

August 26, 2026

Mr. Andy Didio
Taconic Engineering, dpc
17 Railroad Avenue
Chatham, NY 12037



**RE: Traffic Assessment, Roeliff Jansen Resort, 9065 NY Route 22, Town of Copake, Columbia County, New York;
CM Project No. R261163.00**

Dear Mr. Didio:

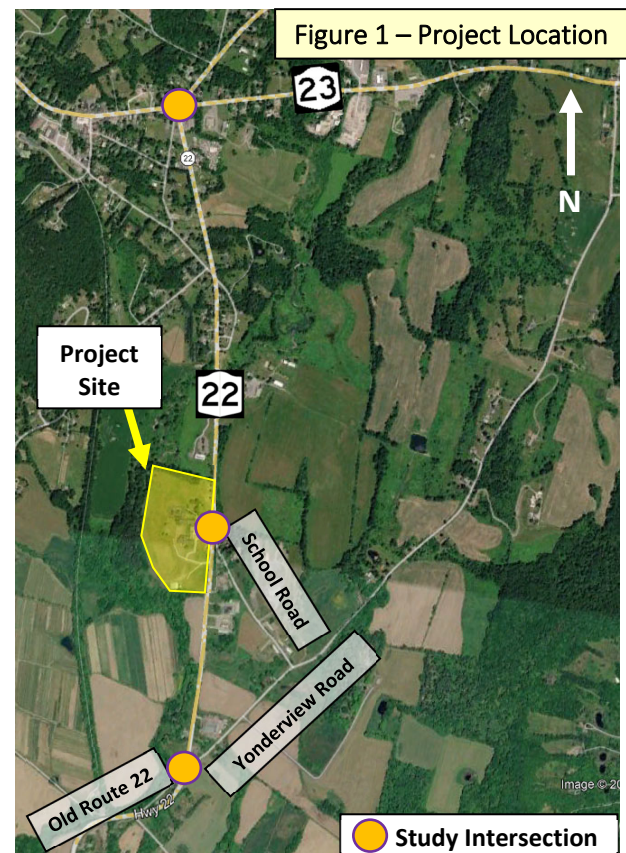
Creighton Manning Engineering & Surveying, PLLC (CM) has conducted a *Traffic Assessment* for the proposed *Roeliff Jansen Hotel and Wellness Resort* project (Roe Jan Resort) which involves the redevelopment of a vacant K-12 public school at 9065 NY Route 22 located in the Town of Copake. This assessment is based on information provided in the “Master Plan” prepared pba, dated August 6, 2026 (see Attachment A).

1.0 Project Description

The project will redevelop the vacant K-12 public school at 9065 NY Route 22. The proposed *Roe Jan Resort* will include the construction of standalone lodges/cabins, various buildings for hotel use, and the re-use and rehabilitation of exiting school buildings for amenities associated with the hotel such as restaurants, spas, recreational uses, retail space, and a theater/reception hall. It is noted that many of these amenities will be available to the general public. The Applicant has provided an estimate of public use for each applicable amenity based on previous experience. A summary of the project land uses are provided in Table 1. Access to the existing property is provided via the Main Site Driveway on NY Route 22 located opposite School Road and a secondary Site Driveway located approximately 375-feet to the south on NY Route 22. A new Site Driveway is also proposed 650-feet north of the Main Site Driveway on NY Route 22. It is anticipated that the development will be built and fully occupied in 2029. The project location is shown in Figure 1.

Table 1 – Land Use Summary

Land Use	Size	Public Use
Resort Hotel	108 rooms	0%
Recreational Cabins	16 Units	0%
Recreational Lodges	15 Units	0%
Restaurants:		
• Fine Dining	2,741 SF (112 seats)	60%
• Cocktail Bars	803 SF (58 seats)	40%
• Wellness Grill	2,244 SF (52 seats)	20%
• Café	2,538 SF (106 sets)	30%
Tap Room	1,688 SF (92 seats)	60%
Spa Facilities	17,847 SF	30%
Outdoor Recreation	2 tennis courts/ 4 pickleball courts	30%
General Retail (retail/bakery/ice cream/farm store)	4,960 SF	30%
Theater/Cinema Space (Special Events only)	400 seats	80%
Reception Hall Space (Special Events Only)	200 seats	20%



2.0 Existing Conditions

Roadway Serving the Site

NY Route 22 is classified as a rural principal arterial-other that travels in a general north-south direction through the Town of Copake. NY Route 22 provides a 10½-foot wide travel lane in each direction with approximate 1-foot wide paved shoulder on either side of the road near the project site. Sidewalks are not provided along the roadway. It is noted that NY Route 22 adjacent to the site is designated as State Bike Route 22 which is a 48-mile signed, on-road bike segment that extends from the Dutchess/Columbia County line to US Route 20 in New Lebanon where it intersects with State Bike Route 5.

Study Area Intersections

- **NY Route 23/NY Route 22** – This is a four-leg intersection operating under actuated, traffic signal control. Each approach provides a single lane for shared travel movements. A four-foot-wide sidewalk is provided along the north side of NY Route 23 and there is a marked crosswalk on the north leg of the intersection. It is noted that Maple Street intersects the south leg of the intersection approximately 25-feet from the stop bar on NY Route 22. The northbound Maple Street approach operates under stop-sign control. Vehicles entering/exiting this unsignalized intersection were added to the signalized assessment since they use the southern leg of NY Route 22 to access the intersection. The intersection is shown on Aerial Photo #1.
- **NY Route 22/School Road/Main Site Driveway** – This is a four-leg intersection operating under stop-sign control on the westbound School Road approach. The eastbound driveway approach associated with the vacant school property yields to traffic on NY Route 22. Each approach provides a single lane for shared movements as shown on Aerial Photo #2. It is noted that School Road intersects NY Route 22 at an acute angle. There are no marked crosswalks or sidewalks provided at the intersection.
- **NY Route 22/Yonderview Road/Old Route 22** – This is a four-leg intersection operating under stop-sign control on the eastbound Old Route 22 approach and the westbound Yonderview Road approach. Each approach provides a single lane for shared movements as shown on Aerial Photo #3. There are no marked crosswalks or sidewalks provided at the intersection.

Data Collection

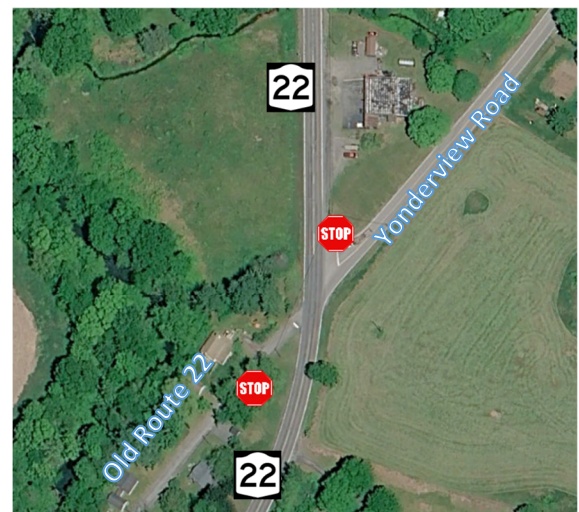
Turning movement counts were conducted at the study area intersections on Friday, August 7, 2026 from 7:00 to 9:00 a.m. and from 4:00 to 7:00 p.m. Turning movement counts were also conducted on Saturday, August 8, 2026 from 11:00 a.m. to 1:00 p.m.



Aerial Photo #1 – NY Route 23/NY Route 22



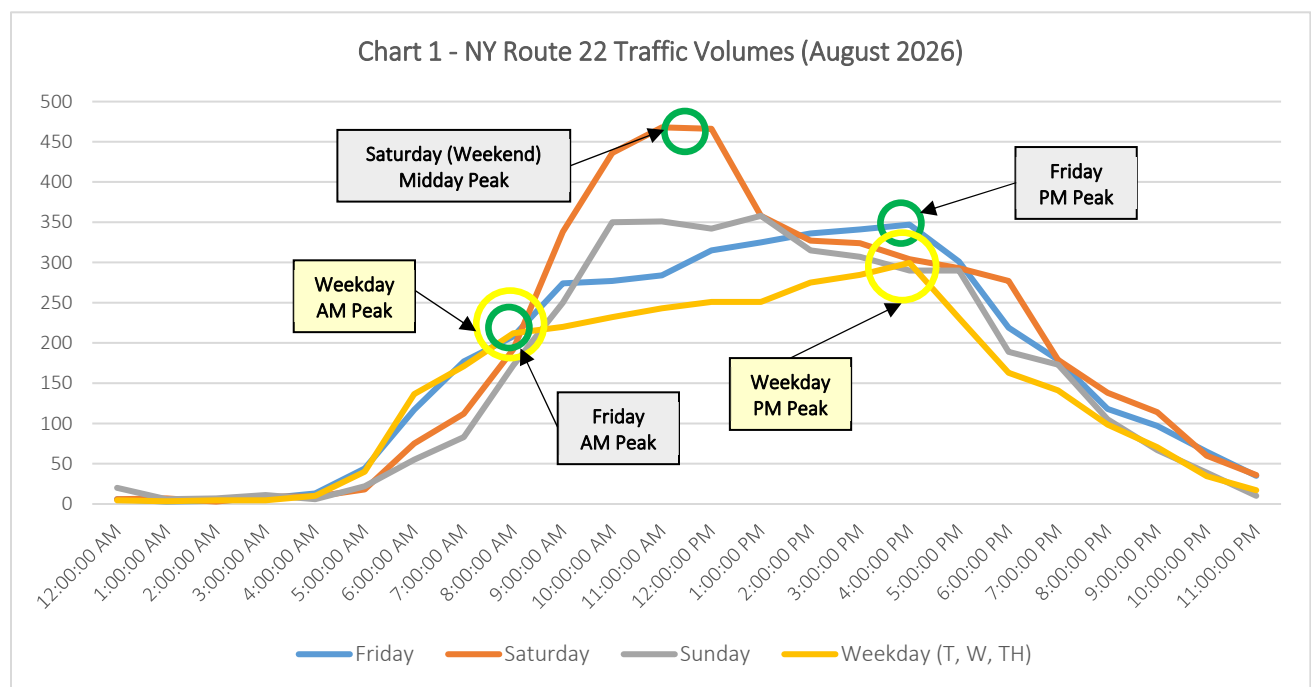
Aerial Photo #2 – NY Route 22/School Road/Driveway



Aerial Photo #3 – NY Route 22/Yonderview Road

An automatic traffic recorder (ATR) was installed on NY Route 22 approximately 200-feet north of School Road from Thursday, August 6, 2026 to Wednesday, August 12, 2026 to collect hourly traffic volume and speed data near the proposed site. The data indicates that the 85th percentile speed¹ on NY Route 22 is 59-mph in the northbound direction and 57-mph in the southbound direction near the site driveways. The volume data collected from the ATR shows that the road currently serves approximately 3,400 vehicles per day (vpd) on a typical weekday (Tuesday – Thursday) and approximately 4,090 vpd on Friday. During the weekend, NY Route 22 serves approximately 4,550 vpd on Saturday and 3,820 vpd on Sunday.

It is noted that the proposed development will typically generate more traffic on a Friday and during the weekend due to the nature of the land uses. In addition, traffic conditions on NY Route 22 reflect a more recreational distribution of traffic. The ATR installed on NY Route 22 adjacent to the project site confirms that the Friday afternoon peak hour and Saturday mid-day peak hour represent worst-case conditions in the project area as shown on Chart 1.



The Existing 2026 traffic volumes at the study area intersections during Friday morning and evening peak hours and during the midday Saturday peak hour are shown on Figure 2-1. The raw turning movement count data and ATR data is included under Attachment B.

3.0 Sight Distance

A sight distance evaluation was completed at the three proposed Site Driveway locations on NY Route 22. Available *intersection* sight distance was measured from the perspective of a vehicle exiting the site. It was also measured for a vehicle traveling northbound along NY Route 22 looking straight ahead to turn left into the Site Driveways. The available intersection sight distance should provide drivers a sufficient view of the intersecting roadway to allow passenger cars to enter or exit the intersection without excessively slowing vehicles traveling at or near the operating speed on the intersecting mainline.

¹ The 85th percentile speed is the speed in which 85 percent of drivers were observed driving at or below.

Stopping sight distance was also measured on NY Route 22 at the Site Driveway locations. Stopping sight distance is the length of the roadway ahead that is visible to the driver. The available stopping sight distance on a roadway should be of sufficient length to enable a vehicle traveling at or near the operating speed to stop before reaching a stationary object in its path.

The sight distances measured in the field were compared to the guidelines presented in *A Policy on Geometric Design of Highways and Streets, 2018* published by the American Association of State Highway Transportation Officials (AASHTO) and the current NYSDOT design guidance presented in the *Highway Design Manual Chapter 5 and Chapter 7* (Appendix 5C and Exhibit 7-7) for an operating speed of 60-mph. The results of the sight distance analysis are summarized in Table 2.

Table 2 – Sight Distance Summary (feet)

Intersection		Intersection Sight Distance ¹				Stopping Sight Distance ²	
		Right-Turn from Site Driveway (D _L)	Left-Turn from Site Driveway		Left-Turn from NY Route 22 (D _S)	SSDS _{NB}	SSDN _{SB}
			Looking Left (D _L)	Looking Right (D _R)			
NY Route 22/North Site Driveway	Available	>800	>800	>800	>800	>800	>800
	Recommended	575	665	665	490	570	570
NY Route 22/Main Site Driveway	Available	>800	>800	>800	>800	>800	>800
	Recommended	575	665	665	490	570	570
NY Route 22/South Site Driveway	Available	>800	>800	>800	>800	>800	>800
	Recommended	575	665	665	490	570	570

XXX = Available Sight Distance

¹ Intersection sight distance is measured at 14.5 feet back from the travel way at an object height of 3.5 feet and an eye height of 3.5 feet for a vehicle.

² Stopping sight distance measured for a 2-foot object located in the path of northbound/southbound vehicles on NY Route 22 at an eye height of 3.5 feet.

The intersection and stopping sight distance evaluation at the Site Driveways on NY Route 22 indicates that all sight lines meet AASHTO guidelines for the applicable operating speed. It is recommended that any site signing be placed a minimum of 15-feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at the Site Driveway intersections.

4.0 Traffic Assessment

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers (ITE) *Trip Generation*, 12th edition, is the industry standard used for estimating trip generation for proposed land uses based on data collected at similar uses. The trip generation of the proposed development was estimated using the following Land Use Codes (LUC):

- LUC 330 – Resort Hotel = hotel rooms
- LUC 260 – Recreational Homes = cabins and lodges
- LUC 489 – Pickleball Courts = 4 pickleball courts
- LUC 490 – Tennis Courts = 2 tennis courts
- LUC 822 – Strip Retail Plaza (<40K) = bakery, ice cream, retail, farm store uses
- LUC 918 – Hair Salon/Spa = spa facilities
- LUC 931 – Fine Dining Restaurant = signature restaurant (not open during the AM peak)
- LUC 932 – High Turnover (Sit-Down) Restaurant = wellness grill restaurant and café
- LUC 971 – Brewery Taproom = tap room (not open during the AM peak)
- LUC 975 – Drinking Place = cocktail bar (not open during the AM peak)

It can be expected that some trips to the proposed project will originate from traffic that is already passing the site on NY Route 22. Pass-by trips are vehicles that will stop at the site before continuing on to their primary destination. For example, a southbound trip on NY Route 22 traveling to work may stop at the café and then continue southbound towards work. This type of trip would be considered a pass-by trip and could be applied to many of the restaurant and retail type uses; however, in order to provide a conservative assessment, a pass-by trip credit was not applied to the trip generation estimate. Table 3 summarizes the trip generation for the proposed development during the Weekday AM, Weekday PM, and Saturday peak hours if each of the uses proposed within the resort generated traffic as a standalone use.

Table 3 – Total Trip Generation Summary without Internal Credits

Land Use	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Recreational Homes (LUC 260)	31 units	3	4	7	6	5	11	6	6	12
Resort Hotel (LUC 330)	108 rooms	25	11	36	18	24	42	17	16	33
Pickleball Courts (LUC 489)	4 courts	4	4	8	11	7	18	17	14	31
Tennis Courts (LUC 490)	2 courts	4	4	8	4	4	8	4	4	8
General Retail (LUC 822)	4,960 SF	11	8	19	24	23	47	17	16	33
Spa Facilities (LUC 918)	17,847 SF	19	3	22	4	22	26	33	58	91
Fine Dining Restaurant (LUC 931)	2,741 SF	--	--	--	15	7	22	11	8	19
Wellness Grill (LUC 932)	52 seats	10	10	20	14	10	24	15	14	29
Café (LUC 932)	106 seats	21	19	40	28	21	49	31	27	58
Tap Room (LUC 971)	1,688 SF	--	--	--	10	7	17	22	17	39
Cocktail Bar (LUC 975)	803 SF	--	--	--	3	2	5	4	3	7
Total Site Trips without Internal Credits		97	63	160	137	132	269	177	183	360

As noted in Section 1.0, a majority of the resort amenities will be utilized by patrons of the hotel and residents of the cabins/lodges which will reduce the amount of external traffic generated by the site; however, it is anticipated that the public will use a portion of the resort amenities such as the spa activities, pickleball/tennis courts, restaurants, and retail uses. The Applicant has provided an estimate of public use for each applicable amenity based on previous experience. Table 4 summarizes the anticipated trip generation for the proposed development during the Weekday AM, Weekday PM, and Saturday peak hours that will actually enter/exit the site since it accounts for internal trip credits associated the resort hotel patrons and the cabin/lodge residents.

