# 775 NORTH MAIN STREET
# OFFICE EXPANSION
# TRAFFIC IMPACT AND
# PARKING STUDY
# TOWN OF NEW HEMPSTEAD, NY

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Prepared By:
Harry Baker & Associates
190 Old Colony Road
Hyannis, Ma 02601

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## INTRODUCTION

The existing office building located at 775 North Main Stret (Route 45) is planning an expansion of 18,554 square feet. The project is located on State Route 45 (North Main Street). The project is located on Section 42.18, Block 2, Lot 24. The current office space is 26,885 sq ft and has 114 parking spaces. With the proposed addition, the zoning requires 182 parking spaces. The plan shows a total of 139 parking spaces with 102 parking spaces built and 37 parking spaces held in reserve. A variance for 43 parking spaces will be required. **Figure 1** shows the project location. Our parking study is based on the plan prepared by Atzl, Nasher & Zigler, P.C. dated October 31, 2022. The proposed project will use the current entrance/exit. The project Location is shown on **Figure 1**.

The purpose of this study is to determine the potential traffic impact of the proposed health center additions on the adjacent roadway network and, where necessary, make recommendations for roadway improvements necessary to serve the existing and future traffic volumes.

## EXISTING ROADWAY NETWORK

The proposed health center addition would be located on Route 45 adjacent to the existing health center. A description of the existing local roadway system is provided below.

- **New York State Route 45** is a roadway under the jurisdiction of the NYSDOT. In the vicinity of the site, the roadway has a north-south orientation. The roadway originates to the north at Route 202 in Mount Ivy at a signalized “T”-intersection. From this point, the roadway continues southbound ending at the New Jersey border with New York in the Village of Chestnut Ridge.

  In the immediate area of the site, Route 45 consists of one lane in each direction and then widens out at the intersection of Route 45/New Hempstead Road which is signalized. The main entrance to the Village of New Square is located at the intersection of Route 45/Washington Avenue. This intersection is also signalized. Development in the immediate vicinity of New Square is mixed. There is the Refuah Health Center and wedding hall all located adjacent to New Square along Route 45. Further to the north, there are single family homes on both sides of Route 45. To the south, the development is mixed. While there are residential homes along Route 45, Hillcrest, there are two strip shopping centers, a gas station, bakery, and other commercial businesses. The posted speed limit on Route

45 is 45 mph in the vicinity of New Square. The speed limit changes to 30 mph as you approach Hillcrest.

- **New Hempstead Road** is also referred to as County Road 80 and runs east/west in the vicinity of the site. New Hempstead Road is a one-lane roadway in each direction beginning at Main Street in New City and continuing west. New Hempstead Road intersects with Exit 11 of the Palisades Interstate Parkway. Both the northbound and southbound ramps intersection with New Hempstead Road are signalized. In the vicinity of the Village of New Square, the development is comprised of single-family homes, an office building located on the northeast corner of Route 45 and New Hempstead Road, and Freidwald House, a nursing home. The posted speed limit is 30 mph.

- **Washington Avenue** is the main entrance/exit to the Village of New Square. Washington Avenue winds through the village providing access to the internal street system. The intersection of Route 45/Washington Avenue is signalized. Washington Avenue is one lane in each direction. Within New Square, the intersections are controlled by stop signs. The posted speed limit is 30 mph.

## EXISTING TRAFFIC CONDITIONS

The existing weekday traffic volumes were based on traffic counts conducted on November 1, 2023 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The following intersections have been included in the study area:

- Route 45/Washington Avenue
- Route 45/New Hempstead Road
- Route 45/775 Route 45

The 2023 balanced traffic volumes are shown in **Figure 2** shows the 8:00-9:00 AM peak hour volumes. **Figure 3** shows the evening 5:00 -6:00 PM peak hour volumes.

Capacity Analysis - Existing Conditions

The Synchro 11 software (standard Highway Capacity Manual) was used to calculate the Level of Service for each intersection. The traffic analysis is performed by calculating the capacity of the facility (e.g., intersection approach roadway) to process traffic. In general, the capacity of a facility is defined as the maximum number of vehicles or pedestrians that can reasonably be expected to traverse a point or section of roadway during a

given time period under prevailing roadway, traffic, and control conditions. Therefore, capacity analyses are a set of procedures used to estimate the traffic carrying capabilities of facilities over a range of defined operational conditions. They provide tools for the analysis and improvement of existing facilities and for the planning and design of future facilities.

Signalized Intersections

The operation of signalized intersections in the Study Area was analyzed by applying the Percentile Delay Methodology included in the Synchro 10 traffic signal software (latest version approved by NYSDOT). This methodology builds on the methodologies presented in the 2016 *Highway Capacity Manual* (HCM2016) for signalized intersections and evaluates signalized intersections for average control delay per vehicle and Level of Service (LOS).

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

LOS A describes operation with a control delay of 10 seconds per vehicle or less and volume-to capacity ratio no greater than 1.0. This level is typically assigned when the volume-to capacity ratio is low and ether progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operation with a control delay between 10 and 20 seconds per vehicle or less and volume-to capacity ratio no greater than 1.0. This level is typically assigned when the volume-to capacity ratio is low and ether progression is exceptionally favorable or the cycle length is very short. More vehicles will stop than with LOS A.

LOS C describes operation with a control delay between 20 and 35 seconds per vehicle or less and volume-to capacity ratio no greater than 1.0. This level is typically assigned when the volume-to capacity ratio is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operation with a control delay between 35 and 55 seconds per vehicle or less and volume-to capacity ratio no greater than 1.0. This level is typically assigned when the volume-to capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operation with a control delay between 55 and 80 seconds per vehicle or less and volume-to capacity ratio no greater than 1.0. This level is typically assigned when the volume-to capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operation with a control delay is greater than 80 seconds per vehicle or less and volume-to capacity ratio greater than 1.0. This level is typically assigned when the volume-to capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

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

The control delay criteria for the range of service levels for signalized intersections are shown in **Table 1**.

| | Level of Service (LOS) | |
|---|---|---|
| Control Delay Per Vehicle | v/c ratio ≤ 1.0 | v/c ratio ≥ 1.0 |
| ≤10.0 Seconds | A | F |
| >10.0 and 20.0 seconds | B | F |
| >20.0 and 35.0 seconds | C | F |
| >35.0 and 55.0 seconds | D | F |
| >55.0 and 80.0 seconds | E | F |
| >80.0 seconds | F | F |
| Source: Transportation Research Board 2016 *Highway Capacity Manual*<br>Note: (1) for approach- based and intersection wide assessments, LOS is defined solely by control delay. | | |

Unsignalized Intersections

LOS for a two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections is determined by the computed or measured control

delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns at TWSC intersections and for all movements at AWSC intersections. LOS is not defined for the intersection as a whole for TWSC and AWSC intersections.

The LOS criteria for both TWSC and AWSC unsignalized intersections are summarized in **Table 2**.

| Control Delay Per Vehicle | Level of Service (LOS) | |
|---|---|---|
| | v/c ratio ≤ 1.0 | v/c ratio ≥ 1.0 |
| ≤10.0 Seconds | A | F |
| >10.0 and 15.0 seconds | B | F |
| >15.0 and 25.0 seconds | C | F |
| >25.0 and 35.0 seconds | D | F |
| >35.0 and 50.0 seconds | E | F |
| >50.0 seconds | F | F |
| Source: Transportation Research Board 2016 *Highway Capacity Manual*<br>Note: (1) For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections.) LOS is not calculated for major-street approaches or for the intersection as a whole. | | |

Note that the LOS criteria for unsignalized intersections are somewhat different from the criteria used in signalized intersections. At TWSC intersections, drivers on the stop-controlled approaches are required to select gaps in the major-street flow in order to execute crossing or turning maneuvers. In the presence of a queue, each drive on the controlled approach must also use some time to move into the front-of-queue position and prepare to evaluate gaps in the major-street flow. AWSC intersections require drivers on all approaches to stop before proceeding into the intersection.

The signal timing and phasing plans for the signalized intersections in the study area were obtained from the NYSDOT Region 8 office. These signal timings were used for the analysis of the existing conditions. The results of the capacity analysis are shown in **Table 3** for the existing weekday peak periods.
The results are as follows for the weekday peak periods:

**Route 45/Washington Avenue**: During both peak hours, the Route 45 northbound combination through/right-turn lane is currently operating at LOS “F.” The Route 45 southbound combination left-turn/through lane is currently operating at LOS “F” during both peak hours. The overall intersection LOS is operating at LOS “F” in both peak hours.

**TABLE 3**
2023 EXISTING CONDITIONS
SIGNALIZED INTERSECTIONS

| Intersection | 8:00 AM-9:00 AM LOS | V/C Ratio | Delay | 5:00 PM- 6:00 PM LOS | V/C Ratio | Delay |
|---|---|---|---|---|---|---|
| **Route 45/Washington Avenue** | | | | | | |
| Route 45 | | | | | | |
| Northbound Th + Rt | F | 1.16 | 110.4 | F | 1.31 | 179.9 |
| Southbound Lt + Th | F | 1.18 | 121.2 | F | 1.20 | 131.2 |
| | | | | | | |
| Washington Avenue | | | | | | |
| Westbound Lt + Rt | B | 0.51 | 10.8 | B | 0.57 | 12.7 |
| Overall | F | | 97.9 | F | | 126.2 |
| **Route 45/New Hempstead Road** | | | | | | |
| Route 45 | | | | | | |
| Northbound Lt | C | 0.32 | 32.2 | C | 0.30 | 31.4 |
| Northbound Th + Rt | D | 0.78 | 44.0 | D | 0.66 | 36.9 |
| Southbound Lt | D | 0.67 | 40.9 | C | 0.60 | 33.8 |
| Southbound Th + Rt | D | 0.70 | 37.1 | C | 0.68 | 33.3 |
| | | | | | | |
| New Hempstead Road | | | | | | |
| Eastbound Lt | B | 0.16 | 17.8 | B | 0.12 | 15.6 |
| Eastbound Th + Rt | D | 0.85 | 47.3 | D | 0.78 | 39.5 |
| Westbound Lt | C | 0.53 | 24.3 | C | 0.56 | 22.2 |
| Westbound Th + Rt | C | 0.68 | 33.3 | C | 0.67 | 30.6 |
| Overall | D | | 38.4 | C | | 33.0 |

**TABLE 3**
2023 EXISTING CONDITIONS
UNSIGNALIZED INTERSECTIONS

| Intersection | 8:00 AM-9:00 AM LOS | V/C Ratio | Delay | 4:15 PM-5:15 PM LOS | V/C Ratio | Delay |
|---|---|---|---|---|---|---|
| **Route 45/775 North Main Street** | | | | | | |
| Route 45 | | | | | | |
| Northbound Lt | A | 0.00 | 8.4 | A | 0.01 | 8.4 |
| | | | | | | |
| Refuah Driveway | | | | | | |
| Eastbound Lt + Rt | B | 0.00 | 11.4 | C | 0.09 | 17.9 |
| | | | | | | |

**c** The Route 45 northbound exclusive left-turn lane and combination thru/right turn lane are operating at LOS “D” in the AM peak hour. The New Hempstead Road combination eastbound thru/right-turn lane is operating at LOS “D” and overall intersection is operating at LOS “D” in the AM peak hour. The northbound combination thru/right turn lane and the combination eastbound thru/right-turn lane is operating at LOS “D” in the PM peak hour.

The remainder of the approaches are currently operating at LOS “D” or better on both peak hours.

## 2026 NO-BUILD CONDITIONS

It is expected that the new office building expansion will open in 2026. Ther background growth rate for Route 45 is 1.01%. The growth rate was calculated by multiplying the 1.01% for three years compounded resulting in a growth of 1.03%. The existing traffic volumes were multiplied by this factor to develop the 2026 No-Build traffic volumes. Figures 3 and 4 show the AM and PM peak hour volumes, respectively.

The results are as follows for the weekday peak periods are shown in **Table 4**.

**Route 45/Washington Avenue**: There will be no change in the LOS. The average vehicle delays and vehicle queues will get worse in both peak hours.

**Route 45/Washington Avenue**: The Route 45 southbound exclusive left-turn lane is projected to change from LOS “C” to “D” in the PM peak hour.

The remainder of the approaches will remain at their existing condition LOS.

## 2026 BUILD CONDITIONS

The existing office building located at 775 North Main Stret (Route 45) is planning an expansion of 18,554 square feet. The project is located on State Route 45 (North Main Street). The project is located on Section 42.18, Block 2, Lot 24. The current office space is 26,885 sq ft and has 114 parking spaces. With the proposed addition, the zoning requires 182 parking spaces. The plan shows a total of 139 parking spaces with 102 parking spaces built and 37 parking spaces held in reserve. A variance for 43 parking spaces will be required.
To calculate the number of vehicular trips generated by the two clinics, we used the Institute of Transportation Engineers, 11$^{th}$ Edition, “Trip Generation Manual” Land Use 710 for the office. **Table 5** summarizes the number of vehicle trips that will be generated by this project.

**TABLE 4**
2026 NO-BUILD CONDITIONS
SIGNALIZED INTERSECTIONS

| Intersection | 8:00 AM-9:00 AM LOS | V/C Ratio | Delay | 5:00 PM- 6:00 PM LOS | V/C Ratio | Delay |
|---|---|---|---|---|---|---|
| **Route 45/Washington Avenue** | | | | | | |
| Route 45 | | | | | | |
| Northbound Th + Rt | F | 1.44 | 229.2 | F | 1.37 | 200.0 |
| Southbound Lt + Th | F | 1.36 | 198.1 | F | 1.26 | 157.7 |
| | | | | | | |
| Washington Avenue | | | | | | |
| Westbound Lt + Rt | B | 0.59 | 12.3 | B | 0.62 | 13.4 |
| Overall | F | | 178.2 | F | | 145.5 |
| **Route 45/New Hempstead Road** | | | | | | |
| Route 45 | | | | | | |
| Northbound Lt | C | 0.33 | 32.5 | C | 0.31 | 31.7 |
| Northbound Th + Rt | D | 0.79 | 44.9 | D | 0.66 | 37.4 |
| Southbound Lt | D | 0.70 | 43.3 | D | 0.63 | 35.8 |
| Southbound Th + Rt | D | 0.72 | 38.2 | C | 0.70 | 34.0 |
| | | | | | | |
| New Hempstead Road | | | | | | |
| Eastbound Lt | B | 0.18 | 18.4 | B | 0.13 | 16.1 |
| Eastbound Th + Rt | D | 0.86 | 49.0 | D | 0.79 | 40.6 |
| Westbound Lt | C | 0.57 | 26.4 | C | 0.59 | 23.8 |
| Westbound Th + Rt | C | 0.75 | 37.9 | C | 0.68 | 31.6 |
| Overall | D | | 40.5 | C | | 34.0 |

**TABLE 4**
2026 NO-BUILD CONDITIONS
UNSIGNALIZED INTERSECTIONS

| Intersection | 8:00 AM-9:00 AM LOS | V/C Ratio | Delay | 4:15 PM-5:15 PM LOS | V/C Ratio | Delay |
|---|---|---|---|---|---|---|
| **Route 45/775 North Main Street** | | | | | | |
| Route 45 | | | | | | |
| Northbound Lt | A | 0.00 | 8.5 | A | 0.01 | 8.5 |
| | | | | | | |
| Refuah Driveway | | | | | | |
| Eastbound Lt + Rt | B | 0.00 | 11.6 | C | 0.10 | 18.6 |
| | | | | | | |

| TABLE 5- Calculation of Weekday Peak Hour Trips | |
|---|---|
| General Office – 18,554 sq. ft. | |
| Morning Peak Hour | Afternoon Peak Hour |
| Total Trips = 2.16 x 18,554 sq. ft. = 40 trips | Total Trips = 2.21 x 18,554 sq. ft.= 41 trips |
| Trips Entering = 0.88 x 40 trips = 35 trips | Trips Entering = 0.17 x 41 trips = 7 trips |
| Trips Exiting = 0.12 x 40 trips = 5 trips | Trips Exiting = 0.83 x 41 trips = 34 trips |

The vehicle trips generated by the proposed addition we assigned to the street network based on the existing traffic flow. **Figure 6** shows the trip distribution. **Figures 7 and 8** show the AM and PM peak hour volumes, respectively. The results are shown in **Table 6** for the 2026 Build weekday peak periods

**Route 45/Washington Avenue**: There will be no change in the LOS. The average vehicle delays and vehicle queues will get worse in both peak hours.

**Route 45/Washington Avenue**: The New Hempstead Road westbound combination thru/right turn lane is projected to change from LOS "C" to "D" in the AM peak hour.

The remainder of the approaches will remain at their existing condition LOS.

**NYSDOT Letter Dated March 1, 2010**

NYSDOT has declared this section of Route 45 a Priority Investigation Location (PIL) from reference marker 45 8501 1050 to 45 8501 1055 which includes the section of Route 45 in front of the health center. One aspect of the mitigation is to upgrade the existing traffic signal by replacing the existing traffic signal heads with 12" LED heads. There are two issues with this item. First is whether the existing signal pole foundations are sized properly to take these additional loadings and second whether the height of the traffic signals will still provide the minimum clearance required.

The operating conditions of the Route 45/Washington Avenue intersection and that of the Route 45/Refuah driveways were also discussed and vehicle queuing was the issue. The results of the 2026 Build 95% queue analysis are shown in **Table 7**.

The vehicle queues extend past the available storage length for the Route 45 southbound exclusive left-turn lane for all time periods and for the New Hempstead Road westbound exclusive left-turn lane for all periods except the existing and 2026 no-build AM peak hour.

**TABLE 6**
2026 BUILD CONDITIONS
SIGNALIZED INTERSECTIONS

| Intersection | 8:00 AM-9:00 AM LOS | V/C Ratio | Delay | 5:00 PM- 6:00 PM LOS | V/C Ratio | Delay |
|---|---|---|---|---|---|---|
| **Route 45/Washington Avenue** | | | | | | |
| Route 45 | | | | | | |
| Northbound Th + Rt | F | 1.46 | 236.2 | F | 1.38 | 203.8 |
| Southbound Lt + Th | F | 1.38 | 204.7 | F | 1.33 | 187.5 |
| | | | | | | |
| Washington Avenue | | | | | | |
| Westbound Lt + Rt | B | 0.59 | 12.2 | B | 0.62 | 13.4 |
| Overall | F | | 183.8 | F | | 157.7 |
| **Route 45/New Hempstead Road** | | | | | | |
| Route 45 | | | | | | |
| Northbound Lt | C | 0.35 | 33.5 | C | 0.31 | 31.8 |
| Northbound Th + Rt | D | 0.79 | 45.5 | D | 0.67 | 37.7 |
| Southbound Lt | D | 0.71 | 43.6 | D | 0.64 | 35.9 |
| Southbound Th + Rt | D | 0.74 | 38.9 | C | 0.70 | 34.0 |
| | | | | | | |
| New Hempstead Road | | | | | | |
| Eastbound Lt | B | 0.18 | 18.4 | B | 0.13 | 16.1 |
| Eastbound Th + Rt | D | 0.86 | 49.3 | D | 0.79 | 40.7 |
| Westbound Lt | C | 0.60 | 27.8 | C | 0.59 | 23.9 |
| Westbound Th + Rt | D | 0.74 | 37.5 | C | 0.68 | 31.6 |
| Overall | D | | 40.8 | C | | 34.1 |

**TABLE 6**
2026 BUILD CONDITIONS
UNSIGNALIZED INTERSECTIONS

| Intersection | 8:00 AM-9:00 AM LOS | V/C Ratio | Delay | 4:15 PM-5:15 PM LOS | V/C Ratio | Delay |
|---|---|---|---|---|---|---|
| **Route 45/775 North Main Street** | | | | | | |
| Route 45 | | | | | | |
| Northbound Lt | A | 0.01 | 8.6 | A | 0.02 | 8.5 |
| | | | | | | |
| Refuah Driveway | | | | | | |
| Eastbound Lt + Rt | B | 0.02 | 13.8 | C | 0.19 | 17.2 |
| | | | | | | |

**TABLE 7**

95 % VEHICLE QUEUE

| | Distance | EXISTING AM | EXISTING PM | 2026 NO-BUILD AM | 2026 NO-BUILD PM | 2026 BUILD AM | 2026 BUILD PM |
|---|---|---|---|---|---|---|---|
| **Route 45/Washington Avenue** | | | | | | | |
| Route 45 | | | | | | | |
| Northbound Th + Rt | 500 | 374 | 389 | 430 | 405 | 434 | 405 |
| Southbound Lt + Th | 500 | 311 | 289 | 331 | 297 | 334 | 315 |
| | | | | | | | |
| Washington Avenue | | | | | | | |
| Westbound Lt + Rt | 200 | 53 | 73 | 69 | 85 | 70 | 85 |
| Overall | | | | | | | |
| **Route 45/New Hempstead Road** | | | | | | | |
| Route 45 | | | | | | | |
| Northbound Lt | 100 | 89 | 83 | 92 | 83 | 92 | 85 |
| Northbound Th + Rt | 500 | 326 | 244 | 336 | 251 | 337 | 256 |
| Southbound Lt | 100 | 164 | 143 | 160 | 155 | 166 | 154 |
| Southbound Th + Rt | 500 | 346 | 330 | 365 | 342 | 384 | 343 |
| | | | | | | | |
| New Hempstead Road | | | | | | | |
| Eastbound Lt | 100 | 43 | 33 | 45 | 35 | 45 | 35 |
| Eastbound Th + Rt | 500 | 458 | 341 | 487 | 358 | 495 | 359 |
| Westbound Lt | 115 | 111 | 128 | 115 | 134 | 125 | 135 |
| Westbound Th + Rt | 500 | 441 | 403 | 470 | 435 | 470 | 436 |
| Overall | | | | | | | |
| **Route 45/775 North Main Street** | | | | | | | |
| Route 45 | | | | | | | |
| Northbound Lt | 500 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | |
| 775 North Main Street | | | | | | | |
| Eastbound Lt + Rt | 75 | 0 | 8 | 0 | 8 | 0 | 23 |
| | | | | | | | |

Queue length extends more than one block

## 2026 BUILD CONDITIONS WITH MITIGATION

**Table 8** shows a comparison of the level of service for the 2026 No-Build, 2026 Build, and 2026 Build with mitigation for the Route 45/Washington Avenue intersection. The Route 45/Washington Avenue intersection will be reconstructed with the following improvements:

- Add exclusive Route 45 southbound left-turn lane
- Add exclusive Route 45 northbound right-turn lane
- The Washington Avenue westbound approach will have exclusive left and right turn lanes.
- A new controller will be installed.

The Synchro 11 analysis has been rerun with these improvements and the results are summarized in **Table 8**.

### Route 45/Washington Avenue

With the proposed improvements, all of the approaches will operate at LOS "C or better. More importantly, the LOS "F" condition on the Route 45 northbound and southbound approached will now operate at LOS "C", "B" or "A" depending on the peak hour. The northbound and southbound 95 % vehicle queue lengths will substantially decrease. We have shown the proposed mitigation for informational purposes only. NYTSDOT needs to undertake this project to improve the traffic flow and reduce crashes.

