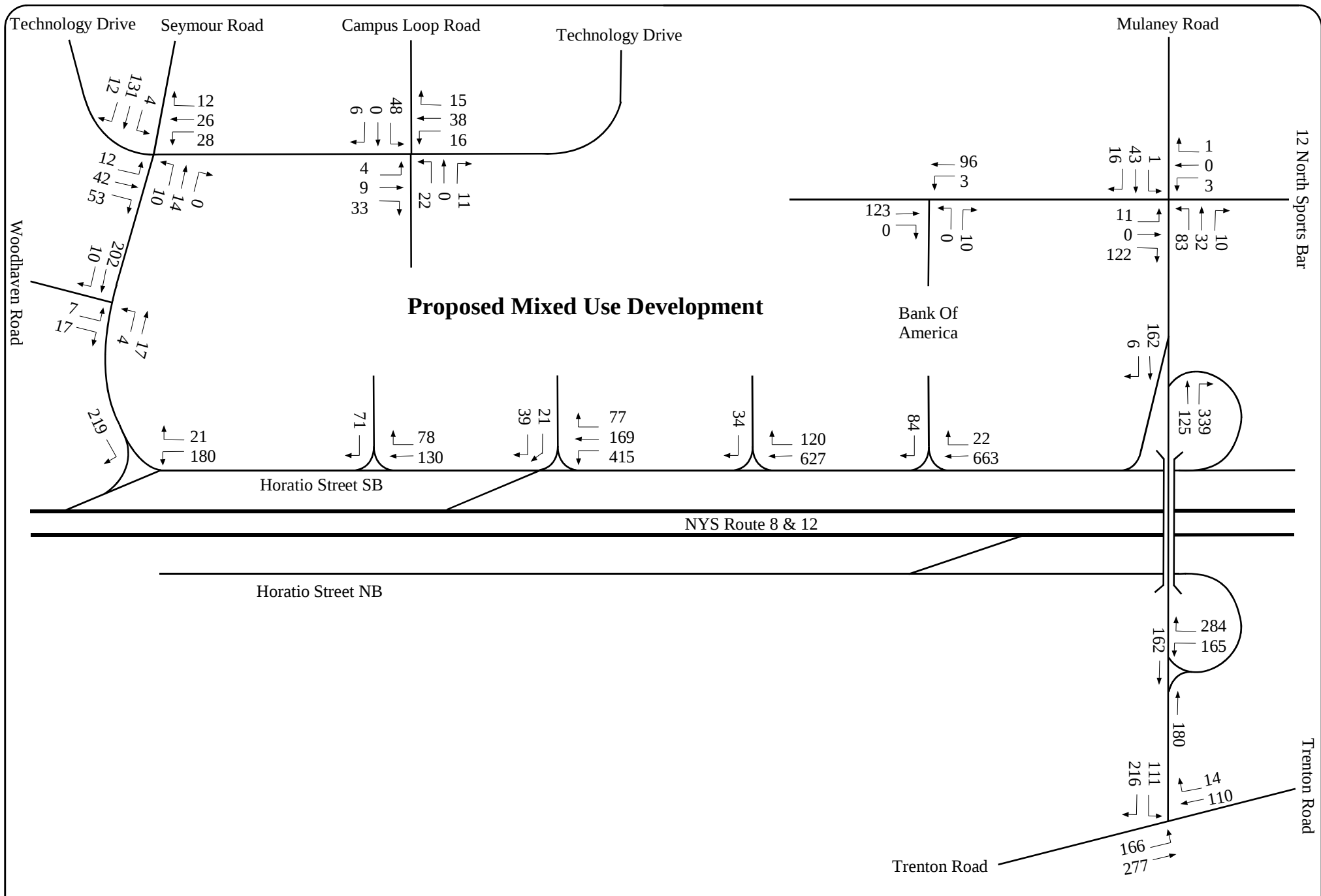


Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

2028 Build Traffic Volumes
 Weekday Morning Peak Hour

Figure 11

Not to Scale

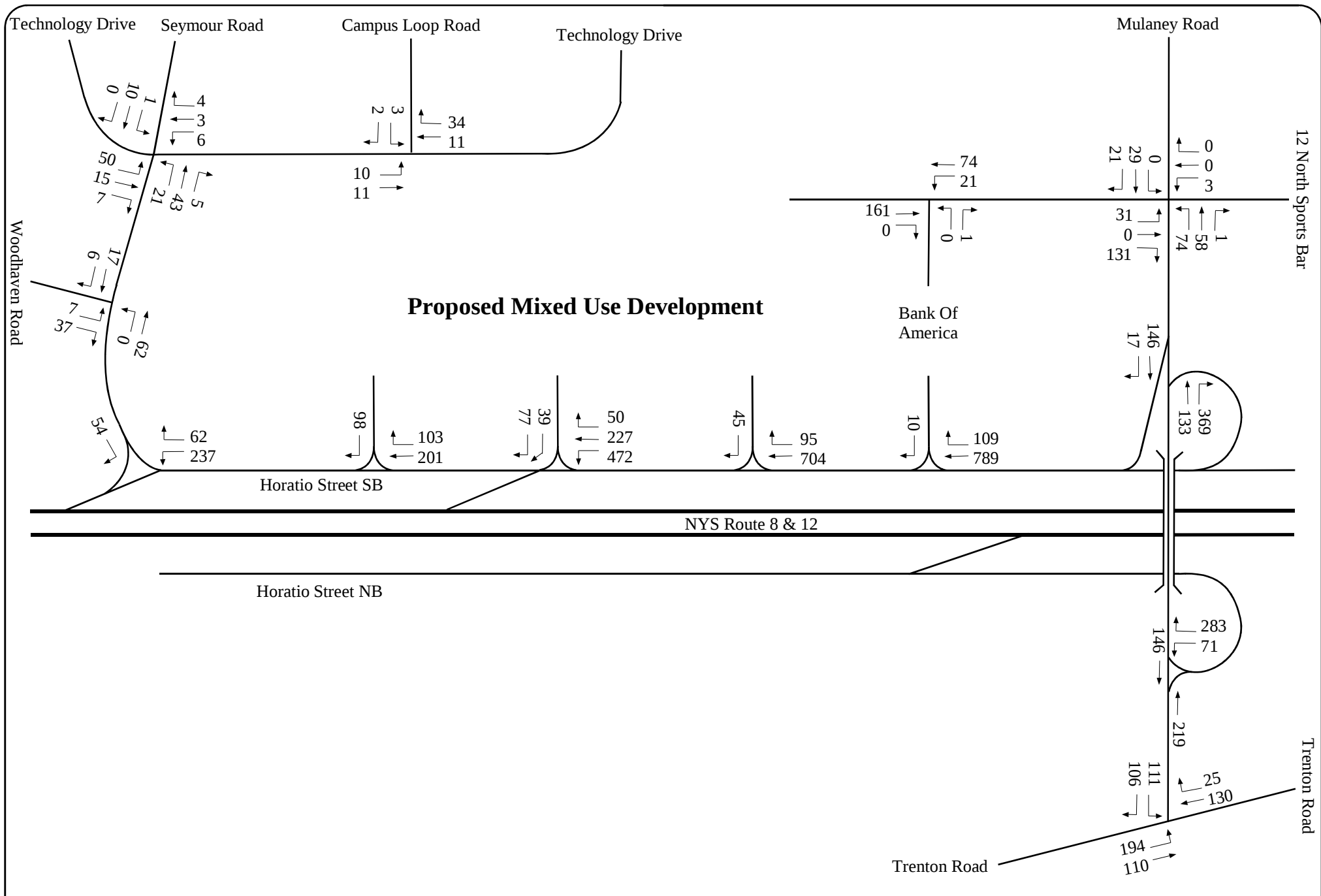


Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

2028 Build Traffic Volumes
 Weekday Evening Peak Hour

Figure 12

Not to Scale

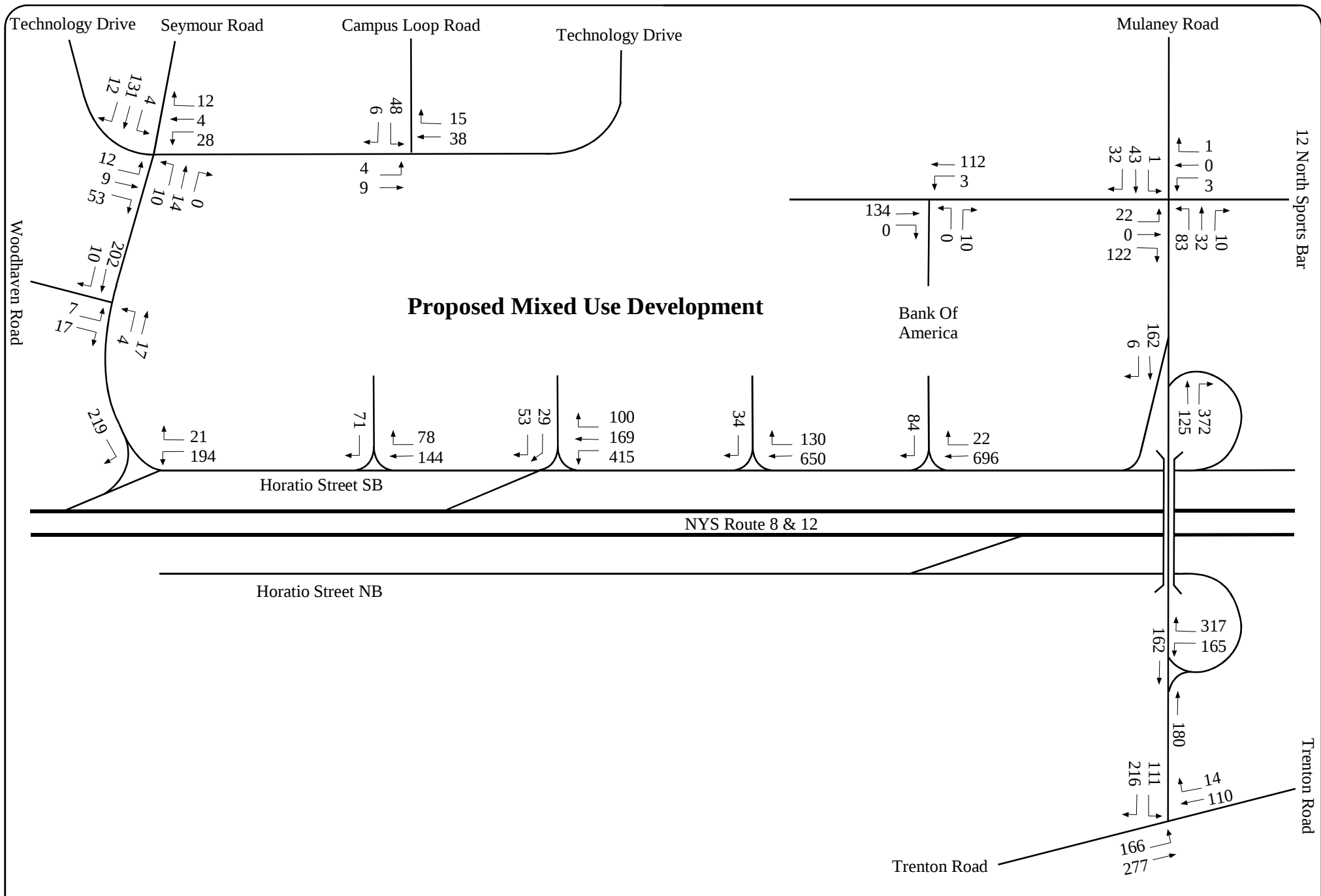


Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

2028 Build Traffic Volumes - Without Access to Technology Drive
 Weekday Morning Peak Hour

Figure 13

Not to Scale



Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY

2028 Build Traffic Volumes - Without Access to Technology Drive
 Weekday Evening Peak Hour

Figure 14

Not to Scale

Intersection Gap Study



Project: Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield NY
 Date: 12/17/2023

Intersection: Proposed Site Access Drive @ Mulaney Road
 Movement: Right Turns Exiting / Left Turns Entering

Time Interval		6-10 sec x 1	11-14 sec x 2	15-18 sec x 3	19-20 sec x 4	21-24 sec x 5	25-26 sec x 6	>27 x 7	Interval Total
Morning Peak Hour									
7:30-8:30am	# of Gaps	5	2	2	3	1	1	87	
	# of Vehicles	5	4	6	12	5	6	609	647
Evening Peak Hour									
4:30-5:30pm	# of Gaps	3	6	2	4	2	1	84	
	# of Vehicles	3	12	6	16	10	6	588	641

Intersection: Proposed Site Access Drive @ Mulaney Road
 Movement: Left Turns Exiting

Time Interval		6-10 sec x 1	11-14 sec x 2	15-18 sec x 3	19-20 sec x 4	21-24 sec x 5	25-26 sec x 6	>27 x 7	Interval Total
Morning Peak Hour									
7:30-8:30am	# of Gaps	7	3	2	1	2	2	41	
	# of Vehicles	7	6	6	4	10	12	287	332
Evening Peak Hour									
4:30-5:30pm	# of Gaps	9	7	4	2	5	1	44	
	# of Vehicles	9	14	12	8	25	6	308	382

Intersection: Proposed Site Access Drives @ Horatio Street Southbound
 Movement: Right Turns Exiting

Time Interval		6-10 sec x 1	11-14 sec x 2	15-18 sec x 3	19-20 sec x 4	21-24 sec x 5	25-26 sec x 6	>27 x 7	Interval Total
Morning Peak Hour									
7:30-8:30am	# of Gaps	59	33	29	7	10	6	22	
	# of Vehicles	59	66	87	28	50	36	154	480
Evening Peak Hour									
4:30-5:30pm	# of Gaps	63	37	26	11	13	3	27	
	# of Vehicles	63	74	78	44	65	18	189	531

Historical Traffic Growth Calculations

Proposed Mixed Use Development - Horatio Street & Mulaney Road, Deerfield, NY

Historical Traffic Counts Taken from the NYSDOT Traffic Data Viewer Website

Trenton Road - Between Tarlton Drive and Junction NYS Route 8&12

2019	2016	2013	2010
5,507 veh	5,380 veh	5,496 veh	5,425 veh
+0.8% per year	-0.7% per year	+0.4% per year	
+0.0% per year			
+0.2% per year			

Mulaney Road - Between County Route 34 and Marcy Town Line

2019	2016	2011	2008
367 veh	361 veh	1,160 veh	688 veh
+0.6% per year	-13.8% per year	+22.9% per year	
-8.5% per year			
-4.2% per year			

Horatio Street - Northbound Offramp to Mulaney Road

2019	2018	2010
3,262 veh	3,234 veh	2,542 veh
+8.7% per year	+3.4% per year	
+3.1% per year		

Use standard 2% annual growth for conservative analysis

Proposed Mixed Use Development **Horatio Street & Mulaney Road - Town of Deerfield, NY** **Trip Generation Estimate**

Master Plan Development	Lot 1	170 Units - Affordable Housing Apartments	
	Lot 2	125 Units - Market Rate Apartments	
	Lot 3	5,000 SF - Byrne Dairy	8 Fueling Positions
	Lot 4	9,000 SF - Cracker Barrel Restaurant	
	Lot 5	150 Room - Hotel	
	Lot 8	4,500 SF - Fast Food Restaurant w/ Drive Through	
	Lot 9	90 Units - Townhouses/Apartments	
	Lot 10	110 Units - Garden Apartments	
	Lot 11	135 Units - Townhouses/Cottages	

ITE Trip Generation - 11th Edition

Land Use 220 - Multifamily Housing (Low-Rise) - Use for Residential Uses on Lots 1, 2, 9, 10, and 11

Morning Peak Hour	0.40 Trips/Unit	24% Enter	76% Exit
Evening Peak Hour	0.51 Trips/Unit	63% Enter	37% Exit

Land Use 945 - Convenience Store / Gas Station - GFA (4-5.5K) - Use for Lot 3

AM Peak Hour	27.04 Trips/Fuel Posit	50% Enter	50% Exit
PM Peak Hour	22.76 Trips/Fuel Posit	50% Enter	50% Exit

Land Use 932 - High-Turnover (Sit-Down) Restaurant - Use for Lot 4

Morning Peak Hour	9.57 Trips/1,000 SF	55% Enter	45% Exit
Evening Peak Hour	9.05 Trips/1,000 SF	61% Enter	39% Exit

Land Use 310 - Hotel - Use for Lot 7

Morning Peak Hour	0.46 Trips/Unit	56% Enter	44% Exit
Evening Peak Hour	0.59 Trips/Unit	51% Enter	49% Exit

Land Use 934 - Fast-Food Restaurant with Drive-Through Window

Morning Peak Hour	44.61 Trips/1,000 SF	51% Enter	49% Exit
Evening Peak Hour	33.03 Trips/1,000 SF	52% Enter	48% Exit

Assume 10% Internal Capture Credit for trips between residential/commercial

Pass-by Credits - ITE Trip Generation Handbook, 3rd Edition

Land Use 945 - Convenience Store / Gas Station (2-8 Fueling Positions) - AM - 60%, PM - 56%

Land Use 932 - PM - 43%, Assume 25% - AM Peak Hour

Land Use 934 - AM - 50%, PM - 55%

Pass-by Trip Credits Applied After Multi-Use Credit to Avoid Compounding Credits

All Residential/Hotel Trips Assumed to be New trips

Trip Generation Estimate - Proposed Mixed Use Development

Development	Size	Morning Peak Hour			Evening Peak Hour		
		Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Lot 1 - Apartments	170 Units	68	16	52	87	55	32
Lot 2 - Apartments	125 Units	50	12	38	64	40	24
Lot 3 - Byrne Dairy	5,000 SF / 8 Fuel Pos.	216	108	108	182	91	91
Lot 4 - Cracker Barrel	9,000 SF	86	47	39	81	49	32
Lot 5 - Hotel	150 Rooms	69	39	30	89	46	43
Lot 8 - Fast Food Rest.	4,500 SF	201	103	98	149	78	71
Lot 9 - Townhouses/Apts	90 Units	36	9	27	46	29	17
Lot 10 - Apartments	110 Units	44	11	33	56	35	21
Lot 11 - Townhouse/Cottages	135 Units	54	13	41	69	44	25
Total Individual Trips Generated		824	358	466	823	467	356
<i>Internal Capture Trips - 10%</i>		<i>-82</i>	<i>-36</i>	<i>-46</i>	<i>-82</i>	<i>-47</i>	<i>-35</i>
Total Trips Generated		742	322	420	741	420	321
<i>Pass-by Trips - Byrne Dairy - AM 60%, PM 56%</i>		<i>-116</i>	<i>-58</i>	<i>-58</i>	<i>-92</i>	<i>-46</i>	<i>-46</i>
<i>Pass-by Trips - Cracker Barrel - AM 25%, PM 43%</i>		<i>-18</i>	<i>-9</i>	<i>-9</i>	<i>-32</i>	<i>-16</i>	<i>-16</i>
<i>Pass-by Trips - Fast Food - AM 50%, PM 55%</i>		<i>-90</i>	<i>-45</i>	<i>-45</i>	<i>-74</i>	<i>-37</i>	<i>-37</i>
Total Pass-by Trips		-224	-112	-112	-198	-99	-99
Total New Trips Generated		518	210	308	543	321	222

Proposed Mixed Use Development - Horatio Street & Mulaney Road, Town of Deerfield, NY
Accident History Summaries - May 1, 2020 Through April 30, 2023

Accident #	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
1	5/26/2020	Horatio NB @ 12 Merge	Fixed Object	1	PDO	NB / Removed Roadway Section	Dry	Construction Activities
2	7/17/2020	Route 12 Mainline	Animal	1	PDO	NB / Deer	Dry	Animal's Actions
3	9/14/2020	Trenton - 500' N of Mulaney	Animal	1	PDO	NB / Deer	Dry	Animal's Actions
4	10/23/2020	Mulaney - E of Hilltop	Animal	1	PDO	EB / Deer	Dry	Animal's Actions
5	1/1/2021	Mulaney @ Horatio SB Ramp	Fixed Object	1	PDO	WB Right (Wrong Way) / Sign	Icy	Improper Turning
6	11/16/2020	Trenton - 1432' N of Mulaney	Animal	1	PDO	NB / Deer	Dry	Animal's Actions
7	2/8/2021	P-Lot - 5708 Horatio	Backing	2	PDO	WB Backing / Parked	Dry	Backing Unsafely
8	6/28/2021	Route 12 Mainline	Fixed Object	1	INJ	SB / Guide Rail	Dry	Object in Roadway
9	6/29/2021	Seymour - .1mi W of Horatio	Overturned	1	PDO	WB / Shoulder	Dry	Reaction to Deer on Shoulder
10	8/29/2021	Route 12 Mainline	Animal	1	PDO	SB / Deer	Dry	Animal's Actions
11	10/6/2021	Horatio NB Midblock	Rearend	2	INJ	WB Right / NB	Dry	Failure to Yield ROW
12	10/19/2021	Seymour @ Technology	Right Angle	2	PDO	SB Left / WB	Dry	Failure to Yield ROW
13	11/2/2021	Route 12 Mainline	Animal	1	PDO	SB / Deer	Dry	Animal's Actions
14	11/4/2021	Mulaney - .25mi W of Trenton	Fixed Object	1	PDO	WB / Guide Rail	Icy	Slippery Pavement
15	12/25/2021	Mulaney @ Hilltop	Fixed Object	1	PDO	NB / Ditch	Icy	Unsafe Speed
16	3/10/2022	Mulaney @ Trenton	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
17	4/24/2022	Route 12 Mainline	Fixed Object	1	PDO	NB / Tire in Roadway	Dry	Truck Lost Tire
18	5/12/2022	Route 12 Mainline	Sideswipe	2	PDO	SB Merging Left / SB	Dry	Reaction to Another Vehicle
19	5/30/2022	Horatio SB - 250' N of Seymour	Animal	1	PDO	SB / Deer	Dry	Animal's Actions
20	9/21/2022	Seymour @ Technology	Right Turn	1	PDO	NB / WB Right	Dry	Failure to Yield ROW
21	11/4/2022	Route 12 Mainline	Animal	1	PDO	SB / Deer	Dry	Animal's Actions
22	11/3/2022	Route 12 Mainline	Animal	1	PDO	SB / Deer	Dry	Animal's Actions
23	12/15/2022	Horatio NB Midblock	Rearend	2	PDO	NB / NB	Dry	Following Too Closely
24	2/23/2023	Horatio SB @ B of America	Right Turn	2	PDO	EB Right / SB	Wet	Failure to Yield ROW
25	3/14/2023	Route 12 Mainline	Fixed Object	1	PDO	NB / Guide Rail	Icy	Unsafe Speed
26	3/14/2023	Route 12 Mainline	Fixed Object	1	PDO	SB / Guide Rail	Icy	Slippery Pavement

Mulaney @ Horatio SB Ramp - 1 Accident
1 - Fixed Object Accident

Horatio SB @ Bank of America - 1 Accident
1 - Right Turn Accident

Trenton Midblock - 2 Accidents
2 - Animal Accidents

Route 12 Mainline - 10 Accidents
5 - Animal Accidents
4 - Fixed Object Accidents
1 - Sideswipe Accident

Mulaney @ Trenton - 1 Accident
1 - Rearend Accident

Mulaney Midblock - 3 Accidents
2 - Fixed Object Accidents
1 - Animal Accident

Horatio SB Midblock - 1 Accident
1 - Animal Accident

Area Parking Lots - 1 Accident

Seymour @ Technology - 2 Accidents
1 - Right Angle Accident
1 - Rearend Accident

Seymour Midblock - 1 Accident
1 - Overturned Accident

Horatio NB Midblock - 3 Accidents
2 - Rearend Accidents
1 - Fixed Object Accident

Mulaney Road @ Horatio SB Ramps Intersection - Evening Peak Hour - 272 Vehicles. Assumed PM Peak is 9% of AADT, AADT = 3,022 Vehicles
Mulaney Road @ Trenton Road Intersection - Evening Peak Hour - 652 Vehicles. Assumed PM Peak is 9% of AADT, AADT = 7,244 Vehicles
Seymour Road @ Technology Place Intersection - Evening Peak Hour - 262 Vehicles. Assumed PM Peak is 9% of AADT, AADT = 2,911 Vehicles
Horatio Street SB @ Bank of America Access Intersection - Evening Peak Hour - 471 Vehicles. Assumed PM Peak is 9% of AADT, AADT = 5,233 Vehicles

Mulaney Road - Evening Peak Hour - 278 Vehicles. Assumed PM Peak is 9% of AADT, AADT = 3,089 Vehicles
Seymour Road - Evening Peak Hour - 218 Vehicles. Assumed PM Peak is 9% of AADT, AADT = 2,422 Vehicles
Trenton Road - NYSDOT Traffic Viewer Website, AADT = 5,507 Vehicles
Horatio Street SB - Evening Peak Hour - 451 Vehicles. Assumed PM Peak is 9% of AADT, AADT = 5,011 Vehicles

Intersection Accident Rates

$\frac{\# \text{ Accidents} \times 1,000,000}{\text{AADT} \times \# \text{ Years} \times 365 \text{ Days}}$

Time Period = 3 years

Mulaney @ Horatio SB Ramp - 1 Accident

Accident Rate = 0.30 accidents per million entering vehicles

Statewide average for similar facilities = 0.17 accidents per million entering vehicles (Urban - 3 Legged Sign Intersection - 1-3 Lanes)

Intersection Accident History is Above the Statewide Average - Rate is Skewed Due to Low Volumes, Only 1 Accident

Mulaney @ Trenton - 1 Accident

Accident Rate = 0.13 accidents per million entering vehicles

Statewide average for similar facilities = 0.17 accidents per million entering vehicles (Urban - 3 Legged Sign Intersection - 1-3 Lanes)

Intersection Accident History is Below the Statewide Average

Seymour @ Technology - 2 Accidents

Accident Rate = 0.63 accidents per million entering vehicles

Statewide average for similar facilities = 0.28 accidents per million entering vehicles (Urban - 4 Legged Sign Intersection - 1-3 Lanes)

Intersection Accident History is Above the Statewide Average - Rate is Skewed Due to Low Volumes, Only 2 Accidents

Horatio SB @ Bank of America - 1 Accident

Accident Rate = 0.17 accidents per million entering vehicles

Statewide average for similar facilities = 0.17 accidents per million entering vehicles (Urban - 3 Legged Sign Intersection - 1-3 Lanes)

Intersection Accident History is Equal to the Statewide Average

Link Accident Rates

$$\frac{\# \text{ Accidents} \times 1,000,000}{\text{Link Length} \times \text{AADT} \times \# \text{ Years} \times 365 \text{ Days}}$$

Time Period = 3 years

Mulaney Link Length = 0.59 Miles

Seymour Link Length = 0.25 Miles

Trenton Link Length = 0.45 Miles

Horatio SB Link Length = 0.71 Miles

Mulaney Midblock - 3 Accidents

Accident Rate = 1.50 accidents per million vehicle miles

Statewide average for similar facilities = 2.32 accidents per million vehicle miles (Urban - Free Access - 2 Lanes - Undivided - Mainline Only Accidents Only)