Table 4 – Trip Generation Summary with Internal Credits and Public Use

Land Use	% used by the Public	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Recreational Homes (LUC 260)	0%	31 units	3	4	7	6	5	11	6	6	12
Resort Hotel (LUC 330)	0%	108 rooms	25	11	36	18	24	42	17	16	33
Pickleball Courts (LUC 489)	30%	4 courts	1	1	2	3	3	6	5	4	9
Tennis Courts (LUC 490)	30%	2 courts	1	1	2	1	1	2	1	1	2
General Retail (LUC 822)	30%	4,960 SF	3	3	6	7	7	14	5	4	9
Spa Facilities (LUC 918)	30%	17,847 SF	6	1	7	1	7	8	10	17	27
Fine Dining Restaurant (LUC 931)	60%	2,741 SF	--	--	--	9	4	13	6	5	11
Wellness Grill (LUC 932)	20%	52 seats	2	2	4	3	2	5	3	3	6
Café (LUC 932)	30%	106 seats	6	6	12	8	7	15	9	8	17
Tap Room (LUC 971)	60%	1,688 SF	--	--	--	6	4	10	13	10	23
Cocktail Bar (LUC 975)	40%	803 SF	--	--	--	1	1	2	2	1	3
Total External Trips (Assigned to Study Area Intersections)			47	29	76	63	65	128	77	75	152
Total Site Trips without Internal Credits (from Table 3)			97	63	160	137	132	269	177	183	360
Delta Trips that are Internal to Site			-50	-34	-84	-74	-67	-141	-100	-108	-208

The proposed development will generate a total of 76 new external trips during the Weekday AM peak hour, 128 new external trips during the Weekday PM peak hour, and 152 new external trips during the Saturday peak hour. It is noted that the site previously generated traffic associated with approximately 900 students when it operated as a K-12 school; however, a credit was not applied to the trip generation estimate in order to provide a worst-case assessment since this land use has not been operational for many years.

Future Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the expected year of completion, 2029. Historical traffic volume data found in the latest version of the *Traffic Data Report* published by NYSDOT indicates that traffic volumes on the surrounding roadways have generally decreased over the past several years; therefore, a general background growth rate of +¼ percent per year was applied to existing traffic on the study area roadways. The Town of Copake and Town of Hillsdale were contacted about other proposed developments in the area that could potentially impact the results of traffic forecasts. The Town of Copake indicated that there are no known other developments that would impact traffic operations in the project area. The Town of Hillsdale did not respond to our request; however, a review of their website and local knowledge indicates that there are no other known developments that would impact future traffic conditions.

The general background growth rate was applied to the 2026 Existing traffic volumes to develop the 2029 No-Build traffic volumes, representing future traffic volumes in the study area *without* the proposed development. These volumes are illustrated in Figure 2-2.

Traffic generated by the project was distributed on the study area roadways based on a review of the existing turning movement counts conducted at the site intersections and expected travel routes. The trip distribution patterns for the proposed development are shown on Figure 3-1. While the associated trip assignment volumes are shown on Figure 3-2. The site generated trips were added to the 2029 No-Build traffic volumes resulting in the 2029 Build traffic volumes for the Weekday AM, Weekday PM, and Saturday midday peak hours. The 2029 Build traffic volumes (Figure 4-1) represent future traffic volumes after the project is complete.

Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using the Synchro 12 Software, which automates the procedures contained in the *Highway Capacity Manual*. Table 5 summarizes the results of the level of service calculations for the proposed project. The detailed level of service analyses are included under Attachment C.

Table 5 – Level of Service Summary

Intersection	Control	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
		2026 Existing	2029 No-Build	2029 Build	2026 Existing	2029 No-Build	2029 Build	2026 Existing	2029 No-Build	2029 Build
NY Route 23/NY Route 22	S									
NY Route 23 EB LTR		A (8.3)	A (8.4)	A (8.6)	A (9.6)	A (9.6)	A (9.8)	A (10.0)	B (10.0)	B (10.8)
NY Route 23 WB LTR		A (8.1)	A (8.1)	A (8.3)	A (8.9)	A (8.9)	A (9.1)	A (9.1)	A (9.2)	A (9.8)
NY Route 22 NB LTR		A (9.0)	A (9.0)	A (9.1)	A (9.2)	A (9.2)	A (9.5)	B (10.3)	B (10.3)	B (10.7)
NY Route 22 LTR		A (8.6)	A (8.6)	A (8.6)	A (8.7)	A (8.7)	A (8.7)	A (8.8)	A (8.8)	A (8.9)
Overall		A (8.5)	A (8.5)	A (8.6)	A (9.2)	A (9.2)	A (9.4)	A (9.7)	A (9.7)	B (10.2)
NY Route 22/ North Site Driveway	U									
NY Route 22 NB L		--	--	A (7.4)	--	--	A (7.6)	--	--	A (7.8)
North Site Drwy EB LR		--	--	A (9.9)	--	--	B (11.1)	--	--	B (12.3)
NY Route 22/School Road/ Main Site Driveway	U									
NY Route 22 NB L		A (0.0)	A (0.0)	A (7.4)	A (0.0)	A (0.0)	A (7.6)	A (0.0)	A (0.0)	A (7.8)
NY Route 22 SB L		A (8.0)	A (8.0)	A (8.0)	A (7.6)	A (7.6)	A (7.6)	A (7.7)	A (7.7)	A (7.7)
Main Site Drwy EB LTR		A (0.0)	A (0.0)	A (9.6)	A (0.0)	A (0.0)	B (10.6)	B (12.6)	B (12.6)	B (11.8)
School Road WB LTR		A (9.0)	A (9.0)	A (9.1)	A (9.3)	A (9.3)	A (9.3)	A (9.6)	A (9.6)	A (9.6)
NY Route 22/ South Site Driveway	U									
NY Route 22 NB L		--	--	A (7.4)	--	--	A (7.6)	--	--	A (7.8)
South Site Drwy EB LR		--	--	A (8.9)	--	--	A (9.6)	--	--	B (10.3)
NY Route 22/Yonderview Road/ Old Route 22	U									
NY Route 22 NB L		A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
NY Route 22 SB L		A (0.0)	A (0.0)	A (0.0)	A (7.7)	A (7.7)	A (7.8)	A (7.8)	A (7.8)	A (7.9)
Old Route 22 EB LTR		A (9.9)	A (9.9)	B (10.2)	B (11.4)	B (11.5)	B (12.3)	A (0.0)	A (0.0)	A (0.0)
Yonderview Rd WB LTR		B (10.2)	B (10.2)	B (10.6)	B (12.3)	B (12.4)	B (13.4)	B (13.2)	B (13.3)	B (14.5)

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

The impact of the project can be described by comparing the analysis of the No-Build and Build operating conditions. The level of service analysis indicates that the signalized and unsignalized study area intersections on NY Route 22 will continue to operate at LOS A/B through build-out conditions during all peak hours with an increase in average vehicle delay of one second or less. No mitigation is recommended at these intersections. In addition, the level of service analysis indicates that the Site Driveway intersections will operate at LOS B or better under build-out conditions during all peak hours. It is recommended that the Site Driveways operate under stop-sign control on the eastbound approaches and provide one lane entering and exiting the site for shared travel movements.

5.0 Sensitivity Analysis

A review of the site plan indicates that the resort will provide a reception hall with an approximate 200-seat capacity that can accommodate a special event such as a wedding, fundraiser, or community/corporate event. In addition, a live theater/cinema space with approximately 400-bleacher seats will also be provided within the resort to accommodate these types of events. It is noted that the theater/cinema space could also be converted to accommodate an approximate 200-seated event similar to the ones identified for the reception hall. The Applicant has indicated that overlapping events would not be scheduled at these larger gathering spaces; therefore, a sensitivity analysis has been conducted for use of the site as a live theater/cinema event center with 400 attendees since this type of use will generate more traffic than a 200-person seated event. It is noted that the Applicant expects that approximately 20% of the live theater/cinema attendees will be associated with the patrons and

residents of the existing resort; therefore, approximately 320 attendees will travel to the facility from the adjacent road network.

Sensitivity Analysis Trip Generation

The worst-case event is associated with a live theater/cinema performance that will occur on a weekday or Saturday afternoon/evening. The *ITE Parking Generation, 6th Edition* indicates that the 85th percentile peak parking demand for a theater is 0.52 vehicles per attendee/seat and occurs between 8:00 and 10:00 p.m. This indicates that the 320 attendees that are generated from outside the resort will require approximately 166 parking spaces during a performance. It is noted that *Trip Generation, 12th Edition* published by ITE does not provide specific trip generation data for performance theaters; however, it is expected that the majority of attendees will arrive and depart within the hour before and after a performance. This suggests that the proposed theatre will generate approximately 166 entering trips prior to a performance and 166 exiting trips following the performance. The following scenarios were evaluated:

- Worst-Case Condition Entering Traffic – Trips associated with a live theater/cinema event were assumed to overlap with typical PM peak hour conditions related to the proposed resort and supporting uses even though the special event will typically start later in the evening. Traffic entering the site for a 400-person event was distributed and assigned to the area roadways as shown on Figure 5-1 and Figure 5-2 and then added to the PM peak hour Build traffic volumes (see Figure 7-1).
- Worst-Case Condition Exiting Traffic – Trips associated with a live theater/cinema event were assumed to overlap with typical Saturday peak hour conditions related to the proposed resort and supporting uses even though the special event will typically end later in the evening. Traffic exiting the site for a 400-person event was distributed and assigned to the area roadways as shown on Figure 6-1 and Figure 6-2 and then added to the Saturday peak hour Build traffic volumes (see Figure 7-2).

Under these conditions, a maximum of approximately 166 vehicles are expected to arrive during the PM afternoon peak period while a maximum of approximately 166 vehicles are expected to leave during the Saturday midday peak period. A majority of these trips were assigned to the South Site Driveway since most of the available on-site parking is provided near that access point.

The level of service sensitivity analysis (summarized on Table 6) indicates that the study area intersections will continue to operate adequately (LOS C or better with increase in average vehicle delay of approximately two seconds or less) when the proposed development is fully operational with a special event. No improvements are recommended for special event condition.

Table 6 – Level of Service Summary (Special Event)

Intersection	Control	PM Peak Hour (Entering Condition)				Saturday Peak Hour (Exiting Condition)			
		Typical Conditions			2029 Build Special Event	Typical Conditions			2029 Build Special Event
		2026 Existing	2029 No-Build	2029 Build		2026 Existing	2029 No-Build	2029 Build	
NY Route 23/NY Route 22	S								
NY Route 23 EB LTR		A (9.6)	A (9.6)	A (9.8)	A (9.8)	A (10.0)	B (10.0)	B (10.8)	B (12.9)
NY Route 23 WB LTR		A (8.9)	A (8.9)	A (9.1)	A (9.1)	A (9.1)	A (9.2)	A (9.8)	B (11.8)
NY Route 22 NB LTR		A (9.2)	A (9.2)	A (9.5)	A (10.0)	B (10.3)	B (10.3)	B (10.7)	B (11.2)
NY Route 22 LTR		A (8.7)	A (8.7)	A (8.7)	A (9.5)	A (8.8)	A (8.8)	A (8.9)	A (8.4)
Overall		A (9.2)	A (9.2)	A (9.4)	A (9.6)	A (9.7)	A (9.7)	B (10.2)	B (11.4)
NY Route 22/ North Site Driveway	U								
NY Route 22 NB L		--	--	A (7.6)	A (7.8)	--	--	A (7.8)	A (7.8)
North Site Drwy EB LR		--	--	B (11.1)	B (11.9)	--	--	B (12.3)	B (13.2)
NY Route 22/School Road/ Main Site Driveway	U								
NY Route 22 NB L		A (0.0)	A (0.0)	A (7.6)	A (7.8)	A (0.0)	A (0.0)	A (7.8)	A (7.8)
NY Route 22 SB L		A (7.6)	A (7.6)	A (7.6)	A (7.6)	A (7.7)	A (7.7)	A (7.7)	A (7.9)
Main Site Drwy EB LTR		A (0.0)	A (0.0)	B (10.6)	B (11.5)	B (12.6)	B (12.6)	B (11.8)	B (12.7)
School Road WB LTR		A (9.3)	A (9.3)	A (9.3)	A (9.3)	A (9.6)	A (9.6)	A (9.6)	B (10.1)
NY Route 22/ South Site Driveway	U								
NY Route 22 NB L		--	--	A (7.6)	A (8.0)	--	--	A (7.8)	A (7.8)
South Site Drwy EB LR		--	--	A (9.6)	B (10.2)	--	--	B (10.3)	B (13.6)
NY Route 22/Yonderview Road/ Old Route 22	U								
NY Route 22 NB L		A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
NY Route 22 SB L		A (7.7)	A (7.7)	A (7.8)	A (7.9)	A (7.8)	A (7.8)	A (7.9)	A (7.9)
Old Route 22 EB LTR		B (11.4)	B (11.5)	B (12.3)	B (12.7)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Yonderview Rd WB LTR		B (12.3)	B (12.4)	B (13.4)	B (14.0)	B (13.2)	B (13.3)	B (14.5)	C (16.0)

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

5.0 Conclusions

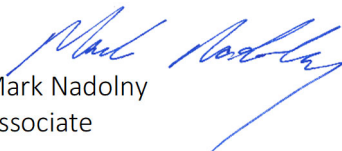
The project will redevelop the vacant K-12 public school at 9065 NY Route 22. The proposed *Roe Jan Resort* will include the construction of standalone lodges/cabins, various buildings for hotel use, and the re-use and rehabilitation of existing school buildings for amenities associated with the hotel such as restaurants, spas, recreational uses, retail space, and a theatre/reception hall. It is noted that many of these amenities will be available to the general public. The Applicant has provided an estimate of public use for each applicable amenity based on previous experience. Access to the existing property is provided via the Main Site Driveway on NY Route 22 located opposite School Road and a secondary Site Driveway located approximately 375 feet to the south on NY Route 22. A new Site Driveway is also proposed 650 feet north of the Main Site Driveway on NY Route 22. It is anticipated that the development will be built and fully occupied in 2029. The following is noted regarding the proposed project:

- The proposed development will typically generate more traffic on a Friday and during the weekend due to the nature of the land uses. In addition, traffic conditions on NY Route 22 reflect a more recreational distribution of traffic. Traffic data collected on NY Route 22 confirms that the Friday afternoon peak hour and Saturday mid-day peak hour actually represent worst-case conditions in the project area. The turning movement counts captured these peak conditions.
- All intersection and stopping sight lines at the Site Driveway intersections on NY Route 22 meet AASHTO guidelines for the operating speed.

- It is recommended that any site signing be placed a minimum of 15-feet back from the travel way and that the landscaping/grading plan consider sight lines in order to maintain visibility at the site driveway intersections.
- The proposed development will generate a total of 76 new external trips during the Weekday AM peak hour, 128 new external trips during the Weekday PM peak hour, and 152 new external trips during the Saturday peak hour. It is noted that the site previously generated traffic associated with approximately 900 students when it operated as a K-12 school; however, a credit was not applied to the trip generation estimate in order to provide a worst-case assessment.
- The trip generation estimate includes a credit for trips generated internally by guests and residents of the resort.
- The level of service analysis indicates that the study intersections will continue to operate at LOS A/B after development of the site during all peak hours. In addition, the sensitivity analysis indicates that the study area intersections will continue to operate adequately when a worst-case special event (live theater/cinema) is supported by the facility.
- A crash assessment summary of the study area intersections and roadways will be provided in the future when this information is provided by NYSDOT.

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

Respectfully submitted,
Creighton Manning


Mark Nadolny
Associate

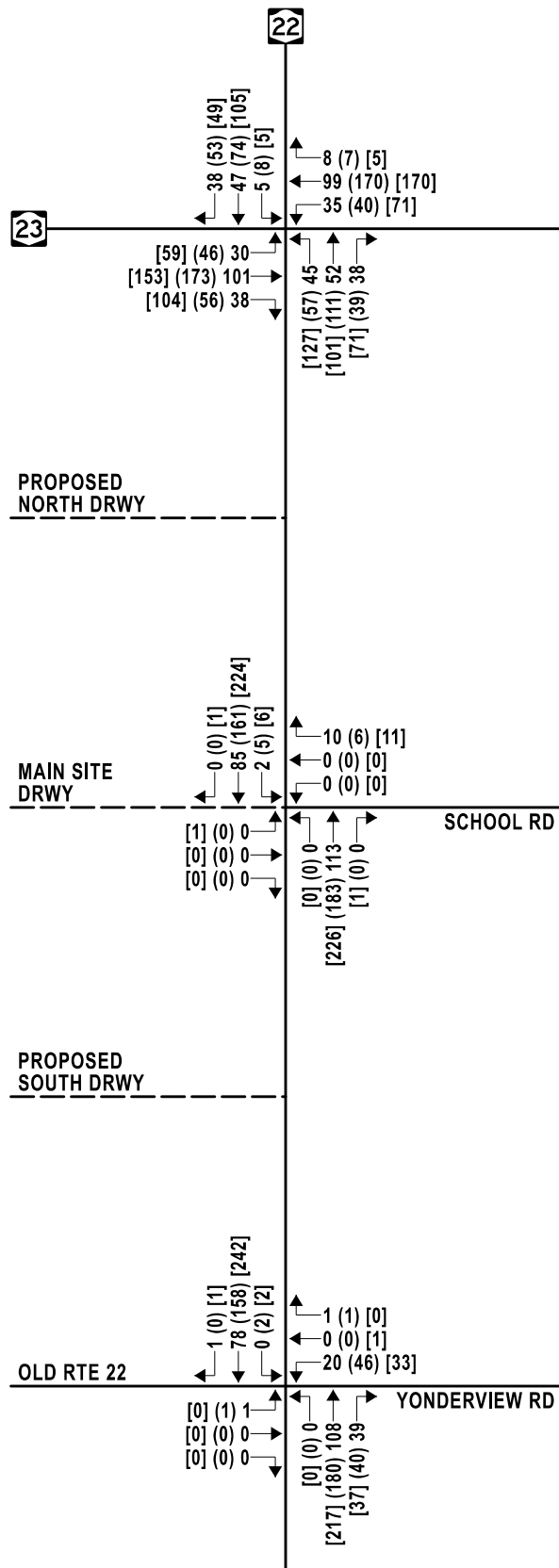

Ken W. Wersted, PE (NY, VT)
Associate

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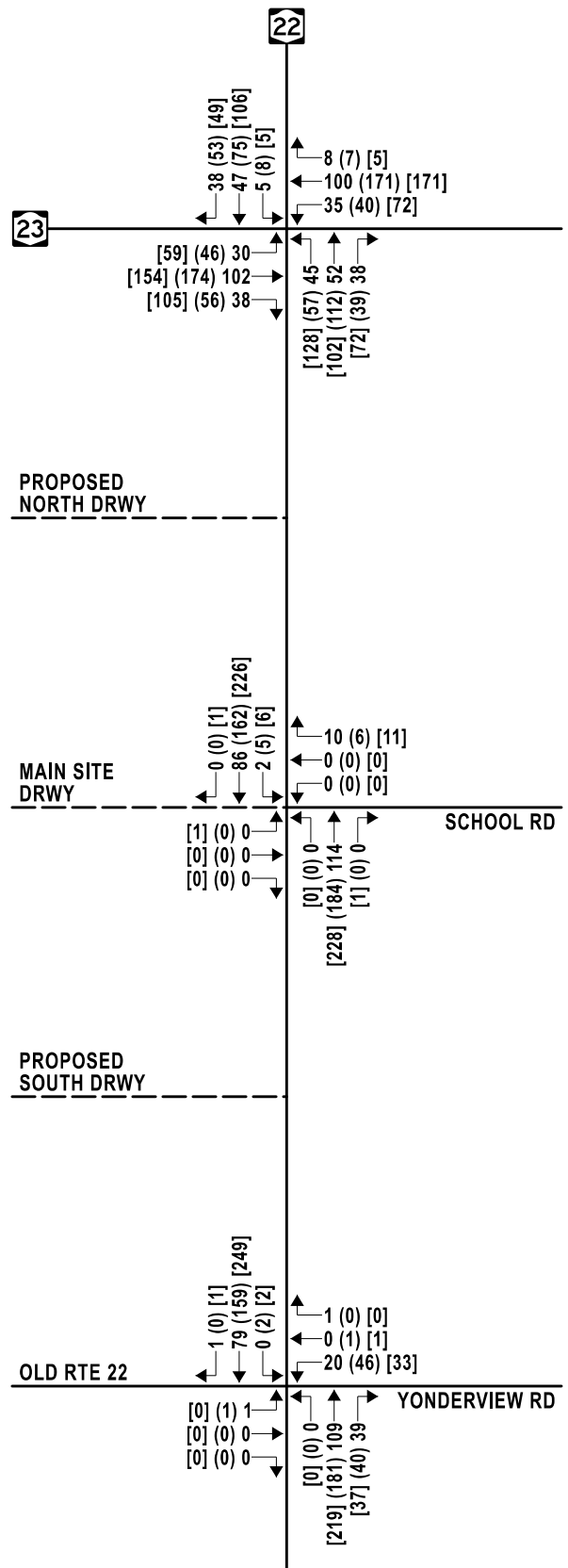
EXISTING 2026