## PARKING STUDY

We conducted a parking accumulation study from 8 AM to 6 PM. For each row in the parking lot, we counted the number of cars parked once per 30 minutes. **Figure 9** shows the map of the parking lot with the ROW designations. The parking study was conducted on Tuesday, November 8, 2022, and Thursday, November 10, 2022. Both days were normal workdays.

**Tables 9 and 10** summarize the Half-hour counts for the parking study. There are a total of 114 parking spaces on the side and rear of the building. The maximum capacity occurred at 1:00 PM on November 8, 2022, when 42 cars were parked. The occupancy rate was 36.84%. On November 10, 2022, the peak parking occupancy occurred at 11:00 AM, 12:30 PM, and 1:00 PM when 40 cars were parked. The occupancy rate was 35.09%.

In addition to the parking study, we have also used two other sources of information to calculate how many parking spaces are required for the office space. The first source is the ITE Parking Generation Manual, 5$^{th}$ Edition for Land Use 710 (Office). The formula to calculate the number of parking spaces is

**TABLE 8**

2026 BUILD CONDITIONS WITH MITIGATION
SIGNALIZED INTERSECTIONS

| Intersection | 2026 BUILD | | | | | |
|---|---|---|---|---|---|---|
| | 8:00 AM-9:00 AM | | | 5:00 PM- 6:00 PM | | |
| | LOS | V/C Ratio | Delay | LOS | V/C Ratio | Delay |
| **Route 45/Washington Avenue** | | | | | | |
| Route 45 | | | | | | |
| Northbound Th + Rt | F | 1.46 | 236.2 | F | 1.38 | 203.8 |
| Southbound Lt + Th | F | 1.38 | 204.7 | F | 1.33 | 187.5 |
| Northbound Th | | | | | | |
| Northbound Rt | | | | | | |
| Southbound Lt + Th | | | | | | |
| Southboubd Th | | | | | | |
| | | | | | | |
| Washington Avenue | | | | | | |
| Westbound Lt + Rt | B | 0.59 | 12.2 | B | 0.62 | 13.4 |
| Westbound Lt | | | | | | |
| Westbound Rt | | | | | | |
| Overall | F | | 183.8 | F | | 157.7 |

for the peak period parking demand which is from 10:00 AM to 3:00 PM, the formula is P=2.15 x+34.60 per 1,000 gross sq. ft. The P is the number of cars parked. The x is the square footage of the building divided by 1,000 sq. ft. Using the formula, the maximum parking spaces required would be 132 for 45,439 sq ft of office space. According to the zoning code for the Village of New Hempstead, the parking requirement would be 182 spaces.

To determine the number of vehicular trips generated by this proposed development, the Institute of Transportation Engineers "Trip Generation Manual" 11th Edition, Land Use Code 710 (General Office) was used for the office space. **Table 11** shows the calculations of the peak hour trips for the general office space.

**Table 12** summarizes the total number of cars entering and exiting each 30-minute period for the proposed office space. We then added the number of existing vehicles parked each half hour from our survey to calculate parking occupancy with the construction of the 18,554 sq. ft of additional office space. The data in **Table 13** shows the number of vehicles entering and exiting the parking lot in 30-minute segments for the existing and proposed office building. The results of the analysis show that the peak parking occurred between 1:00 PM and 1:30 PM when a total of 78 vehicles were parked. The parking occupancy rate is 76.5% based on 102 parking spaces being constructed.

We have compared the parking requirements of the Village to the ITE Parking Generation Manual 5th Edition.

| Development Type | Village of New Hempstead Zoning | ITE Parking Generation |
|---|---|---|
| Office | 182 | 132 |
| Total | 182 | 132 |

**CRASH ANALYSIS**

We obtained the crash data from 2017 to 2022 from NYSDOT for the Route 45/Washington Avenue, Route 45/775 Router 45, and Route 45/New Hempstead Road.

**Table 14** summarizes the crash data by intersection for 2017. Overall, there were 37 crashes with 9 injuries from these crashes. On New Hempstead Road at Route 45, there were a total of 9 crashes. There were 3 rear-end, 1 left tun, 1 overtaking, 1 right turn and 3 other. There was 1 left turn crash on Rensselaer at Route 45. There were 27 crashes on Route 45 between New Hempstead Road and Washington Avenue. There were 11 rear-end, 1 overtaking, 7 other, 4 right angle, 2 left turn, 1 right turn, and 1 sideswipe.

**Table 15** summarizes the crash data by intersection for 2018. There was a total of 45 crashes with 13 injuries from these crashes. On New Hempstead Road at Route 45, there were a total of 3 crashes. There were 2 rear-end and one overtaking. On Washington Avenue there were a total of 3 crashes. There was 1 rear end, 1 other, and 1 left turn. There were 39 crashes on Route 45 between New Hempstead Road and Washington Avenue. There were 20 rear-end, 7 overtaking, 2 other, 2 unknown, 3 right angle, 4 left turn, and 1 head-on.

**Table 16** summarizes the crash data by intersection for 2019. There was a total of 41 crashes with 13 injuries from these crashes. On New Hempstead Road at Route 45, there were a total of 5 crashes. There were 3 rear-end and one overtaking, and 1 other. On Washington Avenue there was 1 overtaking crash. There were 34 crashes on Route 45 between New Hempstead Road and Washington Avenue. There were 14 rear-end, 2 overtaking, 7 other, 1 unknown, 6 right angle, 3 left turn, and 1 right turn.

**Table 17** summarizes the crash data by intersection for 2020. There was a total of 39 crashes with 8 injuries from these crashes. On New Hempstead Road at Route 45, there were a total of 5 crashes. There were 2 other, 1 right angle, 1 rear end, and 1 overtasking. and one overtaking. On Washington Avenue there was 1 other crash. There were 33 crashes on Route 45 between New Hempstead Road and Washington Avenue. There were 13 rear-end, 6 other, 7 right angle, 1 left turn, 2 right run, 2 sideswipe, 1 overtaking and 1 head-on.

**Table 18** summarizes the crash data by intersection for 2021. There was a total of 34 crashes with 8 injuries from these crashes. On New Hempstead Road at Route 45, there was 1 overtaking crash. On Greenridge Way, there was 1 right angle crash. There were 32 crashes on Route 45 between new Hempstead Road and Washington Avenue. There were 16 rear-end, 4 other, 4 overtaking, 4 right angle, 1 right turn, 2 left turn, and 1 unknown.

**Table 19** summarizes the crash data by intersection for 2022. There was a total of 44 crashes with 8 injuries and 1 fatality from these crashes. On New Hempstead Road at Route 45, there was 1 rear end and 1 other type crash. On Washington Avenue, there was 1 rear end crash. There was 1 crash on an unnamed street. There were 40 crashes on Route 45 between New Hempstead Road and Washington Avenue. There were 17 rear-end, 13 other, 5 left turn, and 5 right angle.

Many of these crashes are because Route 45 is one lane in each direction and drivers have to stop in traffic to wait for a gap to make a left turn causing rear-end crashes. As noted in the NYSDOT PIL report, this section of Route 45 needs to be widened to include at a minimum a two-way left turn lane and possible widening out to two lanes in each direction.

**TABLE 14**

| | Crash Date | Crash Time | Crash Severity | Collision Type | Light Conditions | Road Surface Conditions | Weather Conditions | Closest Cross Street | Direction From | Distance From | On Street |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2017-01-28T00:00:00 | 9:03 PM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DARK-ROAD LIGHTED | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 2 | 2017-01-30T00:00:00 | 6:50 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD LIGHTED | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 3 | 2017-05-28T00:00:00 | 12:00 PM | INJURY | OTHER | DAYLIGHT | DRY | CLOUDY | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 4 | 2017-06-25T00:00:00 | 8:22 AM | INJURY | RIGHT TURN (WITH OTHER CAR) | DAYLIGHT | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 5 | 2017-08-02T00:00:00 | 9:24 AM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 6 | 2017-08-23T00:00:00 | 2:02 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 7 | 2017-08-28T00:00:00 | 4:10 PM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 8 | 2017-11-26T00:00:00 | 7:37 PM | INJURY | REAR END | DARK-ROAD LIGHTED | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 9 | 2017-11-26T00:00:00 | 9:45 PM | PROPERTY DAMAGE | OVERTAKING | DARK-ROAD LIGHTED | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 10 | 2017-07-19T00:00:00 | 4:48 PM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DAYLIGHT | DRY | CLEAR | N MAIN ST | | 0 | RENSSELAER DR |
| 11 | 2017-03-20T00:00:00 | 8:30 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | ROUTE 45 |
| 12 | 2017-03-18T00:00:00 | 10:43 PM | PROPERTY DAMAGE | OVERTAKING | DARK-ROAD LIGHTED | DRY | CLOUDY | ROVITZ PL | 1 | 23 | ROUTE 45 |
| 13 | 2017-04-07T00:00:00 | 3:15 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | GREENRIDGE WAY | 7 | 0 | ROUTE 45 |
| 14 | 2017-06-15T00:00:00 | 3:12 PM | INJURY | REAR END | DAYLIGHT | DRY | CLEAR | Old Schoolhouse Rd | 1 | 48 | ROUTE 45 |
| 15 | 2017-06-16T00:00:00 | 11:33 AM | PROPERTY DAMAGE | OTHER | DAYLIGHT | WET | RAIN | NEW HEMPSTEAD RD | 1 | 18 | ROUTE 45 |
| 16 | 2017-06-02T00:00:00 | 7:10 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | WASHINGTON AVE | 4 | 6 | ROUTE 45 |
| 17 | 2017-06-29T00:00:00 | 10:28 AM | INJURY | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 4 | 30 | ROUTE 45 |
| 18 | 2017-07-14T00:00:00 | 8:01 PM | PROPERTY DAMAGE | REAR END | DUSK | WET | CLOUDY | NEW HEMPSTEAD RD | 8 | 0 | ROUTE 45 |
| 19 | 2017-08-01T00:00:00 | 1:55 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | ROUTE 45 |
| 20 | 2017-08-16T00:00:00 | 4:55 PM | INJURY | REAR END | DAYLIGHT | DRY | CLEAR | RENSSELAER DR | 1 | 0 | ROUTE 45 |
| 21 | 2017-08-27T00:00:00 | 2:25 PM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | ROUTE 45 |
| 22 | 2017-10-20T00:00:00 | 6:40 PM | PROPERTY DAMAGE | OTHER | DARK-ROAD LIGHTED | DRY | CLEAR | WASHINGTON AVE | 4 | 15 | ROUTE 45 |
| 23 | 2017-10-30T00:00:00 | 2:53 PM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | ROUTE 45 |
| 24 | 2017-12-08T00:00:00 | 6:20 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD UNLIGHTED | DRY | CLOUDY | NEW HEMPSTEAD RD | 1 | 46 | ROUTE 45 |
| 25 | 2017-12-14T00:00:00 | 10:57 PM | INJURY | LEFT TURN (WITH OTHER CAR) | DARK-ROAD LIGHTED | DRY | CLEAR | Driveway | 4 | 63 | ROUTE 45 |
| 26 | 2017-03-09T00:00:00 | 9:56 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | GREENRIDGE WAY | 7 | 0 | ROUTE 45 |
| 27 | 2017-05-13T00:00:00 | 2:20 PM | INJURY | RIGHT ANGLE | DAYLIGHT | WET | RAIN | NEW HEMPSTEAD RD | 8 | 0 | ROUTE 45 |
| 28 | 2017-06-12T00:00:00 | 6:09 PM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | ROVITZ PL | 1 | 61 | ROUTE 45 |
| 29 | 2017-06-29T00:00:00 | 8:19 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | ROUTE 45 |
| 30 | 2017-10-18T00:00:00 | 4:38 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 4 | 15 | ROUTE 45 |
| 31 | 2017-11-04T00:00:00 | 10:43 AM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | ROUTE 45 |
| 32 | 2017-10-27T00:00:00 | 11:30 AM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | GREENRIDGE WAY | 7 | 0 | ROUTE 45 |
| 33 | 2017-11-06T00:00:00 | 10:45 PM | PROPERTY DAMAGE | LEFT TURN (WITH OTHER CAR) | DARK-ROAD LIGHTED | DRY | CLEAR | Greenridge Way | 4 | 7 | ROUTE 45 |
| 34 | 2017-11-09T00:00:00 | 10:44 AM | PROPERTY DAMAGE | RIGHT TURN (WITH OTHER CAR) | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 4 | 24 | ROUTE 45 |
| 35 | 2017-05-11T00:00:00 | 8:20 PM | PROPERTY DAMAGE | OTHER | DUSK | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | ROUTE 45 |
| 36 | 2017-06-09T00:00:00 | 8:05 AM | INJURY | OTHER | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 4 | 46 | ROUTE 45 |
| 37 | 2017-12-06T00:00:00 | 3:00 PM | PROPERTY DAMAGE | SIDESWIPE | DAYLIGHT | DRY | CLOUDY | NEW HEMPSTEAD RD | 8 | 0 | ROUTE 45 |

**TABLE 15**

| | Crash Date | Crash Time | Crash Severity | Collision Type | Light Conditions | Road Surface Conditions | Weather Conditions | Closest Cross Street | Direction From | Distance From | On Street |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2018-04-03T00:00:00 | 3:03 PM | INJURY | REAR END | DAYLIGHT | WET | RAIN | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 2 | 2018-06-14T00:00:00 | 8:55 PM | INJURY | REAR END | DARK-ROAD LIGHTED | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 3 | 2018-08-23T00:00:00 | 10:45 PM | PROPERTY DAMAGE | OVERTAKING | DARK-ROAD LIGHTED | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 4 | 2018-01-03T00:00:00 | 9:30 AM | PROPERTY DAMAGE | LEFT TURN (WITH OTHER CAR) | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 5 | 2018-01-22T00:00:00 | 4:51 PM | PROPERTY DAMAGE | OVERTAKING | DUSK | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 6 | 2018-01-12T00:00:00 | 12:33 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | RAIN | GREENRIDGE WAY | 7 | 0 | Route 45 |
| 7 | 2018-02-06T00:00:00 | 12:00 AM | PROPERTY DAMAGE | OVERTAKING | UNKNOWN | UNKNOWN | UNKNOWN | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 8 | 2018-02-21T00:00:00 | 8:11 PM | INJURY | OVERTAKING | DARK-ROAD LIGHTED | DRY | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 9 | 2018-02-26T00:00:00 | 4:15 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | RENSSELAER DR | 4 | 9 | Route 45 |
| 10 | 2018-02-27T00:00:00 | 1:19 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | GREENRIDGE WAY | 7 | 0 | Route 45 |
| 11 | 2018-03-10T00:00:00 | 12:36 PM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLOUDY | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 12 | 2018-03-10T00:00:00 | 9:32 AM | INJURY | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 13 | 2018-03-12T00:00:00 | 5:30 PM | INJURY | HEAD ON | DAYLIGHT | DRY | CLOUDY | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 14 | 2018-03-25T00:00:00 | 1:05 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 15 | 2018-04-28T00:00:00 | 10:15 PM | PROPERTY DAMAGE | OVERTAKING | DARK-ROAD LIGHTED | WET | RAIN | New Hempstead Rd | 4 | 23 | Route 45 |
| 16 | 2018-05-06T00:00:00 | 12:00 AM | INJURY | REAR END | DARK-ROAD LIGHTED | DRY | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 17 | 2018-05-11T00:00:00 | 1:28 PM | INJURY | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 1 | 18 | Route 45 |
| 18 | 2018-05-09T00:00:00 | 2:21 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | GREENRIDGE WAY | 1 | 46 | Route 45 |
| 19 | 2018-05-25T00:00:00 | 2:59 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | Driveway | 4 | 47 | Route 45 |
| 20 | 2018-05-28T00:00:00 | 1:09 PM | INJURY | REAR END | DAYLIGHT | DRY | CLOUDY | WASHINGTON AVE | 1 | 12 | Route 45 |
| 21 | 2018-05-28T00:00:00 | 6:45 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | WASHINGTON AVE | 1 | 15 | Route 45 |
| 22 | 2018-06-04T00:00:00 | 1:10 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 23 | 2018-06-11T00:00:00 | 3:45 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | RENSSELAER DR | 1 | 0 | Route 45 |
| 24 | 2018-06-26T00:00:00 | 3:20 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 4 | 15 | Route 45 |
| 25 | 2018-07-05T00:00:00 | 3:10 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 1 | 15 | Route 45 |
| 26 | 2018-07-24T00:00:00 | 9:09 PM | INJURY | OTHER | DARK-ROAD LIGHTED | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 27 | 2018-07-31T00:00:00 | 4:35 PM | INJURY | REAR END | DAYLIGHT | DRY | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 28 | 2018-08-02T00:00:00 | 6:25 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 29 | 2018-08-16T00:00:00 | 6:19 PM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | Greenridge Way | 1 | 14 | Route 45 |
| 30 | 2018-08-25T00:00:00 | 9:35 AM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 4 | 30 | Route 45 |
| 31 | 2018-09-03T00:00:00 | 8:10 PM | INJURY | REAR END | DARK-ROAD LIGHTED | DRY | CLEAR | GREENRIDGE WAY | 7 | 0 | Route 45 |
| 32 | 2018-09-04T00:00:00 | 9:33 AM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DAYLIGHT | DRY | CLEAR | Greenridge Way | 4 | 7 | Route 45 |
| 33 | 2018-09-17T00:00:00 | 6:05 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | WET | RAIN | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 34 | 2018-09-26T00:00:00 | 5:30 PM | PROPERTY DAMAGE | UNKNOWN | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 35 | 2018-10-04T00:00:00 | 5:30 PM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | WET | RAIN | RENSSELAER DR | 1 | 0 | Route 45 |
| 36 | 2018-10-09T00:00:00 | 12:30 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | Driveway | 4 | 47 | Route 45 |
| 37 | 2018-10-18T00:00:00 | 3:05 PM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DAYLIGHT | DRY | CLEAR | Washington Ave | 4 | 24 | Route 45 |
| 38 | 2018-10-26T00:00:00 | 11:28 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 39 | 2018-10-28T00:00:00 | 12:00 AM | PROPERTY DAMAGE | REAR END | DARK-ROAD LIGHTED | WET | RAIN | NEW HEMPSTEAD RD | 4 | 15 | Route 45 |
| 40 | 2018-11-13T00:00:00 | 9:55 PM | INJURY | UNKNOWN | DARK-ROAD LIGHTED | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | Route 45 |
| 41 | 2018-12-05T00:00:00 | 9:51 AM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | RENSSELAER DR | 1 | 0 | Route 45 |
| 42 | 2018-12-16T00:00:00 | 2:30 PM | PROPERTY DAMAGE | LEFT TURN (WITH OTHER CAR) | DAYLIGHT | WET | RAIN | WASHINGTON AVE | 8 | 0 | Route 45 |
| 43 | 2018-01-21T00:00:00 | 9:09 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | CLEAR | [Route] 45 | 8 | 0 | WASHINGTON AVE |
| 44 | 2018-04-30T00:00:00 | 7:00 PM | INJURY | OTHER | DAYLIGHT | WET | RAIN | N Main St | 8 | 0 | WASHINGTON AVE |
| 45 | 2018-11-25T00:00:00 | 1:20 AM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DARK-ROAD LIGHTED | WET | RAIN | [Route] 45 | 8 | 0 | WASHINGTON AVE |

**TABLE 16**

| | Crash Date | Crash Time | Crash Severity | Collision Type | Light Conditions | Road Surface Conditions | Weather Conditions | Closest Cross Street | Direction From | Distance From | On Street |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2019-07-18T00:00:00 | 10:34 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | RAIN | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 2 | 2019-08-29T00:00:00 | 2:29 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 3 | 2019-10-16T00:00:00 | 9:34 PM | INJURY | OTHER | DARK-ROAD LIGHTED | WET | RAIN | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 4 | 2019-10-29T00:00:00 | 11:25 AM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | WET | CLOUDY | ROUTE 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 5 | 2019-12-10T00:00:00 | 10:49 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | CLOUDY | N MAIN ST | 8 | 0 | NEW HEMPSTEAD RD |
| 6 | 2019-03-24T00:00:00 | 5:50 PM | INJURY | OVERTAKING | DAYLIGHT | DRY | CLEAR | [Route] 45 | 4 | 0 | OLD SCHOOLHOUSE RD |
| 7 | 2019-01-14T00:00:00 | 1:10 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | Route 45 |
| 8 | 2018-12-20T00:00:00 | 9:35 AM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 9 | 2019-01-24T00:00:00 | 12:35 AM | INJURY | RIGHT ANGLE | DARK-ROAD LIGHTED | WET | RAIN | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 10 | 2019-04-01T00:00:00 | 8:10 AM | PROPERTY DAMAGE | RIGHT TURN (AGAINST OTHER CAR) | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 11 | 2019-04-06T00:00:00 | 9:00 PM | INJURY | LEFT TURN (AGAINST OTHER CAR) | DARK-ROAD LIGHTED | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | Route 45 |
| 12 | 2019-04-03T00:00:00 | 8:08 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD LIGHTED | DRY | CLEAR | RENSSELAER DR | 4 | 15 | Route 45 |
| 13 | 2019-04-22T00:00:00 | 8:28 PM | PROPERTY DAMAGE | RIGHT ANGLE | DARK-ROAD LIGHTED | WET | RAIN | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 14 | 2019-05-02T00:00:00 | 10:13 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 15 | 2019-05-15T00:00:00 | 8:56 AM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DAYLIGHT | DRY | CLEAR | GREENRIDGE WAY | 7 | 0 | Route 45 |
| 16 | 2019-06-16T00:00:00 | 1:30 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 17 | 2019-06-16T00:00:00 | 10:35 AM | INJURY | REAR END | DAYLIGHT | DRY | CLEAR | RENSSELAER DR | 4 | 8 | Route 45 |
| 18 | 2019-07-02T00:00:00 | 6:14 PM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 1 | 30 | Route 45 |
| 19 | 2019-08-02T00:00:00 | 11:35 AM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 20 | 2019-08-23T00:00:00 | 2:32 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 21 | 2019-08-29T00:00:00 | 10:00 AM | INJURY | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | RENSSELAER DR | 1 | 0 | Route 45 |
| 22 | 2019-09-01T00:00:00 | 11:02 AM | INJURY | REAR END | DAYLIGHT | DRY | CLEAR | Old Schoolhouse Rd | 4 | 73 | Route 45 |
| 23 | 2019-09-05T00:00:00 | 4:51 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 1 | 15 | Route 45 |
| 24 | 2019-09-05T00:00:00 | 6:59 PM | INJURY | REAR END | DUSK | DRY | CLEAR | Rensselaer Dr | 4 | 7 | Route 45 |
| 25 | 2019-09-07T00:00:00 | 9:20 AM | PROPERTY DAMAGE | LEFT TURN (WITH OTHER CAR) | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 1 | 30 | Route 45 |
| 26 | 2019-09-06T00:00:00 | 5:39 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | Washington Ave | 4 | 14 | Route 45 |
| 27 | 2019-06-04T00:00:00 | 4:32 AM | INJURY | OTHER | DARK-ROAD LIGHTED | DRY | CLOUDY | WASHINGTON AVE | 1 | 30 | Route 45 |
| 28 | 2019-09-19T00:00:00 | 12:23 PM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | ROVITZ PL | 1 | 30 | Route 45 |
| 29 | 2019-10-01T00:00:00 | 2:07 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | Old Schoolhouse Rd | 4 | 13 | Route 45 |
| 30 | 2019-10-07T00:00:00 | 9:08 AM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLOUDY | Rovitz Pl | 1 | 92 | Route 45 |
| 31 | 2019-10-15T00:00:00 | 7:07 PM | INJURY | OTHER | DARK-ROAD LIGHTED | DRY | CLEAR | WASHINGTON AVE | 1 | 3 | Route 45 |
| 32 | 2019-10-12T00:00:00 | 3:41 AM | INJURY | OTHER | DARK-ROAD LIGHTED | DRY | CLEAR | Greenridge Way | 4 | 7 | Route 45 |
| 33 | 2019-10-18T00:00:00 | 3:55 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 4 | 6 | Route 45 |
| 34 | 2019-10-22T00:00:00 | 6:50 AM | PROPERTY DAMAGE | RIGHT ANGLE | DAWN | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 35 | 2019-10-27T00:00:00 | 2:09 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | RAIN | Unnamed Street | 4 | 0 | Route 45 |
| 36 | 2019-12-02T00:00:00 | 9:30 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD LIGHTED | SLUSH | SLEET/HAIL/F | NEW HEMPSTEAD RD | 4 | 2 | Route 45 |
| 37 | 2019-12-16T00:00:00 | 11:50 PM | INJURY | OTHER | DARK-ROAD LIGHTED | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | Route 45 |
| 38 | 2019-12-18T00:00:00 | 3:26 PM | INJURY | REAR END | DAYLIGHT | SNOW/ICE | SNOW | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 39 | 2019-12-23T00:00:00 | 3:13 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | Greenridge Way | 1 | 14 | Route 45 |
| 40 | 2019-09-26T00:00:00 | 8:00 AM | PROPERTY DAMAGE | UNKNOWN | DAYLIGHT | DRY | CLEAR | Rovitz Pl | 1 | 48 | Route 45 |
| 41 | 2019-11-11T00:00:00 | 9:33 AM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLEAR | ROUTE 45 | 8 | 0 | WASHINGTON AVE |