Link Accident History is Below the Statewide Average

Seymour Midblock - 1 Accident

Accident Rate = 1.51 accidents per million vehicle miles

Statewide average for similar facilities = 2.32 accidents per million vehicle miles (Urban - Free Access - 2 Lanes - Undivided - Mainline Only Accidents Only)

Link Accident History is Below the Statewide Average

Trenton Midblock - 2 Accidents

Accident Rate = 0.74 accidents per million vehicle miles

Statewide average for similar facilities = 2.32 accidents per million vehicle miles (Urban - Free Access - 2 Lanes - Undivided - Mainline Only Accidents Only)

Link Accident History is Below the Statewide Average

Horatio SB Midblock - 1 Accident

Accident Rate = 0.27 accidents per million vehicle miles

Statewide average for similar facilities = 2.32 accidents per million vehicle miles (Urban - Free Access - 2 Lanes - Undivided - Mainline Only Accidents Only)

Link Accident History is Below the Statewide Average

Tri-State Traffic Data Inc

TSTData.com

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

EB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
12/07/2																
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	3	8	10	1	1	0	0	0	0	0	0	23
06:00	0	0	0	0	0	4	1	3	2	0	0	0	0	0	0	10
07:00	0	1	0	3	5	11	9	6	2	0	1	0	0	0	0	38
08:00	0	1	0	3	10	12	15	6	1	0	0	0	0	0	0	48
09:00	3	0	4	2	14	29	8	8	3	0	0	0	0	0	0	71
10:00	1	1	1	2	8	12	12	6	1	0	0	0	0	0	0	44
11:00	0	0	0	4	10	12	17	6	2	0	0	0	0	0	0	51
12 PM	0	2	1	6	6	23	13	9	2	0	0	0	0	0	0	62
13:00	0	0	0	4	14	21	20	8	7	0	0	0	0	0	0	74
14:00	0	1	1	3	8	18	12	6	2	0	0	0	0	0	0	51
15:00	0	2	4	7	10	11	16	6	4	0	0	0	0	0	0	60
16:00	1	1	1	1	11	7	5	1	0	0	0	0	0	0	0	28
17:00	0	1	1	3	18	14	9	0	0	0	0	0	0	0	0	46
18:00	0	0	1	2	11	10	5	1	0	0	0	1	0	0	0	31
19:00	0	2	3	2	10	5	3	2	1	0	0	0	0	0	0	28
20:00	0	0	3	6	8	4	2	0	1	0	0	0	0	0	0	24
21:00	0	0	0	3	4	8	2	0	1	0	0	0	0	0	0	18
22:00	0	0	3	2	4	3	2	1	0	0	0	0	0	0	0	15
23:00	0	1	4	5	1	4	5	0	1	0	0	0	0	0	0	21
Total	5	13	27	58	155	219	170	70	31	0	1	1	0	0	0	750

Tri-State Traffic Data Inc

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

EB																
Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total
12/08/2																
3	0	0	3	2	3	2	1	0	0	0	0	0	0	0	0	11
01:00	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	4
02:00	1	0	0	6	2	0	2	0	0	0	0	0	0	0	0	11
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
05:00	1	0	0	1	2	8	2	2	2	0	0	0	0	0	0	18
06:00	0	0	0	1	4	5	4	4	0	0	0	0	0	0	0	18
07:00	0	0	0	3	6	11	8	0	2	0	0	0	0	0	0	30
08:00	0	0	1	1	5	21	10	6	1	0	0	0	0	0	0	45
09:00	0	0	2	2	3	17	17	6	1	0	0	0	0	0	0	48
10:00	0	0	1	0	4	22	11	6	1	1	0	0	0	0	0	46
11:00	0	1	3	2	13	19	17	9	5	2	0	0	0	0	0	71
12 PM	0	0	1	6	9	23	17	7	3	0	0	0	0	0	0	66
13:00	0	0	1	1	3	19	12	6	2	2	0	0	0	0	0	46
14:00	0	0	3	1	5	13	11	8	2	1	0	0	0	0	0	44
15:00	1	1	0	2	4	16	14	10	3	0	0	0	0	0	0	51
16:00	0	1	2	7	3	10	17	3	5	0	0	0	0	0	0	48
17:00	0	0	0	1	5	8	9	3	3	0	0	0	0	0	0	29
18:00	0	0	1	2	5	7	8	3	1	0	0	0	0	0	0	27
19:00	0	0	0	3	5	10	9	2	0	0	0	0	0	0	0	29
20:00	0	1	2	1	6	8	2	3	0	1	1	0	0	0	0	25
21:00	0	0	1	1	4	8	8	1	0	1	0	0	0	0	0	24
22:00	0	0	5	2	4	2	2	0	1	0	0	0	0	0	0	16
23:00	0	0	3	0	3	10	0	0	0	0	0	0	0	0	0	16
Total	3	4	29	47	100	242	183	79	32	8	1	0	0	0	0	728

Tri-State Traffic Data Inc

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

EB

Start Time	0 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 250	Total
12/09/2																
3	0	0	0	0	2	5	1	2	0	0	0	0	0	0	0	10
01:00	0	0	0	1	4	5	2	0	0	0	0	0	0	0	0	12
02:00	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	2	4	1	0	1	0	0	0	0	0	8
06:00	0	1	0	0	1	2	3	1	0	0	0	0	0	0	0	8
07:00	0	0	0	0	2	4	0	2	0	0	0	0	0	0	0	8
08:00	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	9
09:00	0	0	0	1	6	5	3	1	0	0	0	0	0	0	0	16
10:00	0	0	0	2	0	11	10	4	1	0	0	0	0	0	0	28
11:00	0	0	0	0	5	11	8	5	4	0	0	0	0	0	0	33
12 PM	0	0	4	1	4	13	7	8	0	0	0	0	0	0	0	37
13:00	0	1	1	0	4	17	5	5	0	0	1	0	0	0	0	34
14:00	0	1	0	4	3	11	20	7	0	0	0	0	0	0	0	46
15:00	1	0	0	3	7	9	7	5	2	1	0	0	0	0	0	35
16:00	0	1	1	3	6	14	9	4	5	1	0	0	0	0	0	44
17:00	1	1	0	3	9	10	12	4	2	0	1	0	0	0	0	43
18:00	0	0	1	2	4	6	3	3	2	0	0	0	0	0	0	21
19:00	0	0	0	2	2	11	2	2	4	0	0	0	0	0	0	23
20:00	0	0	0	5	6	6	3	3	1	0	0	0	0	0	0	24
21:00	0	0	1	1	1	5	7	6	0	0	0	0	0	0	0	21
22:00	0	0	1	1	7	3	10	5	1	0	0	0	0	0	0	28
23:00	0	0	2	1	3	5	3	1	1	0	0	0	0	0	0	16
Total	2	5	11	31	79	160	125	70	24	3	2	0	0	0	0	512

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

EB																
Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total
12/10/2																
3	0	0	3	1	3	2	2	2	1	0	0	0	0	0	0	14
01:00	0	1	1	1	1	2	4	1	0	0	0	0	0	0	0	11
02:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	2	2	0	1	1	0	0	0	0	0	6
06:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
07:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	4	1	3	0	1	0	0	0	0	0	0	9
09:00	0	0	0	0	2	7	5	1	1	0	0	0	0	0	0	16
10:00	0	0	0	1	4	5	4	2	0	1	0	0	0	0	0	17
11:00	0	0	1	0	2	13	8	2	0	1	0	0	0	0	0	27
12 PM	0	1	1	3	3	10	10	10	1	0	0	0	0	0	0	39
13:00	0	0	1	1	5	8	6	6	1	0	0	0	0	0	0	28
14:00	0	1	1	0	4	15	7	4	0	0	0	0	0	0	0	32
15:00	0	0	2	1	6	11	9	5	1	0	0	0	0	0	1	36
16:00	0	1	3	4	7	6	3	2	1	1	0	0	0	0	0	28
17:00	0	0	1	0	5	4	6	5	1	0	0	0	0	0	0	22
18:00	0	0	0	1	8	8	3	2	0	0	0	0	0	0	0	22
19:00	0	0	2	3	2	5	2	1	0	0	0	0	0	0	0	15
20:00	0	0	0	3	4	10	4	2	0	0	0	0	0	0	0	23
21:00	0	0	0	2	4	5	0	1	0	0	0	0	0	0	0	12
22:00	0	0	0	1	6	4	0	1	0	1	0	0	0	0	0	13
23:00	0	0	4	1	2	2	1	0	0	0	0	0	0	0	0	10
Total	0	4	20	23	76	122	84	48	9	5	0	0	0	0	1	392

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

EB

Start Time	0 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 250	Total
12/11/2																
3	0	0	0	3	1	2	1	0	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5
05:00	1	0	6	3	3	2	1	0	0	0	0	0	0	0	0	16
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	1	0	4	2	0	0	0	0	0	0	0	0	0	0	8
15:00	0	0	1	3	10	9	1	6	0	0	0	0	0	0	0	30
16:00	2	1	0	3	5	12	11	6	1	0	0	0	0	0	0	41
17:00	0	0	1	5	6	21	9	4	0	1	0	0	0	0	0	47
18:00	0	2	1	1	6	7	10	0	0	0	0	0	0	0	0	27
19:00	0	2	1	3	5	10	7	1	1	0	0	0	0	0	0	30
20:00	0	0	1	3	5	4	1	1	0	0	0	0	0	0	0	15
21:00	0	1	0	2	7	3	2	1	1	0	0	0	0	0	0	17
22:00	0	0	0	2	2	5	2	2	0	0	0	0	0	0	0	13
23:00	0	1	0	0	2	5	1	0	0	0	0	0	0	0	0	9
Total	4	9	13	35	57	81	48	21	3	1	0	0	0	0	0	272

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

EB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
12/12/2																
3	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5
05:00	0	0	0	1	4	6	7	5	2	0	0	0	0	0	0	25
06:00	0	0	0	0	1	4	3	2	1	0	1	0	0	0	0	12
07:00	0	0	1	1	4	13	10	5	2	0	0	0	0	0	0	36
08:00	0	0	0	1	6	10	17	8	2	0	0	0	0	0	0	44
09:00	0	0	0	3	10	15	20	12	0	1	0	0	0	0	0	61
10:00	0	0	3	1	3	14	11	5	1	1	0	0	0	0	0	39
11:00	0	1	2	3	5	17	10	8	2	0	0	0	0	0	0	48
12 PM	0	0	3	2	7	14	11	12	0	0	1	0	0	0	0	50
13:00	0	0	1	1	8	16	15	11	1	1	0	0	0	0	0	54
14:00	1	0	1	0	6	19	17	8	1	1	0	0	0	0	0	54
15:00	0	0	0	2	7	10	12	4	4	1	0	0	0	0	0	40
16:00	0	2	0	1	7	14	12	1	2	1	0	0	0	0	0	40
17:00	0	1	1	3	4	16	9	5	4	0	0	0	0	0	0	43
18:00	0	0	0	0	3	6	9	1	1	0	0	0	0	0	0	20
19:00	0	1	2	1	9	4	5	3	1	0	0	0	0	0	0	26
20:00	0	0	4	4	4	5	7	4	0	0	0	0	0	0	0	28
21:00	0	0	0	3	13	6	4	3	0	0	0	0	0	0	0	29
22:00	1	0	1	1	2	5	2	0	0	0	0	0	0	0	0	12
23:00	0	0	1	1	3	1	0	2	0	0	0	0	0	0	0	8
Total	2	5	21	31	109	200	183	99	24	6	2	0	0	0	0	682

Tri-State Traffic Data Inc

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

EB

Start Time	020	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	7680	8185	86250	Total
12/13/2																
3	0	0	0	1	1	3	2	2	0	0	0	0	0	0	0	9
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
03:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	10	4	3	3	0	0	0	0	0	0	20
06:00	0	0	0	0	5	2	4	3	1	0	0	0	0	0	0	15
07:00	0	0	0	0	7	21	12	8	6	1	0	0	0	0	0	55
08:00	1	0	1	1	3	12	13	9	2	0	0	0	0	0	0	42
09:00	0	0	3	0	11	13	10	7	0	0	0	0	0	0	0	44
10:00	0	0	0	2	6	16	15	4	3	0	0	0	0	0	0	46
11:00	0	0	2	0	13	19	11	6	3	0	0	0	0	0	0	54
12 PM	0	0	0	3	6	13	10	8	4	2	1	0	0	0	0	47
13:00	0	1	1	2	3	24	15	2	2	0	0	0	0	0	0	50
14:00	1	0	0	1	4	24	14	8	1	0	0	0	0	0	0	53
15:00	0	0	2	0	9	11	8	3	1	0	0	0	0	0	0	34
16:00	0	3	2	5	18	10	2	1	0	0	0	0	0	0	0	41
17:00	2	1	1	5	9	8	4	4	0	0	0	0	0	0	0	34
18:00	0	1	1	11	6	8	0	1	0	0	0	0	0	0	0	28
19:00	2	0	3	7	8	8	5	0	0	0	0	0	0	0	0	33
20:00	0	0	3	4	7	5	4	0	0	0	0	0	0	0	0	23
21:00	0	0	3	3	6	7	2	0	0	0	0	0	0	0	0	21
22:00	0	2	1	2	1	2	3	0	0	0	0	0	0	0	0	11
23:00	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	7
Total	6	8	23	48	132	221	140	69	27	3	1	0	0	0	0	678

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

EB	Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total	
12/14/2																	
3	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	2	7	3	3	2	1	0	0	0	0	0	0	0	18
06:00	0	0	0	3	3	2	5	2	1	0	0	0	0	0	0	0	16
07:00	0	0	2	3	4	13	10	1	0	0	0	0	0	0	0	0	33
08:00	0	1	0	3	4	16	11	3	0	0	0	0	0	0	0	0	38
09:00	3	0	3	2	8	11	6	8	1	0	0	0	0	0	0	0	42
10:00	0	0	0	3	11	20	8	5	1	0	0	0	0	0	0	0	48
11:00	1	2	0	2	13	8	12	1	1	0	0	0	0	0	0	0	40
12 PM	0	0	0	4	10	26	13	11	0	0	0	0	0	0	0	0	64
13:00	0	1	1	1	5	18	8	4	1	0	0	0	0	0	0	0	39
14:00	1	0	0	6	7	18	4	5	3	0	0	0	0	0	0	0	44
15:00	0	0	1	4	10	14	9	7	1	0	0	0	0	0	0	0	46
16:00	0	1	1	7	1	12	14	3	1	1	0	0	0	0	0	0	41
17:00	0	0	0	2	4	14	10	5	1	1	0	0	0	0	0	1	38
18:00	0	0	1	2	5	9	5	2	1	0	0	0	0	0	0	0	25
19:00	0	0	1	0	4	4	1	1	1	0	0	0	0	0	0	0	12
20:00	0	1	1	0	2	7	0	2	0	0	0	0	0	0	0	0	13
21:00	0	0	1	2	3	4	3	1	1	0	0	0	0	0	0	0	15
22:00	0	1	1	2	3	4	2	0	0	0	0	0	0	0	0	0	13
23:00	0	1	3	2	2	1	2	1	0	0	0	0	0	0	0	0	12
Total	5	8	17	56	109	208	127	64	15	2	0	0	0	0	0	1	612

Tri-State Traffic Data Inc

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

EB

Start Time	020	021	026	031	036	041	046	051	056	061	066	071	076	081	086	Total
12/15/2																
3	0	1	3	0	1	0	2	0	1	0	0	0	0	0	0	8
01:00	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	4
02:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	2	8	5	4	1	0	0	0	0	0	0	20
06:00	0	0	0	3	1	6	1	4	1	0	0	0	0	0	0	16
07:00	0	0	1	0	3	13	7	6	2	0	0	0	0	0	0	32
08:00	0	0	1	0	3	13	9	6	1	0	0	0	0	0	0	33
09:00	0	0	1	3	5	16	18	5	2	0	0	0	0	0	0	50
10:00	0	1	0	0	5	14	18	1	1	0	0	0	0	0	0	40
11:00	0	1	1	3	9	20	11	7	0	0	0	0	0	0	0	52
12 PM	0	0	1	0	8	16	19	5	0	0	0	0	0	0	0	49
13:00	0	0	2	1	8	14	8	6	0	0	0	0	0	0	0	39
14:00	0	0	0	0	2	19	12	6	0	0	0	0	0	0	0	39
15:00	0	1	0	2	0	5	8	5	4	0	0	1	0	0	0	26
16:00	0	0	0	2	4	4	4	2	1	0	0	0	0	0	0	17
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	4	13	15	54	153	124	57	14	0	0	1	0	0	0	435
Grand Total	27	60	174	344	871	1606	1184	577	179	28	7	2	0	0	2	5061

Stats

15th Percentile : 35 MPH
50th Percentile : 43 MPH
85th Percentile : 50 MPH
95th Percentile : 54 MPH

Mean Speed(Average) : 44 MPH
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 2791
Percent in Pace : 55.1%
Number of Vehicles > 40 MPH : 3585
Percent of Vehicles > 40 MPH : 70.8%

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

WB																
Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total
12/07/2																
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	5
06:00	0	0	0	0	2	3	4	3	0	0	1	0	0	0	0	13
07:00	1	0	2	1	6	5	6	2	1	0	0	0	0	0	0	24
08:00	0	0	2	0	3	5	7	1	0	0	0	0	0	0	0	18
09:00	1	2	1	4	2	6	4	2	0	0	0	0	0	0	0	22
10:00	1	0	0	1	3	5	7	2	1	0	0	0	0	0	0	20
11:00	0	0	0	1	8	5	13	5	1	0	0	0	0	0	0	33
12 PM	0	1	3	1	6	17	9	4	2	0	1	0	0	0	0	44
13:00	1	0	2	2	6	15	7	0	1	0	0	0	0	0	0	34
14:00	0	1	0	2	6	11	12	5	0	0	0	0	0	0	0	37
15:00	1	0	3	5	9	10	5	3	1	0	0	0	0	0	0	37
16:00	0	0	4	5	13	17	8	4	2	0	1	0	0	0	0	54
17:00	0	0	2	5	11	9	4	2	0	0	0	0	0	0	0	33
18:00	0	0	2	2	10	10	5	2	0	0	0	0	0	0	0	31
19:00	0	0	1	6	8	3	1	0	1	0	0	0	0	0	0	20
20:00	0	3	0	1	1	3	3	0	0	0	0	0	0	0	0	11
21:00	0	0	3	3	3	1	1	0	0	0	0	0	0	0	0	11
22:00	0	0	4	2	4	2	2	1	0	0	0	0	0	0	0	15
23:00	0	0	1	2	1	6	1	0	0	0	0	0	0	0	0	11
Total	5	7	30	44	103	136	99	37	10	0	3	0	0	0	0	474

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

WB																
Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total
12/08/2																
3	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
05:00	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
06:00	0	0	0	1	1	8	1	1	0	0	0	0	0	0	0	12
07:00	0	1	0	2	4	3	5	5	1	0	0	0	0	0	0	21
08:00	0	0	3	1	2	7	10	3	1	0	0	0	0	0	0	27
09:00	0	0	0	3	2	5	1	1	3	0	0	0	0	0	0	15
10:00	0	0	1	1	5	8	9	3	0	1	0	0	0	0	0	28
11:00	0	0	1	1	3	12	12	7	1	0	0	0	0	0	0	37
12 PM	0	1	0	2	8	12	9	3	0	0	0	0	0	0	0	35
13:00	0	0	0	5	8	10	12	1	1	2	0	0	0	0	0	39
14:00	0	0	0	3	10	10	8	2	0	0	0	0	0	0	0	33
15:00	0	0	2	6	11	14	9	0	3	0	0	0	0	0	0	45
16:00	0	0	1	2	14	20	7	3	1	0	0	0	0	0	0	48
17:00	0	0	3	3	5	7	2	1	1	0	0	0	0	0	0	22
18:00	0	0	2	5	8	3	4	2	0	0	0	0	0	0	0	24
19:00	0	1	0	3	2	4	3	0	0	0	0	0	0	0	0	13
20:00	1	2	0	2	4	3	2	1	0	0	0	0	0	0	0	15
21:00	0	0	1	1	2	1	4	1	1	0	0	0	0	0	0	11
22:00	0	0	1	1	1	3	0	0	1	0	0	0	0	0	0	7
23:00	0	0	2	3	4	4	0	1	1	0	0	0	0	0	0	15
Total	2	6	18	50	98	135	102	35	15	3	0	0	0	0	0	464

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

WB																
Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total
12/09/2																
3	0	0	2	2	3	2	1	0	0	0	0	0	0	0	0	10
01:00	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	8
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	2	3	0	3	5	0	1	0	0	0	0	0	0	14
07:00	0	0	0	2	1	0	1	1	0	0	0	0	0	0	0	5
08:00	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	5
09:00	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	8
10:00	0	0	0	0	5	7	1	3	1	0	0	0	0	0	0	17
11:00	0	0	0	0	10	8	6	2	2	0	0	0	0	0	0	28
12 PM	0	0	0	3	6	9	3	1	0	0	0	0	0	0	0	22
13:00	0	1	1	4	5	9	3	0	1	0	0	0	0	0	0	24
14:00	0	0	2	2	5	10	8	2	0	0	0	0	0	0	0	29
15:00	1	0	1	0	6	6	5	4	2	0	0	0	0	0	0	25
16:00	0	0	2	2	6	0	4	2	2	0	0	0	0	0	0	18
17:00	0	2	0	4	9	4	0	3	0	0	0	0	0	0	0	22
18:00	1	0	0	3	5	12	3	0	1	0	0	0	0	0	0	25
19:00	1	0	2	1	5	4	3	1	0	0	0	0	0	0	0	17
20:00	0	0	2	1	4	1	3	0	0	0	0	0	0	0	0	11
21:00	0	0	1	0	4	5	3	0	1	0	0	0	0	0	0	14
22:00	0	0	2	0	2	5	2	2	0	0	0	0	0	0	0	13
23:00	0	0	1	1	2	3	0	1	0	0	0	0	0	0	0	8
Total	3	3	20	31	85	94	57	22	11	0	0	0	0	0	0	326

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

WB																
Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total
12/10/2																
3	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	6
01:00	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3
06:00	0	0	0	1	0	3	5	1	0	0	0	0	0	0	0	10
07:00	0	0	1	1	1	1	3	0	0	0	0	0	0	0	0	7
08:00	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
09:00	0	0	0	2	3	4	1	1	0	0	0	0	0	0	0	11
10:00	0	0	1	1	3	4	5	0	0	0	0	0	0	0	0	14
11:00	0	0	0	3	2	3	2	1	1	0	0	0	0	0	0	12
12 PM	0	0	3	4	4	1	6	0	0	0	0	0	0	0	0	18
13:00	0	0	1	4	4	4	5	1	0	0	0	0	0	0	0	19
14:00	0	1	0	4	7	6	1	1	0	0	0	0	0	0	0	20
15:00	0	0	0	2	7	4	2	0	1	1	0	0	0	0	0	17
16:00	0	0	1	2	2	4	0	0	0	1	0	0	0	0	0	10
17:00	0	0	1	2	6	4	1	0	0	1	0	0	0	0	0	15
18:00	0	0	1	0	4	3	2	0	1	1	0	0	0	0	0	12
19:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
20:00	0	0	1	1	2	2	1	1	0	0	0	0	0	0	0	8
21:00	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	7
22:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
23:00	0	0	1	2	3	1	0	0	1	0	0	0	0	0	0	8
Total	0	1	12	37	60	55	39	7	4	4	0	0	0	0	0	219

Tri-State Traffic Data Inc

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

WB																
Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total
12/11/2																
3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
01:00	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	5
15:00	1	2	1	0	7	7	7	3	3	0	0	0	0	0	0	31
16:00	0	0	1	3	9	18	6	7	4	0	0	0	0	0	0	48
17:00	0	1	0	2	6	11	5	2	0	0	0	0	0	0	0	27
18:00	0	1	2	7	1	4	5	7	2	1	0	0	0	0	0	30
19:00	0	1	2	1	4	5	4	2	1	0	0	0	0	0	0	20
20:00	0	0	0	3	3	4	3	0	0	0	0	0	0	0	0	13
21:00	0	0	0	2	1	7	0	0	0	0	0	0	0	0	0	10
22:00	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	8
23:00	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	4
Total	1	5	10	19	42	67	34	23	10	1	0	0	0	0	0	212

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

WB																
Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total
12/12/2																
3	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3
06:00	0	0	2	1	1	4	1	3	0	0	0	0	0	0	0	12
07:00	1	0	1	1	4	6	2	3	1	0	0	0	0	0	0	19
08:00	0	0	0	1	5	4	6	4	1	0	0	0	0	0	0	21
09:00	1	0	0	2	6	5	4	2	0	0	0	0	0	0	0	20
10:00	0	0	0	1	5	6	4	3	0	0	0	0	0	0	0	19
11:00	0	0	0	3	3	5	5	5	2	0	0	0	0	0	0	23
12 PM	0	0	3	0	5	14	8	2	1	1	0	0	0	0	0	34
13:00	0	0	0	2	6	12	5	6	0	0	0	0	0	0	0	31
14:00	0	0	0	2	6	11	6	0	3	0	0	0	0	0	0	28
15:00	0	0	1	2	7	9	4	4	0	0	0	0	0	0	0	27
16:00	0	0	2	3	9	25	15	4	1	1	0	0	0	0	0	60
17:00	0	0	2	3	13	10	6	2	0	0	0	0	0	0	0	36
18:00	0	0	2	5	10	4	5	3	1	0	0	0	0	0	0	30
19:00	0	0	2	3	1	2	2	0	0	0	0	0	0	0	0	10
20:00	0	0	0	0	4	4	1	1	0	0	0	0	0	0	0	10
21:00	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	6
23:00	0	0	0	2	1	2	2	0	0	0	0	0	0	0	0	7
Total	2	0	15	32	92	127	77	43	11	3	1	0	0	0	0	403

Tri-State Traffic Data Inc
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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

WB																
Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total
12/13/2																
3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
06:00	0	0	0	2	1	3	0	3	0	0	0	0	0	0	0	9
07:00	0	1	1	2	3	7	3	5	1	0	0	0	0	0	0	23
08:00	0	0	2	2	4	9	6	5	1	0	0	0	0	0	0	29
09:00	0	0	1	0	3	10	3	1	2	0	0	0	0	0	0	20
10:00	0	0	0	1	3	9	6	5	2	0	0	0	0	0	0	26
11:00	0	0	3	3	2	14	3	3	1	0	0	0	0	0	0	29
12 PM	0	0	0	5	8	13	11	4	2	0	2	0	0	0	0	45
13:00	1	0	0	2	4	5	4	4	2	0	0	0	0	0	0	22
14:00	0	0	0	2	9	11	5	5	0	0	0	0	0	0	0	32
15:00	4	0	4	5	6	10	10	1	0	0	0	0	0	0	0	40
16:00	3	1	8	8	14	12	5	1	0	0	0	0	0	0	0	52
17:00	0	0	3	8	12	4	1	4	0	0	0	0	0	0	0	32
18:00	0	2	1	6	6	3	5	2	0	0	0	0	0	0	0	25
19:00	2	1	1	5	4	6	2	0	0	0	0	0	0	0	0	21
20:00	0	0	0	2	3	1	1	1	0	1	0	0	0	0	0	9
21:00	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	8
22:00	1	0	3	1	0	1	3	0	0	0	0	0	0	0	0	9
23:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	11	5	29	59	89	119	69	44	12	1	2	0	0	0	0	440