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

2

NO-BUILD 2029



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

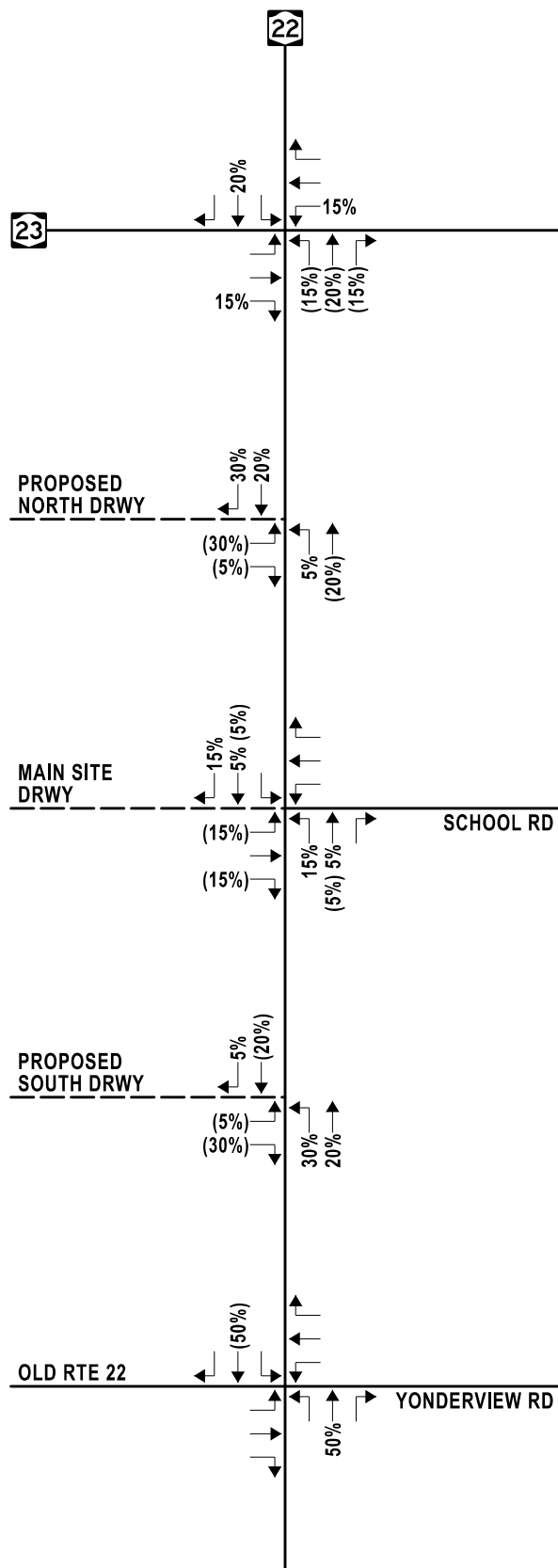
TRAFFIC VOLUMES

ROE JAN RESORT
TOWN OF COPENA, COLUMBIA COUNTY, NEW YORK



①

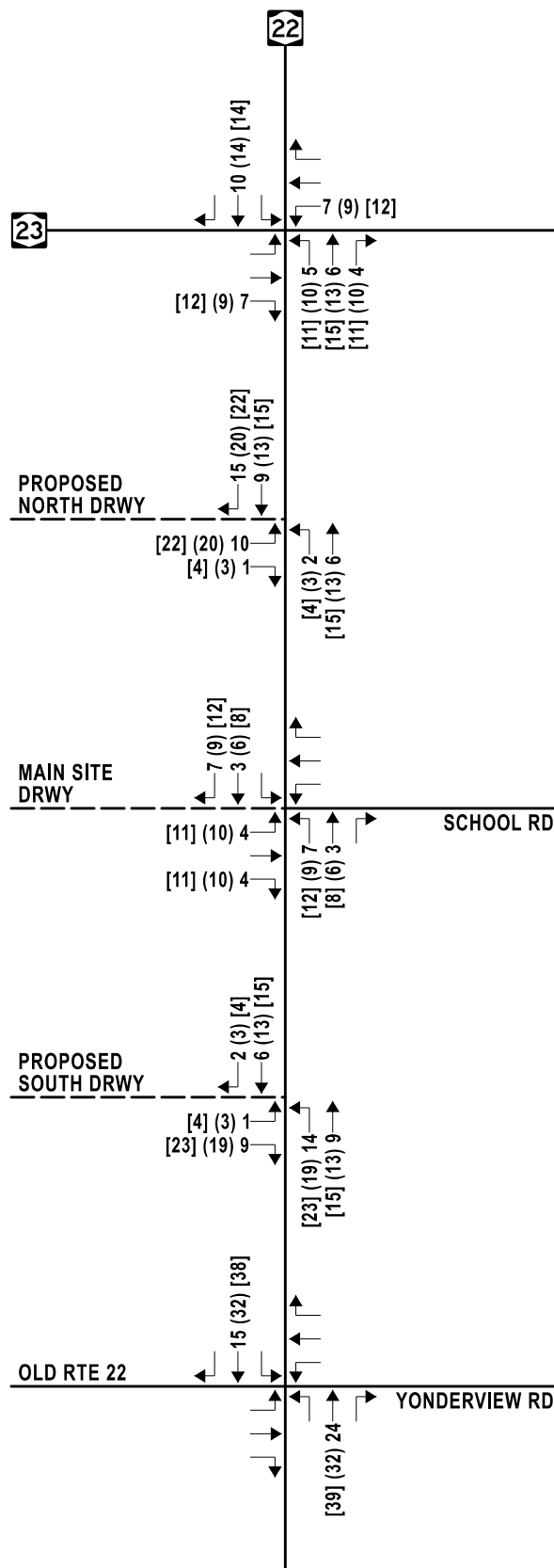
TYPICAL CONDITIONS TRIP DISTRIBUTION



ENTERING (EXITING)

②

TYPICAL CONDITIONS TRIP ASSIGNMENT



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

TRIP DISTRIBUTION AND ASSIGNMENT TYPICAL CONDITIONS

ROE JAN RESORT
TOWN OF COPENNY, COLUMBIA COUNTY, NEW YORK



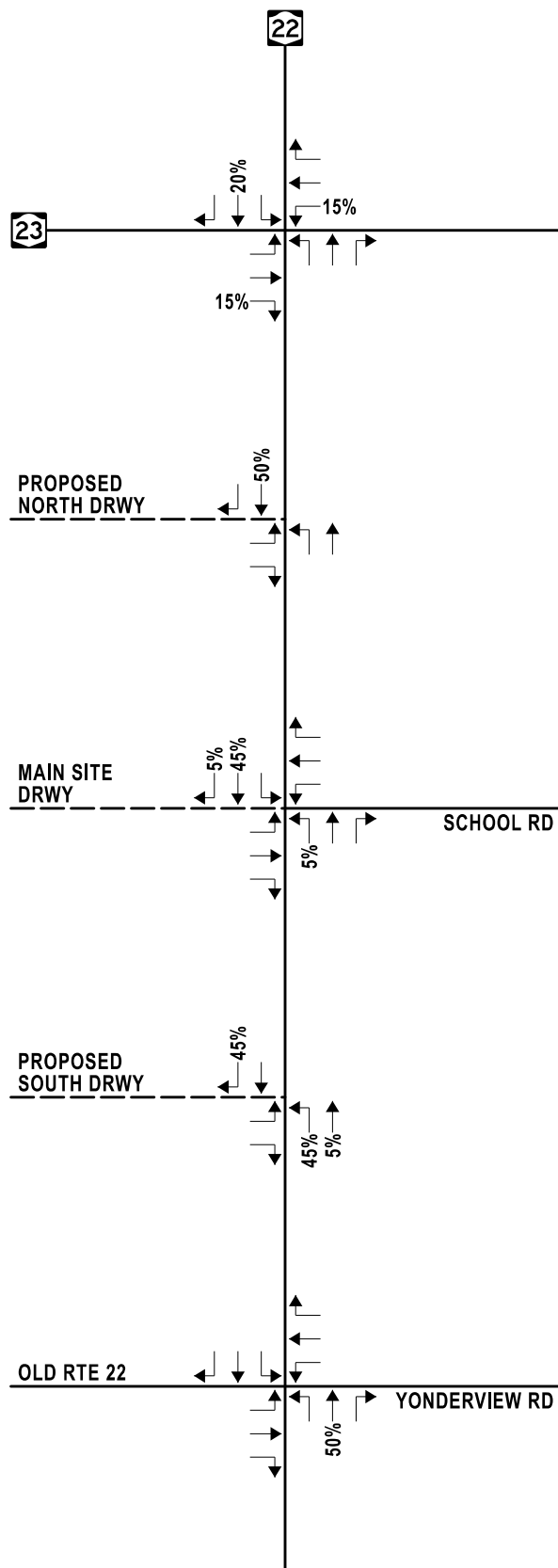


**ROE JAN RESORT
TOWN OF COPAKE, COLUMBIA COUNTY, NEW YORK**



①

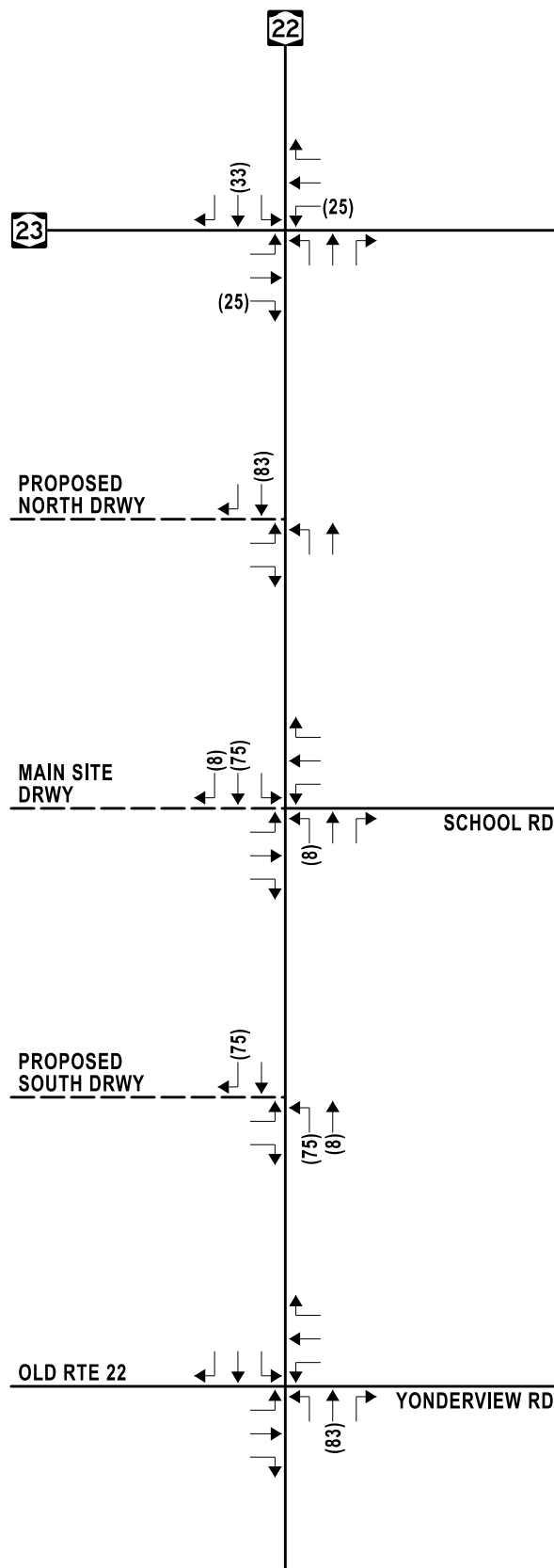
ENTERING SPECIAL EVENT TRIP DISTRIBUTION



ENTERING (EXITING)

②

ENTERING SPECIAL EVENT TRIP ASSIGNMENT



(PM PEAK HOUR)

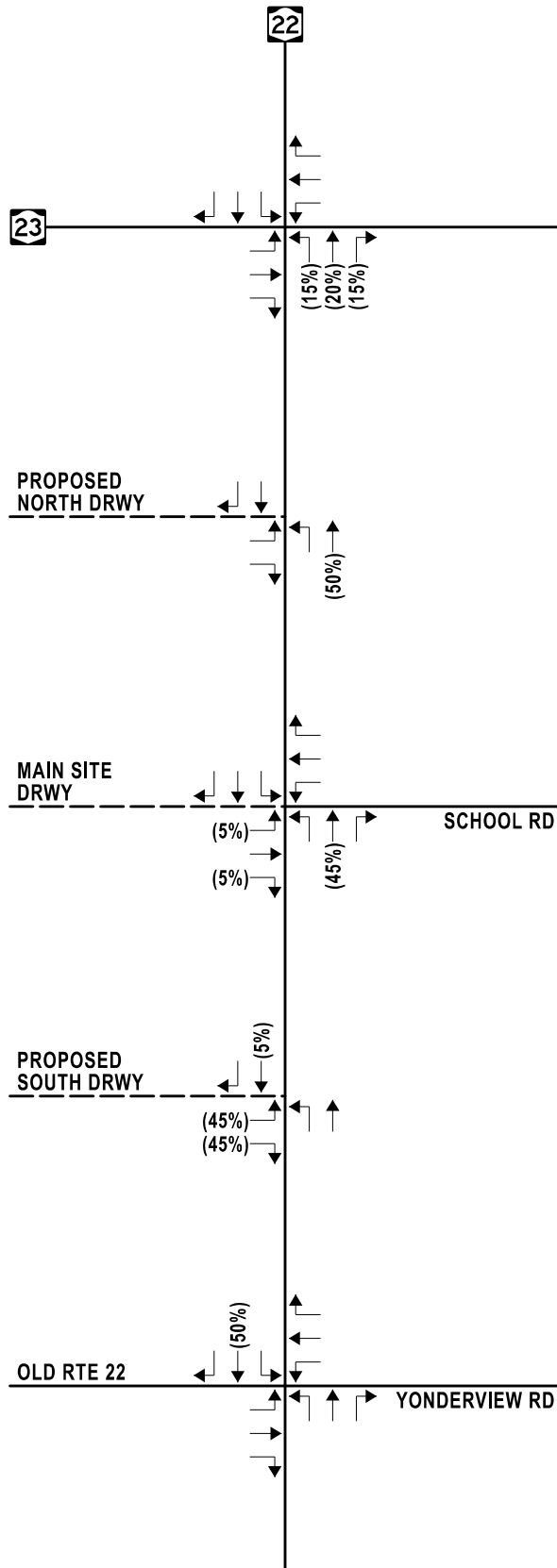
ENTERING SPECIAL EVENT TRIP DISTRIBUTION AND ASSIGNMENT

ROE JAN RESORT
TOWN OF COPENNY, COLUMBIA COUNTY, NEW YORK



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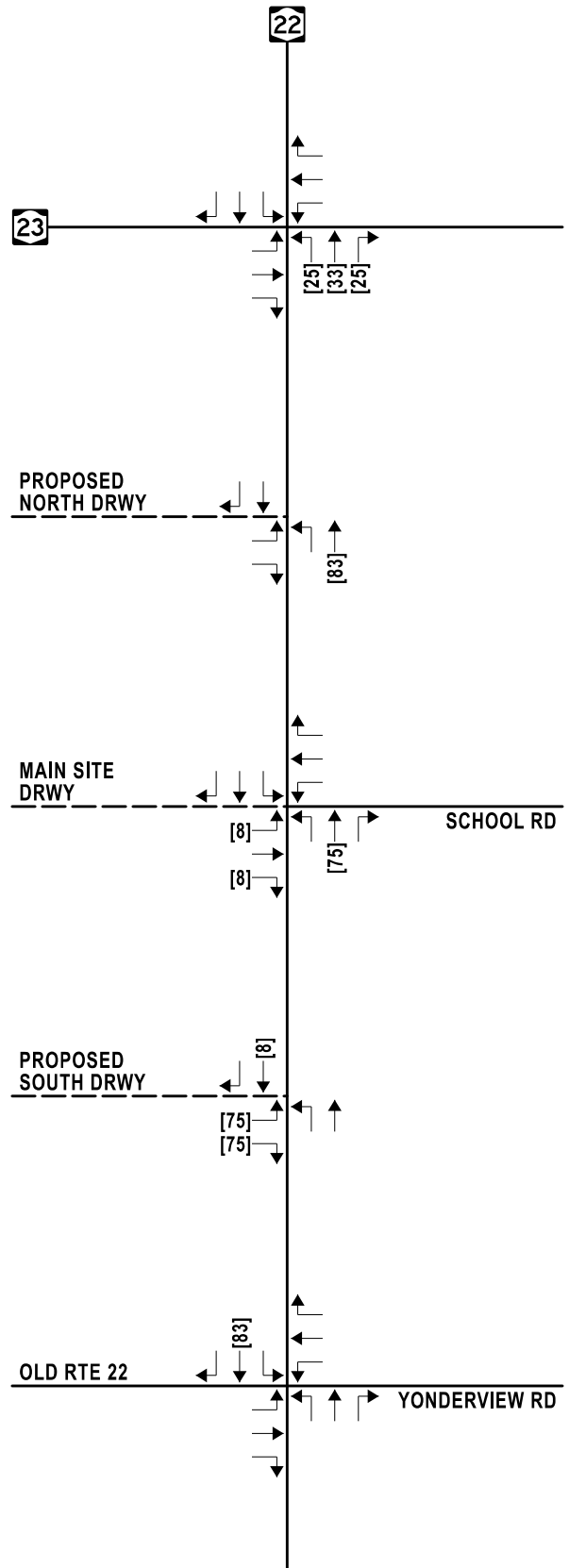
EXITING SPECIAL EVENT TRIP DISTRIBUTION