**TABLE 17**

| | Crash Date | Crash Time | Crash Severity | Collision Type | Light Conditions | Road Surface Conditions | Weather Conditions | Closest Cross Street | Direction From | Distance From | On Street |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2020-07-27T00:00:00 | 9:30 AM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | ROUTE 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 2 | 2020-09-05T00:00:00 | 7:50 PM | INJURY | RIGHT ANGLE | DARK-ROAD LIGHTED | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 3 | 2020-09-24T00:00:00 | 6:04 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 4 | 2020-10-19T00:00:00 | 11:57 PM | PROPERTY DAMAGE | OTHER | DARK-ROAD UNLIGHTED | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 5 | 2020-11-21T00:00:00 | 8:54 AM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 6 | 2020-01-18T00:00:00 | 4:34 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | SNOW/ICE | SNOW | ROVITZ PL | 1 | 15 | Route 45 |
| 7 | 2020-01-20T00:00:00 | 6:09 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD LIGHTED | DRY | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 8 | 2020-02-02T00:00:00 | 4:51 PM | PROPERTY DAMAGE | REAR END | DAWN | WET | CLOUDY | WASHINGTON AVE | 1 | 15 | Route 45 |
| 9 | 2020-02-11T00:00:00 | 9:43 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 10 | 2020-03-02T00:00:00 | 4:04 PM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLOUDY | Rensselaer Dr | 1 | 68 | Route 45 |
| 11 | 2020-03-12T00:00:00 | 1:10 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | WASHINGTON AVE | 8 | 0 | Route 45 |
| 12 | 2020-03-27T00:00:00 | 1:04 PM | INJURY | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 13 | 2019-03-11T00:00:00 | 2:39 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | Route 45 |
| 14 | 2020-04-29T00:00:00 | 2:20 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLOUDY | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 15 | 2020-06-02T00:00:00 | 7:39 AM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLOUDY | ROVITZ PL | 1 | 9 | Route 45 |
| 16 | 2020-06-07T00:00:00 | 8:04 PM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DARK-ROAD LIGHTED | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 17 | 2020-06-10T00:00:00 | 11:10 PM | INJURY | RIGHT ANGLE | DARK-ROAD LIGHTED | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 18 | 2020-06-15T00:00:00 | 3:45 AM | PROPERTY DAMAGE | OTHER | DARK-ROAD LIGHTED | DRY | CLEAR | Old Schoolhouse Rd | 4 | 3 | Route 45 |
| 19 | 2020-07-24T00:00:00 | 2:45 AM | INJURY | OTHER | DARK-ROAD LIGHTED | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | Route 45 |
| 20 | 2020-08-07T00:00:00 | 12:04 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | ROVITZ PL | 4 | 30 | Route 45 |
| 21 | 2020-07-29T00:00:00 | 4:17 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 22 | 2020-08-23T00:00:00 | 8:55 PM | PROPERTY DAMAGE | RIGHT ANGLE | DARK-ROAD LIGHTED | DRY | CLEAR | GREENRIDGE WAY | 1 | 30 | Route 45 |
| 23 | 2020-08-26T00:00:00 | 11:14 PM | PROPERTY DAMAGE | SIDESWIPE | DARK-ROAD LIGHTED | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | Route 45 |
| 24 | 2020-09-15T00:00:00 | 11:25 PM | INJURY | REAR END | DARK-ROAD LIGHTED | DRY | CLOUDY | RENSSELAER DR | 1 | 37 | Route 45 |
| 25 | 2020-09-25T00:00:00 | 8:40 AM | PROPERTY DAMAGE | SIDESWIPE | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 1 | 15 | Route 45 |
| 26 | 2020-10-01T00:00:00 | 9:18 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 27 | 2020-10-17T00:00:00 | 9:54 PM | INJURY | RIGHT ANGLE | DARK-ROAD LIGHTED | DRY | CLEAR | RENSSELAER DR | 1 | 0 | Route 45 |
| 28 | 2020-12-22T00:00:00 | 3:08 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | WASHINGTON AVE | 4 | 6 | Route 45 |
| 29 | 2020-12-30T00:00:00 | 10:04 AM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 1 | 30 | Route 45 |
| 30 | 2021-01-03T00:00:00 | 6:59 PM | INJURY | RIGHT TURN (WITH OTHER CAR) | DARK-ROAD UNLIGHTED | SNOW/ICE | SNOW | RENSSELAER DR | 1 | 0 | Route 45 |
| 31 | 2021-02-02T00:00:00 | 10:03 AM | PROPERTY DAMAGE | RIGHT TURN (AGAINST OTHER CAR) | DAYLIGHT | SNOW/ICE | SNOW | WASHINGTON AVE | 8 | 0 | Route 45 |
| 32 | 2021-02-02T00:00:00 | 5:26 PM | INJURY | OTHER | DARK-ROAD LIGHTED | SNOW/ICE | SNOW | | | 0 | Route 45 |
| 33 | 2021-01-30T00:00:00 | 5:16 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD LIGHTED | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 34 | 2021-01-07T00:00:00 | 1:35 PM | PROPERTY DAMAGE | HEAD ON | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 35 | 2021-01-07T00:00:00 | 9:15 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 36 | 2021-01-24T00:00:00 | 1:35 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 1 | 15 | Route 45 |
| 37 | 2020-11-28T00:00:00 | 12:50 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLOUDY | NEW HEMPSTEAD RD | 1 | 30 | Route 45 |
| 38 | 2020-12-13T00:00:00 | 10:38 PM | PROPERTY DAMAGE | OTHER | DARK-ROAD LIGHTED | DRY | CLOUDY | GREENRIDGE WAY | 7 | 0 | Route 45 |
| 39 | 2020-02-16T00:00:00 | 11:22 AM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLOUDY | [Route] 45 | 8 | 0 | WASHINGTON AVE |

**TABLE 18**

| | Crash Date | Crash Time | Crash Severity | Collision Type | Light Conditions | Road Surface Conditions | Weather Conditions | Closest Cross Street | Direction From | Distance From | On Street |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2021-03-15T00:00:00 | 3:00 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | [Route] 45 | 7 | 0 | GREENRIDGE WAY |
| 2 | 2021-12-22T00:00:00 | 6:39 PM | INJURY | OVERTAKING | DARK-ROAD LIGHTED | DRY | CLEAR | N MAIN ST | 8 | 0 | NEW HEMPSTEAD RD |
| 3 | 2021-02-25T00:00:00 | 8:57 AM | INJURY | OTHER | DAYLIGHT | DRY | CLEAR | GREENRIDGE WAY | 7 | 0 | Route 45 |
| 4 | 2021-02-24T00:00:00 | 4:35 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 5 | 2021-04-01T00:00:00 | 8:35 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | RAIN | RENSSELAER DR | 4 | 5 | Route 45 |
| 6 | 2021-04-18T00:00:00 | 3:00 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 7 | 2021-04-30T00:00:00 | 7:24 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | CLOUDY | Rensselaer Dr | 4 | 7 | Route 45 |
| 8 | 2021-05-22T00:00:00 | 5:14 PM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 9 | 2021-06-11T00:00:00 | 3:58 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 10 | 2021-06-11T00:00:00 | 2:15 PM | INJURY | OTHER | DAYLIGHT | DRY | CLEAR | RENSSELAER DR | 1 | 0 | Route 45 |
| 11 | 2021-06-30T00:00:00 | 4:54 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 1 | 5 | Route 45 |
| 12 | 2021-06-27T00:00:00 | 10:08 PM | INJURY | REAR END | DARK-ROAD UNLIGHTED | DRY | CLEAR | Old Schoolhouse Rd | 1 | 17 | Route 45 |
| 13 | 2021-07-21T00:00:00 | 7:35 PM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | Greenridge Way | 1 | 14 | Route 45 |
| 14 | 2021-07-08T00:00:00 | 5:31 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | RAIN | NEW HEMPSTEAD RD | 1 | 23 | Route 45 |
| 15 | 2021-07-08T00:00:00 | 12:02 AM | INJURY | OTHER | DARK-ROAD LIGHTED | DRY | CLOUDY | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 16 | 2021-06-21T00:00:00 | 10:40 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 17 | 2021-08-11T00:00:00 | 11:56 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 4 | 15 | Route 45 |
| 18 | 2021-08-26T00:00:00 | 2:26 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | | | 0 | Route 45 |
| 19 | 2021-09-12T00:00:00 | 3:22 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | Route 45 |
| 20 | 2021-08-17T00:00:00 | 6:55 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | RENSSELAER DR | 1 | 15 | Route 45 |
| 21 | 2021-09-24T00:00:00 | 12:10 PM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 4 | 18 | Route 45 |
| 22 | 2021-09-01T00:00:00 | 10:45 PM | PROPERTY DAMAGE | RIGHT TURN (WITH OTHER CAR) | DARK-ROAD LIGHTED | WET | RAIN | GREENRIDGE WAY | 7 | 0 | Route 45 |
| 23 | 2021-10-04T00:00:00 | 5:47 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | WET | RAIN | GREENRIDGE WAY | 7 | 0 | Route 45 |
| 24 | 2021-10-09T00:00:00 | 8:47 PM | PROPERTY DAMAGE | NOT ENTERED | NOT ENTERED | NOT ENTERE | NOT ENTERE | Rovitz Pl | 1 | 92 | Route 45 |
| 25 | 2021-10-17T00:00:00 | 12:35 PM | INJURY | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 26 | 2021-10-18T00:00:00 | 1:45 PM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | Route 45 |
| 27 | 2021-11-06T00:00:00 | 7:31 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD UNLIGHTED | DRY | CLOUDY | Unnamed Street | 4 | 21 | Route 45 |
| 28 | 2021-11-18T00:00:00 | 8:10 PM | INJURY | RIGHT ANGLE | DARK-ROAD LIGHTED | DRY | CLEAR | GREENRIDGE WAY | 5 | 99.0119115 | Route 45 |
| 29 | 2021-11-23T00:00:00 | 2:48 PM | INJURY | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | GREENRIDGE WAY | 7 | 0 | Route 45 |
| 30 | 2021-12-13T00:00:00 | 12:50 AM | PROPERTY DAMAGE | RIGHT ANGLE | DARK-ROAD LIGHTED | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | Route 45 |
| 31 | 2021-12-14T00:00:00 | 10:06 PM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DARK-ROAD LIGHTED | DRY | CLEAR | WASHINGTON AVE | 8 | 0 | Route 45 |
| 32 | 2021-12-23T00:00:00 | 11:59 AM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLEAR | New Hempstead Rd | 1 | 6 | Route 45 |
| 33 | 2021-12-27T00:00:00 | 7:11 PM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DARK-ROAD LIGHTED | WET | CLOUDY | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 34 | 2021-12-30T00:00:00 | 6:47 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD LIGHTED | DRY | CLOUDY | Rovitz Pl | 4 | 99 | Route 45 |

**TABLE 19**

| | Crash Date | Crash Time | Crash Severity | Collision Type | Light Conditions | Road Surface Conditions | Weather Conditions | Closest Cross Street | Direction From | Distance From | On Street |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2022-01-06T00:00:00 | 9:11 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD LIGHTED | DRY | CLEAR | [Route] 45 | 8 | 0 | NEW HEMPSTEAD RD |
| 2 | 2022-03-01T00:00:00 | 7:00 AM | INJURY | OTHER | DAYLIGHT | DRY | CLOUDY | ROUTE 45 | 8 | 0 | NEW HEMPSTEAD RD |
| | | | | | | | | | | | |
| 3 | 2022-01-11T00:00:00 | 6:43 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD LIGHTED | DRY | CLEAR | RENSSELAER DR | 4 | 30 | Route 45 |
| 4 | 2022-02-20T00:00:00 | 5:30 PM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 5 | 2022-03-06T00:00:00 | 6:21 AM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLOUDY | ROVITZ PL | 1 | 91 | Route 45 |
| 6 | 2022-04-04T00:00:00 | 10:50 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | Greenridge Way | 1 | 14 | Route 45 |
| 7 | 2022-04-07T00:00:00 | 7:25 PM | PROPERTY DAMAGE | REAR END | DUSK | WET | RAIN | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 8 | 2022-04-24T00:00:00 | 7:28 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | Driveway | 4 | 17 | Route 45 |
| 9 | 2022-05-02T00:00:00 | 9:30 AM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DAYLIGHT | WET | RAIN | Rensselaer Dr | 4 | 7 | Route 45 |
| 10 | 2022-05-10T00:00:00 | 5:43 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | RENSSELAER DR | 4 | 12 | Route 45 |
| 11 | 2022-05-11T00:00:00 | 2:30 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | GREENRIDGE WAY | 7 | 0 | Route 45 |
| 12 | 2022-05-19T00:00:00 | 2:39 PM | INJURY | OTHER | DAYLIGHT | DRY | CLOUDY | NEW HEMPSTEAD RD | 4 | 46 | Route 45 |
| 13 | 2022-05-17T00:00:00 | 2:50 PM | PROPERTY DAMAGE | LEFT TURN (AGAINST OTHER CAR) | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD RD | 8 | 0 | Route 45 |
| 14 | 2022-05-29T00:00:00 | 11:15 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 1 | 30 | Route 45 |
| 15 | 2022-05-28T00:00:00 | 10:37 PM | INJURY | REAR END | DARK-ROAD UNLIGHTED | WET | CLEAR | Rensselaer Dr | 4 | 7 | Route 45 |
| 16 | 2022-06-01T00:00:00 | 4:49 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | GREENRIDGE WAY | 5 | 23.38962645 | Route 45 |
| 17 | 2022-06-09T00:00:00 | 10:05 AM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | WASHINGTON AVE | 4 | 15 | Route 45 |
| 18 | 2022-06-26T00:00:00 | 1:47 AM | INJURY | RIGHT ANGLE | DARK-ROAD LIGHTED | DRY | CLEAR | UNNAMED STREET | 5 | 4.94207623 | Route 45 |
| 19 | 2022-06-30T00:00:00 | 6:39 PM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | ROVITZ PLACE | 1 | 0 | Route 45 |
| 20 | 2022-07-31T00:00:00 | 1:30 PM | INJURY | OTHER | DAYLIGHT | DRY | CLEAR | WASHINGTON AVENU | 1 | 0 | Route 45 |
| 21 | 2022-07-29T00:00:00 | 1:15 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVENU | 1 | 100.0003197 | Route 45 |
| 22 | 2022-07-27T00:00:00 | 9:10 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVENU | 1 | 50.00031974 | Route 45 |
| 23 | 2022-06-10T00:00:00 | 6:09 PM | FATAL | OTHER | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD ROA | 3 | 0 | Route 45 |
| 24 | 2022-08-31T00:00:00 | 5:19 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | GREENRIDGE WAY | 1 | 0 | Route 45 |
| 25 | 2022-09-06T00:00:00 | 8:19 PM | PROPERTY DAMAGE | OTHER | DARK-ROAD LIGHTED | WET | RAIN | GREENRIDGE WAY | 5 | 156.7582208 | Route 45 |
| 26 | 2022-09-15T00:00:00 | 3:18 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | WASHINGTON AVENU | 1 | 221.6716842 | Route 45 |
| 27 | 2022-10-02T00:00:00 | 4:24 PM | INJURY | OTHER | DAYLIGHT | DRY | CLEAR | WASHINGTON AVENU | 5 | 45.30658826 | Route 45 |
| 28 | 2022-10-06T00:00:00 | 6:52 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD LIGHTED | DRY | CLEAR | UNNAMED STREET | 5 | 268.1324224 | Route 45 |
| 29 | 2022-10-10T00:00:00 | 1:27 PM | INJURY | RIGHT ANGLE | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD ROA | 3 | 0 | Route 45 |
| 30 | 2022-10-13T00:00:00 | 12:32 PM | PROPERTY DAMAGE | RIGHT ANGLE | DAYLIGHT | WET | RAIN | NEW HEMPSTEAD ROA | 3 | 0 | Route 45 |
| 31 | 2022-10-18T00:00:00 | 5:22 PM | INJURY | REAR END | DAYLIGHT | DRY | CLEAR | NEW HEMPSTEAD ROA | 3 | 0 | Route 45 |
| 32 | 2022-11-07T00:00:00 | 11:07 PM | INJURY | LEFT TURN (AGAINST OTHER CAR) | DARK-ROAD LIGHTED | DRY | CLEAR | WASHINGTON AVENU | 1 | 100.0003197 | Route 45 |
| 33 | 2022-11-15T00:00:00 | 5:32 PM | PROPERTY DAMAGE | OTHER | DAYLIGHT | DRY | CLEAR | RENSSELAER DRIVE | 5 | 23.71225474 | Route 45 |
| 34 | 2022-11-14T00:00:00 | 4:57 PM | PROPERTY DAMAGE | OTHER | DUSK | DRY | CLEAR | OLD SCHOOLHOUSE R | 5 | 75.48420208 | Route 45 |
| 35 | 2022-11-08T00:00:00 | 3:12 PM | INJURY | OTHER | DAYLIGHT | DRY | CLEAR | RENSSELAER DRIVE | 7 | 0 | Route 45 |
| 36 | 2022-11-01T00:00:00 | 11:15 PM | PROPERTY DAMAGE | RIGHT ANGLE | DARK-ROAD LIGHTED | DRY | CLEAR | UNNAMED STREET | 5 | 268.1322295 | Route 45 |
| 37 | 2022-11-25T00:00:00 | 12:46 PM | INJURY | OTHER | DAYLIGHT | WET | CLEAR | UNNAMED STREET | 5 | 1.31407027 | Route 45 |
| 38 | 2022-12-06T00:00:00 | 8:49 AM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLOUDY | | | 0 | Route 45 |
| 39 | 2022-12-06T00:00:00 | 8:45 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD LIGHTED | WET | RAIN | WASHINGTON AVENU | 1 | 0 | Route 45 |
| 40 | 2022-12-14T00:00:00 | 8:35 AM | INJURY | OTHER | DAYLIGHT | DRY | CLEAR | GREENRIDGE WAY | 5 | 23.38962645 | Route 45 |
| 41 | 2022-12-15T00:00:00 | 8:34 PM | INJURY | LEFT TURN (AGAINST OTHER CAR) | DARK-ROAD LIGHTED | WET | RAIN | GREENRIDGE WAY | 5 | 23.38962645 | Route 45 |
| 42 | 2022-12-02T00:00:00 | 5:02 PM | PROPERTY DAMAGE | REAR END | DARK-ROAD UNLIGHTED | DRY | CLEAR | | | 0 | Route 45 |
| | | | | | | | | | | | |
| 43 | 2022-05-27T00:00:00 | 8:25 AM | PROPERTY DAMAGE | OVERTAKING | DAYLIGHT | DRY | CLOUDY | N Main St | 7 | 3 | UNNAMED STREET |
| | | | | | | | | | | | |
| 44 | 2022-06-07T00:00:00 | 12:44 PM | PROPERTY DAMAGE | REAR END | DAYLIGHT | DRY | CLEAR | N MAIN ST | 8 | 0 | WASHINGTON AVE |

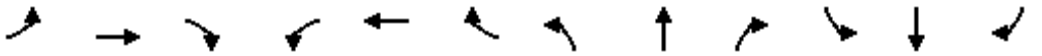
## CONCLUSIONS

1. The proposed office will generate 40 vehicle trips with 35 vehicles entering and 5 vehicles exiting in the AM peak hour. In the PM peak hour, the project will generate 41 vehicle trips with 7 vehicles entering and 34 vehicles exiting.
2. The parking study shows that the existing parking spaces would be sufficient to accommodate the additional number of cars that would be generated by the project.
3. The project driveway is projected to operate at LOS “B” in the AM peak hour and “C” in the PM peak hour.