Tri-State Traffic Data Inc
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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

WB																
Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total
12/14/2																
3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
06:00	0	0	1	2	6	3	3	0	0	0	0	0	0	0	0	15
07:00	0	1	3	4	3	7	2	1	0	0	0	0	0	0	0	21
08:00	0	0	3	2	4	6	1	2	0	1	0	0	0	0	0	19
09:00	0	1	2	4	5	4	2	1	0	0	0	0	0	0	0	19
10:00	0	1	0	3	2	9	5	4	0	0	0	0	0	0	0	24
11:00	1	0	1	1	13	5	8	3	1	1	0	0	0	0	0	34
12 PM	1	1	0	3	3	8	10	3	0	0	0	0	0	0	0	29
13:00	0	1	0	4	6	14	4	2	0	0	0	0	0	0	0	31
14:00	1	0	2	2	11	6	4	5	2	0	0	0	0	0	0	33
15:00	0	0	1	4	9	12	8	2	4	1	0	0	0	0	0	41
16:00	0	0	4	5	16	9	6	6	1	1	0	0	0	0	0	48
17:00	0	1	1	3	6	4	5	0	0	0	0	0	0	0	0	20
18:00	0	0	3	7	7	8	9	0	0	0	0	0	0	0	0	34
19:00	0	0	0	2	7	3	0	1	1	0	0	0	0	0	0	14
20:00	0	0	1	2	6	2	2	1	0	0	0	0	0	0	0	14
21:00	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	8
22:00	0	0	1	3	2	1	2	1	0	0	0	0	0	0	0	10
23:00	0	0	1	0	2	1	1	1	0	0	0	0	0	0	0	6
Total	3	6	27	54	112	104	73	33	9	4	0	0	0	0	0	425

Tri-State Traffic Data Inc

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Location: Deerfield, New York
Road Name: Mulaney Rd
Segment: 164' W of BOA Access
Date: 12/07/2023

GPS: 43.142313, -75.219226

WB																
Start	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	Total
12/15/2																
3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	4
06:00	0	0	0	0	3	2	4	1	0	0	0	1	0	0	0	11
07:00	0	1	1	5	2	7	6	2	0	0	0	0	0	0	0	24
08:00	0	1	0	0	1	4	10	6	0	1	0	0	0	0	0	23
09:00	0	0	1	0	4	6	5	1	3	0	0	0	0	0	0	20
10:00	0	0	0	2	7	9	10	2	1	0	0	0	0	0	0	31
11:00	0	0	0	2	3	12	10	5	0	0	0	0	0	0	0	32
12 PM	0	0	2	4	8	16	8	1	1	0	0	0	0	0	0	40
13:00	0	0	0	1	7	7	9	4	1	0	0	1	0	0	0	30
14:00	0	0	0	1	4	15	14	1	0	0	0	0	0	0	0	35
15:00	0	0	0	5	8	9	7	3	1	1	0	0	0	0	0	34
16:00	0	0	1	2	1	5	4	4	2	0	0	0	0	0	0	19
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	2	5	24	50	93	88	32	10	2	0	2	0	0	0	308
Grand Total	27	35	166	350	731	930	638	276	92	18	6	2	0	0	0	3271

Stats

15th Percentile : 33 MPH
50th Percentile : 41 MPH
85th Percentile : 49 MPH
95th Percentile : 54 MPH

Mean Speed(Average) : 42 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 1662
Percent in Pace : 50.8%
Number of Vehicles > 40 MPH : 1962
Percent of Vehicles > 40 MPH : 60.0%

Tri-State Traffic Data Inc

TSTData.com

Serving Transportation Professionals since 1995

Location: Deerfield, New York
Road Name: Horatio St
Segment: 1434' S of Mulaney St
Date: 12/07/2023

GPS: 43.137147, -75.218676

SB

Start Time	020	021	026	031	036	041	046	051	056	061	066	071	076	081	086	Total
12/07/2																
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	5
02:00	0	0	0	0	1	0	0	1	2	1	0	0	0	0	0	5
03:00	0	0	0	0	0	0	2	0	1	2	1	0	0	0	0	6
04:00	0	0	0	0	1	2	1	7	7	4	2	2	1	0	0	27
05:00	0	0	1	1	0	3	5	23	23	18	6	2	1	0	0	83
06:00	0	0	0	0	1	7	10	35	65	49	15	4	0	1	0	187
07:00	0	0	0	1	0	11	19	65	134	109	35	6	0	0	0	380
08:00	0	0	0	0	4	7	21	87	141	68	18	3	1	0	0	350
09:00	0	0	0	3	3	9	22	73	104	48	15	4	2	1	0	284
10:00	0	0	0	4	9	10	21	49	65	40	9	0	0	0	0	207
11:00	0	0	0	2	4	16	28	70	70	35	10	4	0	0	0	239
12 PM	0	0	0	0	6	16	35	58	86	56	14	1	0	0	0	272
13:00	0	0	0	1	12	13	27	80	88	48	14	3	0	0	0	286
14:00	0	0	2	2	7	12	28	61	82	24	17	1	3	0	0	239
15:00	0	0	1	9	10	19	40	103	75	41	12	1	0	0	0	311
16:00	0	0	0	3	20	67	72	97	79	37	6	0	0	0	0	381
17:00	0	0	0	1	21	41	63	87	65	11	4	0	0	0	0	293
18:00	0	0	0	2	10	26	38	61	45	18	3	1	0	0	0	204
19:00	0	0	3	4	25	29	29	26	20	6	1	1	0	0	0	144
20:00	0	0	2	5	14	18	20	23	16	3	0	0	0	0	0	101
21:00	0	0	3	0	3	10	16	11	10	1	0	1	0	0	0	55
22:00	0	0	1	6	5	6	11	13	10	5	1	0	0	0	0	58
23:00	0	0	1	5	4	6	4	11	8	1	0	0	0	0	0	40
Total	0	0	14	49	160	328	514	1041	1198	626	183	34	8	2	0	4157

Tri-State Traffic Data Inc

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Serving Transportation Professionals since 1995

Location: Deerfield, New York
Road Name: Horatio St
Segment: 1434' S of Mulaney St
Date: 12/07/2023

GPS: 43.137147, -75.218676

SB

Start Time	0 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 250	Total
12/08/2																
3	0	0	0	0	3	3	6	4	1	4	1	1	0	0	0	23
01:00	0	0	1	0	1	1	2	2	2	1	0	0	0	0	0	10
02:00	0	0	1	2	1	2	7	3	3	0	0	0	0	0	0	19
03:00	0	0	0	1	1	0	3	2	0	4	0	0	0	0	0	11
04:00	0	0	0	0	0	2	5	4	12	6	1	0	1	0	0	31
05:00	0	0	0	2	4	4	9	19	21	13	5	0	0	0	0	77
06:00	0	0	0	2	8	10	23	41	52	30	9	4	0	0	0	179
07:00	0	0	0	1	0	8	16	72	135	100	32	4	1	0	0	369
08:00	0	0	0	0	1	1	20	61	99	104	32	4	2	1	1	326
09:00	0	0	0	3	4	9	30	66	96	68	17	6	2	0	0	301
10:00	0	0	0	1	3	9	15	61	73	50	15	3	1	0	1	232
11:00	0	0	0	2	1	5	22	65	89	56	11	5	0	1	0	257
12 PM	0	0	0	0	8	14	23	76	99	65	17	0	1	0	0	303
13:00	0	0	2	1	4	9	27	62	88	59	18	5	1	0	1	277
14:00	0	0	0	1	3	4	26	67	88	59	16	2	1	0	1	268
15:00	0	0	0	1	10	16	32	78	126	80	26	4	1	0	0	374
16:00	0	0	0	1	11	18	46	87	121	54	15	2	1	0	0	356
17:00	0	0	0	3	12	17	31	106	87	48	8	4	2	0	0	318
18:00	0	0	0	3	9	7	20	55	54	31	8	1	0	0	0	188
19:00	0	0	0	1	10	22	32	35	44	15	4	1	0	0	0	164
20:00	1	0	0	3	3	11	13	18	26	10	4	0	1	0	0	90
21:00	0	0	0	2	1	2	11	23	22	4	4	1	0	1	0	71
22:00	0	0	1	1	1	5	9	15	12	7	3	3	0	0	0	57
23:00	0	0	0	1	2	5	10	21	14	9	1	0	0	0	0	63
Total	1	0	5	32	101	184	438	1043	1364	877	247	50	15	3	4	4364

Tri-State Traffic Data Inc

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Serving Transportation Professionals since 1995

Location: Deerfield, New York
Road Name: Horatio St
Segment: 1434' S of Mulaney St
Date: 12/07/2023

GPS: 43.137147, -75.218676

SB

Start Time	0 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 250	Total
12/09/2																
3	0	0	0	0	0	6	10	8	9	1	1	0	1	0	0	36
01:00	0	0	0	1	1	2	3	6	6	4	0	0	1	0	0	24
02:00	0	0	0	0	1	0	1	3	3	1	0	0	0	0	0	9
03:00	0	0	0	0	0	1	0	2	1	1	1	0	0	0	0	6
04:00	0	0	0	0	0	1	1	6	5	2	3	0	0	0	0	18
05:00	0	0	0	1	0	1	3	10	10	8	3	1	0	0	0	37
06:00	0	0	0	0	0	4	5	17	19	11	4	1	0	0	0	61
07:00	0	0	1	0	1	4	5	18	31	26	12	2	1	0	0	101
08:00	0	2	0	0	1	5	8	30	65	44	18	4	4	1	0	182
09:00	0	0	0	0	2	5	15	46	70	42	18	3	0	0	0	201
10:00	0	0	0	0	4	8	10	59	86	70	14	4	0	0	0	255
11:00	0	0	1	0	7	5	15	68	96	57	19	5	3	0	0	276
12 PM	0	0	0	0	0	8	19	64	95	70	14	6	2	0	0	278
13:00	0	0	0	2	2	5	11	70	101	58	19	5	0	0	0	273
14:00	0	0	1	2	5	10	23	51	96	54	16	0	2	1	0	261
15:00	0	0	0	1	5	9	21	59	111	50	20	0	1	0	0	277
16:00	0	0	1	1	2	6	34	67	79	49	8	1	1	0	0	249
17:00	0	0	0	0	3	9	24	57	62	21	9	4	1	0	0	190
18:00	0	0	0	1	1	6	15	59	55	29	8	2	0	0	0	176
19:00	0	1	0	0	2	5	9	26	28	20	6	6	0	0	1	104
20:00	0	0	0	0	2	7	19	30	20	11	1	1	0	0	0	91
21:00	0	0	0	0	0	1	9	16	17	12	2	1	0	0	0	58
22:00	0	0	0	1	1	4	11	15	16	9	6	0	0	1	0	64
23:00	0	0	0	0	1	3	11	12	12	1	1	0	1	0	0	42
Total	0	3	4	10	41	115	282	799	1093	651	203	46	18	3	1	3269

Tri-State Traffic Data Inc

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Serving Transportation Professionals since 1995

Location: Deerfield, New York
Road Name: Horatio St
Segment: 1434' S of Mulaney St
Date: 12/07/2023

GPS: 43.137147, -75.218676

SB

Start Time	020	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	7680	8185	86250	Total
12/10/2																
3	0	0	0	0	0	2	10	18	11	0	1	1	0	0	0	43
01:00	0	0	0	0	1	3	0	6	6	3	1	0	0	0	0	20
02:00	0	0	0	0	0	0	1	3	1	1	0	1	0	0	0	7
03:00	0	0	0	0	0	2	5	3	2	0	0	0	0	0	0	12
04:00	0	0	0	0	0	0	3	4	0	1	1	0	1	0	0	10
05:00	0	0	0	0	0	1	2	4	8	7	1	0	0	0	0	23
06:00	0	0	0	0	0	0	8	11	11	1	3	2	0	0	0	36
07:00	0	0	0	0	4	3	2	18	25	15	6	0	0	0	0	73
08:00	0	0	0	0	3	0	5	21	48	25	12	1	2	1	0	118
09:00	0	0	0	0	1	7	13	42	65	39	9	3	1	1	0	181
10:00	0	0	2	0	2	1	18	44	58	41	22	2	0	0	1	191
11:00	0	0	1	2	3	5	15	66	71	50	8	4	0	0	0	225
12 PM	0	0	1	0	2	8	23	69	66	40	17	1	0	0	0	227
13:00	0	1	0	2	1	4	18	56	86	46	17	1	0	1	0	233
14:00	0	0	0	0	6	6	19	56	83	42	10	1	0	0	0	223
15:00	0	0	0	0	3	6	22	47	63	31	8	0	0	0	0	180
16:00	0	0	0	1	2	12	25	46	50	19	5	0	0	0	0	160
17:00	0	0	0	0	1	7	25	35	45	12	4	0	0	1	0	130
18:00	0	0	0	1	1	3	17	29	31	13	6	0	0	0	0	101
19:00	0	0	0	0	2	10	15	23	12	6	5	0	0	0	0	73
20:00	0	0	0	0	2	4	15	13	22	5	3	1	0	1	0	66
21:00	0	0	0	0	0	4	2	12	4	4	3	0	1	0	0	30
22:00	0	0	1	1	2	0	2	5	7	5	0	0	0	0	0	23
23:00	0	0	1	2	2	1	2	4	3	0	1	0	0	0	0	16
Total	0	1	6	9	38	89	267	635	778	406	143	18	5	5	1	2401

Tri-State Traffic Data Inc

TSTData.com

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Location: Deerfield, New York
Road Name: Horatio St
Segment: 1434' S of Mulaney St
Date: 12/07/2023

GPS: 43.137147, -75.218676

SB

Start Time	0 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 250	Total
12/11/2																
3	0	0	0	0	0	2	1	1	4	2	0	0	1	0	0	11
01:00	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	3	4	15	20	39	47	25	9	5	0	0	0	0	167
16:00	0	0	0	1	7	29	51	87	85	31	5	0	0	0	0	296
17:00	0	0	1	1	11	27	51	95	75	21	9	2	0	0	0	293
18:00	0	0	0	2	5	12	25	58	35	21	1	0	1	0	0	160
19:00	0	0	0	4	19	27	23	30	16	15	1	1	0	0	0	136
20:00	0	0	0	5	7	18	12	15	13	6	1	0	1	0	0	78
21:00	0	1	5	1	2	9	15	13	8	1	1	0	0	0	0	56
22:00	0	0	5	3	8	7	8	14	5	2	1	0	0	0	0	53
23:00	0	0	0	1	2	3	6	6	2	3	1	0	0	0	0	24
Total	0	1	14	22	77	154	232	368	268	112	25	3	3	0	0	1279

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Location: Deerfield, New York
Road Name: Horatio St
Segment: 1434' S of Mulaney St
Date: 12/07/2023

GPS: 43.137147, -75.218676

SB

Start Time	0 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 250	Total
12/12/2																
3	0	0	0	0	2	3	2	7	3	3	2	0	0	0	0	22
01:00	0	0	0	1	0	2	2	1	2	0	0	0	0	0	0	8
02:00	0	0	1	1	1	1	1	4	2	1	0	0	0	0	0	12
03:00	0	0	0	0	0	2	0	4	2	2	0	1	0	0	0	11
04:00	0	0	0	1	0	1	6	13	2	2	2	0	0	0	0	27
05:00	0	1	0	0	0	2	7	27	19	15	4	0	0	0	0	75
06:00	0	0	0	2	2	5	17	56	64	26	7	7	2	0	0	188
07:00	0	0	0	1	0	9	23	104	155	84	17	3	3	1	0	400
08:00	0	0	0	1	2	8	21	96	115	69	13	2	2	0	0	329
09:00	1	0	0	3	6	11	30	94	89	34	8	4	0	0	0	280
10:00	0	0	0	0	6	14	26	73	73	37	7	2	2	0	0	240
11:00	0	0	0	1	6	12	30	69	88	39	14	1	1	0	0	261
12 PM	0	0	0	3	7	12	29	94	92	35	11	1	0	0	0	284
13:00	0	0	0	0	8	21	36	84	66	40	5	0	0	0	0	260
14:00	0	0	0	0	9	25	27	95	80	35	8	0	0	2	0	281
15:00	0	0	0	0	5	19	42	87	103	45	8	4	0	0	0	313
16:00	0	0	0	2	14	32	60	109	109	40	2	0	0	0	0	368
17:00	0	0	0	5	12	30	56	106	89	29	6	2	0	1	0	336
18:00	0	0	0	1	8	15	18	62	61	28	3	1	0	0	0	197
19:00	0	0	1	1	15	25	20	43	34	11	3	0	1	0	0	154
20:00	0	0	1	0	9	19	15	32	24	8	1	1	0	0	0	110
21:00	0	0	0	0	4	9	12	14	17	6	1	1	0	0	0	64
22:00	0	0	3	0	7	9	12	10	11	4	0	1	1	0	0	58
23:00	0	0	0	0	1	4	0	3	6	4	0	0	0	0	0	18
Total	1	1	6	23	124	290	492	1287	1306	597	122	31	12	4	0	4296

Tri-State Traffic Data Inc

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Serving Transportation Professionals since 1995

Location: Deerfield, New York
Road Name: Horatio St
Segment: 1434' S of Mulaney St
Date: 12/07/2023

GPS: 43.137147, -75.218676

SB

Start Time	0 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 250	Total
12/13/2																
3	0	0	0	0	1	3	3	1	5	0	1	0	0	0	1	15
01:00	0	0	0	0	0	2	3	1	2	0	0	0	0	0	0	8
02:00	0	0	0	0	2	0	0	1	1	0	1	0	0	0	0	5
03:00	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	4
04:00	0	0	0	0	1	1	4	5	8	4	2	2	0	0	0	27
05:00	0	0	0	0	0	0	7	16	28	29	4	1	0	0	0	85
06:00	3	0	1	1	3	3	15	45	56	19	11	8	2	0	0	167
07:00	0	0	0	1	3	8	15	85	151	94	22	11	2	0	1	393
08:00	0	0	0	0	6	13	24	88	106	82	12	1	2	0	0	334
09:00	0	0	0	3	3	10	29	70	82	37	12	0	2	0	0	248
10:00	0	0	0	2	6	14	33	67	74	42	5	3	0	0	0	246
11:00	0	0	0	2	6	15	28	69	75	29	6	1	0	0	0	231
12 PM	0	1	0	1	7	21	36	70	60	30	9	1	1	0	0	237
13:00	0	0	1	4	11	17	34	86	65	26	7	1	0	0	0	252
14:00	0	0	0	1	8	18	33	80	74	34	10	1	0	0	0	259
15:00	1	1	2	10	24	42	66	85	38	8	0	0	0	0	0	277
16:00	1	0	1	9	17	48	84	104	66	18	4	1	0	0	0	353
17:00	0	0	0	5	16	42	61	83	45	14	3	2	0	0	0	271
18:00	0	0	0	2	5	15	40	47	27	11	3	1	0	0	0	151
19:00	1	0	2	9	14	20	36	17	28	5	1	0	0	1	0	134
20:00	0	0	6	14	13	15	19	15	10	3	2	0	0	0	0	97
21:00	0	0	1	2	3	6	12	13	8	2	1	0	0	0	0	48
22:00	0	1	0	1	9	10	4	8	8	1	0	1	0	0	0	43
23:00	0	0	0	10	3	0	0	4	1	1	1	0	0	0	0	20
Total	6	3	14	77	161	323	586	1061	1020	489	117	35	9	2	2	3905

Tri-State Traffic Data Inc

TSTData.com

Serving Transportation Professionals since 1995

Location: Deerfield, New York
Road Name: Horatio St
Segment: 1434' S of Mulaney St
Date: 12/07/2023

GPS: 43.137147, -75.218676

SB

Start Time	020	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	7680	8185	86250	Total
12/14/2																
3	0	0	1	0	3	3	5	3	0	2	0	0	0	0	0	17
01:00	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	5
02:00	0	0	1	4	1	1	3	4	0	0	0	0	0	0	0	14
03:00	0	0	0	1	0	0	2	2	1	0	0	0	0	0	0	6
04:00	0	0	0	1	2	3	5	6	3	3	1	0	0	0	0	24
05:00	0	1	0	0	5	6	13	19	25	7	0	0	0	0	0	76
06:00	0	0	0	3	4	9	23	50	63	30	5	2	0	0	0	189
07:00	0	0	0	3	3	11	36	76	133	77	20	7	0	0	0	366
08:00	0	0	0	1	2	9	32	79	131	60	14	6	1	0	1	336
09:00	0	0	0	1	7	15	25	74	76	40	10	3	0	0	0	251
10:00	1	0	1	3	4	20	28	61	74	42	3	1	0	1	0	239
11:00	0	0	0	2	7	12	26	88	81	53	5	0	1	0	0	275
12 PM	0	0	0	2	2	7	25	78	85	47	7	4	0	0	0	257
13:00	0	0	0	0	5	15	31	88	80	42	12	2	2	1	0	278
14:00	0	0	2	6	4	17	38	90	88	34	6	2	2	0	0	289
15:00	0	0	0	2	12	17	25	88	105	55	8	3	0	0	0	315
16:00	0	0	0	3	10	34	64	103	118	44	10	0	1	1	0	388
17:00	0	0	0	0	16	17	51	92	77	36	7	3	1	1	0	301
18:00	0	0	1	4	3	12	29	58	60	28	3	4	1	0	0	203
19:00	0	0	1	4	21	26	38	38	33	17	6	1	0	0	0	185
20:00	0	0	1	2	7	16	15	30	21	7	1	0	0	0	0	100
21:00	0	0	0	0	2	3	9	12	11	6	2	1	0	0	0	46
22:00	0	1	1	1	3	8	8	8	12	9	2	0	0	0	0	53
23:00	0	0	0	0	1	5	2	7	4	2	1	0	0	0	0	22
Total	1	2	9	43	125	267	535	1154	1282	641	123	39	9	4	1	4235

Tri-State Traffic Data Inc

TSTData.com

Serving Transportation Professionals since 1995

Location: Deerfield, New York

Road Name: Horatio St

Segment: 1434' S of Mulaney St

Date: 12/07/2023

GPS: 43.137147, -75.218676

SB

Start Time	020	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	7680	8185	86250	Total
12/15/2																
3	0	0	0	1	1	3	5	1	6	0	2	1	0	0	0	20
01:00	0	0	0	0	0	0	2	1	3	0	1	0	0	0	0	7
02:00	0	0	0	0	2	0	2	2	1	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	6
04:00	0	0	0	0	0	2	3	8	5	2	0	1	0	0	0	21
05:00	0	0	0	1	0	1	9	21	19	18	4	0	0	0	0	73
06:00	0	0	0	1	0	4	9	36	68	29	18	4	1	0	0	170
07:00	0	0	2	0	8	2	17	50	128	110	25	3	2	0	1	348
08:00	0	0	0	0	4	6	26	89	100	71	22	6	2	0	1	327
09:00	0	0	0	0	2	8	23	71	77	43	14	3	2	0	0	243
10:00	0	0	0	1	4	19	28	76	90	35	10	0	0	0	0	263
11:00	0	0	0	0	6	8	15	86	94	45	6	3	1	0	0	264
12 PM	0	0	0	0	10	13	35	74	99	47	11	4	2	0	0	295
13:00	0	0	0	0	3	14	28	74	87	53	7	1	1	1	0	269
14:00	0	0	0	2	10	16	36	84	86	47	14	0	1	0	0	296
15:00	0	0	0	0	7	16	28	76	128	67	10	7	0	0	0	339
16:00	0	0	0	3	8	26	40	114	100	35	8	1	1	0	0	336
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	2	9	65	138	308	864	1094	602	152	34	13	1	2	3284
Grand Total	9	11	74	274	892	1888	3654	8252	9403	5001	1315	290	92	24	11	31190

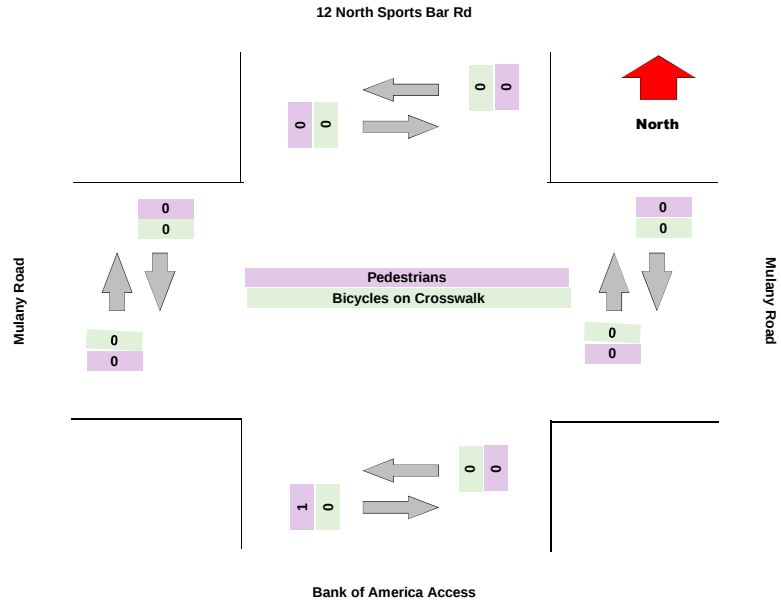
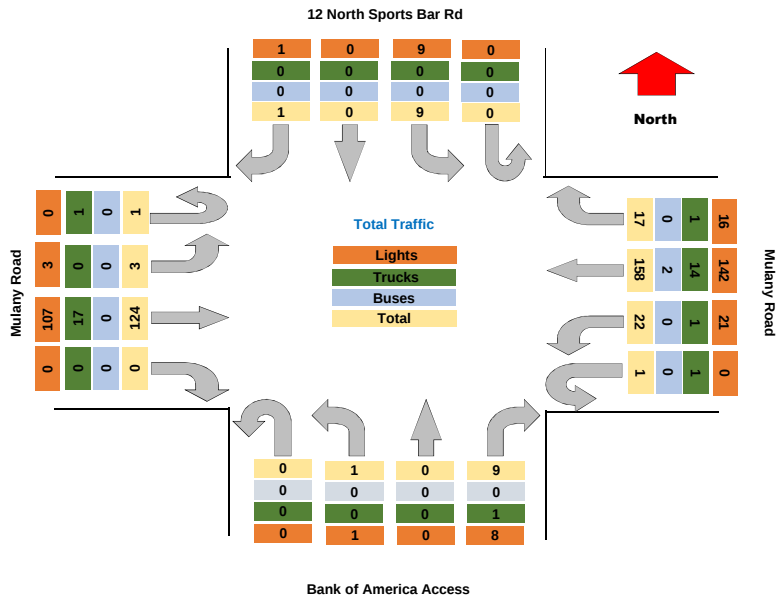
Stats