ENTERING (EXITING)

②

EXITING SPECIAL EVENT TRIP ASSIGNMENT



[SATURDAY PEAK HOUR]

EXITING SPECIAL EVENT TRIP DISTRIBUTION AND ASSIGNMENT

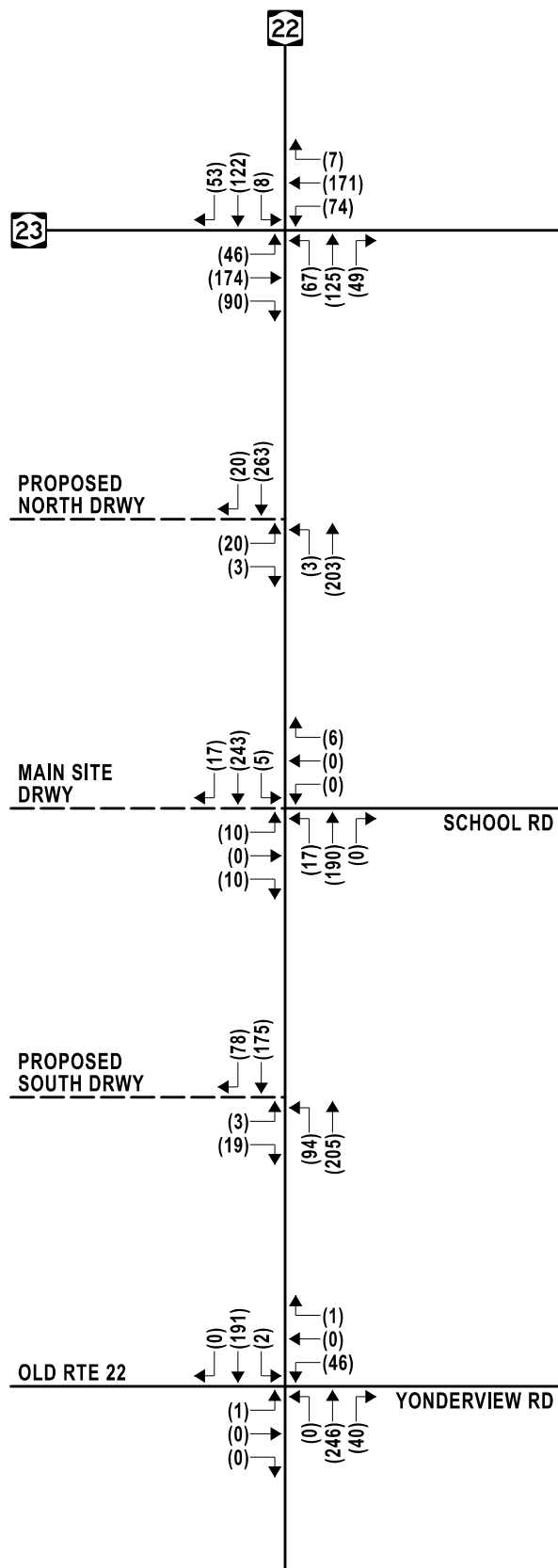
ROE JAN RESORT
TOWN OF COPENNY, COLUMBIA COUNTY, NEW YORK



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①

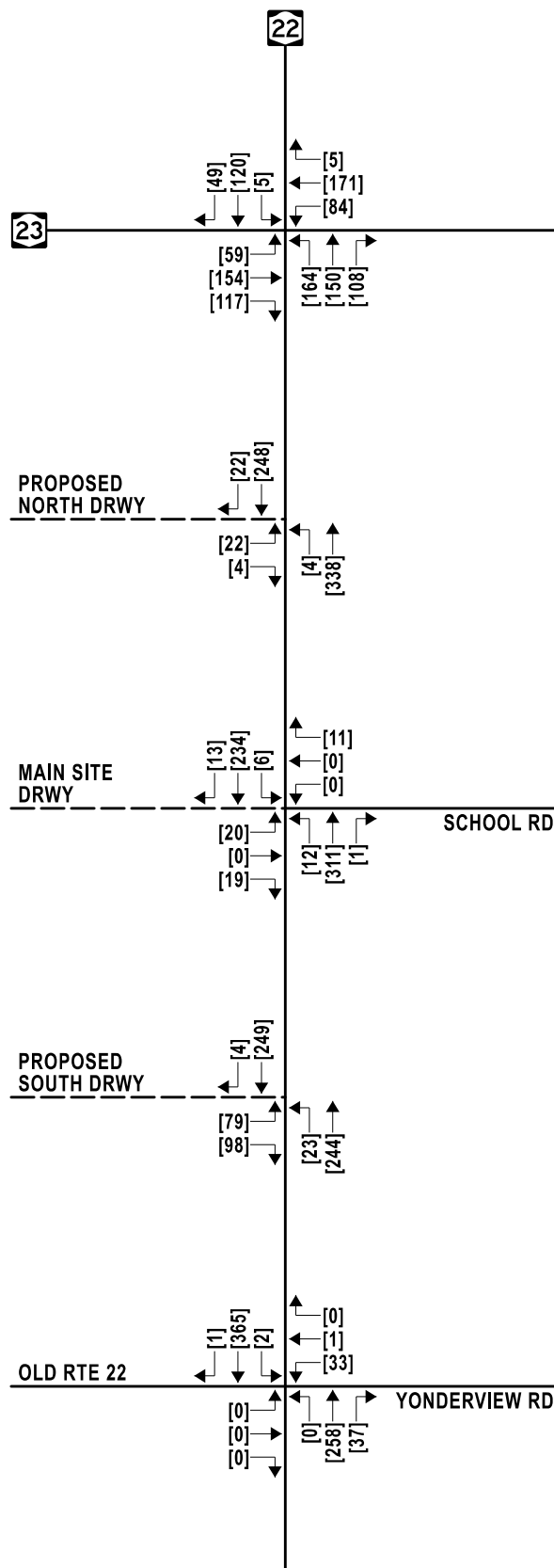
BUILD 2029 PM ENTERING



(PM PEAK HOUR)

②

BUILD 2029 SATURDAY EXITING



[SATURDAY PEAK HOUR]

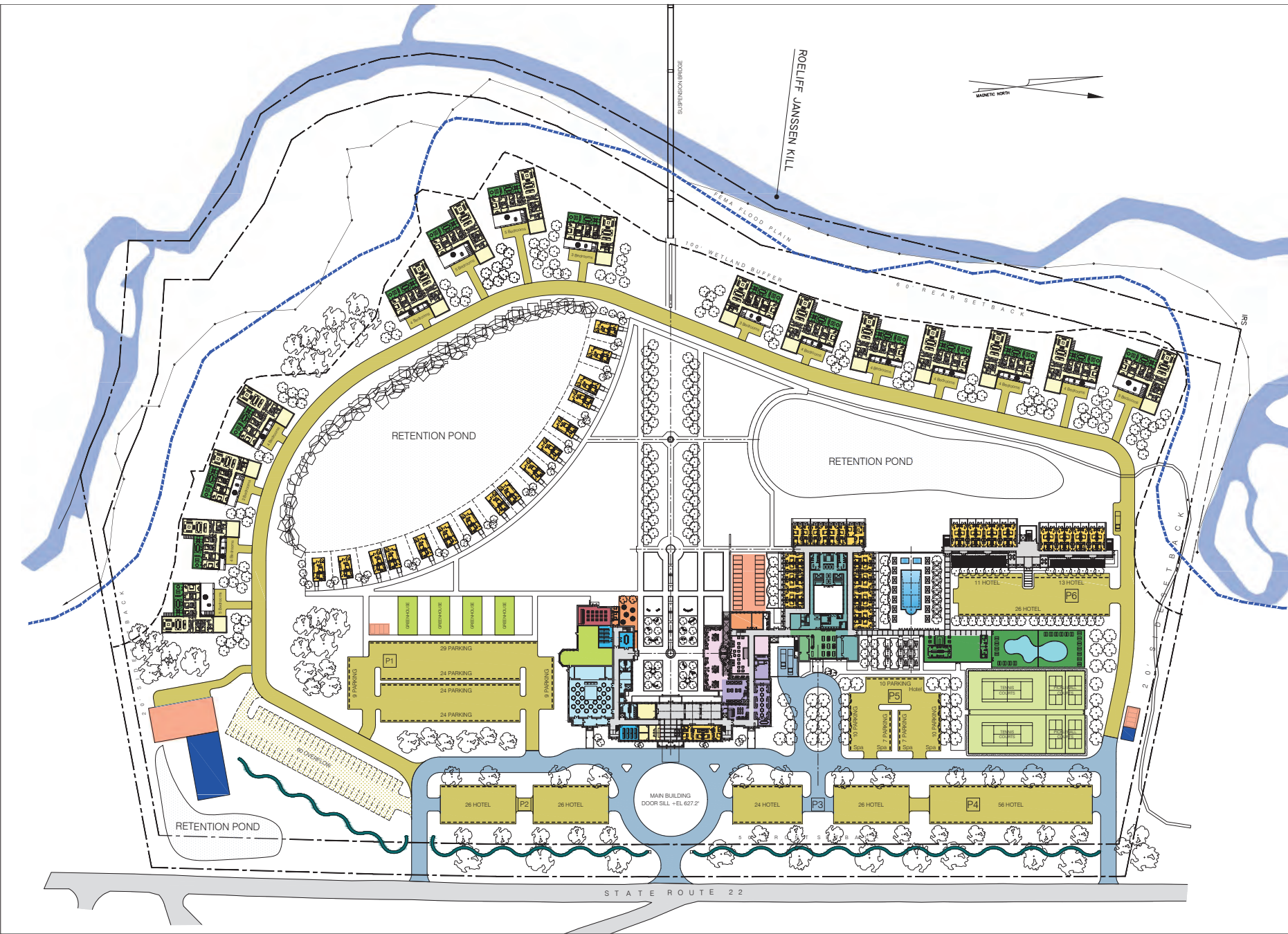
SPECIAL EVENT TRAFFIC VOLUMES

ROE JAN RESORT
TOWN OF COPENNY, COLUMBIA COUNTY, NEW YORK



Attachment A
Site Plan

Roeliff Jansen Resort
Town of Copake, New York



Property Zoning: MU– Mixed Use

This district is designed to promote a mix of uses of moderate to large-scale including businesses, offices, cultural venues, hotels, resort hotels, resort lodges, resort ranches, and outdoor recreation.

Proposed Uses: included in definition of “Mixed Use”

- Cultural Venue.
- Resort Hotel with:
 - 108 hotel rooms,
 - 15 stand-alone 3, 4, and 5-bedroom lodges,
 - 16 stand-alone 1 and 2-bedroom cabins
 - 3 restaurants,
 - 2 bars, and
 - Spa Facilities.
- Outdoor Recreation with
 - 2 swimming pools,
 - 2 hot tubs,
 - tennis and pickleball courts
- Businesses, including:
 - farm store with greenhouses.
 - retail shops, including a bakery and ice cream store.

Permitted uses by right for properties zoned as MU – Mixed Use

- Farm Stands

Conditional uses for properties zoned as MU – Mixed Use

Uses contingent on securing a special use permit in each case from the Zoning Board of Appeals. When a special use permit is required, a site plan approval is required to be done concurrently

- Resort hotels, resort lodges, resort ranches
- Accessory uses incident to any permitted use on the same lot
- Recreational Businesses

Uses contingent on securing a site plan approval from the Planning Board.

- Bars or nightclubs
- Commercial Greenhouses
- Hotels
- Retail Stores
- Restaurants

Attachment B
Traffic Volume Data

Roeliff Jansen Resort
Town of Copake, New York

R261163: NY-22 & NY-23 AM - TMC

Fri Aug 7, 2026

Full Length (7 AM-9 AM)

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

All Movements

ID: 1424684, Location: 42.179949, -73.521561, Site Code: R261163


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

Leg Direction	NY Route 23 Eastbound							NY Route 23 Westbound							NY Route 22 Northbound							NY Route 22 Southbound							Maple St Northeastbound												
Time	L	T	R	HR	U	HRR	App Ped*	L	BL	T	R	U	RR	App Ped*	HL	L	T	R	U	RR	App Ped*	L	T	BR	R	U	RR	App Ped*	HL	BL	BR	HR	U	App Ped*	Int						
2026-08-07 7:00AM	5	10	11	0	0	0	26	0	1	2	16	0	0	0	19	0	2	7	7	3	0	3	22	0	0	6	0	4	0	2	12	0	0	0	0	0	0	79			
7:15AM	5	30	9	0	0	0	44	0	1	0	16	0	0	0	17	0	4	7	12	6	0	3	32	0	0	11	1	9	0	1	22	0	0	0	0	0	0	115			
7:30AM	11	27	9	0	0	1	48	0	0	0	18	1	0	0	19	0	2	10	5	6	0	2	25	0	1	18	0	11	0	0	30	0	0	0	0	0	0	122			
7:45AM	7	33	3	0	0	0	43	0	5	0	34	0	0	0	39	0	0	5	17	4	0	1	27	0	1	15	1	12	0	0	29	0	0	0	1	0	0	139			
Hourly Total	28	100	32	0	0	1	161	0	7	2	84	1	0	0	94	0	8	29	41	19	0	9	106	0	2	50	2	36	0	3	93	0	0	0	1	0	0	455			
8:00AM	6	30	7	0	0	0	43	0	11	2	27	1	0	0	41	0	0	8	10	6	0	1	25	0	0	12	0	6	0	2	20	0	0	3	1	1	0	134			
8:15AM	6	15	5	0	0	0	26	0	5	1	25	1	0	0	32	0	2	7	12	7	0	0	28	0	3	10	0	11	0	0	24	0	0	0	1	0	1	111			
8:30AM	5	26	14	0	0	0	45	0	5	0	28	3	0	0	36	0	0	14	9	9	0	0	32	0	0	11	1	10	0	1	23	0	0	0	1	0	0	137			
8:45AM	13	30	12	0	0	0	55	0	10	1	19	3	0	0	33	0	1	16	18	10	0	2	47	0	2	13	0	5	0	3	23	0	0	0	1	0	0	159			
Hourly Total	30	101	38	0	0	0	169	0	31	4	99	8	0	0	142	0	3	45	49	32	0	3	132	0	5	46	1	32	0	6	90	0	0	3	2	0	8	541			
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	58	201	70	0	0	1	330	0	38	6	183	9	0	0	236	0	11	74	90	51	0	12	238	0	7	96	3	68	0	9	183	0	0	3	4	2	0	9	996		
% Approach	17.6%	60.9%	21.2%	0%	0%	0.3%	-	-	16.1%	2.5%	77.5%	3.8%	0%	0%	-	-	4.6%	31.1%	37.8%	21.4%	0%	5.0%	-	-	3.8%	52.5%	1.6%	37.2%	0%	4.9%	-	-	0%	33.3%	44.4%	22.2%	0%	-	-	-	
% Total	5.8%	20.2%	7.0%	0%	0%	0.1%	33.1%	-	3.8%	0.6%	18.4%	0.9%	0%	0%	23.7%	-	1.1%	7.4%	9.0%	5.1%	0%	1.2%	23.9%	-	0.7%	9.6%	0.3%	6.8%	0%	0.9%	18.4%	-	0%	0.3%	0.4%	0.2%	0%	0.9%	-	-	
Lights	52	186	58	0	0	1	297	-	32	6	170	8	0	0	216	-	11	64	83	46	0	12	216	-	4	84	2	62	0	7	159	-	0	3	4	2	0	9	-	897	
% Lights	89.7%	92.5%	82.9%	0%	0%	100%	90.0%	-	84.2%	100%	92.9%	88.9%	0%	0%	91.5%	-	100%	86.5%	92.2%	90.2%	0%	100%	90.8%	-	57.1%	87.5%	66.7%	91.2%	0%	77.8%	86.9%	-	0%	100%	100%	100%	0%	100%	-	90.1%	
Articulated Trucks and Single-Unit Trucks	5	15	12	0	0	0	32	-	6	0	13	1	0	0	20	-	0	10	7	5	0	0	22	-	3	12	0	5	0	2	22	-	0	0	0	0	0	0	-	96	
% Articulated Trucks and Single-Unit Trucks	8.6%	7.5%	17.1%	0%	0%	0%	9.7%	-	15.8%	0%	7.1%	11.1%	0%	0%	8.5%	-	0%	13.5%	7.8%	9.8%	0%	0%	9.2%	-	42.9%	12.5%	0%	7.4%	0%	22.2%	12.0%	-	0%	0%	0%	0%	0%	0%	-	9.6%	
Buses	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	1	0	0	1	-	0	0	0	0	0	0	-	1	
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	1.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	0%	-	0.1%	
Bicycles on Road	1	0	0	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	1	0	0	0	1	-	0	0	0	0	0	0	-	2	
% Bicycles on Road	1.7%	0%	0%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	33.3%	0%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-		
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-		
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