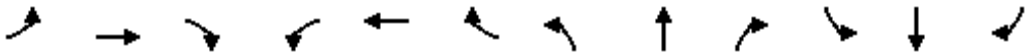
# APPENDIX A
# TRAFFIC VOLUME FIGURES

# APPENDIX B
# CAPACITY ANALYSIS SUMMARIES

# CAPACITY ANALYSIS SUMMARY
# EXISTING CONDITIONS



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 44 | 333 | 66 | 134 | 270 | 119 | 86 | 312 | 18 | 157 | 308 | 51 |
| Future Volume (vph) | 44 | 333 | 66 | 134 | 270 | 119 | 86 | 312 | 18 | 157 | 308 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 100 | | 0 | 115 | | 0 | 100 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | | 0.975 | | | 0.954 | | | 0.992 | | | 0.979 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1656 | 1748 | 0 | 1703 | 1672 | 0 | 1583 | 1715 | 0 | 1752 | 1764 | 0 |
| Flt Permitted | 0.345 | | | 0.192 | | | 0.525 | | | 0.195 | | |
| Satd. Flow (perm) | 601 | 1748 | 0 | 344 | 1672 | 0 | 874 | 1715 | 0 | 359 | 1764 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | 20 | | | 3 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1028 | | | 1349 | | | 1717 | | | 604 | |
| Travel Time (s) | | 23.4 | | | 30.7 | | | 39.0 | | | 13.7 | |
| Confl. Peds. (#/hr) | | | | | | | 1 | | 1 | 1 | | 1 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 9% | 5% | 11% | 6% | 9% | 7% | 14% | 10% | 6% | 3% | 5% | 6% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 49 | 374 | 74 | 151 | 303 | 134 | 97 | 351 | 20 | 176 | 346 | 57 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 49 | 448 | 0 | 151 | 437 | 0 | 97 | 371 | 0 | 176 | 403 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 88 | 88 | | 88 | 88 | | 88 | 88 | | 88 | 88 | |
| Trailing Detector (ft) | -6 | -6 | | -6 | -6 | | -6 | -6 | | -6 | -6 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Permitted Phases | 4 | | | 7 | | | 2 | | | 5 | | |
| Detector Phase | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Switch Phase | | | | | | | | | | | | |



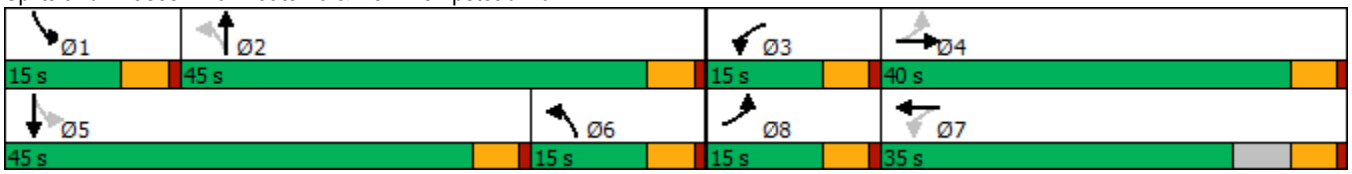
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Initial (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 10.0 | | 3.0 | 10.0 | |
| Minimum Split (s) | 8.0 | 21.0 | | 8.0 | 8.0 | | 8.0 | 15.0 | | 8.0 | 15.0 | |
| Total Split (s) | 15.0 | 40.0 | | 15.0 | 35.0 | | 15.0 | 45.0 | | 15.0 | 45.0 | |
| Total Split (%) | 13.0% | 34.8% | | 13.0% | 30.4% | | 13.0% | 39.1% | | 13.0% | 39.1% | |
| Maximum Green (s) | 10.0 | 35.0 | | 10.0 | 30.0 | | 10.0 | 40.0 | | 10.0 | 40.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | | | | Yes | | | | | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | Min | | None | Min | |
| Walk Time (s) | | 5.0 | | | | | | | | | | |
| Flash Dont Walk (s) | | 11.0 | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | | | | | | | | |
| Act Effct Green (s) | 35.7 | 28.3 | | 41.0 | 35.6 | | 26.1 | 26.1 | | 30.5 | 30.5 | |
| Actuated g/C Ratio | 0.38 | 0.30 | | 0.43 | 0.38 | | 0.28 | 0.28 | | 0.32 | 0.32 | |
| v/c Ratio | 0.16 | 0.85 | | 0.53 | 0.68 | | 0.32 | 0.78 | | 0.67 | 0.70 | |
| Control Delay | 17.8 | 47.3 | | 24.3 | 33.3 | | 32.2 | 44.0 | | 40.9 | 37.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 17.8 | 47.3 | | 24.3 | 33.3 | | 32.2 | 44.0 | | 40.9 | 37.1 | |
| LOS | B | D | | C | C | | C | D | | D | D | |
| Approach Delay | | 44.4 | | | 31.0 | | | 41.5 | | | 38.3 | |
| Approach LOS | | D | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 16 | 248 | | 53 | 227 | | 46 | 210 | | 86 | 225 | |
| Queue Length 95th (ft) | 43 | #458 | | 111 | #441 | | 89 | 326 | | #164 | 346 | |
| Internal Link Dist (ft) | | 948 | | | 1269 | | | 1637 | | | 524 | |
| Turn Bay Length (ft) | 100 | | | 115 | | | 100 | | | 100 | | |
| Base Capacity (vph) | 361 | 675 | | 298 | 674 | | 329 | 752 | | 268 | 776 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.14 | 0.66 | | 0.51 | 0.65 | | 0.29 | 0.49 | | 0.66 | 0.52 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 115 | | | |
| Actuated Cycle Length: 94.3 | | | |
| Natural Cycle: 70 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.85 | | | |
| Intersection Signal Delay: 38.4 | | Intersection LOS: D | |
| Intersection Capacity Utilization 71.8% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

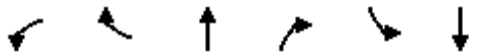
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 45 & New Hempstead Rd



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 129 | 93 | 467 | 151 | 64 | 433 |
| Future Volume (vph) | 129 | 93 | 467 | 151 | 64 | 433 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | 0% | | | 0% |
| Storage Length (ft) | 0 | 0 | | 0 | 0 | |
| Storage Lanes | 1 | 0 | | 0 | 0 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.98 | | 0.99 | | | 1.00 |
| Frt | 0.943 | | 0.967 | | | |
| Flt Protected | 0.972 | | | | | 0.994 |
| Satd. Flow (prot) | 1590 | 0 | 1692 | 0 | 0 | 1782 |
| Flt Permitted | 0.972 | | | | | *0.770 |
| Satd. Flow (perm) | 1590 | 0 | 1692 | 0 | 0 | 1380 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | 43 | | 23 | | | |
| Link Speed (mph) | 30 | | 45 | | | 45 |
| Link Distance (ft) | 248 | | 1019 | | | 721 |
| Travel Time (s) | 5.6 | | 15.4 | | | 10.9 |
| Confl. Peds. (#/hr) | | 8 | | 2 | 2 | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 8% | 7% | 8% | 8% | 6% | 6% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Adj. Flow (vph) | 137 | 99 | 497 | 161 | 68 | 461 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 236 | 0 | 658 | 0 | 0 | 529 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 2 | | 0 | | 1 | 0 |
| Detector Template | | | | | Left | |
| Leading Detector (ft) | 86 | | 0 | | 20 | 0 |
| Trailing Detector (ft) | -5 | | 0 | | 0 | 0 |
| Turn Type | Perm | | NA | | Perm | NA |
| Protected Phases | | | 2 | | | 2 |
| Permitted Phases | 3 | | 2 | | 2 | |
| Detector Phase | 3 | | | | | |
| Switch Phase | | | | | | |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Minimum Initial (s) | 2.0 | | 9.0 | | 9.0 | 9.0 |
| Minimum Split (s) | 24.0 | | 15.0 | | 15.0 | 15.0 |
| Total Split (s) | 45.0 | | 55.0 | | 55.0 | 55.0 |
| Total Split (%) | 45.0% | | 55.0% | | 55.0% | 55.0% |
| Maximum Green (s) | 39.0 | | 49.0 | | 49.0 | 49.0 |
| Yellow Time (s) | 5.0 | | 5.0 | | 5.0 | 5.0 |
| All-Red Time (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | | 0.0 |
| Total Lost Time (s) | 6.0 | | 6.0 | | | 6.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Minimum Gap (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Time Before Reduce (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Recall Mode | None | | Min | | Min | Min |
| Walk Time (s) | 7.0 | | | | | |
| Flash Dont Walk (s) | 11.0 | | | | | |
| Pedestrian Calls (#/hr) | 5 | | | | | |
| Act Effct Green (s) | 8.4 | | 10.0 | | | 10.0 |
| Actuated g/C Ratio | 0.27 | | 0.33 | | | 0.33 |
| v/c Ratio | 0.51 | | 1.16 | | | 1.18 |
| Control Delay | 10.8 | | 110.4 | | | 121.2 |
| Queue Delay | 0.0 | | 0.0 | | | 0.0 |
| Total Delay | 10.8 | | 110.4 | | | 121.2 |
| LOS | B | | F | | | F |
| Approach Delay | 10.8 | | 110.4 | | | 121.2 |
| Approach LOS | B | | F | | | F |
| Queue Length 50th (ft) | 23 | | ~125 | | | ~102 |
| Queue Length 95th (ft) | 53 | | #374 | | | #311 |
| Internal Link Dist (ft) | 168 | | 939 | | | 641 |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 1590 | | 567 | | | 450 |
| Starvation Cap Reductn | 0 | | 0 | | | 0 |
| Spillback Cap Reductn | 0 | | 0 | | | 0 |
| Storage Cap Reductn | 0 | | 0 | | | 0 |
| Reduced v/c Ratio | 0.15 | | 1.16 | | | 1.18 |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 100 | |
| Actuated Cycle Length: 30.6 | |
| Natural Cycle: 60 | |
| Control Type: Semi Act-Uncoord | |
| Maximum v/c Ratio: 1.18 | |
| Intersection Signal Delay: 97.9 | Intersection LOS: F |
| Intersection Capacity Utilization 88.8% | ICU Level of Service E |
| Analysis Period (min) 15 | |

* User Entered Value

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

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

Splits and Phases: 24: Route 45 & Washington Ave

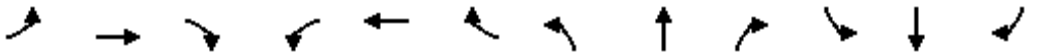
| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 3 | 565 | 456 | 10 |
| Future Vol, veh/h | 0 | 1 | 3 | 565 | 456 | 10 |
| 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 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 9 | 6 | 0 |
| Mvmt Flow | 0 | 1 | 3 | 635 | 512 | 11 |

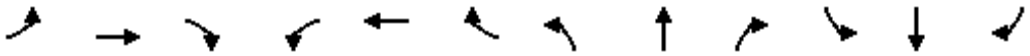
| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1159 | 518 | 523 | 0 | - | 0 |
| Stage 1 | 518 | - | - | - | - | - |
| Stage 2 | 641 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 218 | 562 | 1054 | - | - | - |
| Stage 1 | 602 | - | - | - | - | - |
| Stage 2 | 528 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 217 | 562 | 1054 | - | - | - |
| Mov Cap-2 Maneuver | 217 | - | - | - | - | - |
| Stage 1 | 600 | - | - | - | - | - |
| Stage 2 | 528 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1054 | - | 562 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.002 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | 11.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |



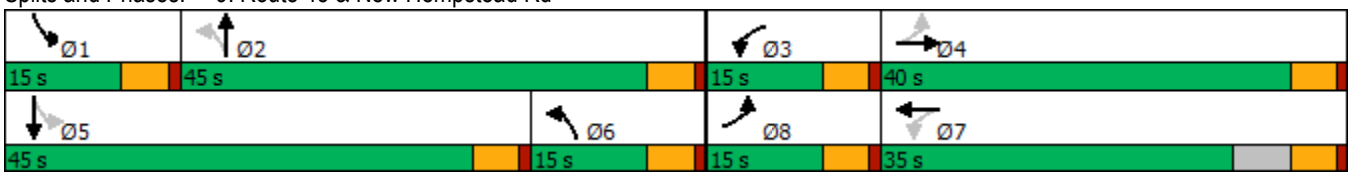
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 34 | 291 | 64 | 175 | 362 | 50 | 77 | 237 | 19 | 157 | 306 | 51 |
| Future Volume (vph) | 34 | 291 | 64 | 175 | 362 | 50 | 77 | 237 | 19 | 157 | 306 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 100 | | 0 | 115 | | 0 | 100 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | | 0.973 | | | 0.982 | | | 0.989 | | | 0.978 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1656 | 1771 | 0 | 1770 | 1805 | 0 | 1719 | 1787 | 0 | 1752 | 1786 | 0 |
| Flt Permitted | 0.339 | | | 0.240 | | | 0.528 | | | 0.230 | | |
| Satd. Flow (perm) | 591 | 1771 | 0 | 447 | 1805 | 0 | 955 | 1787 | 0 | 424 | 1786 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 10 | | | 6 | | | 4 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1028 | | | 1349 | | | 1717 | | | 604 | |
| Travel Time (s) | | 23.4 | | | 30.7 | | | 39.0 | | | 13.7 | |
| Confl. Peds. (#/hr) | | | | | | | 1 | | 1 | 1 | | 1 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 9% | 4% | 6% | 2% | 3% | 6% | 5% | 5% | 5% | 3% | 3% | 8% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 38 | 323 | 71 | 194 | 402 | 56 | 86 | 263 | 21 | 174 | 340 | 57 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 38 | 394 | 0 | 194 | 458 | 0 | 86 | 284 | 0 | 174 | 397 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 88 | 88 | | 88 | 88 | | 88 | 88 | | 88 | 88 | |
| Trailing Detector (ft) | -6 | -6 | | -6 | -6 | | -6 | -6 | | -6 | -6 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Permitted Phases | 4 | | | 7 | | | 2 | | | 5 | | |
| Detector Phase | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Switch Phase | | | | | | | | | | | | |

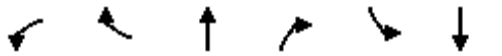


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Initial (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 10.0 | | 3.0 | 10.0 | |
| Minimum Split (s) | 8.0 | 21.0 | | 8.0 | 8.0 | | 8.0 | 15.0 | | 8.0 | 15.0 | |
| Total Split (s) | 15.0 | 40.0 | | 15.0 | 35.0 | | 15.0 | 45.0 | | 15.0 | 45.0 | |
| Total Split (%) | 13.0% | 34.8% | | 13.0% | 30.4% | | 13.0% | 39.1% | | 13.0% | 39.1% | |
| Maximum Green (s) | 10.0 | 35.0 | | 10.0 | 30.0 | | 10.0 | 40.0 | | 10.0 | 40.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | | | | Yes | | | | | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | Min | | None | Min | |
| Walk Time (s) | | 5.0 | | | | | | | | | | |
| Flash Dont Walk (s) | | 11.0 | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | | | | | | | | |
| Act Effct Green (s) | 30.8 | 23.8 | | 37.2 | 31.8 | | 20.3 | 20.3 | | 27.1 | 27.1 | |
| Actuated g/C Ratio | 0.37 | 0.28 | | 0.44 | 0.38 | | 0.24 | 0.24 | | 0.32 | 0.32 | |
| v/c Ratio | 0.12 | 0.78 | | 0.56 | 0.67 | | 0.30 | 0.66 | | 0.60 | 0.68 | |
| Control Delay | 15.6 | 39.5 | | 22.2 | 30.6 | | 31.4 | 36.9 | | 33.8 | 33.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 15.6 | 39.5 | | 22.2 | 30.6 | | 31.4 | 36.9 | | 33.8 | 33.3 | |
| LOS | B | D | | C | C | | C | D | | C | C | |
| Approach Delay | | 37.4 | | | 28.1 | | | 35.7 | | | 33.5 | |
| Approach LOS | | D | | | C | | | D | | | C | |
| Queue Length 50th (ft) | 11 | 184 | | 59 | 212 | | 37 | 135 | | 72 | 187 | |
| Queue Length 95th (ft) | 33 | 341 | | 128 | 403 | | 83 | 244 | | 143 | 330 | |
| Internal Link Dist (ft) | | 948 | | | 1269 | | | 1637 | | | 524 | |
| Turn Bay Length (ft) | 100 | | | 115 | | | 100 | | | 100 | | |
| Base Capacity (vph) | 371 | 772 | | 360 | 789 | | 374 | 886 | | 300 | 888 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.10 | 0.51 | | 0.54 | 0.58 | | 0.23 | 0.32 | | 0.58 | 0.45 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 115 | | | |
| Actuated Cycle Length: 84.2 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.78 | | | |
| Intersection Signal Delay: 33.0 | | Intersection LOS: C | |
| Intersection Capacity Utilization 69.0% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 9: Route 45 & New Hempstead Rd





| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 236 | 59 | 397 | 298 | 91 | 394 |
| Future Volume (vph) | 236 | 59 | 397 | 298 | 91 | 394 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | 0% | | | 0% |
| Storage Length (ft) | 0 | 0 | | 0 | 0 | |
| Storage Lanes | 1 | 0 | | 0 | 0 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.99 | | | 1.00 |
| Frt | 0.973 | | 0.942 | | | |
| Flt Protected | 0.962 | | | | | 0.991 |
| Satd. Flow (prot) | 1676 | 0 | 1682 | 0 | 0 | 1775 |
| Flt Permitted | 0.962 | | | | | *0.770 |
| Satd. Flow (perm) | 1676 | 0 | 1682 | 0 | 0 | 1379 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | 15 | | 53 | | | |
| Link Speed (mph) | 30 | | 45 | | | 45 |
| Link Distance (ft) | 248 | | 1019 | | | 721 |
| Travel Time (s) | 5.6 | | 15.4 | | | 10.9 |
| Confl. Peds. (#/hr) | | 8 | | 2 | 2 | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 2% | 5% | 6% | 2% | 7% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Adj. Flow (vph) | 238 | 60 | 401 | 301 | 92 | 398 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 298 | 0 | 702 | 0 | 0 | 490 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 2 | | 0 | | 1 | 0 |
| Detector Template | | | | | Left | |
| Leading Detector (ft) | 86 | | 0 | | 20 | 0 |
| Trailing Detector (ft) | -5 | | 0 | | 0 | 0 |
| Turn Type | Perm | | NA | | Perm | NA |
| Protected Phases | | | 2 | | | 2 |
| Permitted Phases | 3 | | 2 | | 2 | |
| Detector Phase | 3 | | | | | |
| Switch Phase | | | | | | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Minimum Initial (s) | 2.0 | | 9.0 | | 9.0 | 9.0 |
| Minimum Split (s) | 24.0 | | 15.0 | | 15.0 | 15.0 |
| Total Split (s) | 45.0 | | 55.0 | | 55.0 | 55.0 |
| Total Split (%) | 45.0% | | 55.0% | | 55.0% | 55.0% |
| Maximum Green (s) | 39.0 | | 49.0 | | 49.0 | 49.0 |
| Yellow Time (s) | 5.0 | | 5.0 | | 5.0 | 5.0 |
| All-Red Time (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | | 0.0 |
| Total Lost Time (s) | 6.0 | | 6.0 | | | 6.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Minimum Gap (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Time Before Reduce (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Recall Mode | None | | Min | | Min | Min |
| Walk Time (s) | 7.0 | | | | | |
| Flash Dont Walk (s) | 11.0 | | | | | |
| Pedestrian Calls (#/hr) | 5 | | | | | |
| Act Effct Green (s) | 9.5 | | 9.1 | | | 9.1 |
| Actuated g/C Ratio | 0.31 | | 0.30 | | | 0.30 |
| v/c Ratio | 0.57 | | 1.31 | | | 1.20 |
| Control Delay | 12.7 | | 170.9 | | | 131.2 |
| Queue Delay | 0.0 | | 0.0 | | | 0.0 |
| Total Delay | 12.7 | | 170.9 | | | 131.2 |
| LOS | B | | F | | | F |
| Approach Delay | 12.7 | | 170.9 | | | 131.2 |
| Approach LOS | B | | F | | | F |
| Queue Length 50th (ft) | 36 | | ~147 | | | ~99 |
| Queue Length 95th (ft) | 73 | | #389 | | | #289 |
| Internal Link Dist (ft) | 168 | | 939 | | | 641 |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 1676 | | 536 | | | 409 |
| Starvation Cap Reductn | 0 | | 0 | | | 0 |
| Spillback Cap Reductn | 0 | | 0 | | | 0 |
| Storage Cap Reductn | 0 | | 0 | | | 0 |
| Reduced v/c Ratio | 0.18 | | 1.31 | | | 1.20 |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 100 | |
| Actuated Cycle Length: 30.8 | |
| Natural Cycle: 60 | |
| Control Type: Semi Act-Uncoord | |
| Maximum v/c Ratio: 1.31 | |
| Intersection Signal Delay: 126.2 | Intersection LOS: F |
| Intersection Capacity Utilization 96.8% | ICU Level of Service F |
| Analysis Period (min) 15 | |

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Route 45 & Washington Ave

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

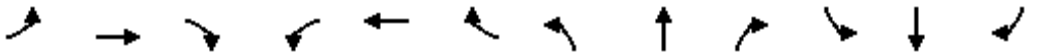
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 9 | 8 | 472 | 463 | 1 |
| Future Vol, veh/h | 17 | 9 | 8 | 472 | 463 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | 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 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 5 | 5 | 0 |
| Mvmt Flow | 19 | 10 | 9 | 524 | 514 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1057 | 515 | 515 | 0 | - | 0 |
| Stage 1 | 515 | - | - | - | - | - |
| Stage 2 | 542 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 251 | 564 | 1061 | - | - | - |
| Stage 1 | 604 | - | - | - | - | - |
| Stage 2 | 587 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 248 | 564 | 1061 | - | - | - |
| Mov Cap-2 Maneuver | 248 | - | - | - | - | - |
| Stage 1 | 597 | - | - | - | - | - |
| Stage 2 | 587 | - | - | - | - | - |

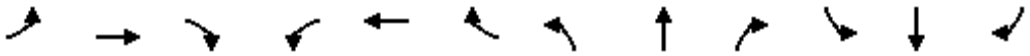
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.9 | 0.1 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1061 | - | 308 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.094 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | 17.9 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

# CAPACITY ANALYSIS SUMMARY
# 2026 NO-BUILD CONDITIONS



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 45 | 343 | 68 | 138 | 278 | 123 | 89 | 321 | 19 | 162 | 317 | 53 |
| Future Volume (vph) | 45 | 343 | 68 | 138 | 278 | 123 | 89 | 321 | 19 | 162 | 317 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 100 | | 0 | 115 | | 0 | 100 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | | 0.975 | | | 0.954 | | | 0.992 | | | 0.978 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1656 | 1748 | 0 | 1703 | 1672 | 0 | 1583 | 1715 | 0 | 1752 | 1762 | 0 |
| Flt Permitted | 0.288 | | | 0.179 | | | 0.519 | | | 0.188 | | |
| Satd. Flow (perm) | 502 | 1748 | 0 | 321 | 1672 | 0 | 864 | 1715 | 0 | 347 | 1762 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | 20 | | | 3 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1028 | | | 1349 | | | 1717 | | | 604 | |
| Travel Time (s) | | 23.4 | | | 30.7 | | | 39.0 | | | 13.7 | |
| Confl. Peds. (#/hr) | | | | | | | 1 | | 1 | 1 | | 1 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 9% | 5% | 11% | 6% | 9% | 7% | 14% | 10% | 6% | 3% | 5% | 6% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 51 | 385 | 76 | 155 | 312 | 138 | 100 | 361 | 21 | 182 | 356 | 60 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 51 | 461 | 0 | 155 | 450 | 0 | 100 | 382 | 0 | 182 | 416 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 88 | 88 | | 88 | 88 | | 88 | 88 | | 88 | 88 | |
| Trailing Detector (ft) | -6 | -6 | | -6 | -6 | | -6 | -6 | | -6 | -6 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Permitted Phases | 4 | | | 7 | | | 2 | | | 5 | | |
| Detector Phase | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Switch Phase | | | | | | | | | | | | |