15th Percentile : 47 MPH
 50th Percentile : 55 MPH
 85th Percentile : 62 MPH
 95th Percentile : 65 MPH

Mean Speed(Average) : 55 MPH
 10 MPH Pace Speed : 51-60 MPH
 Number in Pace : 17655
 Percent in Pace : 56.6%
 Number of Vehicles > 55 MPH : 16136
 Percent of Vehicles > 55 MPH : 51.7%

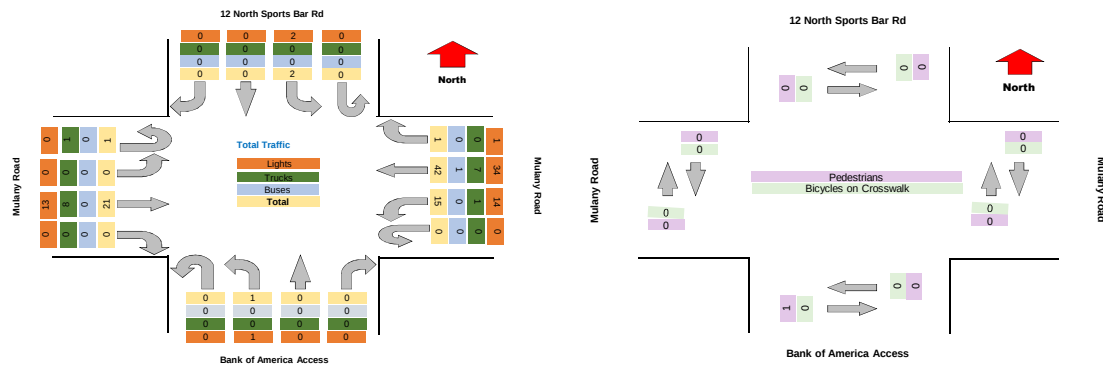


Leg	12 North Sports Bar Rd Southbound								Mulany Road Westbound								Bank of America Access Northbound								Mulany Road Eastbound								
Direction	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		
Start Time																																	
7:00:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	11
7:15:00 AM	0	0	0	0	0	0	0	0	0	11	2	0	13	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	18
7:30:00 AM	0	0	2	0	2	0	0	0	1	10	4	0	15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	19
7:45:00 AM	0	0	0	0	0	0	0	0	0	12	6	0	18	0	0	0	0	0	0	0	0	0	1	0	0	12	0	0	0	12	0	0	30
Hourly Total	0	0	2	0	2	0	0	0	1	39	12	0	52	0	0	0	0	0	0	0	0	0	1	0	0	24	0	0	0	24	0	0	78
8:00:00 AM	0	0	0	0	0	0	0	0	0	13	4	0	17	0	0	0	0	0	1	0	1	0	0	0	0	2	0	1	3	0	0	21	
8:15:00 AM	0	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	13
8:30:00 AM	0	0	0	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	19
8:45:00 AM	0	0	0	0	0	0	0	0	1	11	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	20
Hourly Total	0	0	0	0	0	0	0	0	1	46	7	0	54	0	0	0	0	0	1	0	1	0	0	0	0	17	0	1	18	0	0	0	73
4:00:00 PM	0	0	0	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	16	0	0	28
4:15:00 PM	0	0	2	0	2	0	0	0	2	10	0	0	12	0	0	0	1	0	0	0	1	0	0	0	0	15	0	0	0	15	0	0	30
4:30:00 PM	0	0	0	0	0	0	0	0	2	3	0	1	6	0	0	0	5	0	0	0	5	0	0	0	0	12	1	0	0	13	0	0	24
4:45:00 PM	0	0	0	0	0	0	0	0	1	5	2	0	8	0	0	0	1	0	0	0	1	0	0	0	0	10	0	0	0	10	0	0	19
Hourly Total	0	0	2	0	2	0	0	0	7	28	2	1	38	0	0	0	7	0	0	0	7	0	0	0	0	52	2	0	0	54	0	0	101
5:00:00 PM	1	0	0	0	1	0	0	0	3	8	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	20
5:15:00 PM	0	0	2	0	2	0	0	0	1	6	0	0	7	0	0	0	1	0	0	0	1	0	0	0	0	8	0	0	0	8	0	0	18
5:30:00 PM	0	0	1	0	1	0	0	0	1	13	0	0	14	0	0	0	1	0	0	0	1	0	0	0	0	3	0	0	0	3	0	0	19
5:45:00 PM	0	0	2	0	2	0	0	0	3	18	1	0	22	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	13	0	0	37
Hourly Total	1	0	5	0	6	0	0	0	8	45	1	0	54	0	0	0	2	0	0	0	2	0	0	0	0	31	1	0	0	32	0	0	94
Grand Total	1	0	9	0	10	0	0	0	17	158	22	1	198	0	0	0	9	0	1	0	10	0	1	0	0	124	3	1	128	0	0	0	346
% Approach	10.0%	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.6%	79.8%	11.1%	0.5%	0.0%	0.0%	0.0%	0.0%	90.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.9%	2.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%
% Total	0.3%	0.0%	2.6%	0.0%	2.9%	0.0%	0.0%	0.0%	4.9%	45.7%	6.4%	0.3%	57.2%	0.0%	0.0%	0.0%	2.6%	0.0%	0.3%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	35.8%	0.9%	0.3%	37.0%	0.0%	0.0%	0.0%	0.0%
Lights	1	0	9	0	10	0	0	0	16	142	21	0	179	0	0	0	8	0	1	0	9	0	0	0	0	107	3	0	0	110	0	0	308
% Lights	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	94.1%	89.9%	95.5%	0.0%	90.4%	0.0%	0.0%	0.0%	88.9%	0.0%	100.0%	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%	86.3%	100.0%	0.0%	85.5%	0.0%	0.0%	0.0%	89.0%
Trucks	0	0	0	0	0	0	0	0	1	14	1	1	17	0	0	0	1	0	0	0	1	0	0	0	0	17	0	1	18	0	0	0	36
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	8.9%	4.5%	100.0%	8.6%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	13.7%	0.0%	100.0%	14.1%	0.0%	0.0%	0.0%	10.4%
Buses	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	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
% Bicycles on Crosswalk	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



7:30:00 AM

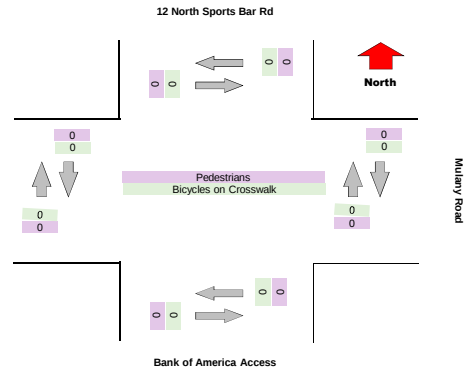
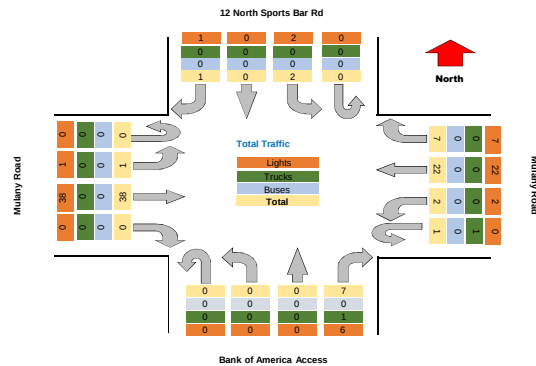
Leg	12 North Sports Bar Rd								Mulany Road								Bank of America Access								Mulany Road							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total			
7:30:00 AM	0	0	2	0	2	0	0	1	10	4	0	15	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	19			
7:45:00 AM	0	0	0	0	0	0	0	0	12	6	0	18	0	0	0	0	0	0	0	0	1	0	12	0	0	12	0	0	30			
8:00:00 AM	0	0	0	0	0	0	0	0	13	4	0	17	0	0	0	0	1	0	1	0	0	0	2	0	1	3	0	0	21			
8:15:00 AM	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	13			
Grand Total	0	0	2	0	2	0	0	1	42	15	0	58	0	0	0	0	1	0	1	0	1	0	21	51	0	1	22	0	0	83		
% Approach	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	1.7%	72.4%	25.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	95.5%	0.0%	4.5%	0.0%	0.0%	0.0%			
% Total	0.0%	0.0%	2.4%	0.0%	2.4%	0.0%	0.0%	1.2%	50.6%	18.1%	0.0%	69.9%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	25.3%	0.0%	1.2%	26.5%	0.0%	0.0%			
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.808	0.625	0.000	0.806	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.438	0.000	0.250	0.458	0.000	0.000	0.692		
Lights	0	0	2	0	2	0	0	1	34	14	0	49	0	0	0	0	1	0	1	0	0	0	13	0	0	13	0	0	65			
% Lights	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	81.0%	93.3%	0.0%	84.5%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	61.9%	0.0%	0.0%	59.1%	0.0%	0.0%	78.3%		
Trucks	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	17			
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	6.7%	0.0%	13.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.1%	0.0%	100.0%	40.9%	0.0%	0.0%	23.6%		
Buses	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	1.7%	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%	1.2%			
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
% Pedestrians	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%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Bicycles on Crosswalk	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			
% Bicycles on Crosswalk	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%	0.0%	0.0%	0.0%	0.0%	0.0%			



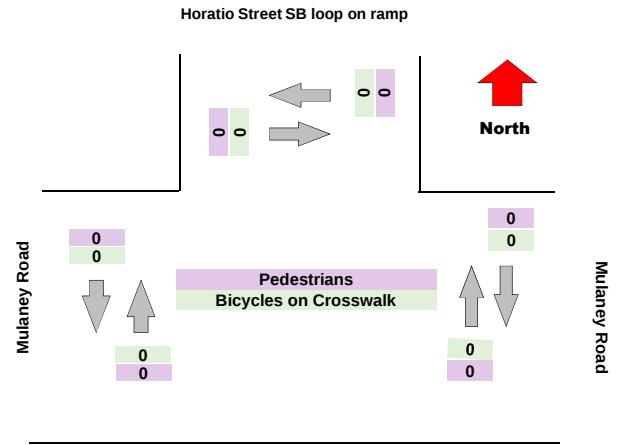
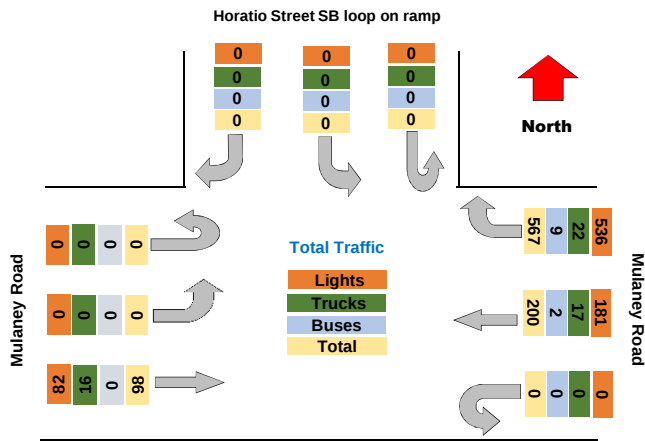
Turning Movement Peak Hour Data (PM)

4:30:00 PM

Leg	12 North Sports Bar Rd							Mulany Road							Bank of America Access							Mulany Road							Total
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
4:30:00 PM	0	0	0	0	0	0	0	2	3	0	1	6	0	0	5	0	0	0	5	0	0	0	12	1	0	13	0	0	24
4:45:00 PM	0	0	0	0	0	0	0	1	5	2	0	8	0	0	1	0	0	0	1	0	0	0	10	0	0	10	0	0	19
5:00:00 PM	1	0	0	0	1	0	0	3	8	0	0	11	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	20
5:15:00 PM	0	0	2	0	2	0	0	1	6	0	0	7	0	0	1	0	0	0	1	0	0	0	8	0	0	8	0	0	18
Grand Total	1	0	2	0	3	0	0	7	22	2	1	32	0	0	7	0	0	0	7	0	0	0	38	1	0	39	0	0	81
% Approach	33.3%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	21.9%	68.8%	6.3%	3.1%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	97.4%	2.6%	0.0%	0.0%	0.0%	0.0%	
% Total	1.2%	0.0%	2.5%	0.0%	3.7%	0.0%	0.0%	8.6%	27.2%	2.5%	1.2%	39.5%	0.0%	0.0%	8.6%	0.0%	0.0%	0.0%	8.6%	0.0%	0.0%	0.0%	46.9%	1.2%	0.0%	48.1%	0.0%	0.0%	
PHF	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.583	0.688	0.250	0.250	0.727	0.000	0.000	0.350	0.000	0.000	0.000	0.350	0.000	0.000	0.000	0.792	0.250	0.000	0.750	0.000	0.000	0.844
Lights	1	0	2	0	3	0	0	7	22	2	1	31	0	0	6	0	0	0	6	0	0	0	38	1	0	39	0	0	79
% Lights	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	96.9%	0.0%	0.0%	85.7%	0.0%	0.0%	0.0%	85.7%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	97.5%
Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3.1%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%
Buses	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
% Buses	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%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	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
% Pedestrians	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%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	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
% Bicycles on Crosswalk	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%	0.0%	0.0%	0.0%	0.0%	0.0%







7:30:00 AM

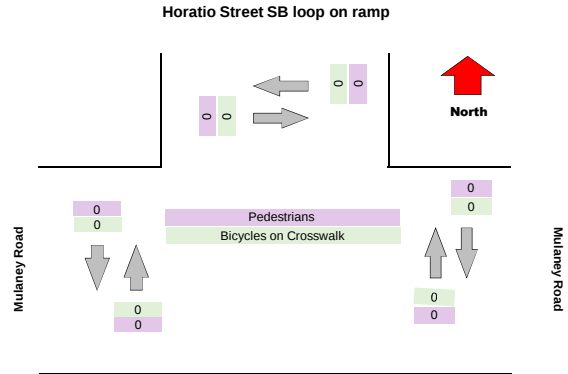
The diagram illustrates the traffic flow and vehicle counts for the Horatio Street SB loop on ramp. It shows three approaches to the intersection from the west (left side of the diagram) and one approach from the east (right side of the diagram). The traffic is categorized by vehicle type: Lights (red), Trucks (green), Buses (blue), and Total (yellow). The counts are as follows:

Approach	Lights	Trucks	Buses	Total
West Approach 1 (Top)	0	0	0	0
West Approach 2 (Middle)	0	0	0	0
West Approach 3 (Bottom)	0	0	0	0
East Approach (Right)	181	3	7	191

The diagram also shows the total traffic flow for each vehicle type across the intersection:

Vehicle Type	Count
Lights	181
Trucks	3
Buses	7
Total	191

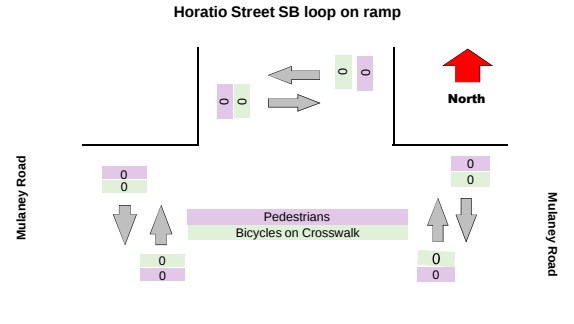
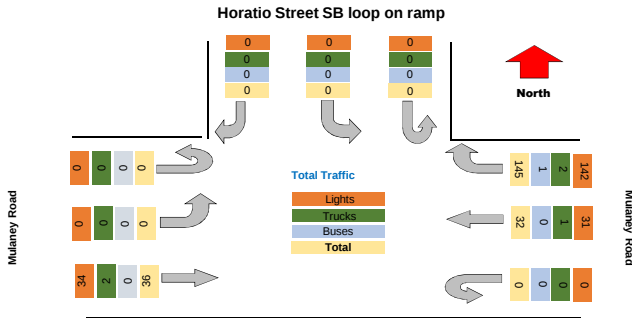
A red arrow indicates the direction of traffic flow, pointing North (upwards).

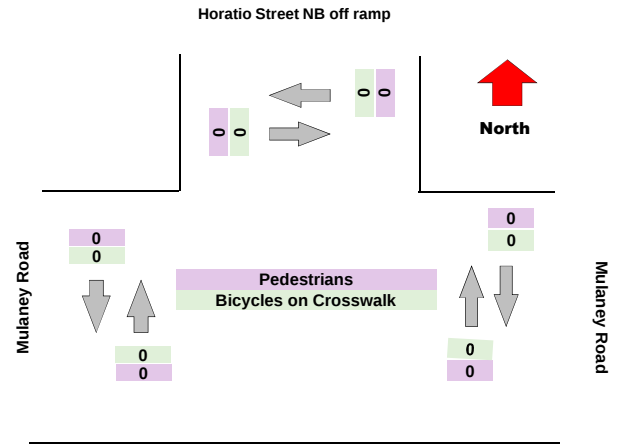
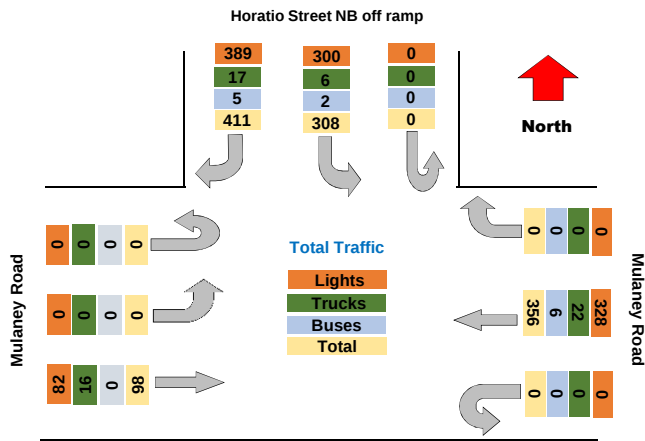


Turning Movement Peak Hour Data (PM)

4:30:00 PM

Leg	Horatio Street SB loop on ramp						Mulaney Road						Mulaney Road						Total
Direction	Southbound						Westbound						Eastbound						
Start Time	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
4:30:00 PM	0	0	0	0	0	0	42	6	0	48	0	0	13	0	0	13	0	0	61
4:45:00 PM	0	0	0	0	0	0	30	8	0	38	0	0	7	0	0	7	0	0	45
5:00:00 PM	0	0	0	0	0	0	48	11	0	59	0	0	7	0	0	7	0	0	66
5:15:00 PM	0	0	0	0	0	0	25	7	0	32	0	0	9	0	0	9	0	0	41
Grand Total	0	0	0	0	0	0	145	32	0	177	0	0	36	0	0	36	0	0	213
% Approach	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	81.9%	18.1%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	68.1%	15.0%	0.0%	83.1%	0.0%	0.0%	16.9%	0.0%	0.0%	16.9%	0.0%	0.0%	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.755	0.727	0.000	0.750	0.000	0.000	0.692	0.000	0.000	0.692	0.000	0.000	0.807
Lights	0	0	0	0	0	0	142	31	0	173	0	0	34	0	0	34	0	0	207
% Lights	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	97.9%	96.9%	0.0%	97.7%	0.0%	0.0%	94.4%	0.0%	0.0%	94.4%	0.0%	0.0%	97.2%
Trucks	0	0	0	0	0	0	2	1	0	3	0	0	2	0	0	2	0	0	5
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	3.1%	0.0%	1.7%	0.0%	0.0%	5.6%	0.0%	0.0%	5.6%	0.0%	0.0%	2.3%
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%



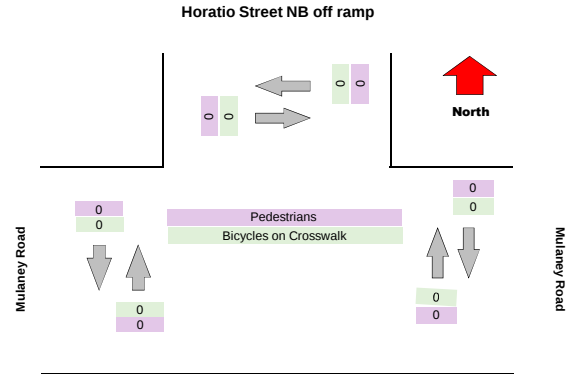
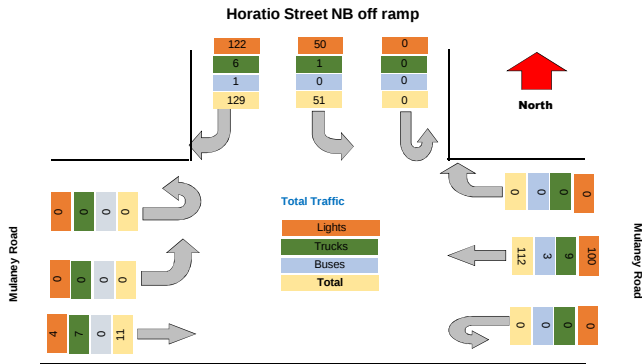


Turning Movement Peak Hour Data (AM)

of 4

7:30:00 AM

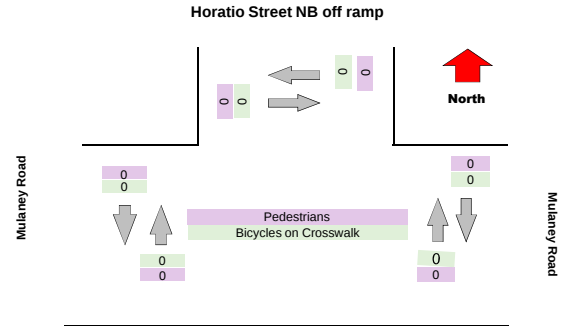
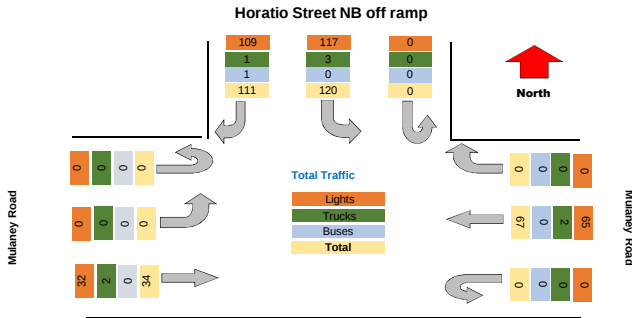
Leg	Horatio Street NB off ramp						Mulaney Road						Mulaney Road						Total
Direction	Southbound						Westbound						Eastbound						
Start Time	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
7:30:00 AM	29	7	0	36	0	0	0	30	0	30	0	0	2	0	0	2	0	0	68
7:45:00 AM	41	8	0	49	0	0	0	35	0	35	0	0	4	0	0	4	0	0	88
8:00:00 AM	37	14	0	51	0	0	0	28	0	28	0	0	1	0	0	1	0	0	80
8:15:00 AM	22	22	0	44	0	0	0	19	0	19	0	0	4	0	0	4	0	0	67
Grand Total	129	51	0	180	0	0	0	112	0	112	0	0	11	0	0	11	0	0	303
% Approach	71.7%	28.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.861
% Total	42.6%	16.8%	0.0%	59.4%	0.0%	0.0%	0.0%	37.0%	0.0%	37.0%	0.0%	0.0%	3.6%	0.0%	0.0%	3.6%	0.0%	0.0%	
PHF	0.787	0.580	0.000	0.882	0.000	0.000	0.000	0.800	0.000	0.800	0.000	0.000	0.688	0.000	0.000	0.688	0.000	0.000	
Lights	122	50	0	172	0	0	0	100	0	100	0	0	4	0	0	4	0	0	276
% Lights	94.6%	98.0%	0.0%	95.6%	0.0%	0.0%	0.0%	89.3%	0.0%	89.3%	0.0%	0.0%	36.4%	0.0%	0.0%	36.4%	0.0%	0.0%	91.1%
Trucks	6	1	0	7	0	0	0	9	0	9	0	0	7	0	0	7	0	0	23
% Trucks	4.7%	2.0%	0.0%	3.9%	0.0%	0.0%	0.0%	8.0%	0.0%	8.0%	0.0%	0.0%	63.6%	0.0%	0.0%	63.6%	0.0%	0.0%	7.6%
Buses	1	0	0	1	0	0	0	3	0	3	0	0	0	0	0	0	0	0	4
% Buses	0.8%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	2.7%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%



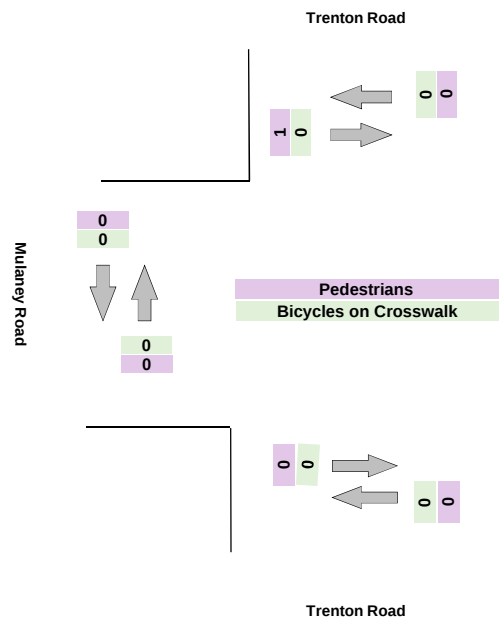
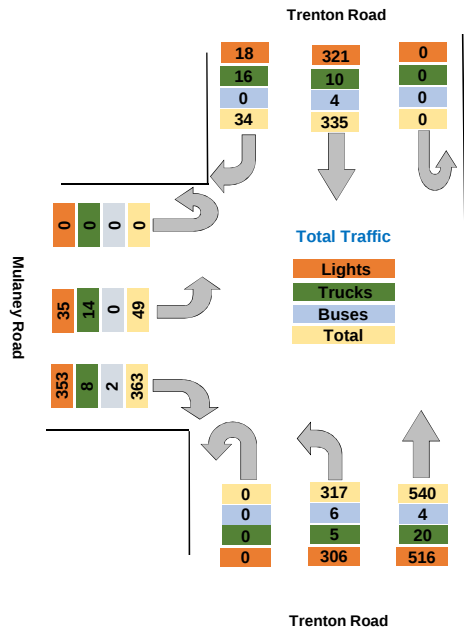
Turning Movement Peak Hour Data (PM)