R261163: NY-22 & NY-23 AM - TMC

Fri Aug 7, 2026

Full Length (7 AM-9 AM)

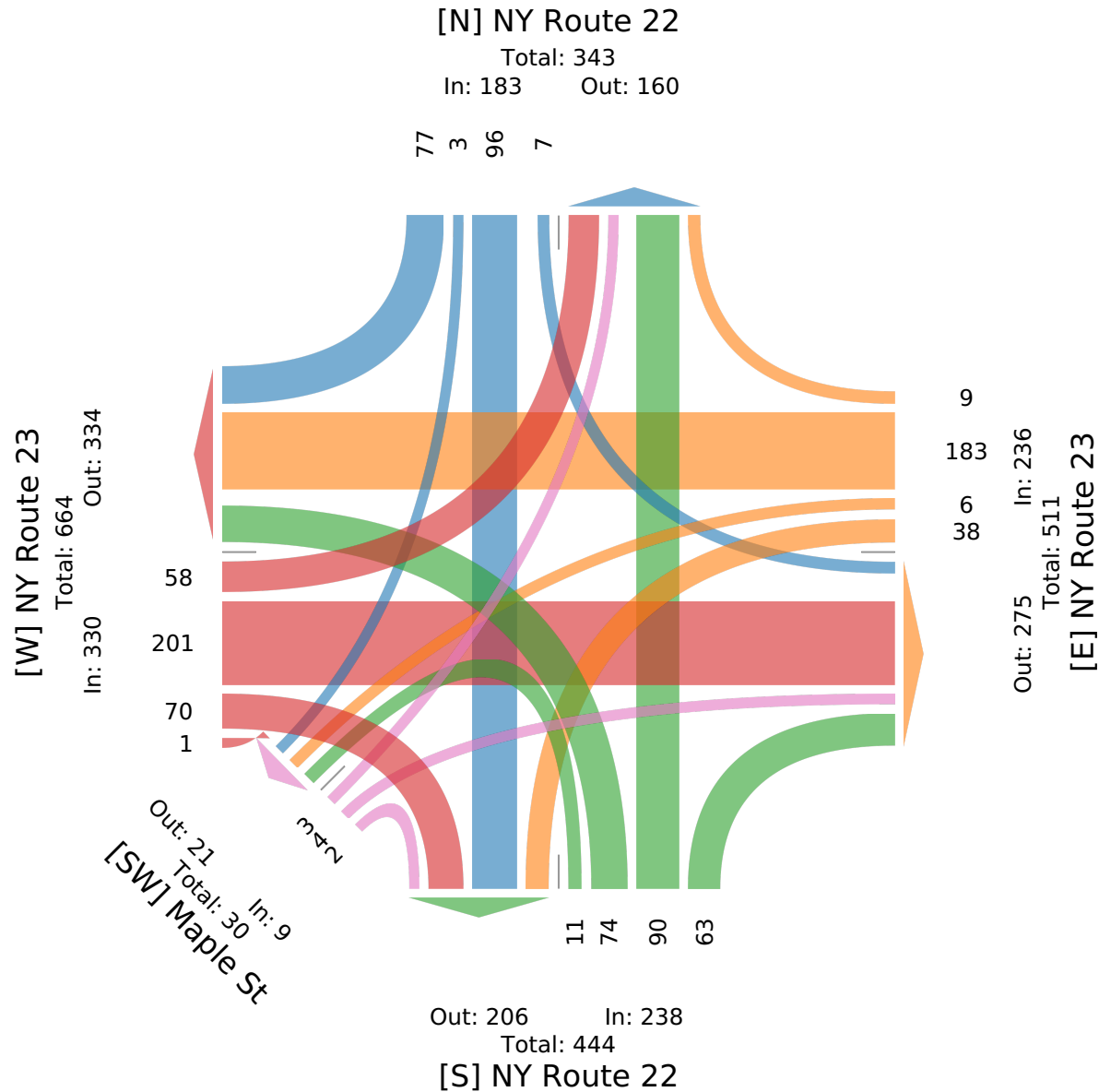
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424684, Location: 42.179949, -73.521561, Site Code: R261163



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



R261163: NY-22 & NY-23 AM - TMC

Fri Aug 7, 2026

AM Peak (8 AM - 9 AM) - Overall Peak Hour

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

All Movements

ID: 1424684, Location: 42.179949, -73.521561, Site Code: R261163


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

Leg Direction	NY Route 23 Eastbound							NY Route 23 Westbound							NY Route 22 Northbound							NY Route 22 Southbound							Maple St Northeastbound											
Time	L	T	R	HR	U	HRR	App Ped*	L	BL	T	R	U	RR	App Ped*	HL	L	T	R	U	RR	App Ped*	L	T	BR	R	U	RR	App Ped*	HL	BL	BR	HR	U	App Ped*	Int					
2026-08-07 8:00AM	6	30	7	0	0	0	43	0	11	2	27	1	0	0	41	0	0	8	10	6	0	1	25	0	0	12	0	6	0	2	20	0	0	3	1	1	0	5	0	134
8:15AM	6	15	5	0	0	0	26	0	5	1	25	1	0	0	32	0	2	7	12	7	0	0	28	0	3	10	0	11	0	0	24	0	0	0	0	1	0	1	0	111
8:30AM	5	26	14	0	0	0	45	0	5	0	28	3	0	0	36	0	0	14	9	9	0	0	32	0	0	11	1	10	0	1	23	0	0	0	1	0	0	137		
8:45AM	13	30	12	0	0	0	55	0	10	1	19	3	0	0	33	0	1	16	18	10	0	2	47	0	2	13	0	5	0	3	23	0	0	0	1	0	0	1	0	159
Total	30	101	38	0	0	0	169	0	31	4	99	8	0	0	142	0	3	45	49	32	0	3	132	0	5	46	1	32	0	6	90	0	0	3	3	2	0	8	0	541
% Approach	17.8%	59.8%	22.5%	0%	0%	0%	-	-	21.8%	2.8%	69.7%	5.6%	0%	0%	-	-	2.3%	34.1%	37.1%	24.2%	0%	2.3%	-	-	5.6%	51.1%	1.1%	35.6%	0%	6.7%	-	-	0%	37.5%	37.5%	25.0%	0%	-	-	-
% Total	5.5%	18.7%	7.0%	0%	0%	0%	31.2%	-	5.7%	0.7%	18.3%	1.5%	0%	0%	26.2%	-	0.6%	8.3%	9.1%	5.9%	0%	0.6%	24.4%	-	0.9%	8.5%	0.2%	5.9%	0%	1.1%	16.6%	-	0%	0.6%	0.6%	0.4%	0%	1.5%	-	-
PHF	0.558	0.842	0.679	-	-	-	0.764	-	0.705	0.500	0.884	0.667	-	-	0.866	-	0.375	0.703	0.681	0.800	-	0.375	0.702	-	0.417	0.885	-	0.727	-	0.500	0.927	-	-	0.250	0.750	0.500	-	0.400	-	0.847
Lights	26	96	32	0	0	0	154	-	26	4	94	7	0	0	131	-	3	37	46	28	0	3	117	-	3	40	0	30	0	4	77	-	0	3	3	2	0	8	-	487
% Lights	86.7%	95.0%	84.2%	0%	0%	0%	91.1%	-	83.9%	100%	94.9%	87.5%	0%	0%	92.3%	-	100%	82.2%	93.9%	87.5%	0%	100%	88.6%	-	60.0%	87.0%	0%	93.8%	0%	66.7%	85.6%	-	0%	100%	100%	100%	0%	100%	-	90.0%
Articulated Trucks and Single-Unit Trucks	3	5	6	0	0	0	14	-	5	0	5	1	0	0	11	-	0	8	3	4	0	0	15	-	2	6	0	2	0	2	12	-	0	0	0	0	0	0	-	52
% Articulated Trucks and Single-Unit Trucks	10.0%	5.0%	15.8%	0%	0%	0%	8.3%	-	16.1%	0%	5.1%	12.5%	0%	0%	7.7%	-	0%	17.8%	6.1%	12.5%	0%	0%	11.4%	-	40.0%	13.0%	0%	6.3%	0%	33.3%	13.3%	-	0%	0%	0%	0%	0%	0%	-	9.6%
Buses	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	1	0	0	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	1	0	0	0	1	-	0	0	0	0	0	0	-	2
% Bicycles on Road	3.3%	0%	0%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	100%	0%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	0%	-	0.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	0	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	0	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

R261163: NY-22 & NY-23 AM - TMC

Fri Aug 7, 2026

AM Peak (8 AM - 9 AM) - Overall Peak Hour

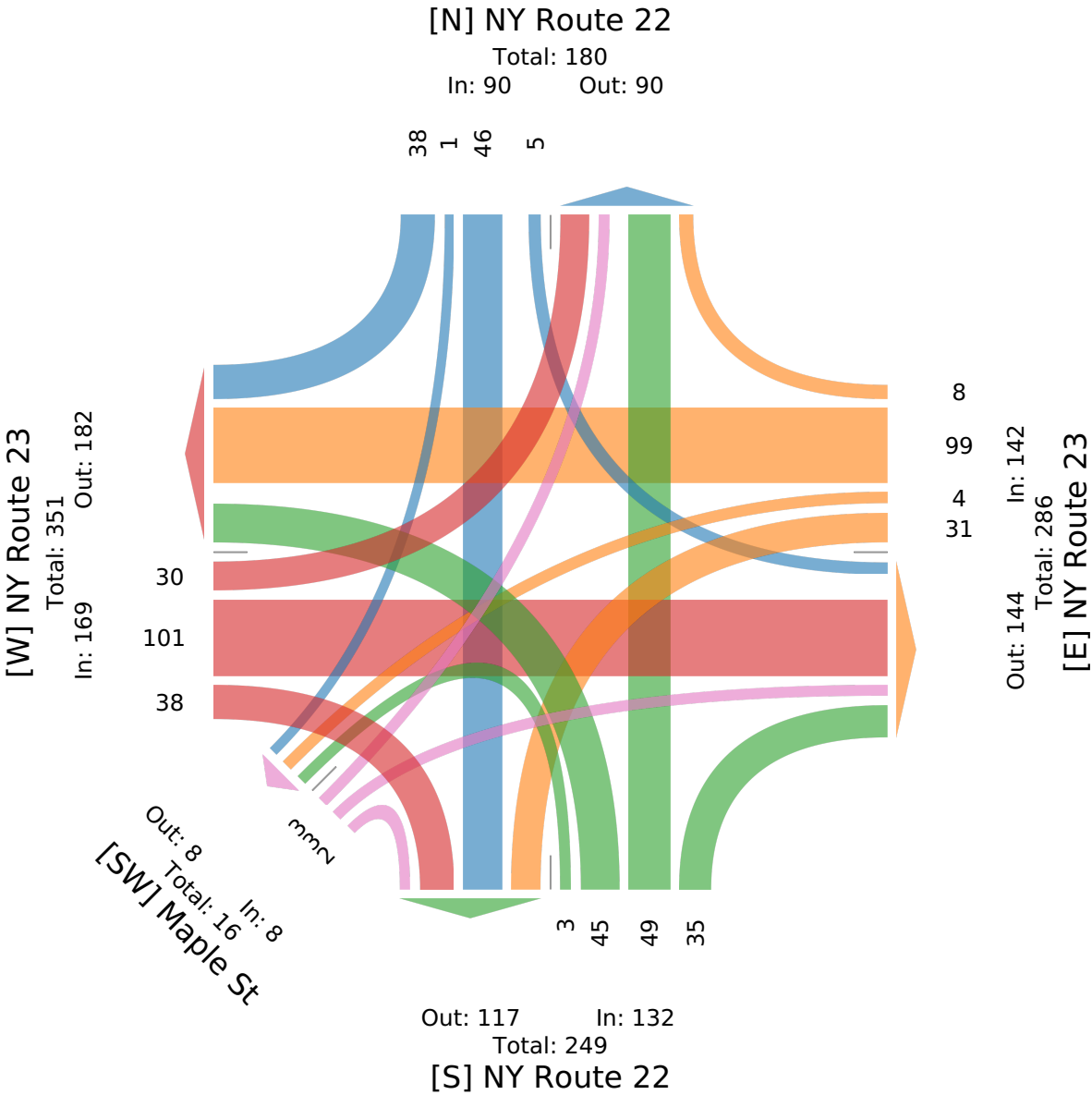
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424684, Location: 42.179949, -73.521561, Site Code: R261163



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



R261163: NY-22 & NY-23 PM - TMC

Fri Aug 7, 2026

Full Length (4 PM-7 PM)

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

All Movements

ID: 1424687, Location: 42.179949, -73.521561, Site Code: R261163


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

Leg Direction	NY Route 23 Eastbound								NY Route 23 Westbound								NY Route 22 Northbound								NY Route 22 Southbound								Maple St Northeastbound									
Time	L	T	R	HR	U	HRR	App	Ped*	L	BL	T	R	U	RR	App	Ped*	HL	L	T	R	U	RR	App	Ped*	L	T	BR	R	U	RR	App	Ped*	HL	BL	BR	HR	U	App	Ped*	Int		
2026-08-07 4:00PM	8	52	15	0	0	0	75	0	13	0	52	3	0	0	68	0	0	19	26	8	0	0	53	0	4	16	1	13	0	2	36	0	2	1	0	2	0	5	0		237	
4:15PM	13	39	21	0	0	0	73	0	10	2	40	2	0	0	54	0	1	13	34	4	0	1	53	0	1	20	4	11	0	3	39	0	0	0	1	0	0	1	0		220	
4:30PM	9	36	13	0	0	0	58	0	3	1	37	1	0	0	42	0	2	11	23	17	0	0	53	0	0	15	1	11	0	0	27	0	0	0	1	5	0	6	0		186	
4:45PM	16	46	7	0	0	0	69	0	8	3	41	1	0	0	53	0	4	12	27	7	0	0	50	0	3	16	1	9	0	4	33	0	0	0	2	0	2	0		207		
Hourly Total	46	173	56	0	0	0	275	0	34	6	170	7	0	0	217	0	7	55	110	36	0	1	209	0	8	67	7	44	0	9	135	0	2	1	2	9	0	14	0		850	
5:00PM	16	31	12	1	0	0	60	0	8	0	24	0	0	0	32	0	0	16	19	6	0	1	42	0	3	19	1	14	0	1	38	0	0	0	2	0	0	2	0		174	
5:15PM	12	39	19	0	0	0	70	0	3	0	33	0	0	0	36	0	1	12	12	7	0	1	33	0	1	19	2	14	0	3	39	0	0	0	0	1	0	1	0		179	
5:30PM	11	31	12	1	0	0	55	0	15	1	26	3	0	0	45	0	0	11	17	7	0	1	36	0	1	16	0	8	0	2	27	0	1	0	0	0	0	1	0		164	
5:45PM	9	45	11	1	0	0	66	0	5	0	35	0	0	0	40	0	2	8	13	8	0	0	31	0	4	19	0	8	0	4	35	0	1	0	0	4	0	5	0		177	
Hourly Total	48	146	54	3	0	0	251	0	31	1	118	3	0	0	153	0	3	47	61	28	0	3	142	0	9	73	3	44	0	10	139	0	2	0	2	5	0	9	0		694	
6:00PM	7	36	14	0	0	0	57	0	8	0	35	2	0	1	46	0	1	10	11	3	0	1	26	0	1	12	2	4	0	4	23	0	1	2	2	1	0	6	0		158	
6:15PM	10	27	8	0	0	0	45	0	9	0	30	4	0	0	43	0	0	5	14	4	0	2	25	0	1	11	2	6	0	2	22	0	2	1	1	3	0	7	0		142	
6:30PM	18	34	5	0	0	0	57	0	11	0	19	0	0	0	30	0	0	5	14	11	0	2	32	0	0	12	2	2	0	1	17	0	0	0	0	0	0	0	0		136	
6:45PM	2	29	6	0	0	0	37	0	5	0	21	1	0	0	27	0	1	8	15	1	0	0	25	0	1	11	0	4	0	1	17	0	1	0	0	2	0	3	0		109	
Hourly Total	37	126	33	0	0	0	196	0	33	0	105	7	0	1	146	0	2	28	54	19	0	5	108	0	3	46	6	16	0	8	79	0	4	3	3	6	0	16	0		545	
7:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
Total	131	445	143	3	0	0	722	0	98	7	393	17	0	1	516	0	12	130	225	83	0	9	459	0	20	186	16	104	0	27	353	0	8	4	7	20	0	39	0		2089	
% Approach	18.1%	61.6%	19.8%	0.4%	0%	0%	-	-	19.0%	1.4%	76.2%	3.3%	0%	0.2%	-	-	2.6%	28.3%	49.0%	18.1%	0%	2.0%	-	-	5.7%	52.7%	4.5%	29.5%	0%	7.6%	-	-	20.5%	10.3%	17.9%	51.3%	0%	-	-	-		-
% Total	6.3%	21.3%	6.8%	0.1%	0%	0%	34.6%	-	4.7%	0.3%	18.8%	0.8%	0%	0%	24.7%	-	0.6%	6.2%	10.8%	4.0%	0%	0.4%	22.0%	-	1.0%	8.9%	0.8%	5.0%	0%	1.3%	16.9%	-	0.4%	0.2%	0.3%	1.0%	0%	1.9%	-	-		-
Lights	128	441	140	3	0	0	712	-	97	7	390	17	0	1	512	-	12	125	218	77	0	9	441	-	20	175	16	102	0	27	340	-	8	4	7	20	0	39	-		2044	
% Lights	97.7%	99.1%	97.9%	100%	0%	0%	98.6%	-	99.0%	100%	99.2%	100%	0%	100%	99.2%	-	100%	96.2%	96.9%	92.8%	0%	100%	96.1%	-	100%	94.1%	100%	98.1%	0%	100%	96.3%	-	100%	100%	100%	100%	0%	100%	-		97.8%	
Articulated Trucks and Single-Unit Trucks	3	4	2	0	0	0	9	-	1	0	2	0	0	0	3	-	0	4	3	6	0	0	13	-	0	11	0	1	0	0	12	-	0	0	0	0	0	0	-		37	
% Articulated Trucks and Single-Unit Trucks	2.3%	0.9%	1.4%	0%	0%	0%	1.2%	-	1.0%	0%	0.5%	0%	0%	0%	0.6%	-	0%	3.1%	1.3%	7.2%	0%	0%	2.8%	-	0%	5.9%	0%	1.0%	0%	0%	3.4%	-	0%	0%	0%	0%	0%	0%	-		1.8%	
Buses	0	0	0	0	0	0	0	-	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	1	0	0	1	-	0	0	0	0	0	0	0	-		2
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0.3%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	1.0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	0%	-		0.1%
Bicycles on Road	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	-	0	1	4	0	0	0	5	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-		6
% Bicycles on Road	0%	0%	0.7%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.8%	1.8%	0%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-		0.3%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-		0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-		0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