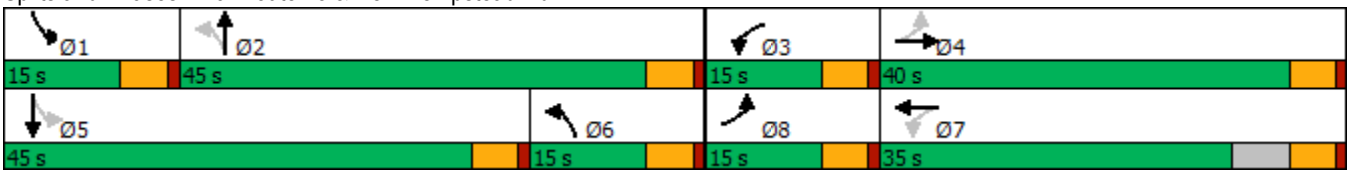
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Initial (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 10.0 | | 3.0 | 10.0 | |
| Minimum Split (s) | 8.0 | 21.0 | | 8.0 | 8.0 | | 8.0 | 15.0 | | 8.0 | 15.0 | |
| Total Split (s) | 15.0 | 40.0 | | 15.0 | 35.0 | | 15.0 | 45.0 | | 15.0 | 45.0 | |
| Total Split (%) | 13.0% | 34.8% | | 13.0% | 30.4% | | 13.0% | 39.1% | | 13.0% | 39.1% | |
| Maximum Green (s) | 10.0 | 35.0 | | 10.0 | 30.0 | | 10.0 | 40.0 | | 10.0 | 40.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | | | | Yes | | | | | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | Min | | None | Min | |
| Walk Time (s) | | 5.0 | | | | | | | | | | |
| Flash Dont Walk (s) | | 11.0 | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | | | | | | | | |
| Act Effct Green (s) | 36.6 | 29.2 | | 41.3 | 33.9 | | 27.0 | 27.0 | | 31.4 | 31.4 | |
| Actuated g/C Ratio | 0.38 | 0.30 | | 0.43 | 0.35 | | 0.28 | 0.28 | | 0.33 | 0.33 | |
| v/c Ratio | 0.18 | 0.86 | | 0.57 | 0.75 | | 0.33 | 0.79 | | 0.70 | 0.72 | |
| Control Delay | 18.4 | 49.0 | | 26.4 | 37.9 | | 32.5 | 44.9 | | 43.3 | 38.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 18.4 | 49.0 | | 26.4 | 37.9 | | 32.5 | 44.9 | | 43.3 | 38.2 | |
| LOS | B | D | | C | D | | C | D | | D | D | |
| Approach Delay | | 46.0 | | | 35.0 | | | 42.4 | | | 39.7 | |
| Approach LOS | | D | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 17 | 262 | | 55 | 240 | | 49 | 223 | | 92 | 241 | |
| Queue Length 95th (ft) | 45 | #487 | | 115 | #470 | | 92 | 336 | | #160 | 365 | |
| Internal Link Dist (ft) | | 948 | | | 1269 | | | 1637 | | | 524 | |
| Turn Bay Length (ft) | 100 | | | 115 | | | 100 | | | 100 | | |
| Base Capacity (vph) | 329 | 659 | | 286 | 644 | | 327 | 734 | | 263 | 757 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.16 | 0.70 | | 0.54 | 0.70 | | 0.31 | 0.52 | | 0.69 | 0.55 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 115 | | | |
| Actuated Cycle Length: 96.2 | | | |
| Natural Cycle: 70 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.86 | | | |
| Intersection Signal Delay: 40.5 | | Intersection LOS: D | |
| Intersection Capacity Utilization 73.5% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

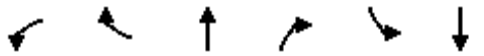
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 45 & New Hempstead Rd



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 159 | 122 | 499 | 210 | 84 | 445 |
| Future Volume (vph) | 159 | 122 | 499 | 210 | 84 | 445 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | 0% | | | 0% |
| Storage Length (ft) | 0 | 0 | | 0 | 0 | |
| Storage Lanes | 1 | 0 | | 0 | 0 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.98 | | 0.99 | | | 1.00 |
| Frt | 0.941 | | 0.960 | | | |
| Flt Protected | 0.973 | | | | | 0.992 |
| Satd. Flow (prot) | 1588 | 0 | 1678 | 0 | 0 | 1778 |
| Flt Permitted | 0.973 | | | | | *0.770 |
| Satd. Flow (perm) | 1588 | 0 | 1678 | 0 | 0 | 1380 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | 45 | | 30 | | | |
| Link Speed (mph) | 30 | | 45 | | | 45 |
| Link Distance (ft) | 248 | | 1019 | | | 721 |
| Travel Time (s) | 5.6 | | 15.4 | | | 10.9 |
| Confl. Peds. (#/hr) | | 8 | | 2 | 2 | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 8% | 7% | 8% | 8% | 6% | 6% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Adj. Flow (vph) | 169 | 130 | 531 | 223 | 89 | 473 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 299 | 0 | 754 | 0 | 0 | 562 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 2 | | 0 | | 1 | 0 |
| Detector Template | | | | | Left | |
| Leading Detector (ft) | 86 | | 0 | | 20 | 0 |
| Trailing Detector (ft) | -5 | | 0 | | 0 | 0 |
| Turn Type | Perm | | NA | | Perm | NA |
| Protected Phases | | | 2 | | | 2 |
| Permitted Phases | 3 | | 2 | | 2 | |
| Detector Phase | 3 | | | | | |
| Switch Phase | | | | | | |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Minimum Initial (s) | 2.0 | | 9.0 | | 9.0 | 9.0 |
| Minimum Split (s) | 24.0 | | 15.0 | | 15.0 | 15.0 |
| Total Split (s) | 45.0 | | 55.0 | | 55.0 | 55.0 |
| Total Split (%) | 45.0% | | 55.0% | | 55.0% | 55.0% |
| Maximum Green (s) | 39.0 | | 49.0 | | 49.0 | 49.0 |
| Yellow Time (s) | 5.0 | | 5.0 | | 5.0 | 5.0 |
| All-Red Time (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | | 0.0 |
| Total Lost Time (s) | 6.0 | | 6.0 | | | 6.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Minimum Gap (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Time Before Reduce (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Recall Mode | None | | Min | | Min | Min |
| Walk Time (s) | 7.0 | | | | | |
| Flash Dont Walk (s) | 11.0 | | | | | |
| Pedestrian Calls (#/hr) | 5 | | | | | |
| Act Effct Green (s) | 9.2 | | 9.2 | | | 9.2 |
| Actuated g/C Ratio | 0.30 | | 0.30 | | | 0.30 |
| v/c Ratio | 0.59 | | 1.44 | | | 1.36 |
| Control Delay | 12.3 | | 229.2 | | | 198.1 |
| Queue Delay | 0.0 | | 0.0 | | | 0.0 |
| Total Delay | 12.3 | | 229.2 | | | 198.1 |
| LOS | B | | F | | | F |
| Approach Delay | 12.3 | | 229.2 | | | 198.1 |
| Approach LOS | B | | F | | | F |
| Queue Length 50th (ft) | 32 | | ~172 | | | ~123 |
| Queue Length 95th (ft) | 69 | | #430 | | | #331 |
| Internal Link Dist (ft) | 168 | | 939 | | | 641 |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 1588 | | 522 | | | 412 |
| Starvation Cap Reductn | 0 | | 0 | | | 0 |
| Spillback Cap Reductn | 0 | | 0 | | | 0 |
| Storage Cap Reductn | 0 | | 0 | | | 0 |
| Reduced v/c Ratio | 0.19 | | 1.44 | | | 1.36 |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 100 | |
| Actuated Cycle Length: 30.6 | |
| Natural Cycle: 60 | |
| Control Type: Semi Act-Uncoord | |
| Maximum v/c Ratio: 1.44 | |
| Intersection Signal Delay: 178.2 | Intersection LOS: F |
| Intersection Capacity Utilization 98.8% | ICU Level of Service F |
| Analysis Period (min) 15 | |

* User Entered Value

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

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

Splits and Phases: 24: Route 45 & Washington Ave

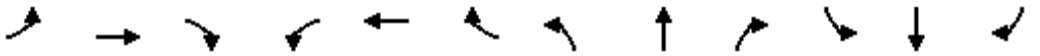
| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 3 | 582 | 470 | 10 |
| Future Vol, veh/h | 0 | 1 | 3 | 582 | 470 | 10 |
| 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 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 9 | 6 | 0 |
| Mvmt Flow | 0 | 1 | 3 | 654 | 528 | 11 |

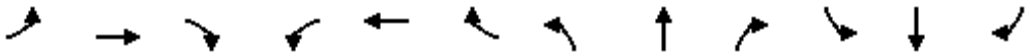
| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1194 | 534 | 539 | 0 | - | 0 |
| Stage 1 | 534 | - | - | - | - | - |
| Stage 2 | 660 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 208 | 550 | 1040 | - | - | - |
| Stage 1 | 592 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 207 | 550 | 1040 | - | - | - |
| Mov Cap-2 Maneuver | 207 | - | - | - | - | - |
| Stage 1 | 589 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1040 | - | 550 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.002 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 11.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 35 | 300 | 66 | 180 | 373 | 52 | 79 | 244 | 20 | 162 | 315 | 53 |
| Future Volume (vph) | 35 | 300 | 66 | 180 | 373 | 52 | 79 | 244 | 20 | 162 | 315 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 100 | | 0 | 115 | | 0 | 100 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | | 0.973 | | | 0.982 | | | 0.989 | | | 0.978 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1656 | 1771 | 0 | 1770 | 1805 | 0 | 1719 | 1787 | 0 | 1752 | 1786 | 0 |
| Flt Permitted | 0.322 | | | 0.230 | | | 0.522 | | | 0.219 | | |
| Satd. Flow (perm) | 561 | 1771 | 0 | 428 | 1805 | 0 | 944 | 1787 | 0 | 404 | 1786 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 10 | | | 6 | | | 4 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1028 | | | 1349 | | | 1717 | | | 604 | |
| Travel Time (s) | | 23.4 | | | 30.7 | | | 39.0 | | | 13.7 | |
| Confl. Peds. (#/hr) | | | | | | | 1 | | 1 | 1 | | 1 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 9% | 4% | 6% | 2% | 3% | 6% | 5% | 5% | 5% | 3% | 3% | 8% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 39 | 333 | 73 | 200 | 414 | 58 | 88 | 271 | 22 | 180 | 350 | 59 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 39 | 406 | 0 | 200 | 472 | 0 | 88 | 293 | 0 | 180 | 409 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 88 | 88 | | 88 | 88 | | 88 | 88 | | 88 | 88 | |
| Trailing Detector (ft) | -6 | -6 | | -6 | -6 | | -6 | -6 | | -6 | -6 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Permitted Phases | 4 | | | 7 | | | 2 | | | 5 | | |
| Detector Phase | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Switch Phase | | | | | | | | | | | | |



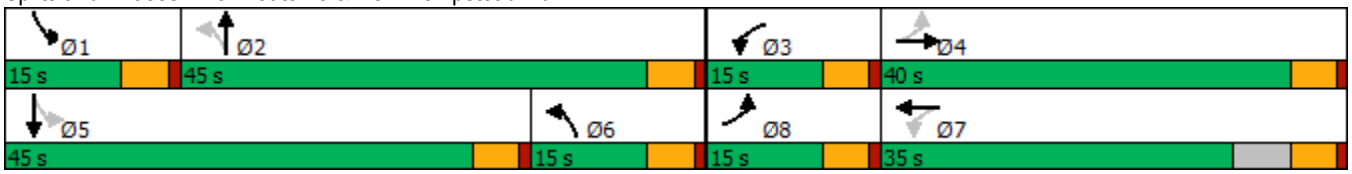
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Initial (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 10.0 | | 3.0 | 10.0 | |
| Minimum Split (s) | 8.0 | 21.0 | | 8.0 | 8.0 | | 8.0 | 15.0 | | 8.0 | 15.0 | |
| Total Split (s) | 15.0 | 40.0 | | 15.0 | 35.0 | | 15.0 | 45.0 | | 15.0 | 45.0 | |
| Total Split (%) | 13.0% | 34.8% | | 13.0% | 30.4% | | 13.0% | 39.1% | | 13.0% | 39.1% | |
| Maximum Green (s) | 10.0 | 35.0 | | 10.0 | 30.0 | | 10.0 | 40.0 | | 10.0 | 40.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | | | | Yes | | | | | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | Min | | None | Min | |
| Walk Time (s) | | 5.0 | | | | | | | | | | |
| Flash Dont Walk (s) | | 11.0 | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | | | | | | | | |
| Act Effct Green (s) | 31.8 | 24.7 | | 38.2 | 32.9 | | 21.2 | 21.2 | | 28.1 | 28.1 | |
| Actuated g/C Ratio | 0.37 | 0.29 | | 0.44 | 0.38 | | 0.25 | 0.25 | | 0.33 | 0.33 | |
| v/c Ratio | 0.13 | 0.79 | | 0.59 | 0.68 | | 0.31 | 0.66 | | 0.63 | 0.70 | |
| Control Delay | 16.1 | 40.6 | | 23.8 | 31.6 | | 31.7 | 37.4 | | 35.8 | 34.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 16.1 | 40.6 | | 23.8 | 31.6 | | 31.7 | 37.4 | | 35.8 | 34.0 | |
| LOS | B | D | | C | C | | C | D | | D | C | |
| Approach Delay | | 38.5 | | | 29.3 | | | 36.1 | | | 34.6 | |
| Approach LOS | | D | | | C | | | D | | | C | |
| Queue Length 50th (ft) | 11 | 195 | | 62 | 226 | | 39 | 144 | | 77 | 200 | |
| Queue Length 95th (ft) | 35 | 358 | | 134 | #435 | | 83 | 251 | | #155 | 342 | |
| Internal Link Dist (ft) | | 948 | | | 1269 | | | 1637 | | | 524 | |
| Turn Bay Length (ft) | 100 | | | 115 | | | 100 | | | 100 | | |
| Base Capacity (vph) | 360 | 753 | | 351 | 770 | | 374 | 864 | | 294 | 866 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.11 | 0.54 | | 0.57 | 0.61 | | 0.24 | 0.34 | | 0.61 | 0.47 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 115 | | | |
| Actuated Cycle Length: 86.2 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.79 | | | |
| Intersection Signal Delay: 34.0 | | Intersection LOS: C | |
| Intersection Capacity Utilization 70.6% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 45 & New Hempstead Rd



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

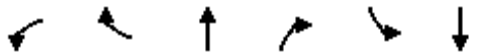
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 9 | 8 | 486 | 477 | 1 |
| Future Vol, veh/h | 18 | 9 | 8 | 486 | 477 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | 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 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 5 | 5 | 0 |
| Mvmt Flow | 20 | 10 | 9 | 540 | 530 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1089 | 531 | 531 | 0 | - | 0 |
| Stage 1 | 531 | - | - | - | - | - |
| Stage 2 | 558 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 241 | 552 | 1047 | - | - | - |
| Stage 1 | 594 | - | - | - | - | - |
| Stage 2 | 577 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 238 | 552 | 1047 | - | - | - |
| Mov Cap-2 Maneuver | 238 | - | - | - | - | - |
| Stage 1 | 587 | - | - | - | - | - |
| Stage 2 | 577 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 18.6 | 0.1 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1047 | - | 294 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.102 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 18.6 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 243 | 96 | 499 | 210 | 94 | 406 |
| Future Volume (vph) | 243 | 96 | 499 | 210 | 94 | 406 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | 0% | | | 0% |
| Storage Length (ft) | 0 | 0 | | 0 | 0 | |
| Storage Lanes | 1 | 0 | | 0 | 0 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.99 | | | 1.00 |
| Frt | 0.962 | | 0.960 | | | |
| Flt Protected | 0.965 | | | | | 0.991 |
| Satd. Flow (prot) | 1662 | 0 | 1721 | 0 | 0 | 1775 |
| Flt Permitted | 0.965 | | | | | *0.770 |
| Satd. Flow (perm) | 1662 | 0 | 1721 | 0 | 0 | 1379 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | 23 | | 30 | | | |
| Link Speed (mph) | 30 | | 45 | | | 45 |
| Link Distance (ft) | 248 | | 1019 | | | 721 |
| Travel Time (s) | 5.6 | | 15.4 | | | 10.9 |
| Confl. Peds. (#/hr) | | 8 | | 2 | 2 | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 2% | 5% | 6% | 2% | 7% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Adj. Flow (vph) | 245 | 97 | 504 | 212 | 95 | 410 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 342 | 0 | 716 | 0 | 0 | 505 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 2 | | 0 | | 1 | 0 |
| Detector Template | | | | | Left | |
| Leading Detector (ft) | 86 | | 0 | | 20 | 0 |
| Trailing Detector (ft) | -5 | | 0 | | 0 | 0 |
| Turn Type | Perm | | NA | | Perm | NA |
| Protected Phases | | | 2 | | | 2 |
| Permitted Phases | 3 | | 2 | | 2 | |
| Detector Phase | 3 | | | | | |
| Switch Phase | | | | | | |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Minimum Initial (s) | 2.0 | | 9.0 | | 9.0 | 9.0 |
| Minimum Split (s) | 24.0 | | 15.0 | | 15.0 | 15.0 |
| Total Split (s) | 45.0 | | 55.0 | | 55.0 | 55.0 |
| Total Split (%) | 45.0% | | 55.0% | | 55.0% | 55.0% |
| Maximum Green (s) | 39.0 | | 49.0 | | 49.0 | 49.0 |
| Yellow Time (s) | 5.0 | | 5.0 | | 5.0 | 5.0 |
| All-Red Time (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | | 0.0 |
| Total Lost Time (s) | 6.0 | | 6.0 | | | 6.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Minimum Gap (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Time Before Reduce (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Recall Mode | None | | Min | | Min | Min |
| Walk Time (s) | 7.0 | | | | | |
| Flash Dont Walk (s) | 11.0 | | | | | |
| Pedestrian Calls (#/hr) | 5 | | | | | |
| Act Effct Green (s) | 10.1 | | 9.1 | | | 9.1 |
| Actuated g/C Ratio | 0.32 | | 0.29 | | | 0.29 |
| v/c Ratio | 0.62 | | 1.37 | | | 1.26 |
| Control Delay | 13.4 | | 200.0 | | | 157.7 |
| Queue Delay | 0.0 | | 0.0 | | | 0.0 |
| Total Delay | 13.4 | | 200.0 | | | 157.7 |
| LOS | B | | F | | | F |
| Approach Delay | 13.4 | | 200.0 | | | 157.7 |
| Approach LOS | B | | F | | | F |
| Queue Length 50th (ft) | 41 | | ~164 | | | ~109 |
| Queue Length 95th (ft) | 85 | | #405 | | | #297 |
| Internal Link Dist (ft) | 168 | | 939 | | | 641 |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 1662 | | 521 | | | 400 |
| Starvation Cap Reductn | 0 | | 0 | | | 0 |
| Spillback Cap Reductn | 0 | | 0 | | | 0 |
| Storage Cap Reductn | 0 | | 0 | | | 0 |
| Reduced v/c Ratio | 0.21 | | 1.37 | | | 1.26 |

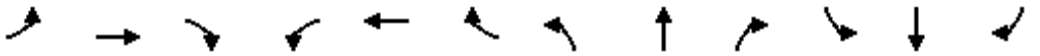
| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 100 | |
| Actuated Cycle Length: 31.4 | |
| Natural Cycle: 60 | |
| Control Type: Semi Act-Uncoord | |
| Maximum v/c Ratio: 1.37 | |
| Intersection Signal Delay: 145.5 | Intersection LOS: F |
| Intersection Capacity Utilization 100.2% | ICU Level of Service G |
| Analysis Period (min) 15 | |

* User Entered Value

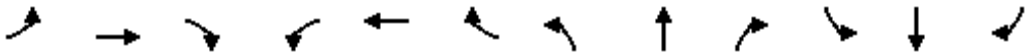
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Route 45 & Washington Ave

# CAPACITY ANALYSIS SUMMARY
# 2026 BUILD CONDITIONS



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 45 | 343 | 72 | 145 | 278 | 123 | 89 | 322 | 19 | 162 | 333 | 53 |
| Future Volume (vph) | 45 | 343 | 72 | 145 | 278 | 123 | 89 | 322 | 19 | 162 | 333 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 100 | | 0 | 115 | | 0 | 100 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | | 0.974 | | | 0.954 | | | 0.992 | | | 0.979 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1656 | 1745 | 0 | 1703 | 1672 | 0 | 1583 | 1715 | 0 | 1752 | 1764 | 0 |
| Flt Permitted | 0.294 | | | 0.176 | | | 0.483 | | | 0.181 | | |
| Satd. Flow (perm) | 512 | 1745 | 0 | 315 | 1672 | 0 | 804 | 1715 | 0 | 334 | 1764 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | 20 | | | 3 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1028 | | | 1349 | | | 1717 | | | 604 | |
| Travel Time (s) | | 23.4 | | | 30.7 | | | 39.0 | | | 13.7 | |
| Confl. Peds. (#/hr) | | | | | | | 1 | | 1 | 1 | | 1 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 9% | 5% | 11% | 6% | 9% | 7% | 14% | 10% | 6% | 3% | 5% | 6% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 51 | 385 | 81 | 163 | 312 | 138 | 100 | 362 | 21 | 182 | 374 | 60 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 51 | 466 | 0 | 163 | 450 | 0 | 100 | 383 | 0 | 182 | 434 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 88 | 88 | | 88 | 88 | | 88 | 88 | | 88 | 88 | |
| Trailing Detector (ft) | -6 | -6 | | -6 | -6 | | -6 | -6 | | -6 | -6 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Permitted Phases | 4 | | | 7 | | | 2 | | | 5 | | |
| Detector Phase | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Switch Phase | | | | | | | | | | | | |