4:30:00 PM

Leg	Horatio Street NB off ramp						Mulaney Road						Mulaney Road						Total
Direction	Southbound						Westbound						Eastbound						
Start Time	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
4:30:00 PM	27	23	0	50	0	0	0	21	0	21	0	0	12	0	0	12	0	0	83
4:45:00 PM	26	26	0	52	0	0	0	12	0	12	0	0	7	0	0	7	0	0	71
5:00:00 PM	40	34	0	74	0	0	0	20	0	20	0	0	7	0	0	7	0	0	101
5:15:00 PM	18	37	0	55	0	0	0	14	0	14	0	0	8	0	0	8	0	0	77
Grand Total	111	120	0	231	0	0	0	67	0	67	0	0	34	0	0	34	0	0	332
% Approach	48.1%	51.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.822
% Total	33.4%	36.1%	0.0%	69.6%	0.0%	0.0%	0.0%	20.2%	0.0%	20.2%	0.0%	0.0%	10.2%	0.0%	0.0%	10.2%	0.0%	0.0%	
PHF	0.694	0.811	0.000	0.780	0.000	0.000	0.000	0.798	0.000	0.798	0.000	0.000	0.708	0.000	0.000	0.708	0.000	0.000	
Lights	109	117	0	226	0	0	0	65	0	65	0	0	32	0	0	32	0	0	323
% Lights	98.2%	97.5%	0.0%	97.8%	0.0%	0.0%	0.0%	97.0%	0.0%	97.0%	0.0%	0.0%	94.1%	0.0%	0.0%	94.1%	0.0%	0.0%	97.3%
Trucks	1	3	0	4	0	0	0	2	0	2	0	0	2	0	0	2	0	0	8
% Trucks	0.9%	2.5%	0.0%	1.7%	0.0%	0.0%	0.0%	3.0%	0.0%	3.0%	0.0%	0.0%	5.9%	0.0%	0.0%	5.9%	0.0%	0.0%	2.4%
Buses	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.9%	0.0%	0.0%	0.4%	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%	0.3%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%



Leg	Trenton Road						Trenton Road						Mulaney Road						
Direction	Southbound						NorthBound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	4	17	0	21	1	0	16	25	0	41	0	0	6	0	0	6	0	0	68
7:15:00 AM	5	26	0	31	0	0	13	22	0	35	0	0	9	3	0	12	0	0	78
7:30:00 AM	5	31	0	36	0	0	15	26	0	41	0	0	9	0	0	9	0	0	86
7:45:00 AM	1	19	0	20	0	0	17	33	0	50	0	0	7	4	0	11	0	0	81
Hourly Total	15	93	0	108	1	0	61	106	0	167	0	0	31	7	0	38	0	0	313
8:00:00 AM	2	27	0	29	0	0	31	25	0	56	0	0	14	1	0	15	0	0	100
8:15:00 AM	2	25	0	27	0	0	25	18	0	43	0	0	22	3	0	25	0	0	95
8:30:00 AM	4	18	0	22	0	0	12	22	0	34	0	0	15	0	0	15	0	0	71
8:45:00 AM	3	28	0	31	0	0	18	12	0	30	0	0	18	5	0	23	0	0	84
Hourly Total	11	98	0	109	0	0	86	77	0	163	0	0	69	9	0	78	0	0	350
4:00:00 PM	2	16	0	18	0	0	55	25	0	80	0	0	32	10	0	42	0	0	140
4:15:00 PM	2	16	0	18	0	0	49	12	0	61	0	0	43	5	0	48	0	0	127
4:30:00 PM	2	22	0	24	0	0	57	16	0	73	0	0	28	8	0	36	0	0	133
4:45:00 PM	1	19	0	20	0	0	45	10	0	55	0	0	31	1	0	32	0	0	107
Hourly Total	7	73	0	80	0	0	206	63	0	269	0	0	134	24	0	158	0	0	507
5:00:00 PM	0	24	0	24	0	0	74	20	0	94	0	0	40	5	0	45	0	0	163
5:15:00 PM	0	22	0	22	0	0	39	13	0	52	0	0	43	1	0	44	0	0	118
5:30:00 PM	1	18	0	19	0	0	40	15	0	55	0	0	23	2	0	25	0	0	99
5:45:00 PM	0	7	0	7	0	0	34	23	0	57	0	0	23	1	0	24	0	0	88
Hourly Total	1	71	0	72	0	0	187	71	0	258	0	0	129	9	0	138	0	0	468
Grand Total	34	335	0	369	1	0	540	317	0	857	0	0	363	49	0	412	0	0	1638
% Approach	9.2%	90.8%	0.0%	0.0%	0.0%	0.0%	63.0%	37.0%	0.0%	0.0%	0.0%	0.0%	88.1%	11.9%	0.0%	0.0%	0.0%	0.0%	0.0%
% Total	2.1%	20.5%	0.0%	22.5%	0.0%	0.0%	33.0%	19.4%	0.0%	52.3%	0.0%	0.0%	22.2%	3.0%	0.0%	25.2%	0.0%	0.0%	0.0%
Lights	18	321	0	339	0	0	516	306	0	822	0	0	353	35	0	388	0	0	1549
% Lights	52.9%	95.8%	0.0%	91.9%	0.0%	0.0%	95.6%	96.5%	0.0%	95.9%	0.0%	0.0%	97.2%	71.4%	0.0%	94.2%	0.0%	0.0%	94.6%
Trucks	16	10	0	26	0	0	20	5	0	25	0	0	8	14	0	22	0	0	73
% Trucks	47.1%	3.0%	0.0%	7.0%	0.0%	0.0%	3.7%	1.6%	0.0%	2.9%	0.0%	0.0%	2.2%	28.6%	0.0%	5.3%	0.0%	0.0%	4.5%
Buses	0	4	0	4	0	0	4	6	0	10	0	0	2	0	0	2	0	0	16
% Buses	0.0%	1.2%	0.0%	1.1%	0.0%	0.0%	0.0%	1.9%	0.0%	1.2%	0.0%	0.0%	0.6%	0.0%	0.0%	0.5%	0.0%	0.0%	1.0%
Pedestrians	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	100.0%	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%

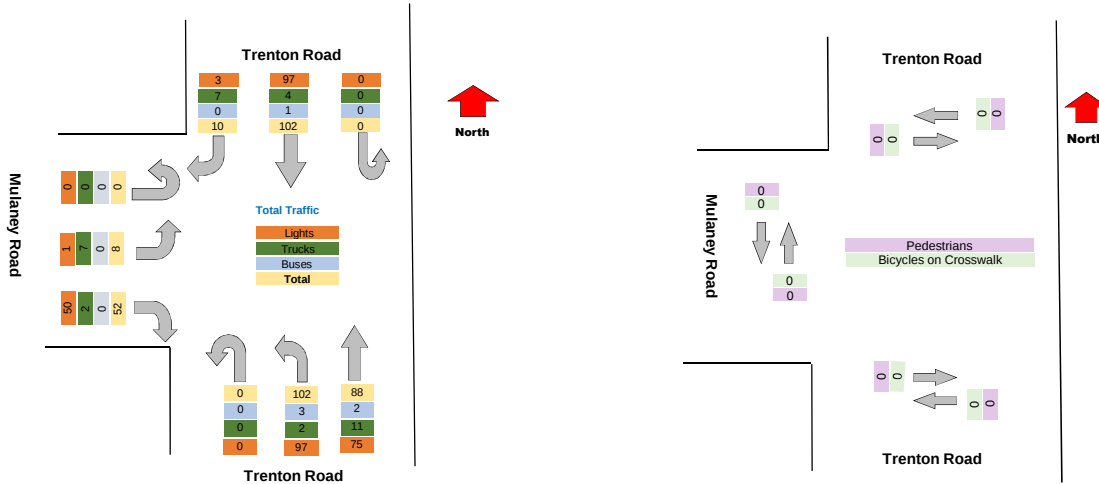


Turning Movement Peak Hour Data (AM)

3 of 4

7:30:00 AM

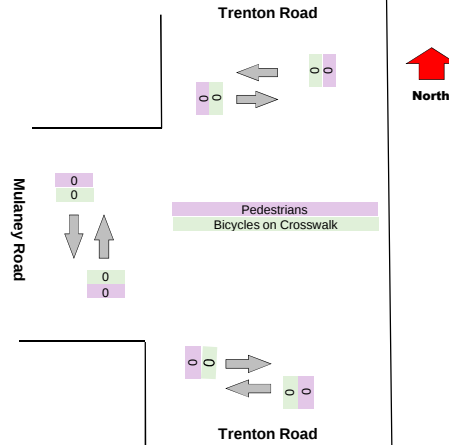
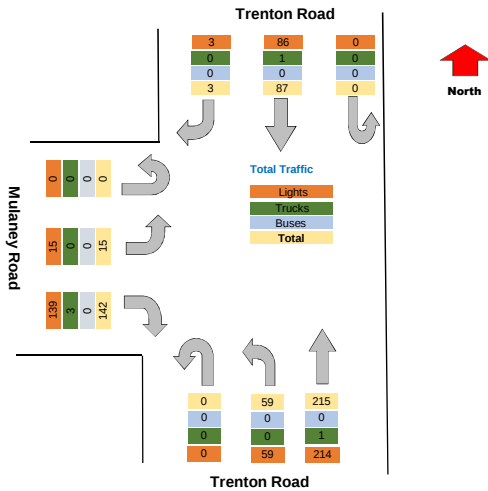
Leg	Trenton Road Southbound						Trenton Road Northbound						Mulaney Road Eastbound						Total
Direction	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
Start Time																			
7:30:00 AM	5	31	0	36	0	0	15	26	0	41	0	0	9	0	0	9	0	0	86
7:45:00 AM	1	19	0	20	0	0	17	33	0	50	0	0	7	4	0	11	0	0	81
8:00:00 AM	2	27	0	29	0	0	31	25	0	56	0	0	14	1	0	15	0	0	100
8:15:00 AM	2	25	0	27	0	0	25	18	0	43	0	0	22	3	0	25	0	0	95
Grand Total	10	102	0	112	0	0	88	102	0	190	0	0	52	8	0	60	0	0	362
% Approach	8.9%	91.1%	0.0%	0.0%	0.0%	0.0%	46.3%	53.7%	0.0%	0.0%	0.0%	0.0%	86.7%	13.3%	0.0%	0.0%	0.0%	0.0%	
% Total	2.8%	28.2%	0.0%	30.9%	0.0%	0.0%	24.3%	28.2%	0.0%	52.5%	0.0%	0.0%	14.4%	2.2%	0.0%	16.6%	0.0%	0.0%	
PHF	0.500	0.823	0.000	0.778	0.000	0.000	0.710	0.773	0.000	0.848	0.000	0.000	0.591	0.500	0.000	0.600	0.000	0.000	0.905
Lights	3	97	0	100	0	0	75	97	0	172	0	0	50	1	0	51	0	0	323
% Lights	30.0%	95.1%	0.0%	89.3%	0.0%	0.0%	85.2%	95.1%	0.0%	90.5%	0.0%	0.0%	96.2%	12.5%	0.0%	85.0%	0.0%	0.0%	89.2%
Trucks	7	4	0	11	0	0	11	2	0	13	0	0	2	7	0	9	0	0	33
% Trucks	70.0%	3.9%	0.0%	9.8%	0.0%	0.0%	12.5%	2.0%	0.0%	6.8%	0.0%	0.0%	3.8%	87.5%	0.0%	15.0%	0.0%	0.0%	9.1%
Buses	0	1	0	1	0	0	2	3	0	5	0	0	0	0	0	0	0	0	6
% Buses	0.0%	1.0%	0.0%	0.9%	0.0%	0.0%	2.3%	2.9%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%



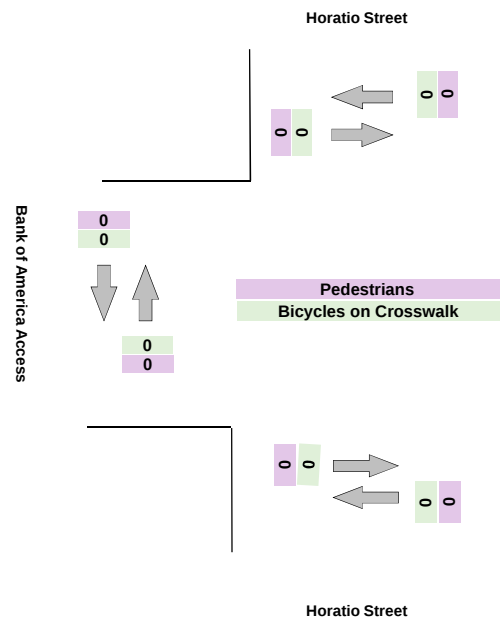
Turning Movement Peak Hour Data (PM)

4:30:00 PM

Leg Direction	Trenton Road Southbound						Trenton Road Northbound						Mulaney Road Eastbound						Total
	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	
4:30:00 PM	2	22	0	24	0	0	57	16	0	73	0	0	28	8	0	36	0	0	133
4:45:00 PM	1	19	0	20	0	0	45	10	0	55	0	0	31	1	0	32	0	0	107
5:00:00 PM	0	24	0	24	0	0	74	20	0	94	0	0	40	5	0	45	0	0	163
5:15:00 PM	0	22	0	22	0	0	39	13	0	52	0	0	43	1	0	44	0	0	118
Grand Total	3	87	0	90	0	0	215	59	0	274	0	0	142	15	0	157	0	0	521
% Approach	3.3%	96.7%	0.0%	0.0%	0.0%	0.0%	78.5%	21.5%	0.0%	0.0%	0.0%	0.0%	90.4%	9.6%	0.0%	0.0%	0.0%	0.0%	
% Total	0.6%	16.7%	0.0%	17.3%	0.0%	0.0%	41.3%	11.3%	0.0%	52.6%	0.0%	0.0%	27.3%	2.9%	0.0%	30.1%	0.0%	0.0%	
PHF	0.375	0.906	0.000	0.938	0.000	0.000	0.726	0.738	0.000	0.729	0.000	0.000	0.826	0.469	0.000	0.872	0.000	0.000	0.799
Lights	3	86	0	89	0	0	214	59	0	273	0	0	139	15	0	154	0	0	516
% Lights	100.0%	98.9%	0.0%	98.9%	0.0%	0.0%	99.5%	100.0%	0.0%	99.6%	0.0%	0.0%	97.9%	100.0%	0.0%	98.1%	0.0%	0.0%	99.0%
Trucks	0	1	0	1	0	0	1	0	0	1	0	0	3	0	0	3	0	0	5
% Trucks	0.0%	1.1%	0.0%	1.1%	0.0%	0.0%	0.5%	0.0%	0.0%	0.4%	0.0%	0.0%	2.1%	0.0%	0.0%	1.9%	0.0%	0.0%	1.0%
Buses	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%



Leg	Horatio Street						Horatio Street						Bank of America Access						
Direction	Southbound						NorthBound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	4	71	0	75	0	0	0	0	0	0	0	0	2	0	0	2	0	0	77
7:15:00 AM	2	94	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96
7:30:00 AM	18	105	0	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123
7:45:00 AM	37	110	0	147	0	0	0	0	0	0	0	0	2	0	0	2	0	0	149
Hourly Total	61	380	0	441	0	0	0	0	0	0	0	0	4	0	0	4	0	0	445
8:00:00 AM	16	113	0	129	0	0	0	0	0	0	0	0	5	0	0	5	0	0	134
8:15:00 AM	8	98	0	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106
8:30:00 AM	5	76	0	81	0	0	0	0	0	0	0	0	3	0	0	3	0	0	84
8:45:00 AM	13	57	0	70	0	0	0	0	0	0	0	0	2	0	0	2	0	0	72
Hourly Total	42	344	0	386	0	0	0	0	0	0	0	0	10	0	0	10	0	0	396
4:00:00 PM	4	91	0	95	0	0	0	0	0	0	0	0	7	0	0	7	0	0	102
4:15:00 PM	5	62	0	67	0	0	0	0	0	0	0	0	23	0	0	23	0	0	90
4:30:00 PM	8	85	0	93	0	0	0	0	0	0	0	0	33	0	0	33	0	0	126
4:45:00 PM	1	71	0	72	0	0	0	0	0	0	0	0	13	0	0	13	0	0	85
Hourly Total	18	309	0	327	0	0	0	0	0	0	0	0	76	0	0	76	0	0	403
5:00:00 PM	5	94	0	99	0	0	0	0	0	0	0	0	9	0	0	9	0	0	108
5:15:00 PM	2	50	0	52	0	0	0	0	0	0	0	0	6	0	0	6	0	0	58
5:30:00 PM	1	58	0	59	0	0	0	0	0	0	0	0	14	0	0	14	0	0	73
5:45:00 PM	3	58	0	61	0	0	0	0	0	0	0	0	4	0	0	4	0	0	65
Hourly Total	11	260	0	271	0	0	0	0	0	0	0	0	33	0	0	33	0	0	304
Grand Total	132	1293	0	1425	0	0	0	0	0	0	0	0	123	0	0	123	0	0	1548
% Approach	9.3%	90.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Total	8.5%	83.5%	0.0%	92.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.9%	0.0%	0.0%	7.9%	0.0%	0.0%	0.0%
Lights	128	1244	0	1372	0	0	0	0	0	0	0	0	119	0	0	119	0	0	1491
% Lights	97.0%	96.2%	0.0%	96.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.7%	0.0%	0.0%	96.7%	0.0%	0.0%	96.3%
Trucks	1	34	0	35	0	0	0	0	0	0	0	0	1	0	0	1	0	0	36
% Trucks	0.8%	2.6%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%	0.0%	2.3%
Buses	3	15	0	18	0	0	0	0	0	0	0	0	3	0	0	3	0	0	21
% Buses	2.3%	1.2%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	2.4%	0.0%	0.0%	1.4%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%

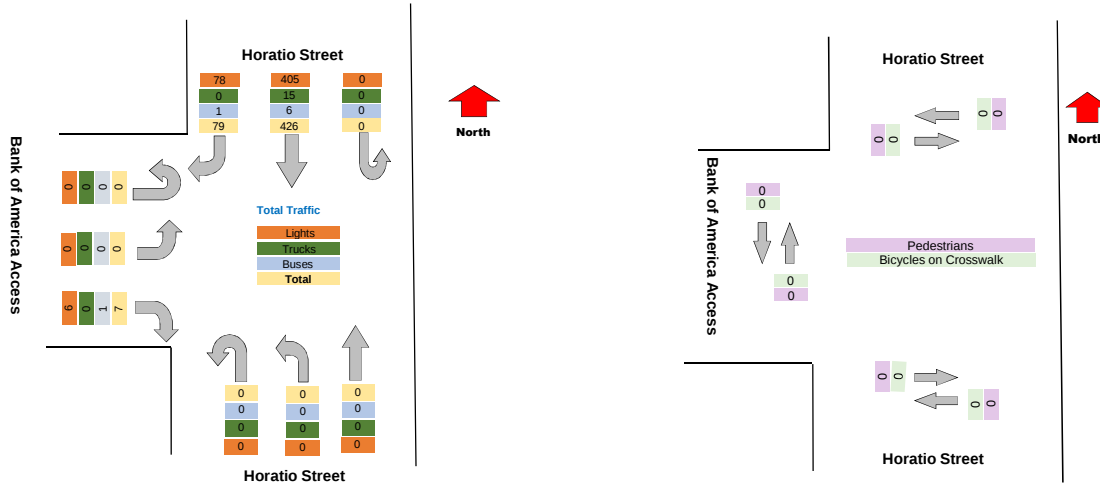


Turning Movement Peak Hour Data (AM)

3 of 4

7:30:00 AM

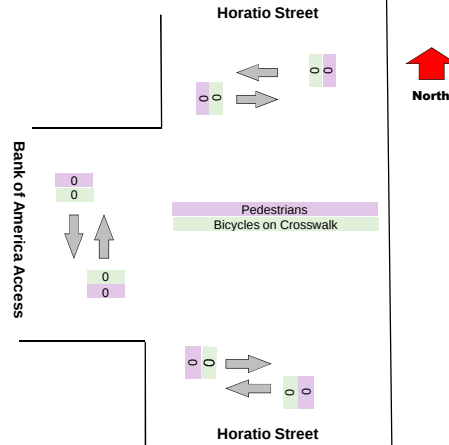
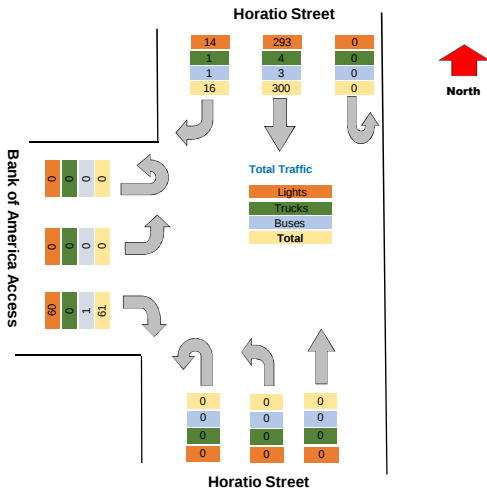
Leg	Horatio Street						Horatio Street						Bank of America Access						Total
Direction	Southbound						Northbound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	
7:30:00 AM	18	105	0	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123
7:45:00 AM	37	110	0	147	0	0	0	0	0	0	0	0	2	0	0	2	0	0	149
8:00:00 AM	16	113	0	129	0	0	0	0	0	0	0	0	5	0	0	5	0	0	134
8:15:00 AM	8	98	0	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106
Grand Total	79	426	0	505	0	0	0	0	0	0	0	0	7	0	0	7	0	0	512
% Approach	15.6%	84.4%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% Total	15.4%	83.2%	0.0%	98.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	1.4%	0.0%	0.0%	
PHF	0.534	0.942	0.000	0.859	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.350	0.000	0.000	0.350	0.000	0.000	0.859
Lights	78	405	0	483	0	0	0	0	0	0	0	0	6	0	0	6	0	0	489
% Lights	98.7%	95.1%	0.0%	95.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%	0.0%	0.0%	85.7%	0.0%	0.0%	95.5%
Trucks	0	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
% Trucks	0.0%	3.5%	0.0%	3.0%	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%	2.9%
Buses	1	6	0	7	0	0	0	0	0	0	0	0	1	0	0	1	0	0	8
% Buses	1.3%	1.4%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	14.3%	0.0%	0.0%	1.6%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%



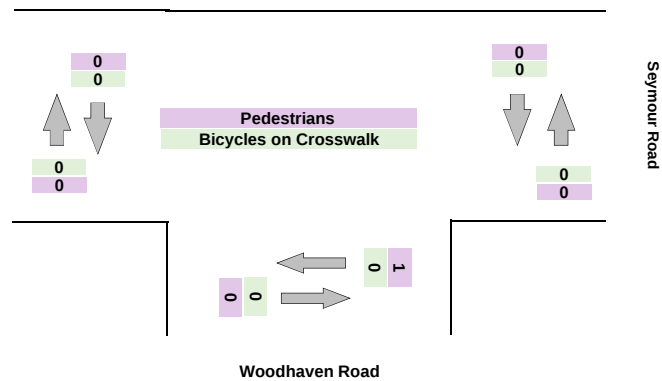
Turning Movement Peak Hour Data (PM)

4:30:00 PM

Leg	Horatio Street						Horatio Street						Bank of America Access						Total
Direction	Southbound						Northbound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	
4:30:00 PM	8	85	0	93	0	0	0	0	0	0	0	0	33	0	0	33	0	0	126
4:45:00 PM	1	71	0	72	0	0	0	0	0	0	0	0	13	0	0	13	0	0	85
5:00:00 PM	5	94	0	99	0	0	0	0	0	0	0	0	9	0	0	9	0	0	108
5:15:00 PM	2	50	0	52	0	0	0	0	0	0	0	0	6	0	0	6	0	0	58
Grand Total	16	300	0	316	0	0	0	0	0	0	0	0	61	0	0	61	0	0	377
% Approach	5.1%	94.9%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% Total	4.2%	79.6%	0.0%	83.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.2%	0.0%	0.0%	16.2%	0.0%	0.0%	
PHF	0.500	0.798	0.000	0.798	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.462	0.000	0.000	0.462	0.000	0.000	0.748
Lights	14	293	0	307	0	0	0	0	0	0	0	0	60	0	0	60	0	0	367
% Lights	87.5%	97.7%	0.0%	97.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.4%	0.0%	0.0%	98.4%	0.0%	0.0%	97.3%
Trucks	1	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Trucks	6.3%	1.3%	0.0%	1.6%	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%	1.3%
Buses	1	3	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	5
% Buses	6.3%	1.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	1.6%	0.0%	0.0%	1.3%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%



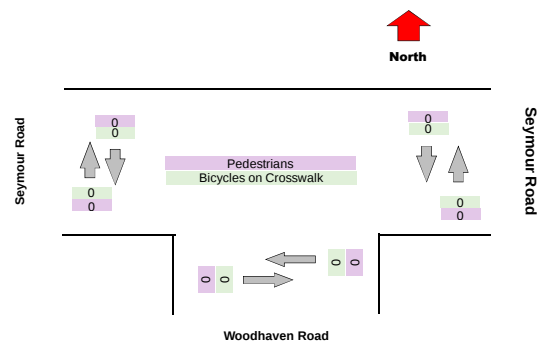
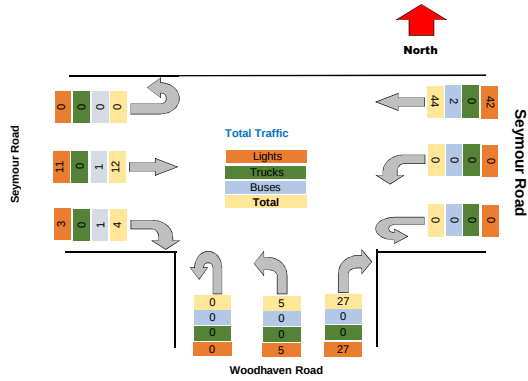
Leg	Seymour Road						Woodhaven Road						Seymour Road						
Direction	Westbound						Northbound						Eastbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	6	0	0	6	0	0	3	0	0	3	0	0	1	3	0	4	0	0	13
7:15:00 AM	6	0	0	6	0	0	5	2	0	7	0	0	0	2	0	2	0	0	15
7:30:00 AM	4	0	0	4	0	0	8	1	0	9	0	0	2	1	0	3	0	0	16
7:45:00 AM	14	0	0	14	0	0	5	3	0	8	0	0	0	6	0	6	0	0	28
Hourly Total	30	0	0	30	0	0	21	6	0	27	0	0	3	12	0	15	0	0	72
8:00:00 AM	15	0	0	15	0	0	10	1	0	11	0	0	2	3	0	5	0	0	31
8:15:00 AM	11	0	0	11	0	0	4	0	0	4	0	0	0	2	0	2	0	0	17
8:30:00 AM	8	1	0	9	0	0	6	0	0	6	1	0	0	4	0	4	0	0	19
8:45:00 AM	2	0	0	2	0	0	3	1	0	4	0	0	1	4	0	5	0	0	11
Hourly Total	36	1	0	37	0	0	23	2	0	25	1	0	3	13	0	16	0	0	78
4:00:00 PM	2	0	0	2	0	0	2	0	0	2	0	0	0	36	0	36	0	0	40
4:15:00 PM	3	3	0	6	0	0	1	3	0	4	0	0	0	22	0	22	0	0	32
4:30:00 PM	0	1	0	1	0	0	4	1	0	5	0	0	3	41	0	44	0	0	50
4:45:00 PM	5	0	0	5	0	0	4	1	0	5	0	0	1	30	0	31	0	0	41
Hourly Total	10	4	0	14	0	0	11	5	0	16	0	0	4	129	0	133	0	0	163
5:00:00 PM	3	2	0	5	0	0	1	2	0	3	0	0	3	16	0	19	0	0	27
5:15:00 PM	4	0	0	4	0	0	3	1	0	4	0	0	0	59	0	59	0	0	67
5:30:00 PM	4	1	0	5	0	0	1	0	0	1	0	0	2	22	0	24	0	0	30
5:45:00 PM	8	1	0	9	0	0	2	1	0	3	0	0	1	23	0	24	0	0	36
Hourly Total	19	4	0	23	0	0	7	4	0	11	0	0	6	120	0	126	0	0	160
Grand Total	95	9	0	104	0	0	62	17	0	79	1	0	16	274	0	290	0	0	473
% Approach	91.3%	8.7%	0.0%	0.0%	0.0%	0.0%	78.5%	21.5%	0.0%	0.0%	0.0%	0.0%	5.5%	94.5%	0.0%	0.0%	0.0%	0.0%	0.0%
% Total	20.1%	1.9%	0.0%	22.0%	0.0%	0.0%	13.1%	3.6%	0.0%	16.7%	0.0%	0.0%	3.4%	57.9%	0.0%	61.3%	0.0%	0.0%	0.0%
Lights	91	8	0	99	0	0	59	17	0	76	0	0	13	272	0	285	0	0	460
% Lights	95.8%	88.9%	0.0%	95.2%	0.0%	0.0%	95.2%	100.0%	0.0%	96.2%	0.0%	0.0%	81.3%	99.3%	0.0%	98.3%	0.0%	0.0%	97.3%
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	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%
Buses	4	1	0	5	0	0	2	0	0	2	0	0	3	2	0	5	0	0	