R261163: NY-22 & NY-23 PM - TMC

Fri Aug 7, 2026

Full Length (4 PM-7 PM)

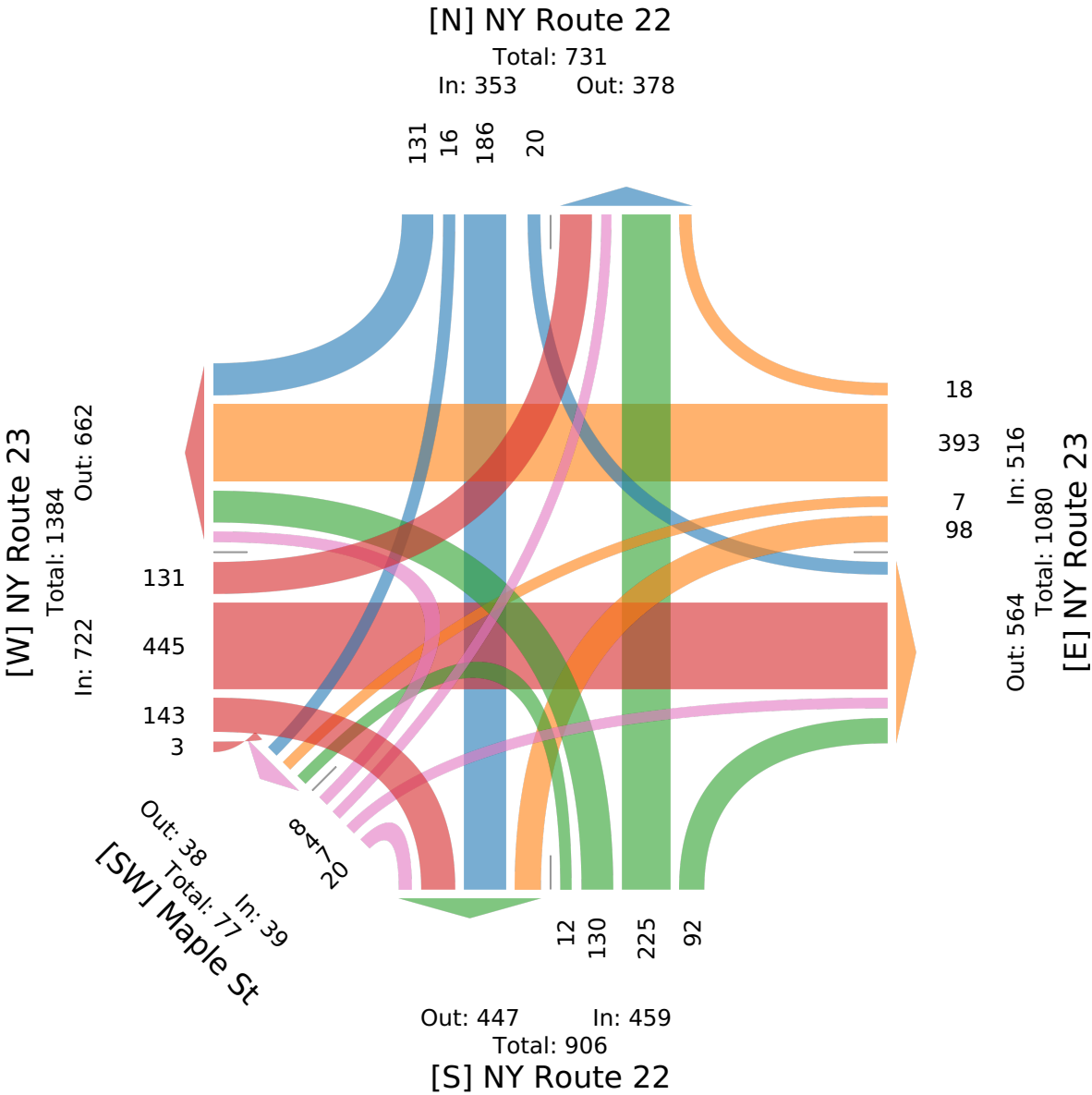
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424687, Location: 42.179949, -73.521561, Site Code: R261163



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



R261163: NY-22 & NY-23 PM - TMC

Fri Aug 7, 2026

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

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

All Movements

ID: 1424687, Location: 42.179949, -73.521561, Site Code: R261163


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

Leg Direction	NY Route 23 Eastbound							NY Route 23 Westbound							NY Route 22 Northbound							NY Route 22 Southbound							Maple St Northeastbound											
Time	L	T	R	HR	U	HRR	App Ped*	L	BL	T	R	U	RR	App Ped*	HL	L	T	R	U	RR	App Ped*	L	T	BR	R	U	RR	App Ped*	HL	BL	BR	HR	U	App Ped*	Int					
2026-08-07 4:00PM	8	52	15	0	0	0	75	0	13	0	52	3	0	0	68	0	0	19	26	8	0	0	53	0	4	16	1	13	0	2	36	0	2	1	0	2	0	5	0	237
4:15PM	13	39	21	0	0	0	73	0	10	2	40	2	0	0	54	0	1	13	34	4	0	1	53	0	1	20	4	11	0	3	39	0	0	0	1	0	0	1	0	220
4:30PM	9	36	13	0	0	0	58	0	3	1	37	1	0	0	42	0	2	11	23	17	0	0	53	0	0	15	1	11	0	0	27	0	0	0	1	5	0	6	0	186
4:45PM	16	46	7	0	0	0	69	0	8	3	41	1	0	0	53	0	4	12	27	7	0	0	50	0	3	16	1	9	0	4	33	0	0	0	0	2	0	2	0	207
Total	46	173	56	0	0	0	275	0	34	6	170	7	0	0	217	0	7	55	110	36	0	1	209	0	8	67	7	44	0	9	135	0	2	1	2	9	0	14	0	850
% Approach	16.7%	62.9%	20.4%	0%	0%	0%	-	-	15.7%	2.8%	78.3%	3.2%	0%	0%	-	-	3.3%	26.3%	52.6%	17.2%	0%	0.5%	-	-	5.9%	49.6%	5.2%	32.6%	0%	6.7%	-	-	14.3%	7.1%	14.3%	64.3%	0%	-	-	-
% Total	5.4%	20.4%	6.6%	0%	0%	0%	32.4%	-	4.0%	0.7%	20.0%	0.8%	0%	0%	25.5%	-	0.8%	6.5%	12.9%	4.2%	0%	0.1%	24.6%	-	0.9%	7.9%	0.8%	5.2%	0%	1.1%	15.9%	-	0.2%	0.1%	0.2%	1.1%	0%	1.6%	-	-
PHF	0.719	0.832	0.667	-	-	-	0.917	-	0.654	0.500	0.817	0.583	-	-	0.798	-	0.438	0.724	0.794	0.529	-	0.250	0.976	-	0.500	0.838	0.438	0.846	-	0.563	0.865	-	0.250	0.250	0.500	0.450	-	0.583	-	0.902
Lights	43	172	55	0	0	0	270	-	33	6	168	7	0	0	214	-	7	53	107	33	0	1	201	-	8	62	7	43	0	9	129	-	2	1	2	9	0	14	-	828
% Lights	93.5%	99.4%	98.2%	0%	0%	0%	98.2%	-	97.1%	100%	98.8%	100%	0%	0%	98.6%	-	100%	96.4%	97.3%	91.7%	0%	100%	96.2%	-	100%	92.5%	100%	97.7%	0%	100%	95.6%	-	100%	100%	100%	100%	0%	100%	-	97.4%
Articulated Trucks and Single-Unit Trucks	3	1	1	0	0	0	5	-	1	0	2	0	0	0	3	-	0	2	1	3	0	0	6	-	0	5	0	0	0	0	5	-	0	0	0	0	0	0	-	19
% Articulated Trucks and Single-Unit Trucks	6.5%	0.6%	1.8%	0%	0%	0%	1.8%	-	2.9%	0%	1.2%	0%	0%	0%	1.4%	-	0%	3.6%	0.9%	8.3%	0%	0%	2.9%	-	0%	7.5%	0%	0%	0%	0%	3.7%	-	0%	0%	0%	0%	0%	0%	-	2.2%
Buses	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	1	0	0	1	-	0	0	0	0	0	0	-	1
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	2.3%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	2	0	0	0	2	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	1.8%	0%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

R261163: NY-22 & NY-23 PM - TMC

Fri Aug 7, 2026

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

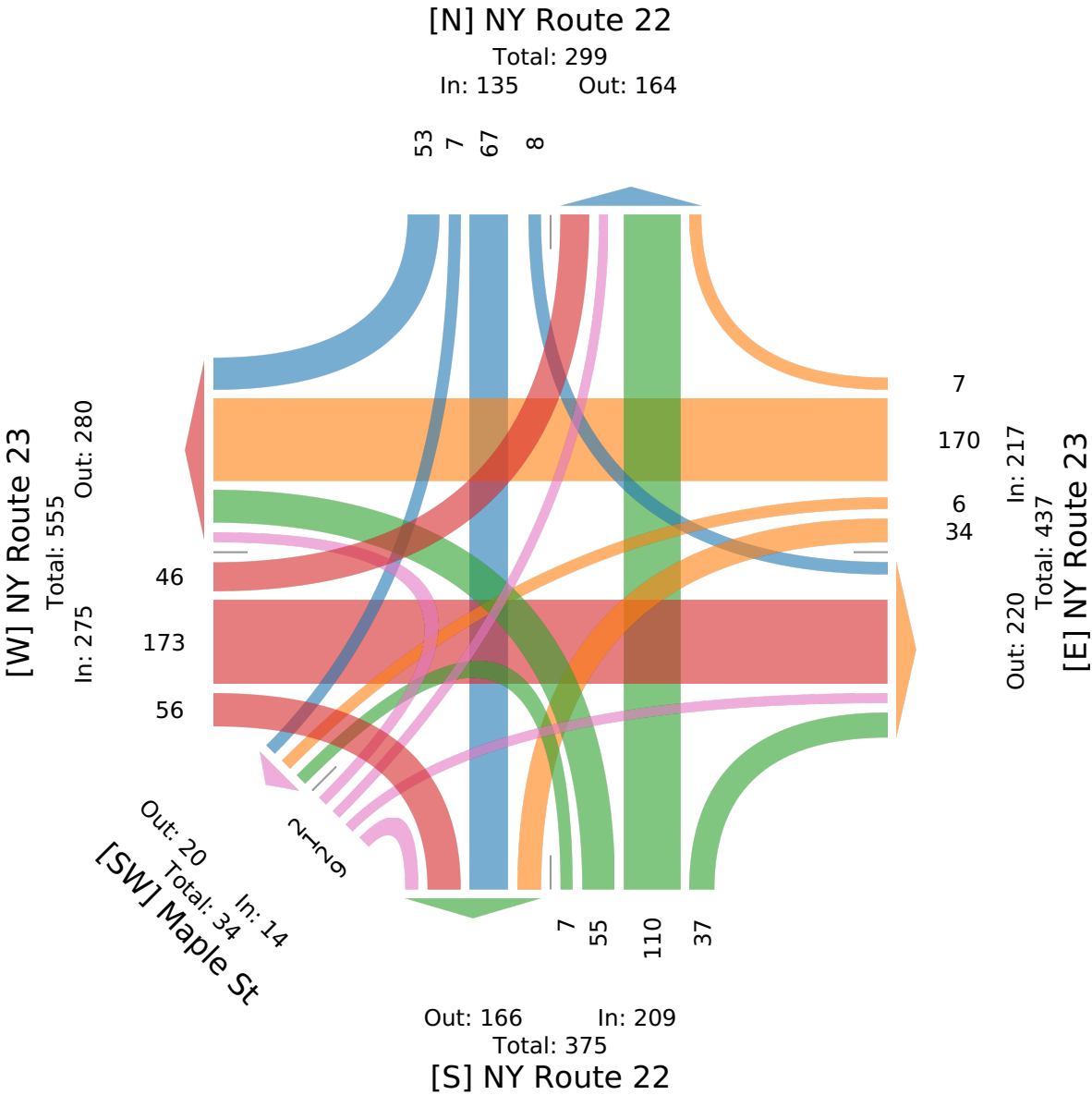
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424687, Location: 42.179949, -73.521561, Site Code: R261163



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



R261163: NY-22 & NY-23 Saturday - TMC

Sat Aug 8, 2026

Full Length (11 AM-1 PM)

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

All Movements

ID: 1424689, Location: 42.179949, -73.521561, Site Code: R261163



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

Leg Direction	NY Route 23 Eastbound								NY Route 23 Westbound								NY Route 22 Northbound								NY Route 22 Southbound								Maple St Northeastbound										
Time	L	T	R	HR	U	HRR	App	Ped*	L	BL	T	R	U	RR	App	Ped*	HL	L	T	R	U	RR	App	Ped*	L	T	BR	R	U	RR	App	Ped*	HL	BL	BR	HR	U	App	Ped*	Int			
2026-08-08 11:00AM	4	32	37	1	0	0	74	0	18	0	39	1	0	0	58	0	0	29	12	15	0	3	59	0	2	27	1	11	0	4	45	0	1	1	1	2	0	5	0		241		
11:15AM	14	36	27	0	0	0	77	0	11	1	43	1	0	0	56	0	0	26	15	14	0	4	59	1	2	15	3	8	0	5	33	0	2	3	2	0	0	7	0		232		
11:30AM	12	39	30	0	0	0	81	0	16	2	43	1	0	0	62	0	2	25	23	18	0	0	68	0	0	29	2	9	0	3	43	0	1	2	1	2	0	6	0		260		
11:45AM	18	44	21	0	0	0	83	0	18	2	44	0	0	0	64	0	3	34	20	16	0	2	75	0	3	23	3	4	0	10	43	0	1	1	0	1	0	3	0		268		
Hourly Total	48	151	115	1	0	0	315	0	63	5	169	3	0	0	240	0	5	114	70	63	0	9	261	1	7	94	9	32	0	22	164	0	5	7	4	5	0	21	0		1001		
12:00PM	8	42	23	6	0	0	79	0	19	2	40	2	0	1	64	0	1	39	26	16	0	0	82	0	1	20	0	6	0	0	27	0	1	2	2	1	0	6	0		258		
12:15PM	21	28	30	2	0	0	81	0	12	0	43	1	0	0	56	1	2	24	27	14	0	2	69	0	1	25	3	15	0	2	46	0	2	0	0	5	0	7	0		259		
12:30PM	7	40	31	3	0	0	81	0	8	1	34	0	0	0	43	0	2	36	26	17	0	1	82	2	1	25	3	13	0	4	46	0	2	1	1	1	0	5	1		257		
12:45PM	13	46	24	1	0	0	84	0	11	3	50	2	0	1	67	0	1	29	30	13	0	1	74	1	2	22	1	4	0	7	36	0	0	0	0	1	0	1	3		262		
Hourly Total	49	156	108	12	0	0	325	0	50	6	167	5	0	2	230	1	6	128	109	60	0	4	307	3	5	92	7	38	0	13	155	0	5	3	3	8	0	19	4		1036		
1:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
Total	97	307	223	13	0	0	640	0	113	11	336	8	0	2	470	1	11	242	179	123	0	13	568	4	12	186	16	70	0	35	319	0	10	10	7	13	0	40	4		2037		
% Approach	15.2%	48.0%	34.8%	2.0%	0%	0%	-	-	24.0%	2.3%	71.5%	1.7%	0%	0.4%	-	-	1.9%	42.6%	31.5%	21.7%	0%	2.3%	-	-	3.8%	58.3%	5.0%	21.9%	0%	11.0%	-	-	25.0%	25.0%	17.5%	32.5%	0%	-	-	-		-	
% Total	4.8%	15.1%	10.9%	0.6%	0%	0%	31.4%	-	5.5%	0.5%	16.5%	0.4%	0%	0.1%	23.1%	-	0.5%	11.9%	8.8%	6.0%	0%	0.6%	27.9%	-	0.6%	9.1%	0.8%	3.4%	0%	1.7%	15.7%	-	0.5%	0.5%	0.3%	0.6%	0%	2.0%	-	-		-	
Lights	95	300	223	13	0	0	631	-	111	11	334	8	0	2	466	-	11	240	174	119	0	12	556	-	11	183	15	67	0	34	310	-	10	10	7	13	0	40	-		2003		
% Lights	97.9%	97.7%	100%	100%	0%	0%	98.6%	-	98.2%	100%	99.4%	100%	0%	100%	99.1%	-	100%	99.2%	97.2%	96.7%	0%	92.3%	97.9%	-	91.7%	98.4%	93.8%	95.7%	0%	97.1%	97.2%	-	100%	100%	100%	100%	0%	100%	-		98.3%		
Articulated Trucks and Single-Unit Trucks	2	5	0	0	0	0	7	-	2	0	1	0	0	0	3	-	0	2	4	4	0	1	11	-	1	3	0	1	0	1	6	-	0	0	0	0	0	0	-		27		
% Articulated Trucks and Single-Unit Trucks	2.1%	1.6%	0%	0%	0%	0%	1.1%	-	1.8%	0%	0.3%	0%	0%	0%	0.6%	-	0%	0.8%	2.2%	3.3%	0%	7.7%	1.9%	-	8.3%	1.6%	0%	1.4%	0%	2.9%	1.9%	-	0%	0%	0%	0%	0%	0%	-		1.3%		
Buses	0	1	0	0	0	0	1	-	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-		2	
% Buses	0%	0.3%	0%	0%	0%	0%	0.2%	-	0%	0%	0.3%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-		0.1%	
Bicycles on Road	0	1	0	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	1	0	0	0	1	-	0	0	1	2	0	0	3	-	0	0	0	0	0	0	0	-		5	
% Bicycles on Road	0%	0.3%	0%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0.6%	0%	0%	0%	0.2%	-	0%	0%	6.3%	2.9%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	0%	0%	-		0.2%	
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	4			
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%		-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0			
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%			