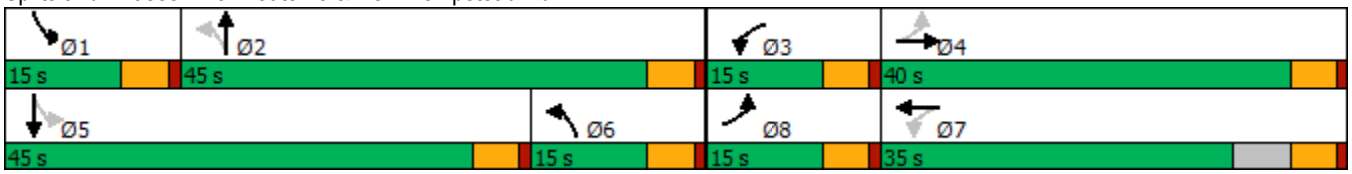
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Initial (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 10.0 | | 3.0 | 10.0 | |
| Minimum Split (s) | 8.0 | 21.0 | | 8.0 | 8.0 | | 8.0 | 15.0 | | 8.0 | 15.0 | |
| Total Split (s) | 15.0 | 40.0 | | 15.0 | 35.0 | | 15.0 | 45.0 | | 15.0 | 45.0 | |
| Total Split (%) | 13.0% | 34.8% | | 13.0% | 30.4% | | 13.0% | 39.1% | | 13.0% | 39.1% | |
| Maximum Green (s) | 10.0 | 35.0 | | 10.0 | 30.0 | | 10.0 | 40.0 | | 10.0 | 40.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | | | | Yes | | | | | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | Min | | None | Min | |
| Walk Time (s) | | 5.0 | | | | | | | | | | |
| Flash Dont Walk (s) | | 11.0 | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | | | | | | | | |
| Act Effct Green (s) | 37.2 | 29.7 | | 42.2 | 34.6 | | 27.2 | 27.2 | | 32.1 | 32.1 | |
| Actuated g/C Ratio | 0.38 | 0.31 | | 0.44 | 0.36 | | 0.28 | 0.28 | | 0.33 | 0.33 | |
| v/c Ratio | 0.18 | 0.86 | | 0.60 | 0.74 | | 0.35 | 0.79 | | 0.71 | 0.74 | |
| Control Delay | 18.4 | 49.3 | | 27.8 | 37.5 | | 33.5 | 45.5 | | 43.6 | 38.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 18.4 | 49.3 | | 27.8 | 37.5 | | 33.5 | 45.5 | | 43.6 | 38.9 | |
| LOS | B | D | | C | D | | C | D | | D | D | |
| Approach Delay | | 46.3 | | | 34.9 | | | 43.0 | | | 40.3 | |
| Approach LOS | | D | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 17 | 267 | | 59 | 240 | | 50 | 227 | | 92 | 255 | |
| Queue Length 95th (ft) | 45 | #495 | | #125 | #470 | | 92 | 337 | | #166 | 384 | |
| Internal Link Dist (ft) | | 948 | | | 1269 | | | 1637 | | | 524 | |
| Turn Bay Length (ft) | 100 | | | 115 | | | 100 | | | 100 | | |
| Base Capacity (vph) | 331 | 651 | | 283 | 639 | | 321 | 726 | | 260 | 750 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.15 | 0.72 | | 0.58 | 0.70 | | 0.31 | 0.53 | | 0.70 | 0.58 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 115 | | | |
| Actuated Cycle Length: 97 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.86 | | | |
| Intersection Signal Delay: 40.8 | | Intersection LOS: D | |
| Intersection Capacity Utilization 74.2% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

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

Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 45 & New Hempstead Rd



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 5 | 11 | 582 | 470 | 37 |
| Future Vol, veh/h | 1 | 5 | 11 | 582 | 470 | 37 |
| 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 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 9 | 6 | 0 |
| Mvmt Flow | 1 | 6 | 12 | 654 | 528 | 42 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1227 | 549 | 570 | 0 | - | 0 |
| Stage 1 | 549 | - | - | - | - | - |
| Stage 2 | 678 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 199 | 539 | 1013 | - | - | - |
| Stage 1 | 583 | - | - | - | - | - |
| Stage 2 | 508 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 195 | 539 | 1013 | - | - | - |
| Mov Cap-2 Maneuver | 195 | - | - | - | - | - |
| Stage 1 | 572 | - | - | - | - | - |
| Stage 2 | 508 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.8 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1013 | - | 417 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.016 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 13.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 159 | 124 | 505 | 210 | 85 | 448 |
| Future Volume (vph) | 159 | 124 | 505 | 210 | 85 | 448 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | 0% | | | 0% |
| Storage Length (ft) | 0 | 0 | | 0 | 0 | |
| Storage Lanes | 1 | 0 | | 0 | 0 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.98 | | 0.99 | | | 1.00 |
| Frt | 0.941 | | 0.960 | | | |
| Flt Protected | 0.973 | | | | | 0.992 |
| Satd. Flow (prot) | 1588 | 0 | 1678 | 0 | 0 | 1778 |
| Flt Permitted | 0.973 | | | | | *0.770 |
| Satd. Flow (perm) | 1588 | 0 | 1678 | 0 | 0 | 1380 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | 46 | | 29 | | | |
| Link Speed (mph) | 30 | | 45 | | | 45 |
| Link Distance (ft) | 248 | | 1019 | | | 721 |
| Travel Time (s) | 5.6 | | 15.4 | | | 10.9 |
| Confl. Peds. (#/hr) | | 8 | | 2 | 2 | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 8% | 7% | 8% | 8% | 6% | 6% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Adj. Flow (vph) | 169 | 132 | 537 | 223 | 90 | 477 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 301 | 0 | 760 | 0 | 0 | 567 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 2 | | 0 | | 1 | 0 |
| Detector Template | | | | | Left | |
| Leading Detector (ft) | 86 | | 0 | | 20 | 0 |
| Trailing Detector (ft) | -5 | | 0 | | 0 | 0 |
| Turn Type | Perm | | NA | | Perm | NA |
| Protected Phases | | | 2 | | | 2 |
| Permitted Phases | 3 | | 2 | | 2 | |
| Detector Phase | 3 | | | | | |
| Switch Phase | | | | | | |

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

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

Splits and Phases: 24: Route 45 & Washington Ave

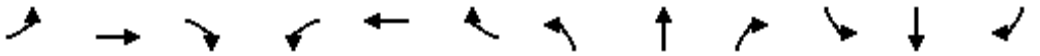
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 5 | 11 | 582 | 470 | 37 |
| Future Vol, veh/h | 1 | 5 | 11 | 582 | 470 | 37 |
| 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 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 9 | 6 | 0 |
| Mvmt Flow | 1 | 6 | 12 | 654 | 528 | 42 |

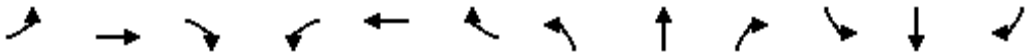
| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1227 | 549 | 570 | 0 | - | 0 |
| Stage 1 | 549 | - | - | - | - | - |
| Stage 2 | 678 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 199 | 539 | 1013 | - | - | - |
| Stage 1 | 583 | - | - | - | - | - |
| Stage 2 | 508 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 195 | 539 | 1013 | - | - | - |
| Mov Cap-2 Maneuver | 195 | - | - | - | - | - |
| Stage 1 | 572 | - | - | - | - | - |
| Stage 2 | 508 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.8 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1013 | - | 417 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.016 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 13.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 35 | 300 | 66 | 180 | 373 | 52 | 80 | 248 | 20 | 162 | 316 | 53 |
| Future Volume (vph) | 35 | 300 | 66 | 180 | 373 | 52 | 80 | 248 | 20 | 162 | 316 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 100 | | 0 | 115 | | 0 | 100 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | | 0.973 | | | 0.982 | | | 0.989 | | | 0.978 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1656 | 1771 | 0 | 1770 | 1805 | 0 | 1719 | 1787 | 0 | 1752 | 1786 | 0 |
| Flt Permitted | 0.321 | | | 0.230 | | | 0.522 | | | 0.217 | | |
| Satd. Flow (perm) | 560 | 1771 | 0 | 428 | 1805 | 0 | 944 | 1787 | 0 | 400 | 1786 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 10 | | | 6 | | | 4 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1028 | | | 1349 | | | 1717 | | | 604 | |
| Travel Time (s) | | 23.4 | | | 30.7 | | | 39.0 | | | 13.7 | |
| Confl. Peds. (#/hr) | | | | | | | 1 | | 1 | 1 | | 1 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 9% | 4% | 6% | 2% | 3% | 6% | 5% | 5% | 5% | 3% | 3% | 8% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 39 | 333 | 73 | 200 | 414 | 58 | 89 | 276 | 22 | 180 | 351 | 59 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 39 | 406 | 0 | 200 | 472 | 0 | 89 | 298 | 0 | 180 | 410 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 2 | 2 | | 2 | 2 | | 2 | 2 | |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 88 | 88 | | 88 | 88 | | 88 | 88 | | 88 | 88 | |
| Trailing Detector (ft) | -6 | -6 | | -6 | -6 | | -6 | -6 | | -6 | -6 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Permitted Phases | 4 | | | 7 | | | 2 | | | 5 | | |
| Detector Phase | 8 | 4 | | 3 | 7 | | 6 | 2 | | 1 | 5 | |
| Switch Phase | | | | | | | | | | | | |



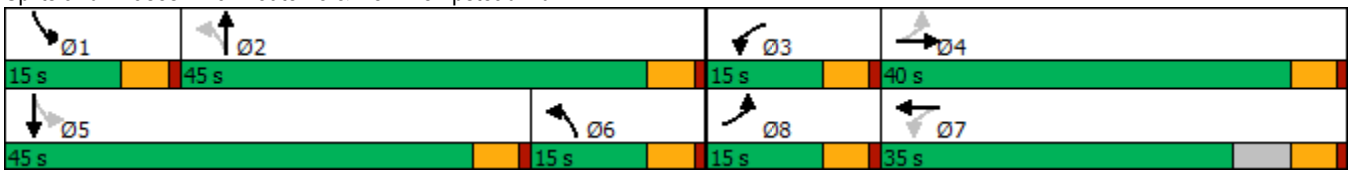
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Initial (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 10.0 | | 3.0 | 10.0 | |
| Minimum Split (s) | 8.0 | 21.0 | | 8.0 | 8.0 | | 8.0 | 15.0 | | 8.0 | 15.0 | |
| Total Split (s) | 15.0 | 40.0 | | 15.0 | 35.0 | | 15.0 | 45.0 | | 15.0 | 45.0 | |
| Total Split (%) | 13.0% | 34.8% | | 13.0% | 30.4% | | 13.0% | 39.1% | | 13.0% | 39.1% | |
| Maximum Green (s) | 10.0 | 35.0 | | 10.0 | 30.0 | | 10.0 | 40.0 | | 10.0 | 40.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | | | | Yes | | | | | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | Min | | None | Min | |
| Walk Time (s) | | 5.0 | | | | | | | | | | |
| Flash Dont Walk (s) | | 11.0 | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | | | | | | | | |
| Act Effct Green (s) | 31.8 | 24.7 | | 38.2 | 32.9 | | 21.3 | 21.3 | | 28.2 | 28.2 | |
| Actuated g/C Ratio | 0.37 | 0.29 | | 0.44 | 0.38 | | 0.25 | 0.25 | | 0.33 | 0.33 | |
| v/c Ratio | 0.13 | 0.79 | | 0.59 | 0.68 | | 0.31 | 0.67 | | 0.64 | 0.70 | |
| Control Delay | 16.1 | 40.7 | | 23.9 | 31.6 | | 31.8 | 37.7 | | 35.9 | 34.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 16.1 | 40.7 | | 23.9 | 31.6 | | 31.8 | 37.7 | | 35.9 | 34.0 | |
| LOS | B | D | | C | C | | C | D | | D | C | |
| Approach Delay | | 38.5 | | | 29.3 | | | 36.4 | | | 34.6 | |
| Approach LOS | | D | | | C | | | D | | | C | |
| Queue Length 50th (ft) | 11 | 195 | | 62 | 226 | | 39 | 147 | | 77 | 201 | |
| Queue Length 95th (ft) | 35 | 359 | | 135 | #436 | | 85 | 256 | | #154 | 343 | |
| Internal Link Dist (ft) | | 948 | | | 1269 | | | 1637 | | | 524 | |
| Turn Bay Length (ft) | 100 | | | 115 | | | 100 | | | 100 | | |
| Base Capacity (vph) | 360 | 752 | | 351 | 769 | | 374 | 863 | | 293 | 864 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.11 | 0.54 | | 0.57 | 0.61 | | 0.24 | 0.35 | | 0.61 | 0.47 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 115 | | | |
| Actuated Cycle Length: 86.3 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.79 | | | |
| Intersection Signal Delay: 34.1 | | Intersection LOS: C | |
| Intersection Capacity Utilization 70.7% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

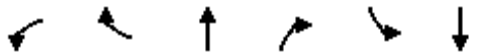
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 45 & New Hempstead Rd



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 243 | 97 | 414 | 307 | 99 | 430 |
| Future Volume (vph) | 243 | 97 | 414 | 307 | 99 | 430 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | 0% | | | 0% |
| Storage Length (ft) | 0 | 0 | | 0 | 0 | |
| Storage Lanes | 1 | 0 | | 0 | 0 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.99 | | | 1.00 |
| Frt | 0.961 | | 0.943 | | | |
| Flt Protected | 0.966 | | | | | 0.991 |
| Satd. Flow (prot) | 1662 | 0 | 1684 | 0 | 0 | 1775 |
| Flt Permitted | 0.966 | | | | | *0.770 |
| Satd. Flow (perm) | 1662 | 0 | 1684 | 0 | 0 | 1379 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | 24 | | 52 | | | |
| Link Speed (mph) | 30 | | 45 | | | 45 |
| Link Distance (ft) | 248 | | 1019 | | | 721 |
| Travel Time (s) | 5.6 | | 15.4 | | | 10.9 |
| Confl. Peds. (#/hr) | | 8 | | 2 | 2 | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 2% | 5% | 6% | 2% | 7% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Adj. Flow (vph) | 245 | 98 | 418 | 310 | 100 | 434 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 343 | 0 | 728 | 0 | 0 | 534 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 2 | | 0 | | 1 | 0 |
| Detector Template | | | | | Left | |
| Leading Detector (ft) | 86 | | 0 | | 20 | 0 |
| Trailing Detector (ft) | -5 | | 0 | | 0 | 0 |
| Turn Type | Perm | | NA | | Perm | NA |
| Protected Phases | | | 2 | | | 2 |
| Permitted Phases | 3 | | 2 | | 2 | |
| Detector Phase | 3 | | | | | |
| Switch Phase | | | | | | |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Minimum Initial (s) | 2.0 | | 9.0 | | 9.0 | 9.0 |
| Minimum Split (s) | 24.0 | | 15.0 | | 15.0 | 15.0 |
| Total Split (s) | 45.0 | | 55.0 | | 55.0 | 55.0 |
| Total Split (%) | 45.0% | | 55.0% | | 55.0% | 55.0% |
| Maximum Green (s) | 39.0 | | 49.0 | | 49.0 | 49.0 |
| Yellow Time (s) | 5.0 | | 5.0 | | 5.0 | 5.0 |
| All-Red Time (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | | 0.0 |
| Total Lost Time (s) | 6.0 | | 6.0 | | | 6.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Minimum Gap (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Time Before Reduce (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Recall Mode | None | | Min | | Min | Min |
| Walk Time (s) | 7.0 | | | | | |
| Flash Dont Walk (s) | 11.0 | | | | | |
| Pedestrian Calls (#/hr) | 5 | | | | | |
| Act Effct Green (s) | 10.1 | | 9.1 | | | 9.1 |
| Actuated g/C Ratio | 0.32 | | 0.29 | | | 0.29 |
| v/c Ratio | 0.62 | | 1.38 | | | 1.33 |
| Control Delay | 13.4 | | 203.8 | | | 187.5 |
| Queue Delay | 0.0 | | 0.0 | | | 0.0 |
| Total Delay | 13.4 | | 203.8 | | | 187.5 |
| LOS | B | | F | | | F |
| Approach Delay | 13.4 | | 203.8 | | | 187.5 |
| Approach LOS | B | | F | | | F |
| Queue Length 50th (ft) | 41 | | ~165 | | | ~120 |
| Queue Length 95th (ft) | 85 | | #405 | | | #315 |
| Internal Link Dist (ft) | 168 | | 939 | | | 641 |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 1662 | | 526 | | | 400 |
| Starvation Cap Reductn | 0 | | 0 | | | 0 |
| Spillback Cap Reductn | 0 | | 0 | | | 0 |
| Storage Cap Reductn | 0 | | 0 | | | 0 |
| Reduced v/c Ratio | 0.21 | | 1.38 | | | 1.33 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 31.4 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 1.38 | | | |
| Intersection Signal Delay: 157.7 | | Intersection LOS: F | |
| Intersection Capacity Utilization 103.4% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Route 45 & Washington Ave

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 23 | 38 | 14 | 486 | 477 | 2 |
| Future Vol, veh/h | 23 | 38 | 14 | 486 | 477 | 2 |
| 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 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 5 | 5 | 0 |
| Mvmt Flow | 26 | 42 | 16 | 540 | 530 | 2 |

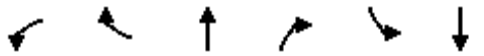
| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1103 | 531 | 532 | 0 | - | 0 |
| Stage 1 | 531 | - | - | - | - | - |
| Stage 2 | 572 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 236 | 552 | 1046 | - | - | - |
| Stage 1 | 594 | - | - | - | - | - |
| Stage 2 | 569 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 231 | 552 | 1046 | - | - | - |
| Mov Cap-2 Maneuver | 231 | - | - | - | - | - |
| Stage 1 | 581 | - | - | - | - | - |
| Stage 2 | 569 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.2 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1046 | - | 362 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | 0.187 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 17.2 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.7 | - | - |

# CAPACITY ANALYSIS SUMMARY
# 2026 BUILD CONDITIONS WITH MITIGATION

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 159 | 124 | 505 | 210 | 85 | 448 |
| Future Volume (vph) | 159 | 124 | 505 | 210 | 85 | 448 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | 0% | | | 0% |
| Storage Length (ft) | 0 | 0 | | 0 | 0 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 0.96 | | 0.97 | 1.00 | |
| Frt | | 0.850 | | 0.850 | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1671 | 1509 | 1759 | 1495 | 1703 | 1792 |
| Flt Permitted | 0.950 | | | | 0.224 | *0.770 |
| Satd. Flow (perm) | 1671 | 1446 | 1759 | 1457 | 401 | 1380 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 132 | | 223 | | |
| Link Speed (mph) | 30 | | 45 | | | 45 |
| Link Distance (ft) | 248 | | 1019 | | | 721 |
| Travel Time (s) | 5.6 | | 15.4 | | | 10.9 |
| Confl. Peds. (#/hr) | | 8 | | 2 | 2 | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 8% | 7% | 8% | 8% | 6% | 6% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Adj. Flow (vph) | 169 | 132 | 537 | 223 | 90 | 477 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 169 | 132 | 537 | 223 | 90 | 477 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 12 | | | 12 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 2 | 1 | 0 | 1 | 1 | 0 |
| Detector Template | | Right | | Right | Left | |
| Leading Detector (ft) | 86 | 20 | 0 | 20 | 20 | 0 |
| Trailing Detector (ft) | -5 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | D.Pm | Perm | NA | custom | pm+pt | NA |
| Protected Phases | | | 6 | 3 | 5 | 2 |
| Permitted Phases | 3 | 3 | 6 | 6 | 2 | |
| Detector Phase | 3 | 3 | 6 | 3 | 5 | 2 |
| Switch Phase | | | | | | |

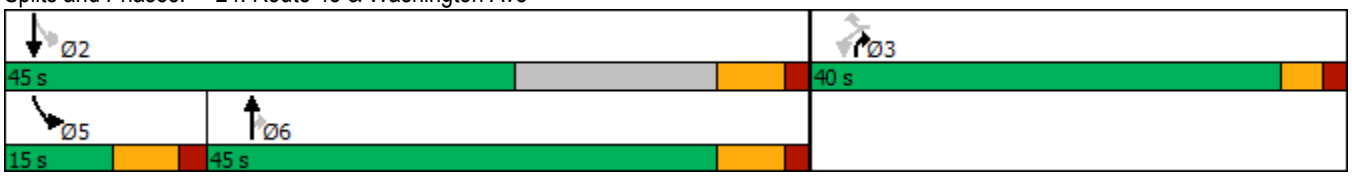


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Minimum Initial (s) | 5.0 | 5.0 | 10.0 | 5.0 | 5.0 | 10.0 |
| Minimum Split (s) | 23.0 | 23.0 | 17.0 | 23.0 | 12.0 | 17.0 |
| Total Split (s) | 40.0 | 40.0 | 45.0 | 40.0 | 15.0 | 45.0 |
| Total Split (%) | 40.0% | 40.0% | 45.0% | 40.0% | 15.0% | 45.0% |
| Maximum Green (s) | 35.0 | 35.0 | 38.0 | 35.0 | 8.0 | 38.0 |
| Yellow Time (s) | 3.0 | 3.0 | 5.0 | 3.0 | 5.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 7.0 | 5.0 | 7.0 | 7.0 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | Yes | | Yes | |
| Vehicle Extension (s) | 1.0 | 1.0 | 1.0 | 1.0 | 3.0 | 1.0 |
| Minimum Gap (s) | 1.0 | 1.0 | 1.0 | 1.0 | 3.0 | 1.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | None | Min | None | None | Min |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | | |
| Pedestrian Calls (#/hr) | 5 | 5 | | 5 | | |
| Act Effct Green (s) | 10.8 | 10.8 | 22.2 | 35.4 | 33.0 | 33.0 |
| Actuated g/C Ratio | 0.19 | 0.19 | 0.39 | 0.61 | 0.57 | 0.57 |
| v/c Ratio | 0.54 | 0.35 | 0.79 | 0.23 | 0.22 | 0.47 |
| Control Delay | 31.6 | 8.3 | 26.5 | 1.1 | 6.5 | 8.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.6 | 8.3 | 26.5 | 1.1 | 6.5 | 8.3 |
| LOS | C | A | C | A | A | A |
| Approach Delay | 21.4 | | 19.0 | | | 8.0 |
| Approach LOS | C | | B | | | A |
| Queue Length 50th (ft) | 57 | 0 | 170 | 0 | 11 | 75 |
| Queue Length 95th (ft) | 134 | 43 | 325 | 13 | 33 | 168 |
| Internal Link Dist (ft) | 168 | | 939 | | | 641 |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 1070 | 973 | 1192 | 1394 | 437 | 1550 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.16 | 0.14 | 0.45 | 0.16 | 0.21 | 0.31 |

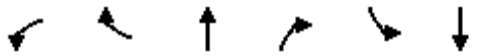
| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 100 | |
| Actuated Cycle Length: 57.6 | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.79 | |
| Intersection Signal Delay: 15.6 | Intersection LOS: B |
| Intersection Capacity Utilization 57.4% | ICU Level of Service B |
| Analysis Period (min) 15 | |

* User Entered Value

Splits and Phases: 24: Route 45 & Washington Ave



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 243 | 97 | 414 | 307 | 99 | 430 |
| Future Volume (vph) | 243 | 97 | 414 | 307 | 99 | 430 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | 0% | | | 0% |
| Storage Length (ft) | 0 | 0 | | 0 | 0 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 0.96 | | 0.98 | 1.00 | |
| Frt | | 0.850 | | 0.850 | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1703 | 1583 | 1810 | 1524 | 1770 | 1776 |
| Flt Permitted | 0.950 | | | | 0.311 | *0.770 |
| Satd. Flow (perm) | 1703 | 1517 | 1810 | 1490 | 579 | 1367 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 98 | | 310 | | |
| Link Speed (mph) | 30 | | 45 | | | 45 |
| Link Distance (ft) | 248 | | 1019 | | | 721 |
| Travel Time (s) | 5.6 | | 15.4 | | | 10.9 |
| Confl. Peds. (#/hr) | | 8 | | 2 | 2 | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 2% | 5% | 6% | 2% | 7% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Adj. Flow (vph) | 245 | 98 | 418 | 310 | 100 | 434 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 245 | 98 | 418 | 310 | 100 | 434 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 12 | | | 12 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 2 | 1 | 0 | 1 | 1 | 0 |
| Detector Template | | Right | | Right | Left | |
| Leading Detector (ft) | 86 | 20 | 0 | 20 | 20 | 0 |
| Trailing Detector (ft) | -5 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | Perm | pm+ov | NA | custom | pm+pt | NA |
| Protected Phases | | 5 | 6 | | 5 | 2 |
| Permitted Phases | 3 | 3 | 6 | 2 | 2 | |
| Detector Phase | 3 | 5 | 6 | 2 | 5 | 2 |
| Switch Phase | | | | | | |