Turning Movement Peak Hour Data (AM)

7:30:00 AM

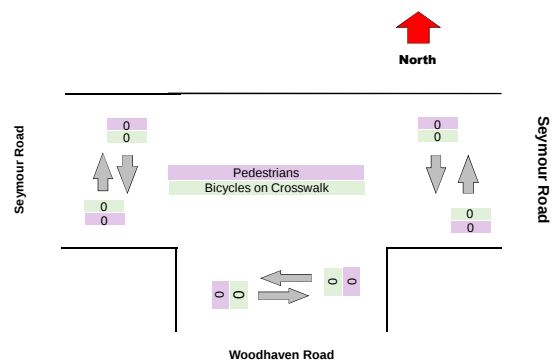
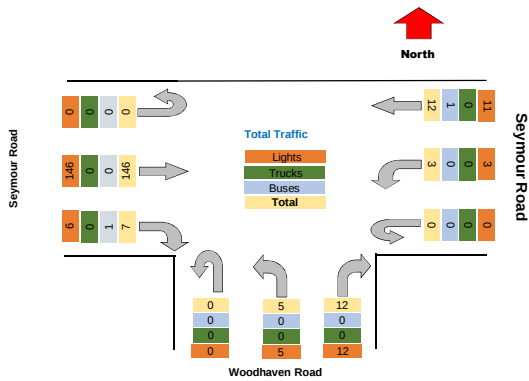
Leg	Seymour Road						Woodhaven Road						Seymour Road						Total
Direction	Westbound						Northbound						Eastbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	
7:30:00 AM	4	0	0	4	0	0	8	1	0	9	0	0	2	1	0	3	0	0	16
7:45:00 AM	14	0	0	14	0	0	5	3	0	8	0	0	0	6	0	6	0	0	28
8:00:00 AM	15	0	0	15	0	0	10	1	0	11	0	0	2	3	0	5	0	0	31
8:15:00 AM	11	0	0	11	0	0	4	0	0	4	0	0	0	2	0	2	0	0	17
Grand Total	44	0	0	44	0	0	27	5	0	32	0	0	4	12	0	16	0	0	92
% Approach	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	84.4%	15.6%	0.0%	0.0%	0.0%	0.0%	25.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.742
% Total	47.8%	0.0%	0.0%	47.8%	0.0%	0.0%	29.3%	5.4%	0.0%	34.8%	0.0%	0.0%	4.3%	13.0%	0.0%	17.4%	0.0%	0.0%	
PHF	0.733	0.000	0.000	0.733	0.000	0.000	0.675	0.417	0.000	0.727	0.000	0.000	0.500	0.500	0.000	0.667	0.000	0.000	
Lights	42	0	0	42	0	0	27	5	0	32	0	0	3	11	0	14	0	0	88
% Lights	95.5%	0.0%	0.0%	95.5%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	75.0%	91.7%	0.0%	87.5%	0.0%	0.0%	95.7%
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	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%
Buses	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	0	0	4
% Buses	4.5%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	8.3%	0.0%	12.5%	0.0%	0.0%	4.3%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%

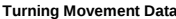


Turning Movement Peak Hour Data (PM)

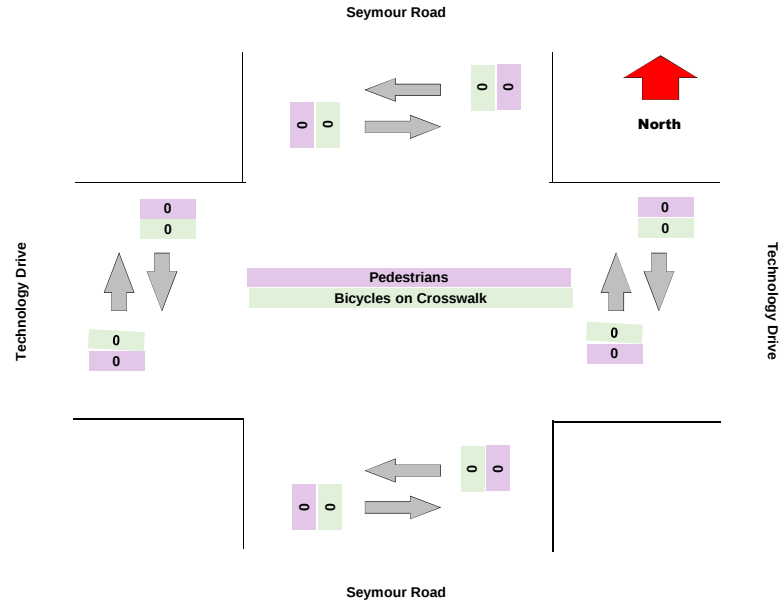
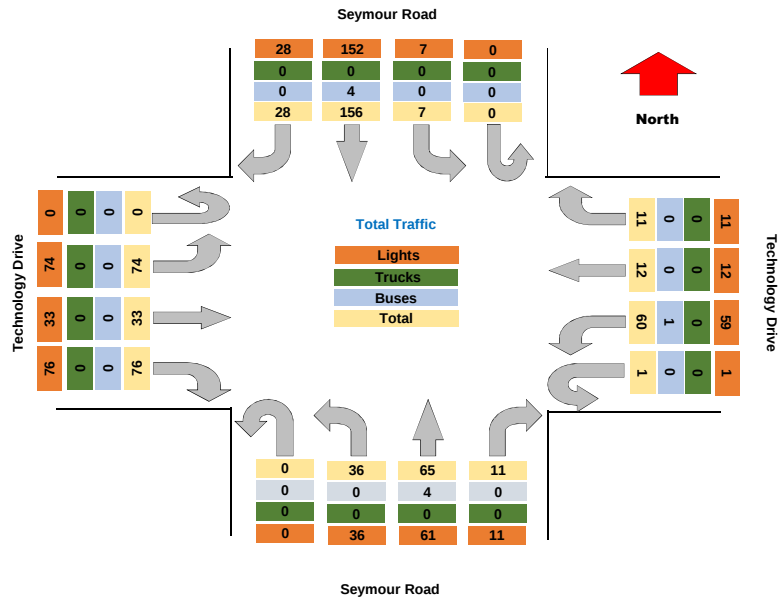
4:30:00 PM

Leg	Seymour Road						Woodhaven Road						Seymour Road						Total
Direction	Westbound						Northbound						Eastbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	
4:30:00 PM	0	1	0	1	0	0	4	1	0	5	0	0	3	41	0	44	0	0	50
4:45:00 PM	5	0	0	5	0	0	4	1	0	5	0	0	1	30	0	31	0	0	41
5:00:00 PM	3	2	0	5	0	0	1	2	0	3	0	0	3	16	0	19	0	0	27
5:15:00 PM	4	0	0	4	0	0	3	1	0	4	0	0	0	59	0	59	0	0	67
Grand Total	12	3	0	15	0	0	12	5	0	17	0	0	7	146	0	153	0	0	185
% Approach	80.0%	20.0%	0.0%	0.0%	0.0%	0.0%	70.6%	29.4%	0.0%	0.0%	0.0%	0.0%	4.6%	95.4%	0.0%	0.0%	0.0%	0.0%	
% Total	6.5%	1.6%	0.0%	8.1%	0.0%	0.0%	6.5%	2.7%	0.0%	9.2%	0.0%	0.0%	3.8%	78.9%	0.0%	82.7%	0.0%	0.0%	
PHF	0.600	0.375	0.000	0.750	0.000	0.000	0.750	0.625	0.000	0.850	0.000	0.000	0.583	0.619	0.000	0.648	0.000	0.000	0.690
Lights	11	3	0	14	0	0	12	5	0	17	0	0	6	146	0	152	0	0	183
% Lights	91.7%	100.0%	0.0%	93.3%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	85.7%	100.0%	0.0%	99.3%	0.0%	0.0%	98.9%
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	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%
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
% Buses	8.3%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.7%	0.0%	0.0%	1.1%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%





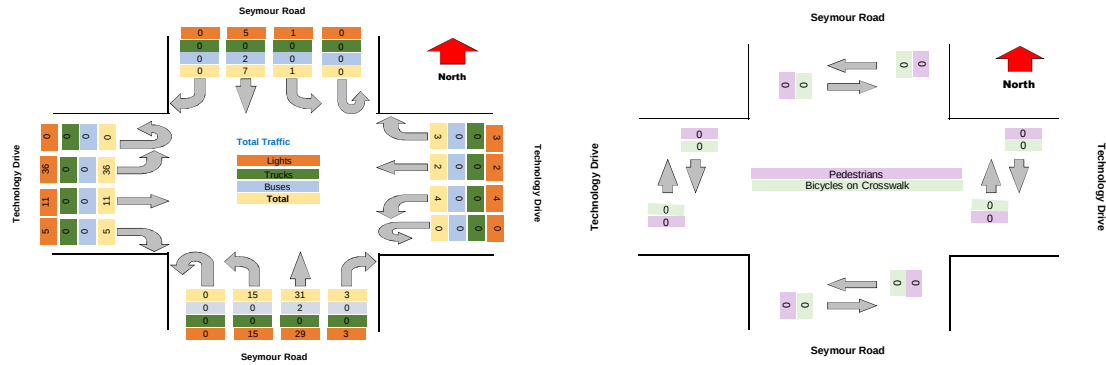
Turning Movement Data



Turning Movement Peak Hour Data (AM)

7:30:00 AM

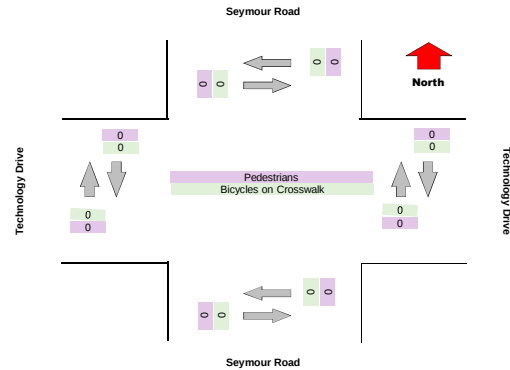
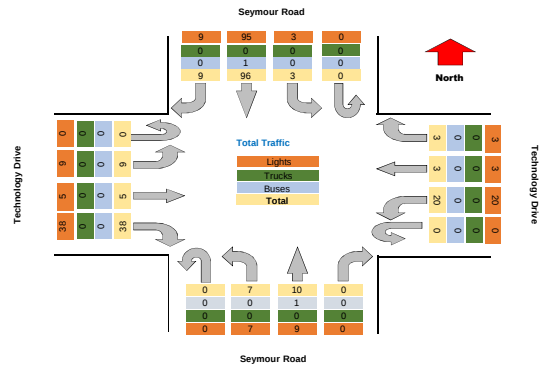
Leg	Seymour Road							Technology Drive							Seymour Road							Technology Drive							Total
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
7:30:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	2	2	0	5	0	0	1	0	3	0	4	0	0	
7:45:00 AM	0	5	1	0	6	0	0	0	0	0	0	0	0	0	2	10	5	0	17	0	0	1	5	16	0	22	0	0	
8:00:00 AM	0	2	0	0	2	0	0	1	1	1	0	3	0	0	0	12	3	0	15	0	0	2	2	7	0	11	0	0	
8:15:00 AM	0	0	0	0	0	0	0	2	1	1	0	4	0	0	0	7	5	0	12	0	0	1	4	10	0	15	0	0	
Grand Total	0	7	1	0	8	0	0	3	2	4	0	9	0	0	3	31	15	0	49	0	0	5	11	36	0	52	0	0	
% Approach	0.0%	87.5%	12.5%	0.0%	0.0%	0.0%	0.0%	33.3%	22.2%	44.4%	0.0%	0.0%	0.0%	0.0%	6.1%	63.3%	30.6%	0.0%	0.0%	0.0%	0.0%	9.6%	21.2%	69.2%	0.0%	0.0%	0.0%	0.0%	
% Total	0.0%	5.9%	0.8%	0.0%	6.8%	0.0%	0.0%	2.5%	1.7%	3.4%	0.0%	7.6%	0.0%	0.0%	2.5%	26.3%	12.7%	0.0%	41.5%	0.0%	0.0%	4.2%	9.3%	30.5%	0.0%	44.1%	0.0%	0.0%	
PHF	0.000	0.350	0.250	0.000	0.333	0.000	0.000	0.375	0.500	0.500	0.000	0.563	0.000	0.000	0.375	0.646	0.750	0.000	0.721	0.000	0.000	0.625	0.550	0.563	0.000	0.591	0.000	0.000	
Lights	0	5	1	0	6	0	0	3	2	4	0	9	0	0	3	29	15	0	47	0	0	5	11	36	0	52	0	0	
% Lights	0.0%	71.4%	100.0%	0.0%	75.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	93.5%	100.0%	0.0%	95.9%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	
Trucks	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	
% Trucks	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%	0.0%	0.0%	0.0%	0.0%	
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	
% Buses	0.0%	28.6%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	0.0%	0.0%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	
Pedestrians	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	
% Pedestrians	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%	0.0%	0.0%	0.0%	0.0%	
Bicycles on Crosswalk	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	
% Bicycles on Crosswalk	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%	0.0%	0.0%	0.0%	0.0%	



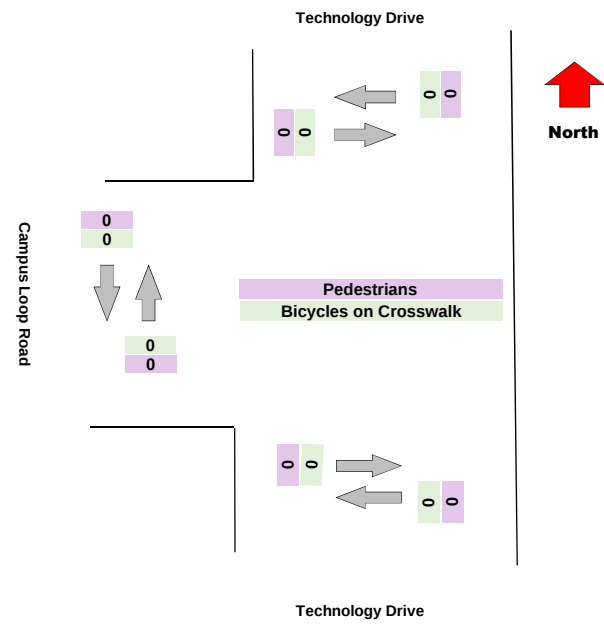
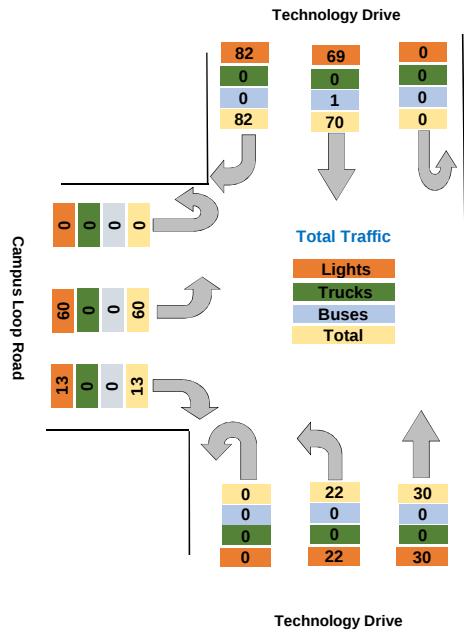
Turning Movement Peak Hour Data (PM)

4:30:00 PM

Leg	Seymour Road Southbound							Technology Drive Westbound							Seymour Road Northbound							Technology Drive Eastbound							Total
	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
Start Time																													
4:30:00 PM	2	26	2	0	30	0	0	1	2	6	0	9	0	0	0	1	0	0	1	0	0	12	3	5	0	20	0	0	60
4:45:00 PM	3	16	0	0	19	0	0	1	0	7	0	8	0	0	0	5	1	0	6	0	0	9	1	1	0	11	0	0	44
5:00:00 PM	0	12	1	0	13	0	0	1	1	0	0	2	0	0	0	2	3	0	5	0	0	6	1	2	0	9	0	0	29
5:15:00 PM	4	42	0	0	46	0	0	0	0	7	0	7	0	0	0	2	3	0	5	0	0	11	0	1	0	12	0	0	70
Grand Total	9	96	3	0	108	0	0	3	3	20	0	26	0	0	0	10	7	0	17	0	0	38	5	9	0	52	0	0	203
% Approach	8.3%	88.9%	2.8%	0.0%	0.0%	0.0%	0.0%	11.5%	11.5%	76.9%	0.0%	0.0%	0.0%	0.0%	0.0%	58.8%	41.2%	0.0%	0.0%	0.0%	0.0%	73.1%	9.6%	17.3%	0.0%	0.0%	0.0%	0.0%	
% Total	4.4%	47.3%	1.5%	0.0%	53.2%	0.0%	0.0%	1.5%	1.5%	9.9%	0.0%	12.8%	0.0%	0.0%	0.0%	4.9%	3.4%	0.0%	8.4%	0.0%	0.0%	18.7%	2.5%	4.4%	0.0%	25.6%	0.0%	0.0%	
PHF	0.563	0.571	0.375	0.000	0.587	0.000	0.000	0.750	0.375	0.714	0.000	0.722	0.000	0.000	0.000	0.500	0.583	0.000	0.708	0.000	0.000	0.792	0.417	0.450	0.000	0.650	0.000	0.000	0.725
Lights	9	95	3	0	107	0	0	3	3	20	0	26	0	0	0	9	7	0	16	0	0	38	5	9	0	52	0	0	201
% Lights	100.0%	99.0%	100.0%	0.0%	99.1%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	90.0%	100.0%	0.0%	94.1%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.0%
Trucks	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
% Trucks	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%	0.0%	0.0%	0.0%	0.0%	0.0%
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
% Buses	0.0%	1.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Pedestrians	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
% Pedestrians	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%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	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
% Bicycles on Crosswalk	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%	0.0%	0.0%	0.0%	0.0%	0.0%



[illegible]

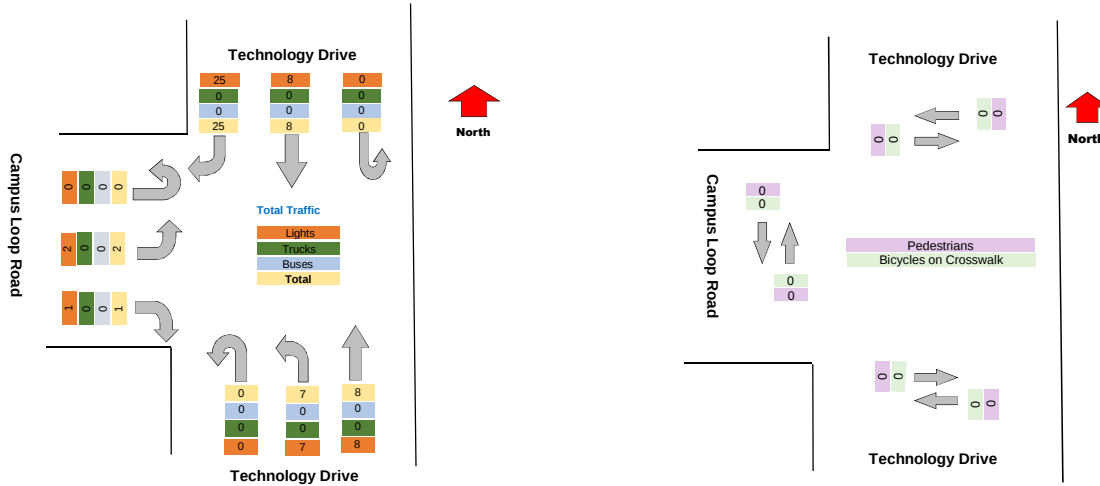


Turning Movement Peak Hour Data (AM)

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7:30:00 AM

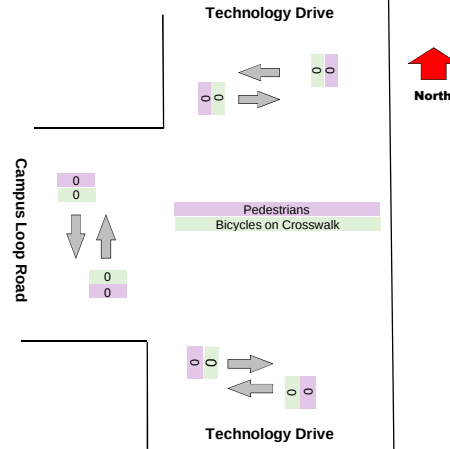
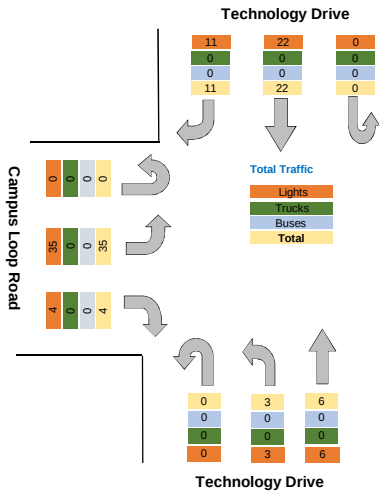
Leg	Technology Drive						Technology Drive						Campus Loop Road						Total	
Direction	Southbound						Northbound						Eastbound							
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW		
7:30:00 AM	3	2	0	5	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	7
7:45:00 AM	11	0	0	11	0	0	4	4	0	8	0	0	0	0	0	0	0	0	0	19
8:00:00 AM	7	3	0	10	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	12
8:15:00 AM	4	3	0	7	0	0	1	3	0	4	0	0	1	1	0	2	0	0	0	13
Grand Total	25	8	0	33	0	0	8	7	0	15	0	0	1	2	0	3	0	0	0	51
% Approach	75.8%	24.2%	0.0%	0.0%	0.0%	0.0%	53.3%	46.7%	0.0%	0.0%	0.0%	0.0%	33.3%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
% Total	49.0%	15.7%	0.0%	64.7%	0.0%	0.0%	15.7%	13.7%	0.0%	29.4%	0.0%	0.0%	2.0%	3.9%	0.0%	5.9%	0.0%	0.0%	0.0%	
PHF	0.568	0.667	0.000	0.750	0.000	0.000	0.500	0.438	0.000	0.469	0.000	0.000	0.250	0.500	0.000	0.375	0.000	0.000	0.000	0.671
Lights	25	8	0	33	0	0	8	7	0	15	0	0	1	2	0	3	0	0	0	51
% Lights	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	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%
Buses	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%



Turning Movement Peak Hour Data (PM)

4:30:00 PM

Leg	Technology Drive						Technology Drive						Campus Loop Road						Total
Direction	Southbound						Northbound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	
4:30:00 PM	1	9	0	10	0	0	4	2	0	6	0	0	0	9	0	9	0	0	25
4:45:00 PM	3	8	0	11	0	0	1	0	0	1	0	0	0	10	0	10	0	0	22
5:00:00 PM	3	2	0	5	0	0	1	1	0	2	0	0	0	6	0	6	0	0	13
5:15:00 PM	4	3	0	7	0	0	0	0	0	0	0	0	4	10	0	14	0	0	21
Grand Total	11	22	0	33	0	0	6	3	0	9	0	0	4	35	0	39	0	0	81
% Approach	33.3%	66.7%	0.0%	0.0%	0.0%	0.0%	66.7%	33.3%	0.0%	0.0%	0.0%	0.0%	10.3%	89.7%	0.0%	0.0%	0.0%	0.0%	0.810
% Total	13.6%	27.2%	0.0%	40.7%	0.0%	0.0%	7.4%	3.7%	0.0%	11.1%	0.0%	0.0%	4.9%	43.2%	0.0%	48.1%	0.0%	0.0%	
PHF	0.688	0.611	0.000	0.750	0.000	0.000	0.375	0.375	0.000	0.375	0.000	0.000	0.250	0.875	0.000	0.696	0.000	0.000	
Lights	11	22	0	33	0	0	6	3	0	9	0	0	4	35	0	39	0	0	81
% Lights	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	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%
Buses	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	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%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	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%



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	26	0	19	53	1	1	0	0	3	0	0
Future Vol, veh/h	0	26	0	19	53	1	1	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	265	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	81	81	81	50	50	50	50	50	50
Heavy Vehicles, %	2	41	2	2	14	2	2	2	2	2	2	2
Mvmt Flow	0	52	0	23	65	1	2	0	0	6	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	52	0	0	164	164	52	164	164	66
Stage 1	-	-	-	-	-	-	52	52	-	112	112	-
Stage 2	-	-	-	-	-	-	112	112	-	52	52	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	-	1554	-	-	801	729	1016	801	729	998
Stage 1	-	-	-	-	-	-	961	852	-	893	803	-
Stage 2	-	-	-	-	-	-	893	803	-	961	852	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1536	-	-	1554	-	-	792	718	1016	792	718	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	792	718	-	792	718	-
Stage 1	-	-	-	-	-	-	961	852	-	893	791	-
Stage 2	-	-	-	-	-	-	880	791	-	961	852	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.9	9.6	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	792	1536	-	-	1554	-	-	792
HCM Lane V/C Ratio	0.003	-	-	-	0.015	-	-	0.008
HCM Control Delay (s)	9.6	0	-	-	7.4	-	-	9.6
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC

2: Mulaney Road & Horatio Street NB Offramp

01/31/2024

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	14	141	0	64	161
Future Vol, veh/h	0	14	141	0	64	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	80	80	88	88
Heavy Vehicles, %	2	15	8	2	4	4
Mvmt Flow	0	20	176	0	73	183