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

R261163: NY-22 & NY-23 Saturday - TMC

Sat Aug 8, 2026

Full Length (11 AM-1 PM)

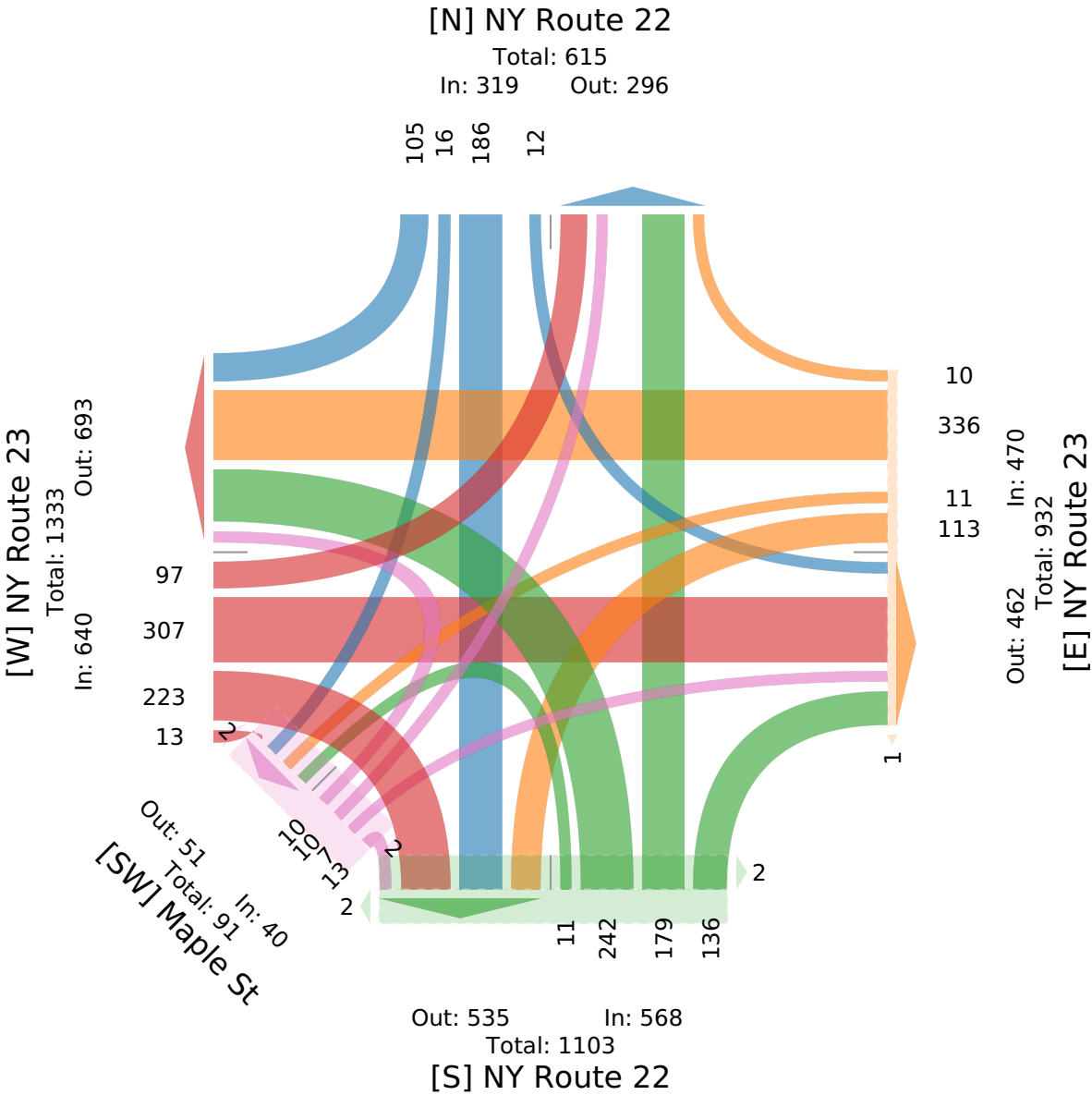
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424689, Location: 42.179949, -73.521561, Site Code: R261163



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



R261163: NY-22 & NY-23 Saturday - TMC

Sat Aug 8, 2026

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

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

All Movements

ID: 1424689, Location: 42.179949, -73.521561, Site Code: R261163



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

Leg Direction	NY Route 23 Eastbound								NY Route 23 Westbound								NY Route 22 Northbound								NY Route 22 Southbound								Maple St Northeastbound								
Time	L	T	R	HR	U	HRR	App	Ped*	L	BL	T	R	U	RR	App	Ped*	HL	L	T	R	U	RR	App	Ped*	L	T	BR	R	U	RR	App	Ped*	HL	BL	BR	HR	U	App	Ped*	Int	
2026-08-08 11:30AM	12	39	30	0	0	0	81	0	16	2	43	1	0	0	62	0	2	25	23	18	0	0	68	0	0	29	2	9	0	3	43	0	1	2	1	2	0	6	0	260	
11:45AM	18	44	21	0	0	0	83	0	18	2	44	0	0	0	64	0	3	34	20	16	0	2	75	0	3	23	3	4	0	10	43	0	1	1	0	1	0	3	0	268	
12:00PM	8	42	23	6	0	0	79	0	19	2	40	2	0	1	64	0	1	39	26	16	0	0	82	0	1	20	0	6	0	0	27	0	1	2	2	1	0	6	0	258	
12:15PM	21	28	30	2	0	0	81	0	12	0	43	1	0	0	56	1	2	24	27	14	0	2	69	0	1	25	3	15	0	2	46	0	2	0	0	5	0	7	0	259	
Total	59	153	104	8	0	0	324	0	65	6	170	4	0	1	246	1	8	122	96	64	0	4	294	0	5	97	8	34	0	15	159	0	5	5	3	9	0	22	0	1045	
% Approach	18.2%	47.2%	32.1%	2.5%	0%	0%	-	-	26.4%	2.4%	69.1%	1.6%	0%	0.4%	-	-	2.7%	41.5%	32.7%	21.8%	0%	1.4%	-	-	3.1%	61.0%	5.0%	21.4%	0%	9.4%	-	-	22.7%	22.7%	13.6%	40.9%	0%	-	-	-	
% Total	5.6%	14.6%	10.0%	0.8%	0%	0%	31.0%	-	6.2%	0.6%	16.3%	0.4%	0%	0.1%	23.5%	-	0.8%	11.7%	9.2%	6.1%	0%	0.4%	28.1%	-	0.5%	9.3%	0.8%	3.3%	0%	1.4%	15.2%	-	0.5%	0.5%	0.3%	0.9%	0%	2.1%	-	-	
PHF	0.702	0.864	0.867	0.333	-	-	0.973	-	0.855	0.750	0.966	0.500	-	0.250	0.961	-	0.667	0.782	0.880	0.889	-	0.500	0.904	-	0.417	0.836	0.583	0.567	-	0.375	0.878	-	0.625	0.625	0.375	0.450	-	0.786	-	0.972	
Lights	59	151	104	8	0	0	322	-	64	6	169	4	0	1	244	-	8	121	94	63	0	4	290	-	4	97	7	33	0	15	156	-	5	5	3	9	0	22	-	1034	
% Lights	100%	98.7%	100%	100%	0%	0%	99.4%	-	98.5%	100%	99.4%	100%	0%	100%	99.2%	-	100%	99.2%	97.9%	98.4%	0%	100%	98.6%	-	80.0%	100%	87.5%	97.1%	0%	100%	98.1%	-	100%	100%	100%	100%	0%	100%	-	98.9%	
Articulated Trucks and Single-Unit Trucks	0	1	0	0	0	0	1	-	1	0	0	0	0	0	1	-	0	1	1	1	0	0	3	-	1	0	0	1	0	0	2	-	0	0	0	0	0	0	-	7	
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	0%	0%	0%	0%	0.3%	-	1.5%	0%	0%	0%	0%	0%	0.4%	-	0%	0.8%	1.0%	1.6%	0%	0%	1.0%	-	20.0%	0%	0%	2.9%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	0%	-	0.7%	
Buses	0	0	0	0	0	0	0	-	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	1	
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0.6%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.1%	
Bicycles on Road	0	1	0	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	1	0	0	0	1	-	0	0	1	0	0	0	1	-	0	0	0	0	0	0	-	3	
% Bicycles on Road	0%	0.7%	0%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	1.0%	0%	0%	0%	0.3%	-	0%	0%	12.5%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	-	0.3%	
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

R261163: NY-22 & NY-23 Saturday - TMC

Sat Aug 8, 2026

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

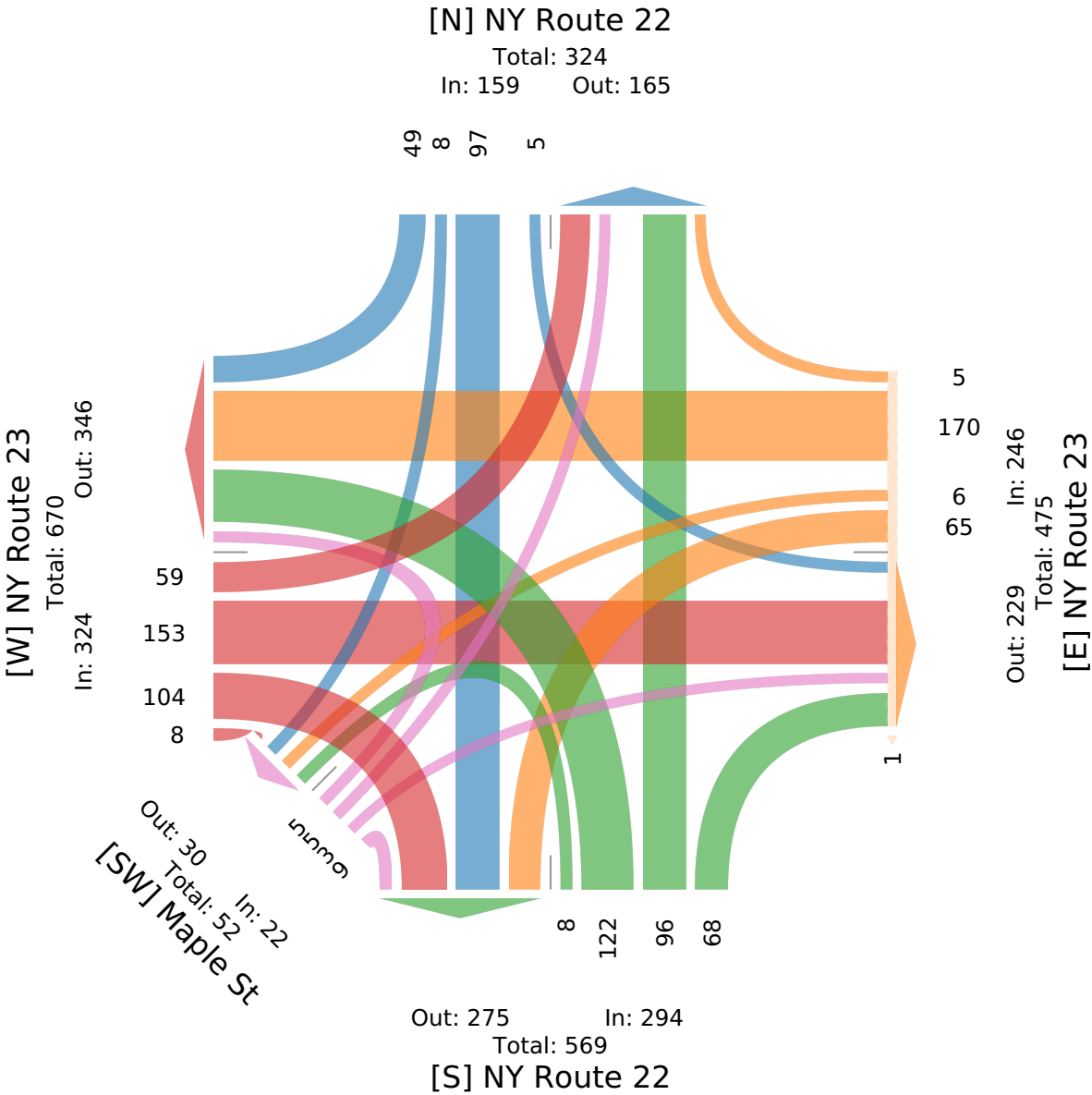
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424689, Location: 42.179949, -73.521561, Site Code: R261163



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



R261163: NY-22 & School Road AM - TMC

Fri Aug 7, 2026

Full Length (7 AM-9 AM)

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

All Movements

ID: 1424691, Location: 42.165023, -73.516785, Site Code: R261163



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

Leg Direction	Driveway Eastbound							School Road Westbound							NY Route 22 Northbound							NY Route 22 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2026-08-07 7:00AM	0	0	0	0	0	0		0	0	1	0	1	0		0	16	0	0	16	0		0	18	0	0	18	0		35
7:15AM	0	0	0	0	0	0		0	0	0	0	0	0		0	28	0	0	28	0		1	25	0	0	26	0		54
7:30AM	0	0	0	0	0	0		0	0	1	0	1	0		0	19	0	0	19	0		3	24	0	0	27	0		47
7:45AM	0	0	0	0	0	0		0	0	1	0	1	0		0	27	0	0	27	0		0	15	0	0	15	0		43
Hourly Total	0	0	0	0	0	0		0	0	3	0	3	0		0	90	0	0	90	0		4	82	0	0	86	0		179
8:00AM	0	0	0	0	0	0		0	0	1	0	1	0		0	28	0	0	28	0		1	19	0	0	20	0		49
8:15AM	0	0	0	0	0	0		0	0	1	0	1	0		0	22	0	0	22	0		0	23	0	0	23	0		46
8:30AM	0	0	0	0	0	0		0	0	2	0	2	0		0	29	0	0	29	0		1	24	0	0	25	0		56
8:45AM	0	0	0	0	0	0		0	0	6	0	6	0		0	34	0	0	34	0		0	19	0	0	19	0		59
Hourly Total	0	0	0	0	0	0		0	0	10	0	10	0		0	113	0	0	113	0		2	85	0	0	87	0		210
9:00AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
Hourly Total	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
Total	0	0	0	0	0	0		0	0	13	0	13	0		0	203	0	0	203	0		6	167	0	0	173	0		389
% Approach	0%	0%	0%	0%	-	-		0%	0%	100%	0%	-	-		0%	100%	0%	0%	-	-		3.5%	96.5%	0%	0%	-	-		-
% Total	0%	0%	0%	0%	0%	-		0%	0%	3.3%	0%	3.3%	-		0%	52.2%	0%	0%	52.2%	-		1.5%	42.9%	0%	0%	44.5%	-		-
Lights	0	0	0	0	0	-		0	0	12	0	12	-		0	179	0	0	179	-		4	141	0	0	145	-		336
% Lights	0%	0%	0%	0%	-	-		0%	0%	92.3%	0%	92.3%	-		0%	88.2%	0%	0%	88.2%	-		66.7%	84.4%	0%	0%	83.8%	-		86.4%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		0	0	1	0	1	-		0	24	0	0	24	-		2	26	0	0	28	-		53
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	-	-		0%	0%	7.7%	0%	7.7%	-		0%	11.8%	0%	0%	11.8%	-		33.3%	15.6%	0%	0%	16.2%	-		13.6%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Buses	0%	0%	0%	0%	-	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Bicycles on Road	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Bicycles on Road	0%	0%	0%	0%	-	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-
% Bicycles on Crosswalk	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-

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

R261163: NY-22 & School Road AM - TMC

Fri Aug 7, 2026

Full Length (7 AM-9 AM)

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

All Movements

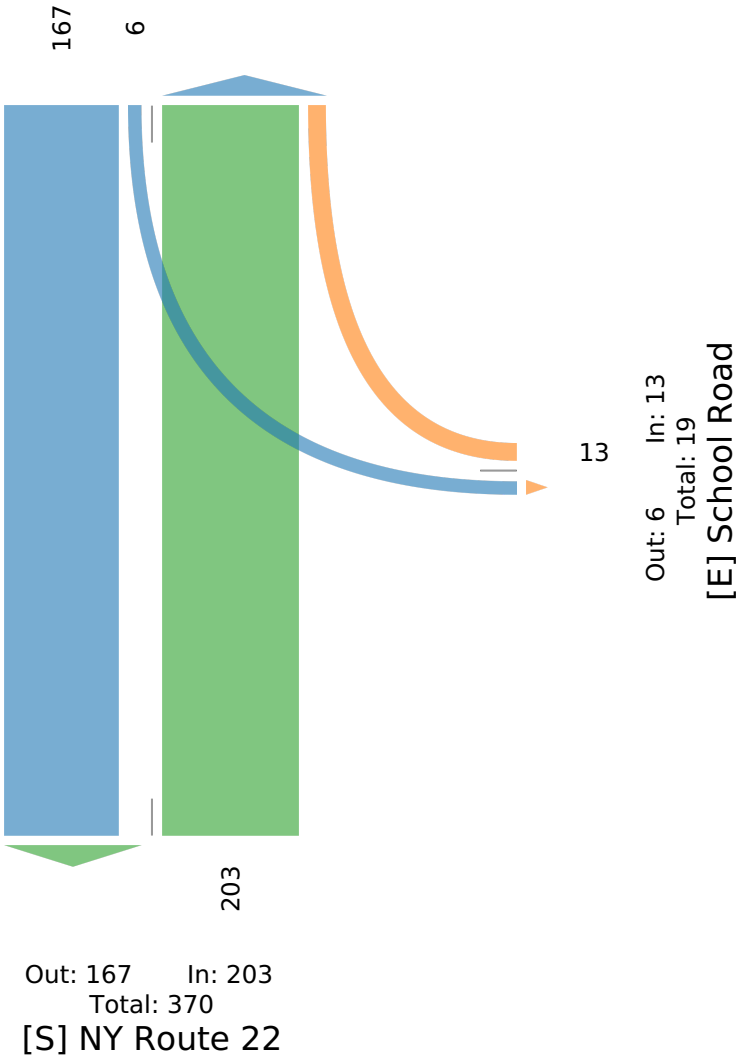
ID: 1424691, Location: 42.165023, -73.516785, Site Code: R261163