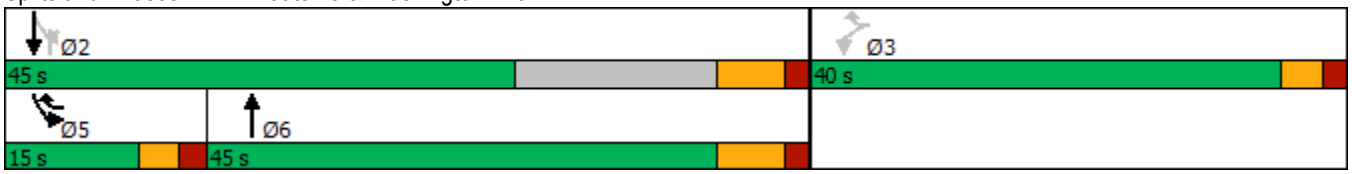


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Minimum Initial (s) | 5.0 | 5.0 | 10.0 | 10.0 | 5.0 | 10.0 |
| Minimum Split (s) | 24.0 | 10.0 | 17.0 | 17.0 | 10.0 | 17.0 |
| Total Split (s) | 40.0 | 15.0 | 45.0 | 45.0 | 15.0 | 45.0 |
| Total Split (%) | 40.0% | 15.0% | 45.0% | 45.0% | 15.0% | 45.0% |
| Maximum Green (s) | 35.0 | 10.0 | 38.0 | 38.0 | 10.0 | 38.0 |
| Yellow Time (s) | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 |
| Lead/Lag | | Lead | Lag | | Lead | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | |
| Vehicle Extension (s) | 1.0 | 3.0 | 1.0 | 1.0 | 3.0 | 1.0 |
| Minimum Gap (s) | 1.0 | 3.0 | 1.0 | 1.0 | 3.0 | 1.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | None | Min | Min | None | Min |
| Walk Time (s) | 7.0 | | | | | |
| Flash Dont Walk (s) | 11.0 | | | | | |
| Pedestrian Calls (#/hr) | 5 | | | | | |
| Act Effct Green (s) | 12.6 | 21.1 | 17.2 | 27.3 | 29.5 | 27.3 |
| Actuated g/C Ratio | 0.24 | 0.40 | 0.32 | 0.51 | 0.55 | 0.51 |
| v/c Ratio | 0.61 | 0.15 | 0.71 | 0.34 | 0.20 | 0.48 |
| Control Delay | 27.6 | 3.3 | 25.3 | 2.2 | 6.7 | 10.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 27.6 | 3.3 | 25.3 | 2.2 | 6.7 | 10.1 |
| LOS | C | A | C | A | A | B |
| Approach Delay | 20.7 | | 15.4 | | | 9.5 |
| Approach LOS | C | | B | | | A |
| Queue Length 50th (ft) | 71 | 0 | 118 | 0 | 12 | 72 |
| Queue Length 95th (ft) | 165 | 23 | 251 | 31 | 37 | 170 |
| Internal Link Dist (ft) | 168 | | 939 | | | 641 |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 1170 | 743 | 1319 | 1384 | 570 | 1617 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.13 | 0.32 | 0.22 | 0.18 | 0.27 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 53.2 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.71 | | | |
| Intersection Signal Delay: 14.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 55.3% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

* User Entered Value

Splits and Phases: 24: Route 45 & Washington Ave



# APPENDIX C
# TRAFFIC COUNTS

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: Route 45 & Washington Ave
LOCATION 2:
BOROUGH CODE:
COLLECT DATE: 07:00:00
START DATE: 11/01/2023
START TIME: 07:00:00
END DATE: 11/01/2023
END TIME: 18:00:01
PERIOD:
INTERVAL (Min): 15
COMMENT:

| From | To | DIR / Vehicle Class | SB L | SB T | SB U | WB L | WB R | WB U | NB T | NB R | NB U | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07:00:00 | 07:15:00 | Auto | 7 | 76 | 0 | 17 | 8 | 0 | 81 | 37 | 0 | 226 | | |
| | | Trucks | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 7 | | |
| | | Bus | 0 | 10 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 15 | 248 | |
| 07:15:00 | 07:30:00 | Auto | 9 | 79 | 0 | 18 | 10 | 0 | 83 | 24 | 0 | 223 | | |
| | | Trucks | 1 | 2 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 9 | | |
| | | Bus | 0 | 7 | 0 | 2 | 1 | 0 | 7 | 0 | 0 | 17 | 249 | |
| 07:30:00 | 07:45:00 | Auto | 14 | 72 | 0 | 18 | 17 | 0 | 83 | 24 | 0 | 228 | | |
| | | Trucks | 1 | 4 | 0 | 5 | 1 | 0 | 3 | 1 | 0 | 15 | | |
| | | Bus | 3 | 3 | 0 | 0 | 3 | 0 | 7 | 1 | 0 | 17 | 260 | |
| 07:45:00 | 08:00:00 | Auto | 10 | 92 | 0 | 23 | 15 | 0 | 102 | 45 | 0 | 287 | | |
| | | Trucks | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 8 | | |
| | | Bus | 0 | 3 | 0 | 5 | 0 | 0 | 10 | 1 | 0 | 19 | 314 | 1071 |
| 08:00:00 | 08:15:00 | Auto | 19 | 78 | 0 | 29 | 30 | 0 | 118 | 47 | 0 | 321 | | |
| | | Trucks | 1 | 6 | 0 | 2 | 1 | 0 | 3 | 3 | 0 | 16 | | |
| | | Bus | 1 | 4 | 0 | 1 | 2 | 0 | 9 | 3 | 0 | 20 | 357 | 1180 |
| 08:15:00 | 08:30:00 | Auto | 15 | 99 | 0 | 31 | 30 | 0 | 115 | 37 | 0 | 327 | | |
| | | Trucks | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 2 | 0 | 10 | | |
| | | Bus | 0 | 6 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 11 | 348 | 1279 |
| 08:30:00 | 08:45:00 | Auto | 17 | 130 | 0 | 25 | 26 | 0 | 108 | 47 | 0 | 353 | | |
| | | Trucks | 0 | 1 | 0 | 3 | 2 | 0 | 3 | 0 | 0 | 9 | | |
| | | Bus | 3 | 2 | 0 | 1 | 1 | 0 | 8 | 2 | 0 | 17 | 379 | 1398 |
| 08:45:00 | 09:00:00 | Auto | 26 | 97 | 0 | 56 | 24 | 0 | 103 | 57 | 0 | 363 | | |
| | | Trucks | 0 | 2 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 9 | | |
| | | Bus | 0 | 4 | 0 | 4 | 0 | 0 | 6 | 4 | 0 | 18 | 390 | 1474 0.94 |
| 16:00:00 | 16:15:00 | Auto | 21 | 94 | 0 | 55 | 24 | 0 | 83 | 48 | 0 | 325 | | |
| | | Trucks | 1 | 0 | 0 | 4 | 1 | 0 | 2 | 2 | 0 | 10 | | |
| | | Bus | 1 | 7 | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 17 | 352 | |
| 16:15:00 | 16:30:00 | Auto | 25 | 87 | 0 | 50 | 19 | 0 | 85 | 47 | 0 | 313 | | |
| | | Trucks | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 6 | | |
| | | Bus | 0 | 4 | 0 | 3 | 2 | 0 | 7 | 3 | 0 | 19 | 338 | |
| 16:30:00 | 16:45:00 | Auto | 23 | 79 | 0 | 48 | 23 | 0 | 99 | 48 | 0 | 320 | | |
| | | Trucks | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 8 | | |
| | | Bus | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 4 | 0 | 11 | 339 | |
| 16:45:00 | 17:00:00 | Auto | 14 | 78 | 0 | 62 | 29 | 0 | 77 | 51 | 0 | 311 | | |
| | | Trucks | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 8 | | |
| | | Bus | 0 | 2 | 0 | 4 | 0 | 0 | 5 | 7 | 0 | 18 | 337 | 1366 |
| 17:00:00 | 17:15:00 | Auto | 20 | 90 | 0 | 50 | 22 | 0 | 106 | 72 | 0 | 360 | | |
| | | Trucks | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 6 | | |
| | | Bus | 0 | 4 | 0 | 1 | 0 | 0 | 4 | 4 | 0 | 13 | 379 | 1393 |
| 17:15:00 | 17:30:00 | Auto | 21 | 105 | 0 | 55 | 29 | 0 | 86 | 59 | 0 | 355 | | |
| | | Trucks | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 10 | | |
| | | Bus | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 16 | 381 | 1436 |
| 17:30:00 | 17:45:00 | Auto | 19 | 88 | 0 | 57 | 15 | 0 | 101 | 83 | 0 | 363 | | |
| | | Trucks | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 4 | | |
| | | Bus | 1 | 3 | 0 | 2 | 1 | 0 | 1 | 6 | 0 | 14 | 381 | 1478 |
| 17:45:00 | 18:00:00 | Auto | 29 | 85 | 0 | 60 | 25 | 0 | 83 | 65 | 0 | 347 | | |
| | | Trucks | 0 | 4 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 10 | | |
| | | Bus | 1 | 4 | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 11 | 368 | 1509 0.99 |

| 8:00-9:00 | SBLT | SBST | | WBLT | WBRT | | NBST | NBRT | | Totals |
|---|---|---|---|---|---|---|---|---|---|---|
| Auto | 77 | 404 | | 141 | 110 | | 444 | 188 | | 1364 |
| Trucks | 1 | 12 | | 6 | 5 | | 13 | 7 | | 44 |
| Bus | 4 | 16 | | 7 | 3 | | 27 | 9 | | 66 |
| Totals | 82 | 432 | | 154 | 118 | | 484 | 204 | | 1474 |
| %HV | 6% | 6% | | 8% | 7% | | 8% | 8% | | 7% |
| PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |

| 5:00-6:00 | SBST | SBRT | | NBLT | NBRT | | EBLT | EBTH | | Totals |
|---|---|---|---|---|---|---|---|---|---|---|
| Auto | 89 | 368 | | 222 | 91 | | 376 | 279 | | 1425 |
| Trucks | 0 | 12 | | 4 | 1 | | 7 | 6 | | 30 |
| Bus | 2 | 14 | | 10 | 1 | | 14 | 13 | | 54 |
| Totals | 91 | 394 | | 236 | 93 | | 397 | 298 | | 1509 |
| %HV | 2% | 7% | | 6% | 2% | | 5% | 6% | | 6% |
| PHF | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: Route 45 & New Hempstead Rd.
LOCATION 2:
BOROUGH CODE:
COLLECT DATE: 07:00:00
START DATE: 11/01/2023
START TIME: 07:00:00
END DATE: 11/01/2023
END TIME: 18:00:02
PERIOD:
INTERVAL (Min): 15
COMMENT:

| From | To | DIR / Vehicle Class | SB L | SB T | SB R | SB U | WB L | WB T | WB R | WB U | NB L | NB T | NB R | NB U | EB L | EB T | EB R | EB U | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07:00:00 | 07:15:00 | Auto | 12 | 43 | 9 | 0 | 27 | 44 | 10 | 0 | 5 | 39 | 8 | 0 | 4 | 60 | 2 | 0 | 263 | | | |
| | | Trucks | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 0 | 11 | | | |
| | | Bus | 1 | 2 | 2 | 0 | 2 | 4 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 8 | 1 | 0 | 26 | 300 | | |
| 07:15:00 | 07:30:00 | Auto | 7 | 50 | 10 | 0 | 22 | 97 | 13 | 0 | 6 | 55 | 2 | 0 | 5 | 55 | 4 | 0 | 326 | | | |
| | | Trucks | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 9 | | | |
| | | Bus | 1 | 0 | 1 | 0 | 2 | 5 | 0 | 0 | 2 | 3 | 0 | 0 | 2 | 6 | 9 | 0 | 31 | 366 | | |
| 07:30:00 | 07:45:00 | Auto | 14 | 61 | 13 | 0 | 20 | 81 | 24 | 0 | 10 | 47 | 3 | 0 | 8 | 76 | 8 | 0 | 365 | | | |
| | | Trucks | 1 | 4 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 5 | 2 | 0 | 18 | | | |
| | | Bus | 2 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 3 | 1 | 1 | 0 | 3 | 7 | 2 | 0 | 24 | 407 | | |
| 07:45:00 | 08:00:00 | Auto | 21 | 67 | 12 | 0 | 24 | 92 | 15 | 0 | 17 | 68 | 2 | 0 | 5 | 79 | 12 | 0 | 414 | | | |
| | | Trucks | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | | |
| | | Bus | 2 | 3 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 6 | 1 | 0 | 0 | 1 | 1 | 0 | 21 | 443 | 1516 | |
| 08:00:00 | 08:15:00 | Auto | 14 | 49 | 15 | 0 | 32 | 66 | 24 | 0 | 17 | 71 | 6 | 0 | 11 | 65 | 16 | 0 | 386 | | | |
| | | Trucks | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 15 | | | |
| | | Bus | 2 | 2 | 1 | 0 | 5 | 8 | 2 | 0 | 1 | 9 | 0 | 0 | 0 | 2 | 1 | 0 | 33 | 434 | 1650 | |
| 08:15:00 | 08:30:00 | Auto | 32 | 78 | 15 | 0 | 31 | 44 | 28 | 0 | 17 | 71 | 5 | 0 | 6 | 96 | 9 | 0 | 432 | | | |
| | | Trucks | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 10 | | | |
| | | Bus | 1 | 3 | 1 | 0 | 0 | 3 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 16 | 458 | 1742 | |
| 08:30:00 | 08:45:00 | Auto | 81 | 83 | 6 | 0 | 29 | 64 | 26 | 0 | 20 | 70 | 5 | 0 | 12 | 87 | 18 | 0 | 501 | | | |
| | | Trucks | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | | | |
| | | Bus | 0 | 1 | 0 | 0 | 2 | 5 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 19 | 532 | 1867 | |
| 08:45:00 | 09:00:00 | Auto | 26 | 82 | 12 | 0 | 34 | 72 | 33 | 0 | 20 | 69 | 1 | 0 | 11 | 68 | 16 | 0 | 444 | | | |
| | | Trucks | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 2 | 3 | 0 | 14 | | | |
| | | Bus | 0 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 5 | 0 | 0 | 1 | 2 | 0 | 0 | 16 | 474 | 1898 | 0.89 |
| 16:00:00 | 16:15:00 | Auto | 40 | 63 | 22 | 0 | 37 | 88 | 12 | 0 | 16 | 52 | 6 | 0 | 18 | 72 | 11 | 0 | 437 | | | |
| | | Trucks | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | | | |
| | | Bus | 0 | 3 | 2 | 0 | 4 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 2 | 2 | 0 | 0 | 22 | 465 | | |
| 16:15:00 | 16:30:00 | Auto | 32 | 64 | 18 | 0 | 34 | 93 | 9 | 0 | 18 | 57 | 8 | 0 | 8 | 67 | 9 | 0 | 417 | | | |
| | | Trucks | 2 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 12 | | | |
| | | Bus | 2 | 3 | 4 | 0 | 1 | 4 | 1 | 0 | 3 | 6 | 1 | 0 | 0 | 3 | 1 | 0 | 29 | 458 | | |
| 16:30:00 | 16:45:00 | Auto | 32 | 57 | 9 | 0 | 33 | 73 | 21 | 0 | 34 | 52 | 5 | 0 | 6 | 70 | 8 | 0 | 400 | | | |
| | | Trucks | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | | | |
| | | Bus | 0 | 2 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 18 | 422 | | |
| 16:45:00 | 17:00:00 | Auto | 39 | 58 | 10 | 0 | 37 | 84 | 12 | 0 | 19 | 52 | 4 | 0 | 14 | 73 | 7 | 0 | 409 | | | |
| | | Trucks | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | | | |
| | | Bus | 0 | 1 | 3 | 0 | 3 | 4 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 20 | 436 | 1781 | |
| 17:00:00 | 17:15:00 | Auto | 69 | 78 | 13 | 0 | 45 | 79 | 8 | 0 | 13 | 68 | 9 | 0 | 6 | 83 | 21 | 0 | 492 | | | |
| | | Trucks | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | | | |
| | | Bus | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 10 | 505 | 1821 | |
| 17:15:00 | 17:30:00 | Auto | 37 | 71 | 10 | 0 | 43 | 84 | 15 | 0 | 24 | 49 | 3 | 0 | 8 | 65 | 10 | 0 | 419 | | | |
| | | Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | | | |
| | | Bus | 1 | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 15 | 437 | 1800 | |
| 17:30:00 | 17:45:00 | Auto | 16 | 71 | 10 | 0 | 41 | 91 | 11 | 0 | 15 | 63 | 4 | 0 | 7 | 60 | 17 | 0 | 406 | | | |
| | | Trucks | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | | | |
| | | Bus | 1 | 4 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 14 | 424 | 1802 | |
| 17:45:00 | 18:00:00 | Auto | 30 | 76 | 14 | 0 | 43 | 97 | 13 | 0 | 21 | 46 | 2 | 0 | 10 | 72 | 12 | 0 | 436 | | | |
| | | Trucks | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | |
| | | Bus | 0 | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 2 | 0 | 17 | 457 | 1823 | 0.90 |

| 8:00-9:00 | SBLT | SBST | SBRT | | WBLT | WBST | WBRT | | NBLT | NBST | NBRT | | EBLT | EBST | EBRT | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Auto | 153 | 292 | 48 | 0 | 126 | 246 | 111 | 0 | 74 | 281 | 17 | 0 | 40 | 316 | 59 | 1763 |
| Trucks | 1 | 8 | 0 | | 0 | 6 | 2 | | 5 | 14 | 1 | | 3 | 6 | 5 | 51 |
| Bus | 3 | 8 | 3 | | 8 | 18 | 6 | | 7 | 17 | 0 | | 1 | 11 | 2 | 84 |
| Totals | 157 | 308 | 51 | | 134 | 270 | 119 | | 86 | 312 | 18 | | 44 | 333 | 66 | 1898 |
| %HV | 3% | 5% | 6% | | 6% | 9% | 7% | | 14% | 10% | 6% | | 9% | 5% | 11% | 7% |
| PHF | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | 0.89 |

| 5:00-6:00 | SBLT | SBST | SBRT | | WBLT | WBST | WBRT | | NBLT | NBST | NBRT | | EBLT | EBST | EBRT | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Auto | 152 | 296 | 47 | | 172 | 351 | 47 | | 73 | 226 | 18 | | 31 | 280 | 60 | 1753 |
| Trucks | 1 | 2 | 0 | | 0 | 2 | 1 | | 0 | 4 | 1 | | 1 | 1 | 1 | 14 |
| Bus | 4 | 8 | 4 | | 3 | 9 | 2 | | 4 | 7 | 0 | | 2 | 10 | 3 | 56 |
| Totals | 157 | 306 | 51 | | 175 | 362 | 50 | | 77 | 237 | 19 | | 34 | 291 | 64 | 1823 |
| %HV | 3% | 3% | 8% | | 2% | 3% | 6% | | 5% | 5% | 5% | | 9% | 4% | 6% | 4% |
| PHF | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | 0.90 |

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: 775 N. Main Street
LOCATION 2: Route 45
BOROUGH CODE:
COLLECT DATE: 07:00:00
START DATE: 11/01/2023
START TIME: 07:00:00
END DATE: 11/01/2023
END TIME: 18:00:02
PERIOD:
INTERVAL (Min): 15
COMMENT:

| From | To | DIR Vehicle Class | SB T | SB R | SB U | NB L | NB T | NB U | EB L | EB R | EB U | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07:00:00 | 07:15:00 | Auto | 73 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 155 | | | |
| | | Trucks | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | | | |
| | | Bus | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 9 | 167 | | |
| 07:15:00 | 07:30:00 | Auto | 84 | 0 | 0 | 1 | 88 | 0 | 0 | 0 | 0 | 173 | | | |
| | | Trucks | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | | | |
| | | Bus | 10 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 18 | 196 | | |
| 07:30:00 | 07:45:00 | Auto | 80 | 1 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 186 | | | |
| | | Trucks | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 10 | | | |
| | | Bus | 5 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 14 | 210 | | |
| 07:45:00 | 08:00:00 | Auto | 106 | 1 | 0 | 1 | 117 | 0 | 0 | 0 | 0 | 225 | | | |
| | | Trucks | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | | | |
| | | Bus | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 12 | 242 | 815 | |
| 08:00:00 | 08:15:00 | Auto | 76 | 1 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 209 | | | |
| | | Trucks | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 10 | | | |
| | | Bus | 4 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 14 | 233 | 881 | |
| 08:15:00 | 08:30:00 | Auto | 106 | 2 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 240 | | | |
| | | Trucks | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | | | |
| | | Bus | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 15 | 259 | 944 | |
| 08:30:00 | 08:45:00 | Auto | 144 | 3 | 0 | 1 | 125 | 0 | 0 | 0 | 0 | 273 | | | |
| | | Trucks | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 7 | | | |
| | | Bus | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 12 | 292 | 1026 | |
| 08:45:00 | 09:00:00 | Auto | 101 | 4 | 0 | 2 | 125 | 0 | 0 | 1 | 0 | 233 | | | |
| | | Trucks | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 7 | | | |
| | | Bus | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 11 | 251 | 1035 | 0.89 |
| 16:00:00 | 16:15:00 | Auto | 107 | 0 | 0 | 0 | 109 | 0 | 1 | 1 | 0 | 218 | | | |
| | | Trucks | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | | | |
| | | Bus | 8 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 15 | 235 | | |
| 16:15:00 | 16:30:00 | Auto | 105 | 1 | 0 | 0 | 107 | 0 | 1 | 1 | 0 | 215 | | | |
| | | Trucks | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 7 | | | |
| | | Bus | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 15 | 237 | | |
| 16:30:00 | 16:45:00 | Auto | 82 | 0 | 0 | 1 | 110 | 0 | 1 | 2 | 0 | 196 | | | |
| | | Trucks | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | | | |
| | | Bus | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 206 | | |
| 16:45:00 | 17:00:00 | Auto | 93 | 2 | 0 | 3 | 103 | 0 | 4 | 1 | 0 | 206 | | | |
| | | Trucks | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | | | |
| | | Bus | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 9 | 219 | 897 | |
| 17:00:00 | 17:15:00 | Auto | 116 | 0 | 0 | 5 | 117 | 0 | 15 | 6 | 0 | 259 | | | |
| | | Trucks | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | | | |
| | | Bus | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 270 | 932 | |
| 17:15:00 | 17:30:00 | Auto | 107 | 1 | 0 | 1 | 109 | 0 | 0 | 1 | 0 | 219 | | | |
| | | Trucks | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | | | |
| | | Bus | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 10 | 234 | 929 | |
| 17:30:00 | 17:45:00 | Auto | 104 | 0 | 0 | 0 | 120 | 0 | 2 | 2 | 0 | 228 | | | |
| | | Trucks | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | | | |
| | | Bus | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 236 | 959 | |
| 17:45:00 | 18:00:00 | Auto | 112 | 0 | 0 | 2 | 103 | 0 | 0 | 0 | 0 | 217 | | | |
| | | Trucks | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | | | |
| | | Bus | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 230 | 970 | 0.90 |

| 8:00-9:00 | SBST | SBRT | | NBLT | NBRT | | EBLT | EBTH | | Totals |
|---|---|---|---|---|---|---|---|---|---|---|
| Auto | 427 | 10 | | 3 | 514 | | 0 | 1 | | 955 |
| Trucks | 11 | 0 | | 0 | 17 | | 0 | 0 | | 28 |
| Bus | 18 | 0 | | 0 | 34 | | 0 | 0 | | 52 |
| Totals | 456 | 10 | | 3 | 565 | | 0 | 1 | | 1035 |
| %HV | 6% | 0% | | 0% | 9% | | ##### | 0% | | 8% |
| PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |

| 5:00-6:00 | SBST | SBRT | | NBLT | NBRT | | EBLT | EBTH | | Totals |
|---|---|---|---|---|---|---|---|---|---|---|
| Auto | 439 | 1 | | 8 | 449 | | 17 | 9 | | 923 |
| Trucks | 15 | 0 | | 0 | 9 | | 0 | 0 | | 24 |
| Bus | 9 | 0 | | 0 | 14 | | 0 | 0 | | 23 |
| Totals | 463 | 1 | | 8 | 472 | | 17 | 9 | | 970 |
| %HV | 5% | 0% | | 0% | 5% | | 0% | 0% | | 5% |
| PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |