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	788
HCM Lane V/C Ratio	-	-	0.092
HCM Control Delay (s)	-	-	10
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

HCM 6th TWSC

3: Trenton Road & Mulaney Road

01/31/2024

Intersection

Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔		↔	↑	↑	↔
Traffic Vol, veh/h	10	68	128	110	128	13
Future Vol, veh/h	10	68	128	110	128	13
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	-	130	-	-	330
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	85	85	78	78
Heavy Vehicles, %	15	15	7	7	10	10
Mvmt Flow	11	76	151	129	164	17

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	595	164	181	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.17	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.263	-	-	-
Pot Cap-1 Maneuver	446	848	1365	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	396	848	1365	-	-	-
Mov Cap-2 Maneuver	396	-	-	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	4.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1365	-	740	-	-
HCM Lane V/C Ratio	0.11	-	0.117	-	-
HCM Control Delay (s)	8	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.4	-	-

HCM 6th TWSC
6: Horatio Street SB & Bank Of America Access

01/31/2024

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↗	↗
Traffic Vol, veh/h	0	9	0	0	533	99
Future Vol, veh/h	0	9	0	0	533	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	90	90	86	86
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	0	18	0	0	620	115

Major/Minor	Minor2	Major2
Conflicting Flow All	- 310	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.92	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.31	- -
Pot Cap-1 Maneuver	0 689	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	- 689	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	10.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	689	-
HCM Lane V/C Ratio	0.026	-
HCM Control Delay (s)	10.4	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.1	-

HCM 6th TWSC
7: Woodhaven Road & Seymour Road

01/31/2024

Intersection

Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Traffic Vol, veh/h	15	5	0	56	6	34
Future Vol, veh/h	15	5	0	56	6	34
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	67	67	73	73	73	73
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	22	7	0	77	8	47

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	29
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1591
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1591
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1026	-	-	1591	-
HCM Lane V/C Ratio	0.053	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
8: Seymour Road & Technology Drive

01/31/2024

Intersection

Int Delay, s/veh 8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	9	0	19	39	4	45	14	6	5	3	4
Future Vol, veh/h	1	9	0	19	39	4	45	14	6	5	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	59	59	59	56	56	56	72	72	72	50	50	50
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	2	15	0	34	70	7	63	19	8	10	6	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	218	183	10	187	183	23	14	0	0	27	0	0
Stage 1	30	30	-	149	149	-	-	-	-	-	-	-
Stage 2	188	153	-	38	34	-	-	-	-	-	-	-
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	740	713	1074	776	713	1057	1611	-	-	1593	-	-
Stage 1	989	872	-	856	776	-	-	-	-	-	-	-
Stage 2	816	773	-	980	869	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	654	680	1074	736	680	1057	1611	-	-	1593	-	-
Mov Cap-2 Maneuver	654	680	-	736	680	-	-	-	-	-	-	-
Stage 1	949	867	-	822	745	-	-	-	-	-	-	-
Stage 2	705	742	-	957	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	11	5.1	3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1611	-	-	677 713	1593	-	-
HCM Lane V/C Ratio	0.039	-	-	0.025 0.155	0.006	-	-
HCM Control Delay (s)	7.3	0	-	10.5 11	7.3	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1 0.5	0	-	-

HCM 6th TWSC

9: Technology Drive & Campus Loop Road

01/31/2024

Intersection

Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	9	10	10	31
Future Vol, veh/h	3	2	9	10	10	31
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	70	70	50	50	75	75
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	3	18	20	13	41

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	90	34	54	0	0
Stage 1	34	-	-	-	-
Stage 2	56	-	-	-	-
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	913	1042	1558	-	-
Stage 1	991	-	-	-	-
Stage 2	969	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	902	1042	1558	-	-
Mov Cap-2 Maneuver	902	-	-	-	-
Stage 1	979	-	-	-	-
Stage 2	969	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	3.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	953	-	-
HCM Lane V/C Ratio	0.012	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC

1: Bank Of America / Site Access/12 North Stars Bar & Mulaney Road

01/31/2024

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	1	38	0	3	29	9	0	0	9	3	0	1
Future Vol, veh/h	1	38	0	3	29	9	0	0	9	3	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	265	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	73	73	73	50	50	50	50	50	50
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	51	0	4	40	12	0	0	18	6	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	51	0	0	108	113	51	116	107	46
Stage 1	-	-	-	-	-	-	53	53	-	54	54	-
Stage 2	-	-	-	-	-	-	55	60	-	62	53	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
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	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1560	-	-	1549	-	-	873	779	1020	863	785	1026
Stage 1	-	-	-	-	-	-	962	853	-	961	852	-
Stage 2	-	-	-	-	-	-	960	847	-	952	853	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1560	-	-	1549	-	-	870	776	1020	846	782	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-	870	776	-	846	782	-
Stage 1	-	-	-	-	-	-	961	852	-	960	849	-
Stage 2	-	-	-	-	-	-	956	844	-	935	852	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.5	8.6	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1020	1560	-	-	1549	-	-	885
HCM Lane V/C Ratio	0.018	0.001	-	-	0.003	-	-	0.009
HCM Control Delay (s)	8.6	7.3	-	-	7.3	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC

2: Mulaney Road & Horatio Street NB Offramp

01/31/2024

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Vol, veh/h	0	45	83	0	150	139
Future Vol, veh/h	0	45	83	0	150	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	80	80	78	78
Heavy Vehicles, %	2	6	3	2	2	2
Mvmt Flow	0	63	104	0	192	178

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	823
HCM Lane V/C Ratio	-	-	0.234
HCM Control Delay (s)	-	-	10.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.9

HCM 6th TWSC

3: Trenton Road & Mulaney Road

01/31/2024

Intersection

Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	19	176	79	265	109	4
Future Vol, veh/h	19	176	79	265	109	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	-	130	-	-	330
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	73	73	94	94
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	22	202	108	363	116	4

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	695	116	120	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	408	936	1474	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	378	936	1474	-	-	-
Mov Cap-2 Maneuver	378	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1474	-	818	-	-
HCM Lane V/C Ratio	0.073	-	0.274	-	-
HCM Control Delay (s)	7.6	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-

HCM 6th TWSC
6: Horatio Street SB & Bank Of America Access

01/31/2024

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↗	↗
Traffic Vol, veh/h	0	76	0	0	375	20
Future Vol, veh/h	0	76	0	0	375	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	90	90	80	80
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	0	152	0	0	469	25

Major/Minor	Minor2	Major2
Conflicting Flow All	- 235	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.92	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.31	- -
Pot Cap-1 Maneuver	0 770	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	- 770	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	10.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	770	-
HCM Lane V/C Ratio	0.197	-
HCM Control Delay (s)	10.8	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.7	-

HCM 6th TWSC
7: Woodhaven Road & Seymour Road

01/31/2024

Intersection

Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	184	9	4	15	6	15
Future Vol, veh/h	184	9	4	15	6	15
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	65	65	75	75	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	283	14	5	20	7	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	297
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.11	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.209	-
Pot Cap-1 Maneuver	-	1270	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1270	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	728	-	-	1270	-
HCM Lane V/C Ratio	0.034	-	-	0.004	-
HCM Control Delay (s)	10.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
8: Seymour Road & Technology Drive

01/31/2024

Intersection

Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	119	11	9	12	0	11	8	48	25	4	11
Future Vol, veh/h	4	119	11	9	12	0	11	8	48	25	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	65	65	65	72	72	72	71	71	71	59	59	59
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	183	17	13	17	0	15	11	68	42	7	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	185	210	17	276	185	45	26	0	0	79	0	0
Stage 1	101	101	-	75	75	-	-	-	-	-	-	-
Stage 2	84	109	-	201	110	-	-	-	-	-	-	-
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	778	689	1065	678	711	1028	1595	-	-	1526	-	-
Stage 1	908	813	-	937	834	-	-	-	-	-	-	-
Stage 2	927	807	-	803	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	741	663	1065	511	684	1028	1595	-	-	1526	-	-
Mov Cap-2 Maneuver	741	663	-	511	684	-	-	-	-	-	-	-
Stage 1	899	790	-	928	826	-	-	-	-	-	-	-
Stage 2	899	799	-	590	783	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.5			11.3			1.2			4.6		
HCM LOS	B			B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1595	-	-	686	597	1526	-
HCM Lane V/C Ratio	0.01	-	-	0.301	0.049	0.028	-
HCM Control Delay (s)	7.3	0	-	12.5	11.3	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.3	0.2	0.1	-

HCM 6th TWSC
9: Technology Drive & Campus Loop Road

01/31/2024

Intersection

Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	5	4	8	35	14
Future Vol, veh/h	44	5	4	8	35	14
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	70	70	50	50	75	75
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	63	7	8	16	47	19

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	89	57	66	0	0
Stage 1	57	-	-	-	-
Stage 2	32	-	-	-	-
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	914	1012	1542	-	-
Stage 1	968	-	-	-	-
Stage 2	993	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	909	1012	1542	-	-
Mov Cap-2 Maneuver	909	-	-	-	-
Stage 1	963	-	-	-	-
Stage 2	993	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1542	-	919	-	-
HCM Lane V/C Ratio	0.005	-	0.076	-	-
HCM Control Delay (s)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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	29	0	21	58	1	1	0	0	3	0	0
Future Vol, veh/h	0	29	0	21	58	1	1	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	265	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	81	81	81	50	50	50	50	50	50
Heavy Vehicles, %	2	41	2	2	14	2	2	2	2	2	2	2
Mvmt Flow	0	58	0	26	72	1	2	0	0	6	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	58	0	0	183	183	58	183	183	73
Stage 1	-	-	-	-	-	-	58	58	-	125	125	-
Stage 2	-	-	-	-	-	-	125	125	-	58	58	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1546	-	-	778	711	1008	778	711	989
Stage 1	-	-	-	-	-	-	954	847	-	879	792	-
Stage 2	-	-	-	-	-	-	879	792	-	954	847	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1527	-	-	1546	-	-	768	699	1008	768	699	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	768	699	-	768	699	-
Stage 1	-	-	-	-	-	-	954	847	-	879	779	-
Stage 2	-	-	-	-	-	-	864	779	-	954	847	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.9	9.7	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	768	1527	-	-	1546	-	-	768
HCM Lane V/C Ratio	0.003	-	-	-	0.017	-	-	0.008
HCM Control Delay (s)	9.7	0	-	-	7.4	-	-	9.7
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	0

HCM 6th TWSC

2: Mulaney Road & Horatio Street NB Offramp

01/31/2024

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	15	155	0	71	177
Future Vol, veh/h	0	15	155	0	71	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	80	80	88	88
Heavy Vehicles, %	2	15	8	2	4	4
Mvmt Flow	0	22	194	0	81	201

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	768
HCM Lane V/C Ratio	-	-	0.105
HCM Control Delay (s)	-	-	10.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4

HCM 6th TWSC

3: Trenton Road & Mulaney Road

01/31/2024

Intersection

Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	75	141	121	141	14
Future Vol, veh/h	11	75	141	121	141	14
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	-	130	-	-	330
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	85	85	78	78
Heavy Vehicles, %	15	15	7	7	10	10
Mvmt Flow	12	83	166	142	181	18

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	655	181	199	0	-	0
Stage 1	181	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.17	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.263	-	-	-
Pot Cap-1 Maneuver	411	829	1344	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	360	829	1344	-	-	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	600	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	4.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1344	-	711	-	-
HCM Lane V/C Ratio	0.123	-	0.134	-	-
HCM Control Delay (s)	8.1	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-

HCM 6th TWSC
6: Horatio Street SB & Bank Of America Access

01/31/2024

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	0	586	109
Future Vol, veh/h	0	10	0	0	586	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	90	90	86	86
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	0	20	0	0	681	127

Major/Minor	Minor2	Major2
Conflicting Flow All	- 341	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.92	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.31	- -
Pot Cap-1 Maneuver	0 658	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	- 658	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	10.6	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	658	-
HCM Lane V/C Ratio	0.03	-
HCM Control Delay (s)	10.6	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.1	-

HCM 6th TWSC
7: Woodhaven Road & Seymour Road

01/31/2024

Intersection

Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	6	0	62	7	37
Future Vol, veh/h	17	6	0	62	7	37
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	67	67	73	73	73	73
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	25	9	0	85	10	51

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	34
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1584
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1584
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1017	-	-	1584	-
HCM Lane V/C Ratio	0.059	-	-	-	-
HCM Control Delay (s)	8.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
8: Seymour Road & Technology Drive

01/31/2024

Intersection

Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	10	0	21	43	5	50	15	7	6	3	4
Future Vol, veh/h	1	10	0	21	43	5	50	15	7	6	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	59	59	59	56	56	56	72	72	72	50	50	50
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	2	17	0	38	77	9	69	21	10	12	6	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	241	203	10	207	202	26	14	0	0	31	0	0
Stage 1	34	34	-	164	164	-	-	-	-	-	-	-
Stage 2	207	169	-	43	38	-	-	-	-	-	-	-
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	715	695	1074	753	696	1053	1611	-	-	1588	-	-
Stage 1	985	869	-	840	764	-	-	-	-	-	-	-
Stage 2	797	761	-	974	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	621	659	1074	709	660	1053	1611	-	-	1588	-	-
Mov Cap-2 Maneuver	621	659	-	709	660	-	-	-	-	-	-	-
Stage 1	942	862	-	803	730	-	-	-	-	-	-	-
Stage 2	676	728	-	947	858	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.7			11.3			5.1			3.4		
HCM LOS	B			B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1611	-	-	655 693	1588	-	-
HCM Lane V/C Ratio	0.043	-	-	0.028 0.178	0.008	-	-
HCM Control Delay (s)	7.3	0	-	10.7 11.3	7.3	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1 0.6	0	-	-

HCM 6th TWSC

9: Technology Drive & Campus Loop Road

01/31/2024

Intersection

Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	10	11	11	34
Future Vol, veh/h	3	2	10	11	11	34
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	70	70	50	50	75	75
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	3	20	22	15	45

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	100	38	60	0	0
Stage 1	38	-	-	-	-
Stage 2	62	-	-	-	-
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	901	1037	1550	-	-
Stage 1	987	-	-	-	-
Stage 2	963	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	889	1037	1550	-	-
Mov Cap-2 Maneuver	889	-	-	-	-
Stage 1	974	-	-	-	-
Stage 2	963	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	3.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1550	-	943	-	-
HCM Lane V/C Ratio	0.013	-	0.008	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC

1: Bank Of America / Site Access/12 North Stars Bar & Mulaney Road

01/31/2024

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	1	43	0	3	32	10	0	0	10	3	0	1
Future Vol, veh/h	1	43	0	3	32	10	0	0	10	3	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	265	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	73	73	73	50	50	50	50	50	50
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	57	0	4	44	14	0	0	20	6	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	57	0	0	119	125	57	128	118	51
Stage 1	-	-	-	-	-	-	59	59	-	59	59	-
Stage 2	-	-	-	-	-	-	60	66	-	69	59	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
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	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1553	-	-	1541	-	-	859	767	1012	848	774	1020
Stage 1	-	-	-	-	-	-	955	848	-	955	848	-
Stage 2	-	-	-	-	-	-	954	842	-	944	848	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1553	-	-	1541	-	-	856	764	1012	829	771	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	856	764	-	829	771	-
Stage 1	-	-	-	-	-	-	954	847	-	954	845	-
Stage 2	-	-	-	-	-	-	950	839	-	925	847	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.5	8.6	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1012	1553	-	-	1541	-	-	870
HCM Lane V/C Ratio	0.02	0.001	-	-	0.003	-	-	0.009
HCM Control Delay (s)	8.6	7.3	-	-	7.3	-	-	9.2
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC

2: Mulaney Road & Horatio Street NB Offramp

01/31/2024

Intersection

Int Delay, s/veh 5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Vol, veh/h	0	50	90	0	165	153
Future Vol, veh/h	0	50	90	0	165	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	80	80	78	78
Heavy Vehicles, %	2	6	3	2	2	2
Mvmt Flow	0	70	113	0	212	196

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	806
HCM Lane V/C Ratio	-	-	0.262
HCM Control Delay (s)	-	-	11
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.1

HCM 6th TWSC

3: Trenton Road & Mulaney Road

01/31/2024

Intersection

Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	21	194	87	292	120	4
Future Vol, veh/h	21	194	87	292	120	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	-	130	-	-	330
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	73	73	94	94
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	24	223	119	400	128	4

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	766	128	132	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	371	922	1459	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	341	922	1459	-	-	-
Mov Cap-2 Maneuver	341	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	526	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	790	-	-
HCM Lane V/C Ratio	0.082	-	0.313	-	-
HCM Control Delay (s)	7.7	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.3	-	-

HCM 6th TWSC
6: Horatio Street SB & Bank Of America Access

01/31/2024

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↗	↗
Traffic Vol, veh/h	0	84	0	0	413	22
Future Vol, veh/h	0	84	0	0	413	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	90	90	80	80
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	0	168	0	0	516	28

Major/Minor	Minor2	Major2
Conflicting Flow All	- 258	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.92	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.31	- -
Pot Cap-1 Maneuver	0 744	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	- 744	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	11.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	744	-
HCM Lane V/C Ratio	0.226	-
HCM Control Delay (s)	11.2	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.9	-

HCM 6th TWSC
7: Woodhaven Road & Seymour Road

01/31/2024

Intersection

Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	202	10	4	17	7	17
Future Vol, veh/h	202	10	4	17	7	17
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	65	65	75	75	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	311	15	5	23	8	20

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	326
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.11	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.209	-
Pot Cap-1 Maneuver	-	1239	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1239	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	699	-	-	1239	-
HCM Lane V/C Ratio	0.04	-	-	0.004	-
HCM Control Delay (s)	10.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
8: Seymour Road & Technology Drive

01/31/2024

Intersection

Int Delay, s/veh 8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	131	12	10	14	0	12	9	53	28	4	12
Future Vol, veh/h	4	131	12	10	14	0	12	9	53	28	4	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	65	65	65	72	72	72	71	71	71	59	59	59
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	202	18	14	19	0	17	13	75	47	7	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	205	233	17	306	206	51	27	0	0	88	0	0
Stage 1	111	111	-	85	85	-	-	-	-	-	-	-
Stage 2	94	122	-	221	121	-	-	-	-	-	-	-
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	755	669	1065	648	692	1020	1593	-	-	1514	-	-
Stage 1	897	805	-	925	826	-	-	-	-	-	-	-
Stage 2	915	797	-	784	798	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	714	640	1065	467	662	1020	1593	-	-	1514	-	-
Mov Cap-2 Maneuver	714	640	-	467	662	-	-	-	-	-	-	-
Stage 1	887	779	-	915	817	-	-	-	-	-	-	-
Stage 2	883	788	-	553	772	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		11.8		1.2		4.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1593	-	-	663	564	1514	-
HCM Lane V/C Ratio	0.011	-	-	0.341	0.059	0.031	-
HCM Control Delay (s)	7.3	0	-	13.2	11.8	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.5	0.2	0.1	-

HCM 6th TWSC
9: Technology Drive & Campus Loop Road

01/31/2024

Intersection

Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	6	4	9	38	15
Future Vol, veh/h	48	6	4	9	38	15
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	70	70	50	50	75	75
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	69	9	8	18	51	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	95	61	71	0	0
Stage 1	61	-	-	-	-
Stage 2	34	-	-	-	-
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	907	1007	1536	-	-
Stage 1	964	-	-	-	-
Stage 2	991	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	902	1007	1536	-	-
Mov Cap-2 Maneuver	902	-	-	-	-
Stage 1	959	-	-	-	-
Stage 2	991	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1536	-	913	-	-
HCM Lane V/C Ratio	0.005	-	0.084	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th TWSC

1: Bank Of America / Site Access/12 North Stars Bar & Mulaney Road

01/31/2024

Intersection

Int Delay, s/veh 7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	29	11	74	58	1	16	0	131	3	0	0
Future Vol, veh/h	0	29	11	74	58	1	16	0	131	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	265	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	81	81	81	50	50	50	50	50	50
Heavy Vehicles, %	2	41	2	2	14	2	2	2	2	2	2	2
Mvmt Flow	0	58	22	91	72	1	32	0	262	6	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	73	0	0	80	0	0	324	324	69	455	335	73
Stage 1	-	-	-	-	-	-	69	69	-	255	255	-
Stage 2	-	-	-	-	-	-	255	255	-	200	80	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1518	-	-	629	594	994	515	585	989
Stage 1	-	-	-	-	-	-	941	837	-	749	696	-
Stage 2	-	-	-	-	-	-	749	696	-	802	828	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1527	-	-	1518	-	-	600	558	994	362	550	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	600	558	-	362	550	-
Stage 1	-	-	-	-	-	-	941	837	-	749	654	-
Stage 2	-	-	-	-	-	-	704	654	-	591	828	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0		4.2		10.7		15.1
HCM LOS					B		C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	928	1527	-	-	1518	-	-	362
HCM Lane V/C Ratio	0.317	-	-	-	0.06	-	-	0.017
HCM Control Delay (s)	10.7	0	-	-	7.5	-	-	15.1
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.2	-	-	0.1

HCM 6th TWSC

2: Mulaney Road & Horatio Street NB Offramp

01/31/2024

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	146	219	0	71	262
Future Vol, veh/h	0	146	219	0	71	262
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	80	80	88	88
Heavy Vehicles, %	2	15	8	2	4	4
Mvmt Flow	0	212	274	0	81	298

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 486
Stage 1	-	-	- 274
Stage 2	-	-	- 212
Critical Hdwy	-	-	- 6.44
Critical Hdwy Stg 1	-	-	- 5.44
Critical Hdwy Stg 2	-	-	- 5.44
Follow-up Hdwy	-	-	- 3.536
Pot Cap-1 Maneuver	0	-	0 537
Stage 1	0	-	0 768
Stage 2	0	-	0 819
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 537
Mov Cap-2 Maneuver	-	-	- 537
Stage 1	-	-	- 768
Stage 2	-	-	- 819

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	537
HCM Lane V/C Ratio	-	-	0.15
HCM Control Delay (s)	-	-	12.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

HCM 6th TWSC

3: Trenton Road & Mulaney Road

01/31/2024

Intersection

Int Delay, s/veh	9.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	111	106	194	110	130	25
Future Vol, veh/h	111	106	194	110	130	25
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	-	130	-	-	330
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	85	85	78	78
Heavy Vehicles, %	15	15	7	7	10	10
Mvmt Flow	123	118	228	129	167	32

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	752	167	199	0	-	0
Stage 1	167	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.17	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.263	-	-	-
Pot Cap-1 Maneuver	360	844	1344	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	299	844	1344	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.9	5.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1344	-	437	-	-
HCM Lane V/C Ratio	0.17	-	0.552	-	-
HCM Control Delay (s)	8.2	-	22.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	3.3	-	-

HCM 6th TWSC
6: Horatio Street SB & Bank Of America Access

01/31/2024

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↗	↗
Traffic Vol, veh/h	0	10	0	0	768	109
Future Vol, veh/h	0	10	0	0	768	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	90	90	86	86
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	0	20	0	0	893	127

Major/Minor	Minor2	Major2
Conflicting Flow All	- 447	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.92	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.31	- -
Pot Cap-1 Maneuver	0 562	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	- 562	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	11.6	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	562	-
HCM Lane V/C Ratio	0.036	-
HCM Control Delay (s)	11.6	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.1	-

HCM 6th TWSC
7: Woodhaven Road & Seymour Road

01/31/2024

Intersection

Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	6	0	62	7	37
Future Vol, veh/h	17	6	0	62	7	37
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	67	67	73	73	73	73
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	25	9	0	85	10	51

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	34
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1584
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1584
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1017	-	-	1584	-
HCM Lane V/C Ratio	0.059	-	-	-	-
HCM Control Delay (s)	8.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
8: Seymour Road & Technology Drive

01/31/2024

Intersection

Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	10	0	21	43	5	50	36	7	6	34	4
Future Vol, veh/h	1	10	0	21	43	5	50	36	7	6	34	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	59	59	59	56	56	56	72	72	72	50	50	50
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	2	17	0	38	77	9	69	50	10	12	68	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	332	294	72	298	293	55	76	0	0	60	0	0
Stage 1	96	96	-	193	193	-	-	-	-	-	-	-
Stage 2	236	198	-	105	100	-	-	-	-	-	-	-
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	623	619	993	656	620	1015	1529	-	-	1550	-	-
Stage 1	913	817	-	811	743	-	-	-	-	-	-	-
Stage 2	769	739	-	903	814	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	533	585	993	615	586	1015	1529	-	-	1550	-	-
Mov Cap-2 Maneuver	533	585	-	615	586	-	-	-	-	-	-	-
Stage 1	870	810	-	773	708	-	-	-	-	-	-	-
Stage 2	648	704	-	877	807	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.4		12.3		4		1					
HCM LOS	B		B									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1529	-	-	580	614	1550	-	-				
HCM Lane V/C Ratio	0.045	-	-	0.032	0.201	0.008	-	-				
HCM Control Delay (s)	7.5	0	-	11.4	12.3	7.3	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.7	0	-	-				

HCM 6th TWSC
9: Technology Drive & Campus Loop Road/Site Access

01/31/2024

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	0	2	31	0	15	10	11	21	10	11	34
Future Vol, veh/h	3	0	2	31	0	15	10	11	21	10	11	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	70	70	70	90	90	90	50	50	50	75	75	75
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	4	0	3	34	0	17	20	22	42	13	15	45

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	156	168	38	148	169	43	60	0	0	64	0	0
Stage 1	64	64	-	83	83	-	-	-	-	-	-	-
Stage 2	92	104	-	65	86	-	-	-	-	-	-	-
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	813	727	1037	822	726	1030	1550	-	-	1545	-	-
Stage 1	949	844	-	928	828	-	-	-	-	-	-	-
Stage 2	918	811	-	948	826	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	786	711	1037	806	710	1030	1550	-	-	1545	-	-
Mov Cap-2 Maneuver	786	711	-	806	710	-	-	-	-	-	-	-
Stage 1	937	836	-	916	817	-	-	-	-	-	-	-
Stage 2	891	800	-	937	819	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.4	1.8	1.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	870 868	1545	-	-
HCM Lane V/C Ratio	0.013	-	-	0.008 0.059	0.009	-	-
HCM Control Delay (s)	7.4	0	-	9.2 9.4	7.3	0	-
HCM Lane LOS	A	A	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 0.2	0	-	-

HCM 6th TWSC
10: Horatio Street SB & North Site Access

01/31/2024

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	45	0	0	693	85
Future Vol, veh/h	0	45	0	0	693	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	89	89
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	50	0	0	779	96

Major/Minor	Minor2	Major2
Conflicting Flow All	- 390	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.94	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.32	- -
Pot Cap-1 Maneuver	0 609	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 609	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

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

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	609	-
HCM Lane V/C Ratio	0.082	-
HCM Control Delay (s)	11.4	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	29	56	0	0	0	0	0	0	472	227	39
Future Vol, veh/h	0	29	56	0	0	0	0	0	0	472	227	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	0	32	62	0	0	0	0	0	0	530	255	44