Route 45 @ 775 N. Main Street facility NB

| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Monday | Tuesday |
|---|---|---|---|---|---|---|---|---|---|
| | 10/30/2023 | 10/31/2023 | 11/1/2023 | 11/2/2023 | 11/3/2023 | 11/4/2023 | 11/5/2023 | 11/6/2023 | 11/7/2023 |
| 12:00 AM | | 40 | 39 | 39 | 39 | 35 | 50 | 60 | 69 |
| 12:15 AM | | 34 | 32 | 29 | 35 | 25 | 30 | 59 | 60 |
| 12:30 AM | | 12 | 25 | 14 | 17 | 22 | 56 | 42 | 47 |
| 12:45 AM | | 20 | 25 | 14 | 28 | 18 | 31 | 31 | 56 |
| 1:00 AM | | 14 | 16 | 12 | 18 | 19 | 33 | 50 | 36 |
| 1:15 AM | | 5 | 16 | 8 | 19 | 22 | 24 | 18 | 33 |
| 1:30 AM | | 7 | 20 | 9 | 9 | 15 | 16 | 14 | 17 |
| 1:45 AM | | 5 | 5 | 9 | 10 | 14 | 24 | 19 | 15 |
| 2:00 AM | | 6 | 13 | 6 | 9 | 12 | 30 | 7 | 9 |
| 2:15 AM | | 0 | 8 | 6 | 10 | 13 | 16 | 16 | 6 |
| 2:30 AM | | 5 | 10 | 6 | 4 | 9 | 9 | 6 | 4 |
| 2:45 AM | | 15 | 3 | 3 | 7 | 8 | 11 | 8 | 4 |
| 3:00 AM | | 10 | 3 | 8 | 10 | 11 | 12 | 9 | 5 |
| 3:15 AM | | 5 | 5 | 13 | 12 | 10 | 13 | 26 | 3 |
| 3:30 AM | | 6 | 7 | 5 | 18 | 11 | 12 | 9 | 6 |
| 3:45 AM | | 3 | 12 | 6 | 13 | 7 | 18 | 8 | 2 |
| 4:00 AM | | 7 | 6 | 6 | 12 | 14 | 9 | 4 | 2 |
| 4:15 AM | | 9 | 21 | 12 | 12 | 22 | 7 | 6 | 7 |
| 4:30 AM | | 14 | 12 | 15 | 15 | 6 | 5 | 8 | 3 |
| 4:45 AM | | 13 | 9 | 9 | 20 | 7 | 6 | 8 | 4 |
| 5:00 AM | | 13 | 11 | 19 | 9 | 11 | 8 | 13 | 5 |
| 5:15 AM | | 20 | 15 | 19 | 18 | 6 | 10 | 13 | 14 |
| 5:30 AM | | 27 | 27 | 21 | 20 | 10 | 6 | 20 | 10 |
| 5:45 AM | | 42 | 34 | 38 | 35 | 15 | 10 | 16 | 14 |
| 6:00 AM | | 54 | 59 | 52 | 50 | 19 | 6 | 13 | 15 |
| 6:15 AM | | 70 | 54 | 48 | 60 | 29 | 11 | 11 | 21 |
| 6:30 AM | | 93 | 89 | 95 | 67 | 36 | 13 | 33 | 29 |
| 6:45 AM | | 118 | 108 | 114 | 117 | 60 | 14 | 28 | 40 |
| 7:00 AM | | 92 | 88 | 102 | 129 | 40 | 24 | 61 | 57 |
| 7:15 AM | | 108 | 106 | 86 | 86 | 38 | 27 | 64 | 60 |
| 7:30 AM | | 126 | 114 | 120 | 112 | 77 | 40 | 97 | 101 |
| 7:45 AM | | 158 | 136 | 122 | 136 | 58 | 64 | 114 | 112 |
| 8:00 AM | | 132 | 142 | 142 | 146 | 69 | 37 | 106 | 102 |
| 8:15 AM | | 128 | 151 | 134 | 111 | 53 | 46 | 109 | 90 |
| 8:30 AM | | 114 | 136 | 120 | 106 | 61 | 68 | 116 | 123 |
| 8:45 AM | | 122 | 140 | 138 | 116 | 80 | 53 | 151 | 128 |
| 9:00 AM | | 119 | 134 | 126 | 112 | 65 | 54 | 131 | 104 |
| 10:00 AM | | 112 | 126 | 122 | 118 | 56 | 79 | 120 | 130 |
| 10:15 AM | | 117 | 112 | 82 | 84 | 65 | 68 | 114 | 120 |
| 10:30 AM | | 94 | 114 | 120 | 114 | 51 | 67 | 131 | 116 |
| 10:45 AM | | 98 | 126 | 116 | 110 | 55 | 73 | 132 | 114 |
| 11:00 AM | | 105 | 96 | 86 | 96 | 64 | 77 | 146 | 101 |
| 11:15 AM | | 103 | 89 | 90 | 93 | 63 | 90 | 106 | 100 |
| 11:30 AM | | 93 | 104 | 97 | 98 | 58 | 107 | 118 | 110 |
| 11:45 AM | | 112 | 92 | 97 | 90 | 68 | 67 | 105 | 94 |
| 12:00 N | | 96 | 98 | 95 | 109 | 55 | 98 | 104 | 92 |
| 12:15 PM | | 107 | 100 | 88 | 105 | 71 | 92 | 104 | 103 |
| 12:30 PM | | 109 | 113 | 106 | 105 | 64 | 108 | 102 | 88 |
| 12:45 PM | | 100 | 98 | 108 | 94 | 68 | 108 | 98 | 102 |
| 1:00 PM | | 100 | 116 | 123 | 122 | 72 | 76 | 114 | 94 |
| 1:15 PM | | 109 | 113 | 98 | 118 | 78 | 92 | 97 | 104 |
| 1:30 PM | | 96 | 120 | 110 | 117 | 83 | 94 | 121 | 103 |
| 1:45 PM | | 120 | 98 | 109 | 120 | 72 | 95 | 106 | 108 |
| 2:00 PM | | 127 | 126 | 106 | 119 | 82 | 120 | 107 | 122 |

Route 45 @ 775 N. Main Street SB

| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Monday | Tuesday |
|---|---|---|---|---|---|---|---|---|---|
| | 10/30/2023 | 10/31/2023 | 11/1/2023 | 11/2/2023 | 11/3/2023 | 11/4/2023 | 11/5/2023 | 11/6/2023 | 11/7/2023 |
| 12:00 AM | | 26 | 24 | 27 | 42 | 26 | 49 | 53 | 62 |
| 12:15 AM | | 27 | 34 | 20 | 28 | 18 | 26 | 46 | 51 |
| 12:30 AM | | 13 | 14 | 8 | 22 | 23 | 36 | 37 | 30 |
| 12:45 AM | | 15 | 23 | 14 | 26 | 21 | 40 | 34 | 24 |
| 1:00 AM | | 12 | 15 | 9 | 31 | 19 | 23 | 20 | 27 |
| 1:15 AM | | 10 | 7 | 15 | 13 | 15 | 30 | 18 | 22 |
| 1:30 AM | | 2 | 10 | 10 | 10 | 11 | 18 | 20 | 11 |
| 1:45 AM | | 3 | 7 | 8 | 13 | 9 | 19 | 10 | 11 |
| 2:00 AM | | 3 | 12 | 8 | 2 | 8 | 20 | 14 | 8 |
| 2:15 AM | | 6 | 5 | 2 | 11 | 13 | 12 | 11 | 6 |
| 2:30 AM | | 2 | 6 | 4 | 8 | 8 | 8 | 12 | 6 |
| 2:45 AM | | 1 | 6 | 5 | 6 | 5 | 8 | 4 | 4 |
| 3:00 AM | | 4 | 4 | 4 | 8 | 8 | 9 | 5 | 6 |
| 3:15 AM | | 4 | 6 | 5 | 5 | 12 | 13 | 6 | 4 |
| 3:30 AM | | 4 | 6 | 5 | 7 | 3 | 8 | 5 | 2 |
| 3:45 AM | | 4 | 7 | 7 | 6 | 5 | 9 | 6 | 4 |
| 4:00 AM | | 1 | 4 | 2 | 7 | 6 | 8 | 5 | 2 |
| 4:15 AM | | 7 | 11 | 5 | 4 | 7 | 8 | 6 | 2 |
| 4:30 AM | | 9 | 7 | 7 | 5 | 7 | 4 | 12 | 8 |
| 4:45 AM | | 9 | 8 | 9 | 10 | 11 | 10 | 7 | 3 |
| 5:00 AM | | 5 | 11 | 5 | 14 | 6 | 7 | 4 | 4 |
| 5:15 AM | | 20 | 16 | 22 | 20 | 10 | 12 | 10 | 3 |
| 5:30 AM | | 37 | 41 | 41 | 40 | 17 | 8 | 8 | 6 |
| 5:45 AM | | 26 | 30 | 32 | 33 | 12 | 9 | 12 | 12 |
| 6:00 AM | | 40 | 41 | 38 | 28 | 32 | 8 | 17 | 9 |
| 6:15 AM | | 52 | 48 | 50 | 47 | 17 | 10 | 19 | 16 |
| 6:30 AM | | 57 | 70 | 72 | 48 | 30 | 10 | 47 | 42 |
| 6:45 AM | | 87 | 89 | 90 | 100 | 28 | 13 | 32 | 28 |
| 7:00 AM | | 106 | 86 | 100 | 96 | 29 | 11 | 43 | 46 |
| 7:15 AM | | 98 | 100 | 86 | 83 | 47 | 17 | 44 | 42 |
| 7:30 AM | | 96 | 94 | 75 | 87 | 46 | 47 | 76 | 70 |
| 7:45 AM | | 95 | 111 | 109 | 100 | 46 | 34 | 90 | 80 |
| 8:00 AM | | 100 | 92 | 106 | 101 | 62 | 44 | 90 | 86 |
| 8:15 AM | | 118 | 124 | 128 | 102 | 53 | 58 | 96 | 87 |
| 8:30 AM | | 116 | 146 | 115 | 114 | 62 | 63 | 78 | 84 |
| 8:45 AM | | 116 | 117 | 112 | 116 | 83 | 53 | 95 | 95 |
| 9:00 AM | | 120 | 118 | 86 | 119 | 62 | 52 | 100 | 86 |
| 10:00 AM | | 123 | 127 | 114 | 130 | 56 | 64 | 128 | 88 |
| 10:15 AM | | 112 | 111 | 124 | 97 | 50 | 67 | 110 | 104 |
| 10:30 AM | | 96 | 97 | 91 | 100 | 59 | 99 | 98 | 86 |
| 10:45 AM | | 95 | 112 | 106 | 98 | 72 | 76 | 104 | 114 |
| 11:00 AM | | 70 | 100 | 104 | 97 | 56 | 89 | 130 | 92 |
| 11:15 AM | | 85 | 105 | 84 | 118 | 69 | 80 | 124 | 112 |
| 11:30 AM | | 106 | 82 | 84 | 84 | 67 | 104 | 113 | 91 |
| 11:45 AM | | 86 | 102 | 89 | 91 | 71 | 76 | 90 | 90 |
| 12:00 N | | 102 | 88 | 82 | 104 | 60 | 89 | 91 | 106 |
| 12:15 PM | | 89 | 84 | 80 | 86 | 68 | 88 | 86 | 83 |
| 12:30 PM | | 110 | 85 | 96 | 93 | 65 | 88 | 94 | 94 |
| 12:45 PM | | 106 | 96 | 90 | 105 | 74 | 97 | 90 | 98 |
| 1:00 PM | | 85 | 94 | 90 | 98 | 71 | 82 | 85 | 78 |
| 1:15 PM | | 85 | 101 | 78 | 102 | 60 | 90 | 92 | 91 |
| 1:30 PM | | 80 | 100 | 87 | 103 | 66 | 88 | 118 | 105 |
| 1:45 PM | | 98 | 102 | 84 | 104 | 67 | 88 | 146 | 97 |
| 2:00 PM | | 97 | 94 | 90 | 96 | 80 | 102 | 104 | 92 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 2:15 PM | | 98 | 92 | 97 | 96 | 86 | 81 | 92 | 94 |
| 2:30 PM | | 104 | 82 | 101 | 92 | 80 | 109 | 88 | 87 |
| 2:45 PM | | 108 | 100 | 87 | 124 | 66 | 93 | 88 | 111 |
| 3:00 PM | | 100 | 122 | 88 | 84 | 74 | 101 | 108 | 88 |
| 3:15 PM | | 104 | 104 | 110 | 126 | 72 | 90 | 110 | 102 |
| 3:30 PM | 10 | 112 | 111 | 115 | 100 | 75 | 97 | 86 | 104 |
| 3:45 PM | 154 | 112 | 98 | 90 | 116 | 94 | 120 | 112 | 104 |
| 4:00 PM | 110 | 114 | 107 | 88 | 102 | 85 | 106 | 80 | 56 |
| 4:15 PM | 105 | 86 | 98 | 102 | 136 | 88 | 117 | 124 | 0 |
| 4:30 PM | 94 | 115 | 99 | 116 | 107 | 74 | 122 | 125 | 0 |
| 4:45 PM | 106 | 108 | 116 | 100 | 120 | 66 | 134 | 99 | 0 |
| 5:00 PM | 106 | 101 | 110 | 106 | 122 | 78 | 104 | 98 | 0 |
| 5:15 PM | 114 | 104 | 96 | 114 | 124 | 80 | 100 | 104 | 0 |
| 5:30 PM | 128 | 95 | 99 | 104 | 99 | 94 | 94 | 95 | 0 |
| 5:45 PM | 109 | 102 | 134 | 100 | 94 | 74 | 111 | 115 | 0 |
| 6:00 PM | 123 | 112 | 112 | 108 | 103 | 91 | 104 | 106 | 0 |
| 6:15 PM | 114 | 115 | 118 | 122 | 118 | 93 | 99 | 108 | 0 |
| 6:30 PM | 117 | 127 | 115 | 102 | 103 | 75 | 114 | 98 | 0 |
| 6:45 PM | 92 | 122 | 120 | 102 | 96 | 101 | 108 | 134 | 0 |
| 7:00 PM | 98 | 108 | 102 | 109 | 92 | 105 | 117 | 116 | 0 |
| 7:15 PM | 105 | 116 | 122 | 129 | 94 | 79 | 92 | 141 | 0 |
| 7:30 PM | 88 | 106 | 111 | 99 | 86 | 60 | 92 | 135 | 0 |
| 7:45 PM | 93 | 102 | 102 | 124 | 83 | 81 | 82 | 110 | 0 |
| 8:00 PM | 80 | 104 | 98 | 104 | 86 | 82 | 118 | 142 | 0 |
| 8:15 PM | 90 | 100 | 94 | 100 | 64 | 87 | 118 | 110 | 0 |
| 8:30 PM | 84 | 116 | 78 | 81 | 74 | 89 | 109 | 92 | 0 |
| 8:45 PM | 72 | 100 | 76 | 104 | 61 | 69 | 92 | 88 | 0 |
| 9:00 PM | 60 | 82 | 82 | 86 | 58 | 67 | 74 | 69 | 0 |
| 10:00 PM | 62 | 84 | 74 | 75 | 42 | 54 | 74 | 93 | 0 |
| 10:15 PM | 55 | 58 | 61 | 73 | 41 | 57 | 72 | 80 | 0 |
| 10:30 PM | 70 | 55 | 78 | 71 | 44 | 60 | 67 | 80 | 0 |
| 10:45 PM | 75 | 73 | 68 | 72 | 52 | 50 | 68 | 88 | 0 |
| 11:00 PM | 69 | 54 | 61 | 55 | 44 | 54 | 66 | 78 | 0 |
| 11:15 PM | 61 | 67 | 63 | 64 | 43 | 66 | 80 | 78 | 0 |
| 11:30 PM | 41 | 80 | 61 | 50 | 43 | 83 | 72 | 64 | 0 |
| 11:45 PM | 67 | 66 | 54 | 90 | 64 | 64 | 81 | 64 | 0 |

| | | | |
|---|---|---|---|
| 7:00-8:00 | 395 | 391 | 370 |
| 7:15-8:15 | 389 | 397 | 376 |
| 7:30-8:30 | 409 | 421 | 418 |
| 7:45-8:45 | 429 | 473 | 458 |
| 8:00-9:00 | 450 | 479 | 461 |
| | | | |
| 4:00-500 | 423 | 420 | 406 |
| 4:15-5:15 | 410 | 423 | 424 |
| 4:30-5:30 | 428 | 421 | 436 |
| 4:45-5:45 | 408 | 421 | 424 |
| 5:00-6:00 | 402 | 439 | 424 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 2:15 PM | | 118 | 106 | 106 | 133 | 78 | 124 | 120 | 97 |
| 2:30 PM | | 121 | 110 | 118 | 120 | 74 | 125 | 104 | 108 |
| 2:45 PM | | 115 | 124 | 122 | 133 | 86 | 92 | 110 | 126 |
| 3:00 PM | | 128 | 130 | 116 | 133 | 86 | 124 | 112 | 118 |
| 3:15 PM | | 148 | 136 | 104 | 114 | 74 | 111 | 114 | 106 |
| 3:30 PM | | 126 | 116 | 126 | 147 | 95 | 112 | 106 | 114 |
| 3:45 PM | | 128 | 116 | 138 | 129 | 84 | 114 | 122 | 108 |
| 4:00 PM | 35 | 132 | 114 | 121 | 133 | 84 | 140 | 140 | 134 |
| 4:15 PM | 273 | 141 | 136 | 137 | 112 | 100 | 130 | 118 | 57 |
| 4:30 PM | 128 | 136 | 120 | 139 | 118 | 88 | 128 | 116 | 0 |
| 4:45 PM | 134 | 126 | 118 | 138 | 110 | 106 | 116 | 138 | 0 |
| 5:00 PM | 144 | 134 | 127 | 120 | 112 | 77 | 130 | 117 | 0 |
| 5:15 PM | 122 | 116 | 111 | 122 | 110 | 74 | 125 | 130 | 0 |
| 5:30 PM | 124 | 126 | 120 | 121 | 100 | 88 | 140 | 145 | 0 |
| 5:45 PM | 122 | 116 | 132 | 129 | 141 | 84 | 125 | 127 | 0 |
| 6:00 PM | 105 | 142 | 128 | 138 | 105 | 84 | 128 | 134 | 0 |
| 6:15 PM | 124 | 124 | 124 | 134 | 98 | 74 | 123 | 120 | 0 |
| 6:30 PM | 109 | 122 | 114 | 126 | 92 | 98 | 98 | 140 | 0 |
| 6:45 PM | 116 | 132 | 126 | 126 | 76 | 71 | 114 | 150 | 0 |
| 7:00 PM | 114 | 117 | 124 | 134 | 83 | 74 | 106 | 134 | 0 |
| 7:15 PM | 118 | 114 | 124 | 134 | 103 | 78 | 110 | 100 | 0 |
| 7:30 PM | 119 | 108 | 108 | 114 | 82 | 76 | 114 | 123 | 0 |
| 7:45 PM | 96 | 131 | 126 | 112 | 96 | 77 | 90 | 122 | 0 |
| 8:00 PM | 80 | 116 | 107 | 124 | 87 | 88 | 109 | 128 | 0 |
| 8:15 PM | 63 | 96 | 108 | 116 | 86 | 80 | 95 | 104 | 0 |
| 8:30 PM | 72 | 82 | 117 | 107 | 67 | 70 | 92 | 98 | 0 |
| 8:45 PM | 87 | 100 | 78 | 90 | 64 | 81 | 77 | 106 | 0 |
| 9:00 PM | 72 | 84 | 85 | 100 | 63 | 87 | 82 | 98 | 0 |
| 10:00 PM | 78 | 72 | 89 | 83 | 62 | 79 | 81 | 78 | 0 |
| 10:15 PM | 68 | 81 | 71 | 86 | 52 | 78 | 74 | 90 | 0 |
| 10:30 PM | 76 | 76 | 80 | 82 | 44 | 70 | 77 | 91 | 0 |
| 10:45 PM | 62 | 71 | 71 | 96 | 45 | 79 | 79 | 80 | 0 |
| 11:00 PM | 62 | 60 | 75 | 66 | 54 | 65 | 90 | 70 | 0 |
| 11:15 PM | 74 | 55 | 61 | 76 | 61 | 61 | 66 | 81 | 0 |
| 11:30 PM | 73 | 69 | 64 | 84 | 53 | 65 | 65 | 76 | 0 |
| 11:45 PM | 72 | 63 | 76 | 78 | 50 | 65 | 71 | 67 | 0 |

| | | | |
|---|---|---|---|
| 7:00-8:00 | 484 | 444 | 430 |
| 7:15-8:15 | 524 | 498 | 470 |
| 7:30-8:30 | 544 | 543 | 518 |
| 7:45-8:45 | 532 | 565 | 518 |
| 8:00-9:00 | 496 | 569 | 534 |
| | | | |
| 4:00-5:00 | 535 | 488 | 535 |
| 4:15-5:15 | 537 | 501 | 534 |
| 4:30-5:30 | 512 | 476 | 519 |
| 4:45-5:45 | 502 | 476 | 501 |
| 5:00-6:00 | 492 | 490 | 492 |