Major/Minor	Minor2			Major2		
Conflicting Flow All	-	1315	128		0	0
Stage 1	-	1315	-		-	-
Stage 2	-	0	-		-	-
Critical Hdwy	-	6.54	6.94		4.16	-
Critical Hdwy Stg 1	-	5.54	-		-	-
Critical Hdwy Stg 2	-	-	-		-	-
Follow-up Hdwy	-	4.02	3.32		2.23	-
Pot Cap-1 Maneuver	0	157	898		-	0
Stage 1	0	226	-		-	0
Stage 2	0	-	-		-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	898		-	-
Mov Cap-2 Maneuver	-	0	-		-	-
Stage 1	-	0	-		-	-
Stage 2	-	0	-		-	-

Approach	EB	SB
HCM Control Delay, s	7.8	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT
Capacity (veh/h)	1363	-	-
HCM Lane V/C Ratio	0.069	-	-
HCM Control Delay (s)	7.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

HCM 6th TWSC
12: Horatio Street SB & South Fast Food Site Access

01/31/2024

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	98	0	0	180	103
Future Vol, veh/h	0	98	0	0	180	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	89	89
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	109	0	0	202	116

Major/Minor	Minor2	Major2
Conflicting Flow All	- 101	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.94	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.32	- -
Pot Cap-1 Maneuver	0 935	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 935	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	9.4	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	935	-
HCM Lane V/C Ratio	0.116	-
HCM Control Delay (s)	9.4	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.4	-

HCM 6th TWSC

1: Bank Of America / Site Access/12 North Stars Bar & Mulaney Road

01/31/2024

Intersection

Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱			↕			↕	
Traffic Vol, veh/h	1	43	16	83	32	10	11	0	122	3	0	1
Future Vol, veh/h	1	43	16	83	32	10	11	0	122	3	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	265	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	73	73	73	50	50	50	50	50	50
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	57	21	114	44	14	22	0	244	6	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	78	0	0	350	356	68	471	359	51
Stage 1	-	-	-	-	-	-	70	70	-	279	279	-
Stage 2	-	-	-	-	-	-	280	286	-	192	80	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
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	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1553	-	-	1514	-	-	607	571	998	505	569	1020
Stage 1	-	-	-	-	-	-	942	839	-	730	682	-
Stage 2	-	-	-	-	-	-	729	677	-	812	830	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1553	-	-	1514	-	-	571	528	998	360	526	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	571	528	-	360	526	-
Stage 1	-	-	-	-	-	-	941	838	-	729	631	-
Stage 2	-	-	-	-	-	-	673	626	-	613	829	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	5	10.3	13.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	940	1553	-	-	1514	-	-	429
HCM Lane V/C Ratio	0.283	0.001	-	-	0.075	-	-	0.019
HCM Control Delay (s)	10.3	7.3	-	-	7.6	-	-	13.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.2	0	-	-	0.2	-	-	0.1

HCM 6th TWSC

2: Mulaney Road & Horatio Street NB Offramp

01/31/2024

Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	162	180	0	165	284
Future Vol, veh/h	0	162	180	0	165	284
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	80	80	78	78
Heavy Vehicles, %	2	6	3	2	2	2
Mvmt Flow	0	228	225	0	212	364

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 453
Stage 1	-	-	- 225
Stage 2	-	-	- 228
Critical Hdwy	-	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	-	-	- 3.518
Pot Cap-1 Maneuver	0	-	0 565
Stage 1	0	-	0 812
Stage 2	0	-	0 810
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 565
Mov Cap-2 Maneuver	-	-	- 565
Stage 1	-	-	- 812
Stage 2	-	-	- 810

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	565
HCM Lane V/C Ratio	-	-	0.374
HCM Control Delay (s)	-	-	15.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.7

HCM 6th TWSC

3: Trenton Road & Mulaney Road

01/31/2024

Intersection

Int Delay, s/veh	13.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	111	216	166	277	110	14
Future Vol, veh/h	111	216	166	277	110	14
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	-	130	-	-	330
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	73	73	94	94
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	128	248	227	379	117	15

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	950	117	132	0	-	0
Stage 1	117	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	289	935	1459	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	244	935	1459	-	-	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.2	3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	477	-	-
HCM Lane V/C Ratio	0.156	-	0.788	-	-
HCM Control Delay (s)	7.9	-	35.2	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.6	-	7.1	-	-

HCM 6th TWSC
6: Horatio Street SB & Bank Of America Access

01/31/2024

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↗	↗
Traffic Vol, veh/h	0	84	0	0	663	22
Future Vol, veh/h	0	84	0	0	663	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	90	90	80	80
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	0	168	0	0	829	28

Major/Minor	Minor2	Major2
Conflicting Flow All	- 415	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.92	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.31	- -
Pot Cap-1 Maneuver	0 589	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	- 589	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	13.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	589	-
HCM Lane V/C Ratio	0.285	-
HCM Control Delay (s)	13.5	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	1.2	-

HCM 6th TWSC
7: Woodhaven Road & Seymour Road

01/31/2024

Intersection

Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	202	10	4	17	7	17
Future Vol, veh/h	202	10	4	17	7	17
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	65	65	75	75	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	311	15	5	23	8	20

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	326
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.11	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.209	-
Pot Cap-1 Maneuver	-	1239	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1239	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	699	-	-	1239	-
HCM Lane V/C Ratio	0.04	-	-	0.004	-
HCM Control Delay (s)	10.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
8: Seymour Road & Technology Drive

01/31/2024

Intersection

Int Delay, s/veh 8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	131	12	10	14	0	12	42	53	28	26	12
Future Vol, veh/h	4	131	12	10	14	0	12	42	53	28	26	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	65	65	65	72	72	72	71	71	71	59	59	59
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	202	18	14	19	0	17	59	75	47	44	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	288	316	54	389	289	97	64	0	0	134	0	0
Stage 1	148	148	-	131	131	-	-	-	-	-	-	-
Stage 2	140	168	-	258	158	-	-	-	-	-	-	-
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	666	602	1016	572	623	962	1545	-	-	1457	-	-
Stage 1	857	777	-	875	790	-	-	-	-	-	-	-
Stage 2	865	761	-	749	769	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	627	574	1016	395	594	962	1545	-	-	1457	-	-
Mov Cap-2 Maneuver	627	574	-	395	594	-	-	-	-	-	-	-
Stage 1	847	751	-	865	781	-	-	-	-	-	-	-
Stage 2	833	752	-	520	743	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.7		12.9		0.8		3.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1545	-	-	597	491	1457	-	-
HCM Lane V/C Ratio	0.011	-	-	0.379	0.068	0.033	-	-
HCM Control Delay (s)	7.4	0	-	14.7	12.9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.8	0.2	0.1	-	-

HCM 6th TWSC
9: Technology Drive & Campus Loop Road/Site Access

01/31/2024

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	48	0	6	22	0	11	4	9	33	16	38	15
Future Vol, veh/h	48	0	6	22	0	11	4	9	33	16	38	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	70	70	70	90	90	90	50	50	50	75	75	75
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	69	0	9	24	0	12	8	18	66	21	51	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	176	203	61	175	180	51	71	0	0	84	0	0
Stage 1	103	103	-	67	67	-	-	-	-	-	-	-
Stage 2	73	100	-	108	113	-	-	-	-	-	-	-
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	789	695	1007	790	716	1020	1536	-	-	1519	-	-
Stage 1	905	812	-	946	841	-	-	-	-	-	-	-
Stage 2	939	814	-	900	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	768	681	1007	771	702	1020	1536	-	-	1519	-	-
Mov Cap-2 Maneuver	768	681	-	771	702	-	-	-	-	-	-	-
Stage 1	900	801	-	940	836	-	-	-	-	-	-	-
Stage 2	922	809	-	880	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	9.5	0.6	1.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1536	-	-	789 839	1519	-	-
HCM Lane V/C Ratio	0.005	-	-	0.098 0.044	0.014	-	-
HCM Control Delay (s)	7.4	0	-	10.1 9.5	7.4	0	-
HCM Lane LOS	A	A	-	B A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3 0.1	0	-	-

HCM 6th TWSC
10: Horatio Street SB & North Site Access

01/31/2024

Intersection

Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	0	0	627	120
Future Vol, veh/h	0	34	0	0	627	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	0	0	784	150

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	392	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	607	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	607	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	11.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	607	-
HCM Lane V/C Ratio	0.062	-
HCM Control Delay (s)	11.3	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.2	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱									↱↱	
Traffic Vol, veh/h	0	21	39	0	0	0	0	0	0	415	169	77
Future Vol, veh/h	0	21	39	0	0	0	0	0	0	415	169	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	43	0	0	0	0	0	0	519	211	96

Major/Minor	Minor2						Major2					
Conflicting Flow All	-	1249	106						0	0	0	
Stage 1	-	1249	-						-	-	-	
Stage 2	-	0	-						-	-	-	
Critical Hdwy	-	6.54	6.94						4.14	-	-	
Critical Hdwy Stg 1	-	5.54	-						-	-	-	
Critical Hdwy Stg 2	-	-	-						-	-	-	
Follow-up Hdwy	-	4.02	3.32						2.22	-	-	
Pot Cap-1 Maneuver	0	172	928						-	-	0	
Stage 1	0	243	-						-	-	0	
Stage 2	0	-	-						-	-	0	
Platoon blocked, %										-		
Mov Cap-1 Maneuver	-	0	928						-	-	-	
Mov Cap-2 Maneuver	-	0	-						-	-	-	
Stage 1	-	0	-						-	-	-	
Stage 2	-	0	-						-	-	-	

Approach	EB	SB										
HCM Control Delay, s	7.6											
HCM LOS	A											

Minor Lane/Major Mvmt	EBLn1	SBL	SBT
Capacity (veh/h)	1428	-	-
HCM Lane V/C Ratio	0.047	-	-
HCM Control Delay (s)	7.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 6th TWSC
12: Horatio Street SB & South Fast Food Site Access

01/31/2024

Intersection

Int Delay, s/veh 3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	71	0	0	130	78
Future Vol, veh/h	0	71	0	0	130	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	79	0	0	163	98

Major/Minor	Minor2	Major2
Conflicting Flow All	- 82	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.94	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.32	- -
Pot Cap-1 Maneuver	0 961	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 961	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	9.1	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	961	-
HCM Lane V/C Ratio	0.082	-
HCM Control Delay (s)	9.1	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.3	-

HCM 6th TWSC

1: Bank Of America / Site Access/12 North Stars Bar & Mulaney Road

02/01/2024

Intersection

Int Delay, s/veh 7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	29	21	74	58	1	31	0	131	3	0	0
Future Vol, veh/h	0	29	21	74	58	1	31	0	131	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	265	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	81	81	81	50	50	50	50	50	50
Heavy Vehicles, %	2	41	2	2	14	2	2	2	2	2	2	2
Mvmt Flow	0	58	42	91	72	1	62	0	262	6	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	73	0	0	100	0	0	334	334	79	465	355	73
Stage 1	-	-	-	-	-	-	79	79	-	255	255	-
Stage 2	-	-	-	-	-	-	255	255	-	210	100	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1493	-	-	620	586	981	508	571	989
Stage 1	-	-	-	-	-	-	930	829	-	749	696	-
Stage 2	-	-	-	-	-	-	749	696	-	792	812	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1493	-	-	591	550	981	355	536	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	591	550	-	355	536	-
Stage 1	-	-	-	-	-	-	930	829	-	749	654	-
Stage 2	-	-	-	-	-	-	703	654	-	580	812	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0		4.2		11.6		15.3
HCM LOS					B		C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	871	1527	-	-	1493	-	-	355
HCM Lane V/C Ratio	0.372	-	-	-	0.061	-	-	0.017
HCM Control Delay (s)	11.6	0	-	-	7.6	-	-	15.3
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.7	0	-	-	0.2	-	-	0.1

HCM 6th TWSC

2: Mulaney Road & Horatio Street NB Offramp

02/01/2024

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	146	219	0	71	283
Future Vol, veh/h	0	146	219	0	71	283
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	80	80	88	88
Heavy Vehicles, %	2	15	8	2	4	4
Mvmt Flow	0	212	274	0	81	322

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 486
Stage 1	-	-	- 274
Stage 2	-	-	- 212
Critical Hdwy	-	-	- 6.44
Critical Hdwy Stg 1	-	-	- 5.44
Critical Hdwy Stg 2	-	-	- 5.44
Follow-up Hdwy	-	-	- 3.536
Pot Cap-1 Maneuver	0	-	0 537
Stage 1	0	-	0 768
Stage 2	0	-	0 819
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 537
Mov Cap-2 Maneuver	-	-	- 537
Stage 1	-	-	- 768
Stage 2	-	-	- 819

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	537
HCM Lane V/C Ratio	-	-	0.15
HCM Control Delay (s)	-	-	12.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

HCM 6th TWSC

3: Trenton Road & Mulaney Road

02/01/2024

Intersection

Int Delay, s/veh	9.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	111	106	194	110	130	25
Future Vol, veh/h	111	106	194	110	130	25
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	-	130	-	-	330
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	85	85	78	78
Heavy Vehicles, %	15	15	7	7	10	10
Mvmt Flow	123	118	228	129	167	32

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	752	167	199	0	-	0
Stage 1	167	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.17	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.263	-	-	-
Pot Cap-1 Maneuver	360	844	1344	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	299	844	1344	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.9	5.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1344	-	437	-	-
HCM Lane V/C Ratio	0.17	-	0.552	-	-
HCM Control Delay (s)	8.2	-	22.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	3.3	-	-

HCM 6th TWSC
6: Horatio Street SB & Bank Of America Access

02/01/2024

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	0	789	109
Future Vol, veh/h	0	10	0	0	789	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	90	90	86	86
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	0	20	0	0	917	127

Major/Minor	Minor2	Major2
Conflicting Flow All	- 459	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.92	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.31	- -
Pot Cap-1 Maneuver	0 552	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	- 552	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	11.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	552	-
HCM Lane V/C Ratio	0.036	-
HCM Control Delay (s)	11.8	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.1	-

HCM 6th TWSC
7: Woodhaven Road & Seymour Road

02/01/2024

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	6	0	62	7	37
Future Vol, veh/h	17	6	0	62	7	37
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	67	67	73	73	73	73
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	25	9	0	85	10	51

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	34
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1584
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1584
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1017	-	-	1584	-
HCM Lane V/C Ratio	0.059	-	-	-	-
HCM Control Delay (s)	8.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
8: Seymour Road & Technology Drive

02/01/2024

Intersection

Int Delay, s/veh 8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	10	0	21	43	5	50	15	7	6	3	4
Future Vol, veh/h	1	10	0	21	43	5	50	15	7	6	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	59	59	59	56	56	56	72	72	72	50	50	50
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	2	17	0	38	77	9	69	21	10	12	6	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	241	203	10	207	202	26	14	0	0	31	0	0
Stage 1	34	34	-	164	164	-	-	-	-	-	-	-
Stage 2	207	169	-	43	38	-	-	-	-	-	-	-
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	715	695	1074	753	696	1053	1611	-	-	1588	-	-
Stage 1	985	869	-	840	764	-	-	-	-	-	-	-
Stage 2	797	761	-	974	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	621	659	1074	709	660	1053	1611	-	-	1588	-	-
Mov Cap-2 Maneuver	621	659	-	709	660	-	-	-	-	-	-	-
Stage 1	942	862	-	803	730	-	-	-	-	-	-	-
Stage 2	676	728	-	947	858	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.7		11.3		5.1		3.4	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1611	-	-	655	693	1588	-	-
HCM Lane V/C Ratio	0.043	-	-	0.028	0.178	0.008	-	-
HCM Control Delay (s)	7.3	0	-	10.7	11.3	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.6	0	-	-

HCM 6th TWSC

9: Technology Drive & Campus Loop Road

02/01/2024

Intersection

Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	10	11	11	34
Future Vol, veh/h	3	2	10	11	11	34
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	70	70	50	50	75	75
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	3	20	22	15	45

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	100	38	60	0	0
Stage 1	38	-	-	-	-
Stage 2	62	-	-	-	-
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	901	1037	1550	-	-
Stage 1	987	-	-	-	-
Stage 2	963	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	889	1037	1550	-	-
Mov Cap-2 Maneuver	889	-	-	-	-
Stage 1	974	-	-	-	-
Stage 2	963	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	3.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1550	-	943	-	-
HCM Lane V/C Ratio	0.013	-	0.008	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
10: Horatio Street SB & North Site Access

02/01/2024

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	45	0	0	693	95
Future Vol, veh/h	0	45	0	0	693	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	89	89
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	50	0	0	779	107

Major/Minor	Minor2	Major2
Conflicting Flow All	- 390	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.94	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.32	- -
Pot Cap-1 Maneuver	0 609	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 609	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

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

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	609	-
HCM Lane V/C Ratio	0.082	-
HCM Control Delay (s)	11.4	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰									↱	
Traffic Vol, veh/h	0	39	77	0	0	0	0	0	0	472	227	50
Future Vol, veh/h	0	39	77	0	0	0	0	0	0	472	227	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	0	43	86	0	0	0	0	0	0	530	255	56
Major/Minor	Minor2						Major2					
Conflicting Flow All	-	1315	128							0	0	0
Stage 1	-	1315	-							-	-	-
Stage 2	-	0	-							-	-	-
Critical Hdwy	-	6.54	6.94							4.16	-	-
Critical Hdwy Stg 1	-	5.54	-							-	-	-
Critical Hdwy Stg 2	-	-	-							-	-	-
Follow-up Hdwy	-	4.02	3.32							2.23	-	-
Pot Cap-1 Maneuver	0	157	898							-	-	0
Stage 1	0	226	-							-	-	0
Stage 2	0	-	-							-	-	0
Platoon blocked, %											-	
Mov Cap-1 Maneuver	-	0	898							-	-	-
Mov Cap-2 Maneuver	-	0	-							-	-	-
Stage 1	-	0	-							-	-	-
Stage 2	-	0	-							-	-	-
Approach	EB						SB					
HCM Control Delay, s	7.9											
HCM LOS	A											
Minor Lane/Major Mvmt	EBLn1	SBL	SBT									
Capacity (veh/h)	1353	-	-									
HCM Lane V/C Ratio	0.095	-	-									
HCM Control Delay (s)	7.9	-	-									
HCM Lane LOS	A	-	-									
HCM 95th %tile Q(veh)	0.3	-	-									

HCM 6th TWSC
12: Horatio Street SB & South Fast Food Site Access

02/01/2024

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	98	0	0	201	103
Future Vol, veh/h	0	98	0	0	201	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	89	89
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	109	0	0	226	116

Major/Minor	Minor2	Major2
Conflicting Flow All	- 113	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.94	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.32	- -
Pot Cap-1 Maneuver	0 918	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 918	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	9.4	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	918	-
HCM Lane V/C Ratio	0.119	-
HCM Control Delay (s)	9.4	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.4	-

Intersection

Int Delay, s/veh 7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	43	32	83	32	10	22	0	122	3	0	1
Future Vol, veh/h	1	43	32	83	32	10	22	0	122	3	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	265	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	73	73	73	50	50	50	50	50	50
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	57	43	114	44	14	44	0	244	6	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	100	0	0	361	367	79	482	381	51
Stage 1	-	-	-	-	-	-	81	81	-	279	279	-
Stage 2	-	-	-	-	-	-	280	286	-	203	102	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
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	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1553	-	-	1486	-	-	597	563	984	496	553	1020
Stage 1	-	-	-	-	-	-	930	830	-	730	682	-
Stage 2	-	-	-	-	-	-	729	677	-	801	813	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1553	-	-	1486	-	-	561	519	984	351	510	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	561	519	-	351	510	-
Stage 1	-	-	-	-	-	-	929	829	-	729	629	-
Stage 2	-	-	-	-	-	-	672	625	-	602	812	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	5.1	11	13.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	882	1553	-	-	1486	-	-	420
HCM Lane V/C Ratio	0.327	0.001	-	-	0.077	-	-	0.019
HCM Control Delay (s)	11	7.3	-	-	7.6	-	-	13.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0.2	-	-	0.1

HCM 6th TWSC

2: Mulaney Road & Horatio Street NB Offramp

02/01/2024

Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Vol, veh/h	0	162	180	0	165	317
Future Vol, veh/h	0	162	180	0	165	317
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	80	80	78	78
Heavy Vehicles, %	2	6	3	2	2	2
Mvmt Flow	0	228	225	0	212	406

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 453
Stage 1	-	-	- 225
Stage 2	-	-	- 228
Critical Hdwy	-	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	-	-	- 3.518
Pot Cap-1 Maneuver	0	-	0 565
Stage 1	0	-	0 812
Stage 2	0	-	0 810
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 565
Mov Cap-2 Maneuver	-	-	- 565
Stage 1	-	-	- 812
Stage 2	-	-	- 810

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	565
HCM Lane V/C Ratio	-	-	0.374
HCM Control Delay (s)	-	-	15.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.7

HCM 6th TWSC

3: Trenton Road & Mulaney Road

02/01/2024

Intersection

Int Delay, s/veh	13.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	111	216	166	277	110	14
Future Vol, veh/h	111	216	166	277	110	14
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	-	130	-	-	330
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	73	73	94	94
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	128	248	227	379	117	15

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	950	117	132	0	0
Stage 1	117	-	-	-	-
Stage 2	833	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-
Pot Cap-1 Maneuver	289	935	1459	-	-
Stage 1	908	-	-	-	-
Stage 2	427	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	244	935	1459	-	-
Mov Cap-2 Maneuver	244	-	-	-	-
Stage 1	766	-	-	-	-
Stage 2	427	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.2	3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	477	-	-
HCM Lane V/C Ratio	0.156	-	0.788	-	-
HCM Control Delay (s)	7.9	-	35.2	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.6	-	7.1	-	-

HCM 6th TWSC
6: Horatio Street SB & Bank Of America Access

02/01/2024

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↗	↗
Traffic Vol, veh/h	0	84	0	0	696	22
Future Vol, veh/h	0	84	0	0	696	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	90	90	80	80
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	0	168	0	0	870	28

Major/Minor	Minor2	Major2
Conflicting Flow All	- 435	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.92	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.31	- -
Pot Cap-1 Maneuver	0 572	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	- 572	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	13.9	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	572	-
HCM Lane V/C Ratio	0.294	-
HCM Control Delay (s)	13.9	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	1.2	-

HCM 6th TWSC

7: Woodhaven Road & Seymour Road

02/01/2024

Intersection

Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	202	10	4	17	7	17
Future Vol, veh/h	202	10	4	17	7	17
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	65	65	75	75	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	311	15	5	23	8	20

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	326
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.11	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.209	-
Pot Cap-1 Maneuver	-	1239	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1239	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	699	-	-	1239	-
HCM Lane V/C Ratio	0.04	-	-	0.004	-
HCM Control Delay (s)	10.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
8: Seymour Road & Technology Drive

02/01/2024

Intersection

Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	131	12	10	14	0	12	9	53	28	4	12
Future Vol, veh/h	4	131	12	10	14	0	12	9	53	28	4	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	65	65	65	72	72	72	71	71	71	59	59	59
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	202	18	14	19	0	17	13	75	47	7	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	205	233	17	306	206	51	27	0	0	88	0	0
Stage 1	111	111	-	85	85	-	-	-	-	-	-	-
Stage 2	94	122	-	221	121	-	-	-	-	-	-	-
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	755	669	1065	648	692	1020	1593	-	-	1514	-	-
Stage 1	897	805	-	925	826	-	-	-	-	-	-	-
Stage 2	915	797	-	784	798	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	714	640	1065	467	662	1020	1593	-	-	1514	-	-
Mov Cap-2 Maneuver	714	640	-	467	662	-	-	-	-	-	-	-
Stage 1	887	779	-	915	817	-	-	-	-	-	-	-
Stage 2	883	788	-	553	772	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		11.8		1.2		4.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1593	-	-	663	564	1514	-
HCM Lane V/C Ratio	0.011	-	-	0.341	0.059	0.031	-
HCM Control Delay (s)	7.3	0	-	13.2	11.8	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.5	0.2	0.1	-

HCM 6th TWSC

9: Technology Drive & Campus Loop Road

02/01/2024

Intersection

Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	6	4	9	38	15
Future Vol, veh/h	48	6	4	9	38	15
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	70	70	50	50	75	75
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	69	9	8	18	51	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	95	61	71	0	0
Stage 1	61	-	-	-	-
Stage 2	34	-	-	-	-
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	907	1007	1536	-	-
Stage 1	964	-	-	-	-
Stage 2	991	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	902	1007	1536	-	-
Mov Cap-2 Maneuver	902	-	-	-	-
Stage 1	959	-	-	-	-
Stage 2	991	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1536	-	913	-	-
HCM Lane V/C Ratio	0.005	-	0.084	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th TWSC
10: Horatio Street SB & North Site Access

02/01/2024

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	0	0	650	130
Future Vol, veh/h	0	34	0	0	650	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	0	0	813	163

Major/Minor	Minor2	Major2
Conflicting Flow All	- 407	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.94	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.32	- -
Pot Cap-1 Maneuver	0 593	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 593	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	11.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	593	-
HCM Lane V/C Ratio	0.064	-
HCM Control Delay (s)	11.5	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.2	-

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
----------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h	0	29	53	0	0	0	0	0	0	415	169	77
Future Vol, veh/h	0	29	53	0	0	0	0	0	0	415	169	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	32	59	0	0	0	0	0	0	519	211	96

Major/Minor

Minor2

Major2

Conflicting Flow All	-	1249	106			0	0	0
Stage 1	-	1249	-			-	-	-
Stage 2	-	0	-			-	-	-
Critical Hdwy	-	6.54	6.94			4.14	-	-
Critical Hdwy Stg 1	-	5.54	-			-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-
Follow-up Hdwy	-	4.02	3.32			2.22	-	-
Pot Cap-1 Maneuver	0	172	928			-	-	0
Stage 1	0	243	-			-	-	0
Stage 2	0	-	-			-	-	0
Platoon blocked, %							-	
Mov Cap-1 Maneuver	-	0	928			-	-	-
Mov Cap-2 Maneuver	-	0	-			-	-	-
Stage 1	-	0	-			-	-	-
Stage 2	-	0	-			-	-	-

Approach

EB

SB

HCM Control Delay, s 7.7

HCM LOS A

Minor Lane/Major Mvmt	EBLn1	SBL	SBT
-----------------------	-------	-----	-----

Capacity (veh/h) 1436 - -

HCM Lane V/C Ratio 0.063 - -

HCM Control Delay (s) 7.7 - -

HCM Lane LOS A - -

HCM 95th %tile Q(veh) 0.2 - -

HCM 6th TWSC
12: Horatio Street SB & South Fast Food Site Access

02/01/2024

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	71	0	0	144	78
Future Vol, veh/h	0	71	0	0	144	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	79	0	0	180	98

Major/Minor	Minor2	Major2
Conflicting Flow All	- 90	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.94	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.32	- -
Pot Cap-1 Maneuver	0 950	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	- 950	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	9.1	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	950	-
HCM Lane V/C Ratio	0.083	-
HCM Control Delay (s)	9.1	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.3	-