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

[N] NY Route 22

Total: 389
In: 173 Out: 216



R261163: NY-22 & School Road AM - TMC

Fri Aug 7, 2026

AM Peak (8 AM - 9 AM) - Overall Peak Hour

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

All Movements

ID: 1424691, Location: 42.165023, -73.516785, Site Code: R261163



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

Leg Direction	Driveway Eastbound						School Road Westbound						NY Route 22 Northbound						NY Route 22 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-08-07 8:00AM	0	0	0	0	0	0	0	0	1	0	1	0	0	28	0	0	28	0	1	19	0	0	20	0	49
8:15AM	0	0	0	0	0	0	0	0	1	0	1	0	0	22	0	0	22	0	0	23	0	0	23	0	46
8:30AM	0	0	0	0	0	0	0	0	2	0	2	0	0	29	0	0	29	0	1	24	0	0	25	0	56
8:45AM	0	0	0	0	0	0	0	0	6	0	6	0	0	34	0	0	34	0	0	19	0	0	19	0	59
Total	0	0	0	0	0	0	0	0	10	0	10	0	0	113	0	0	113	0	2	85	0	0	87	0	210
% Approach	0%	0%	0%	0%	-	-	0%	0%	100%	0%	-	-	0%	100%	0%	0%	-	-	2.3%	97.7%	0%	0%	-	-	-
% Total	0%	0%	0%	0%	0%	-	0%	0%	4.8%	0%	4.8%	-	0%	53.8%	0%	0%	53.8%	-	1.0%	40.5%	0%	0%	41.4%	-	-
PHF	-	-	-	-	-	-	-	-	0.417	-	0.417	-	-	0.831	-	-	0.831	-	0.500	0.885	-	-	0.870	-	0.890
Lights	0	0	0	0	0	-	0	0	9	0	9	-	0	96	0	0	96	-	1	71	0	0	72	-	177
% Lights	0%	0%	0%	0%	-	-	0%	0%	90.0%	0%	90.0%	-	0%	85.0%	0%	0%	85.0%	-	50.0%	83.5%	0%	0%	82.8%	-	84.3%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	1	0	1	-	0	17	0	0	17	-	1	14	0	0	15	-	33
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	-	-	0%	0%	10.0%	0%	10.0%	-	0%	15.0%	0%	0%	15.0%	-	50.0%	16.5%	0%	0%	17.2%	-	15.7%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

R261163: NY-22 & School Road AM - TMC

Fri Aug 7, 2026

AM Peak (8 AM - 9 AM) - Overall Peak Hour

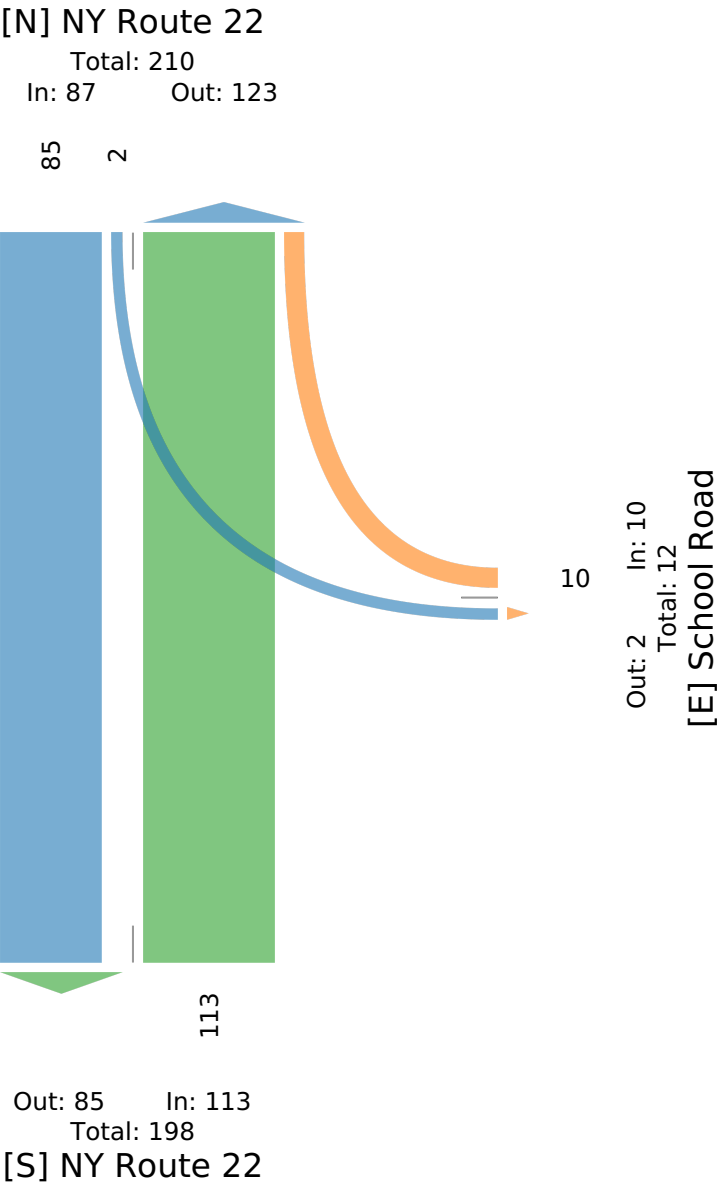
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424691, Location: 42.165023, -73.516785, Site Code: R261163



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



R261163: NY-22 & School Rd PM - TMC

Fri Aug 7, 2026

Full Length (4 PM-7 PM)

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

All Movements

ID: 1424693, Location: 42.165023, -73.516785, Site Code: R261163



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

Leg Direction	Driveway Eastbound							School Road Westbound							NY Route 22 Northbound							NY Route 22 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2026-08-07 4:00PM	0	0	0	0	0	0		0	0	2	0	2	0		0	46	0	0	46	0		1	36	0	0	37	0		85
4:15PM	0	0	0	0	0	0		0	0	1	0	1	0		0	42	0	0	42	0		3	48	0	0	51	0		94
4:30PM	0	0	0	0	0	0		0	0	2	0	2	0		0	50	0	0	50	0		1	34	0	0	35	0		87
4:45PM	0	0	0	0	0	0		0	0	2	0	2	0		0	51	0	0	51	0		1	29	0	0	30	0		83
Hourly Total	0	0	0	0	0	0		0	0	7	0	7	0		0	189	0	0	189	0		6	147	0	0	153	0		349
5:00PM	0	0	0	0	0	0		0	0	1	0	1	0		0	40	0	0	40	0		0	50	0	0	50	0		91
5:15PM	0	0	0	0	0	0		0	0	2	0	2	0		0	34	0	0	34	0		1	38	0	0	39	0		75
5:30PM	0	0	0	0	0	0		0	0	1	0	1	0		0	28	0	0	28	0		1	34	0	0	35	0		64
5:45PM	0	0	0	0	0	0		0	0	0	0	0	0		0	30	0	0	30	0		0	43	0	0	43	0		73
Hourly Total	0	0	0	0	0	0		0	0	4	0	4	0		0	132	0	0	132	0		2	165	0	0	167	0		303
6:00PM	0	0	0	0	0	0		0	0	0	0	0	0		0	20	0	0	20	0		2	33	0	0	35	0		55
6:15PM	0	0	0	0	0	0		0	0	3	0	3	0		0	18	0	0	18	0		1	27	0	0	28	0		49
6:30PM	0	0	0	0	0	0		0	0	1	0	1	0		0	27	0	0	27	0		1	32	0	0	33	0		61
6:45PM	0	0	0	0	0	0		0	0	1	0	1	0		0	28	0	0	28	0		0	25	0	0	25	0		54
Hourly Total	0	0	0	0	0	0		0	0	5	0	5	0		0	93	0	0	93	0		4	117	0	0	121	0		219
7:00PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
Hourly Total	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
Total	0	0	0	0	0	0		0	0	16	0	16	0		0	414	0	0	414	0		12	429	0	0	441	0		871
% Approach	0%	0%	0%	0%	-	-		0%	0%	100%	0%	-	-		0%	100%	0%	0%	-	-		2.7%	97.3%	0%	0%	-	-		-
% Total	0%	0%	0%	0%	0%	-		0%	0%	1.8%	0%	1.8%	-		0%	47.5%	0%	0%	47.5%	-		1.4%	49.3%	0%	0%	50.6%	-		-
Lights	0	0	0	0	0	-		0	0	14	0	14	-		0	400	0	0	400	-		12	417	0	0	429	-		843
% Lights	0%	0%	0%	0%	-	-		0%	0%	87.5%	0%	87.5%	-		0%	96.6%	0%	0%	96.6%	-		100%	97.2%	0%	0%	97.3%	-		96.8%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	14	0	0	14	-		0	12	0	0	12	-		26
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	-	-		0%	0%	0%	0%	0%	-		0%	3.4%	0%	0%	3.4%	-		0%	2.8%	0%	0%	2.7%	-		3.0%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Buses	0%	0%	0%	0%	-	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Bicycles on Road	0	0	0	0	0	-		0	0	2	0	2	-		0	0	0	0	0	-		0	0	0	0	0	-		2
% Bicycles on Road	0%	0%	0%	0%	-	-		0%	0%	12.5%	0%	12.5%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0.2%
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-

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

R261163: NY-22 & School Rd PM - TMC

Fri Aug 7, 2026

Full Length (4 PM-7 PM)

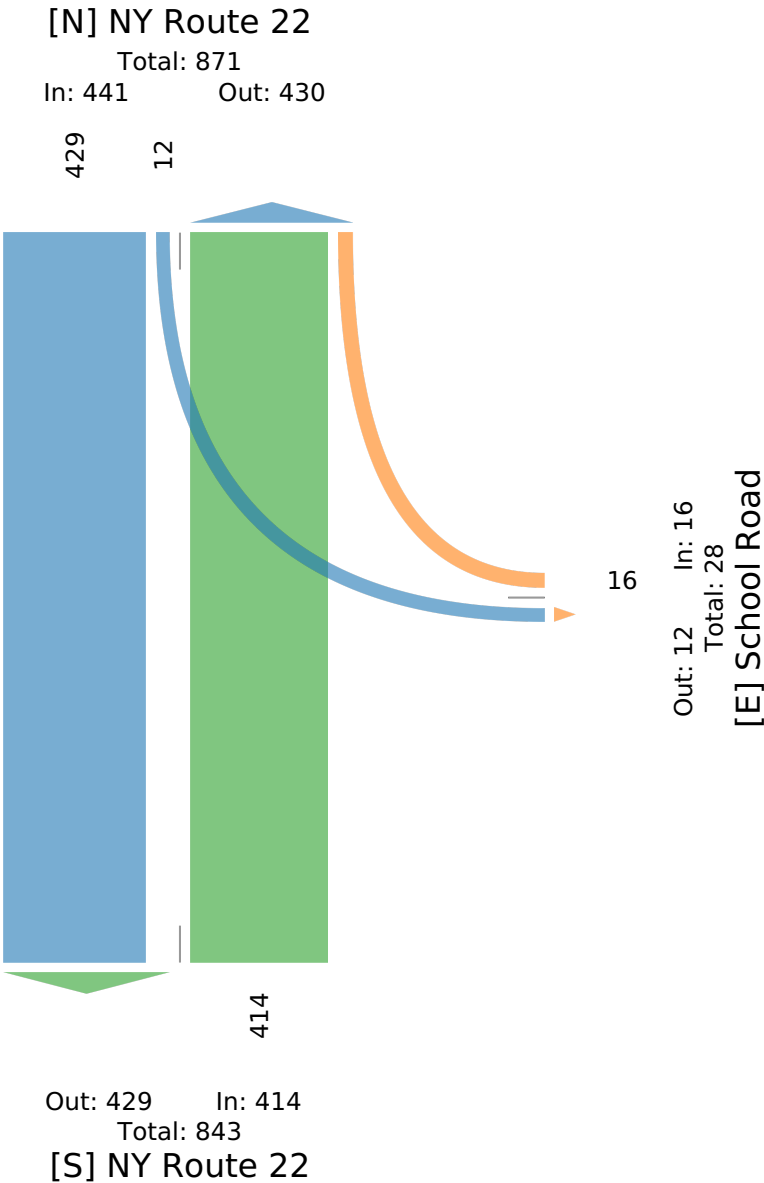
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424693, Location: 42.165023, -73.516785, Site Code: R261163



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



R261163: NY-22 & School Rd PM - TMC

Fri Aug 7, 2026

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

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

All Movements

ID: 1424693, Location: 42.165023, -73.516785, Site Code: R261163



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

Leg Direction	Driveway Eastbound						School Road Westbound						NY Route 22 Northbound						NY Route 22 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-08-07 4:15PM	0	0	0	0	0	0	0	0	1	0	1	0	0	42	0	0	42	0	3	48	0	0	51	0	94
4:30PM	0	0	0	0	0	0	0	0	2	0	2	0	0	50	0	0	50	0	1	34	0	0	35	0	87
4:45PM	0	0	0	0	0	0	0	0	2	0	2	0	0	51	0	0	51	0	1	29	0	0	30	0	83
5:00PM	0	0	0	0	0	0	0	0	1	0	1	0	0	40	0	0	40	0	0	50	0	0	50	0	91
Total	0	0	0	0	0	0	0	0	6	0	6	0	0	183	0	0	183	0	5	161	0	0	166	0	355
% Approach	0%	0%	0%	0%	-	-	0%	0%	100%	0%	-	-	0%	100%	0%	0%	-	-	3.0%	97.0%	0%	0%	-	-	-
% Total	0%	0%	0%	0%	0%	-	0%	0%	1.7%	0%	1.7%	-	0%	51.5%	0%	0%	51.5%	-	1.4%	45.4%	0%	0%	46.8%	-	-
PHF	-	-	-	-	-	-	-	-	0.750	-	0.750	-	-	0.897	-	-	0.897	-	0.417	0.805	-	-	0.814	-	0.944
Lights	0	0	0	0	0	-	0	0	6	0	6	-	0	179	0	0	179	-	5	155	0	0	160	-	345
% Lights	0%	0%	0%	0%	-	-	0%	0%	100%	0%	100%	-	0%	97.8%	0%	0%	97.8%	-	100%	96.3%	0%	0%	96.4%	-	97.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	4	0	0	4	-	0	6	0	0	6	-	10
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	2.2%	0%	0%	2.2%	-	0%	3.7%	0%	0%	3.6%	-	2.8%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

R261163: NY-22 & School Rd PM - TMC

Fri Aug 7, 2026

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

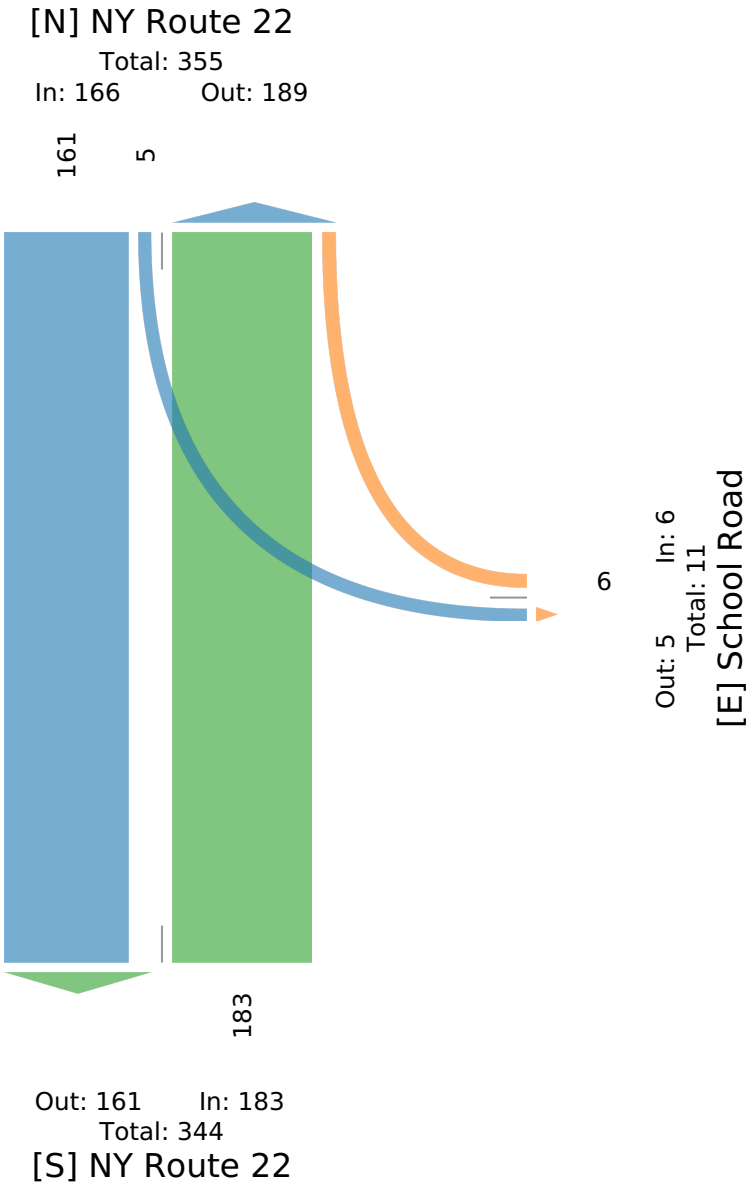
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424693, Location: 42.165023, -73.516785, Site Code: R261163



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



R261163: NY-22 & School Road Saturday - TMC

Sat Aug 8, 2026

Full Length (11 AM-1 PM)

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

All Movements

ID: 1424694, Location: 42.165023, -73.516785, Site Code: R261163



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

Leg Direction	Driveway Eastbound						School Road Westbound						NY Route 22 Northbound						NY Route 22 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-08-08 11:00AM	0	0	0	0	0	0	0	0	2	0	2	0	0	58	1	0	59	0	1	58	0	0	59	0	120
11:15AM	0	0	0	0	0	0	0	0	1	0	1	0	0	53	0	0	53	0	2	50	0	0	52	0	106
11:30AM	1	0	0	0	1	0	0	0	4	0	4	1	0	58	0	0	58	0	1	60	1	0	62	1	125
11:45AM	0	0	0	0	0	0	0	0	4	0	4	0	0	57	0	0	57	0	2	56	0	0	58	0	119
Hourly Total	1	0	0	0	1	0	0	0	11	0	11	1	0	226	1	0	227	0	6	224	1	0	231	1	470
12:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	52	0	1	51	0	0	52	0	104
12:15PM	0	0	0	0	0	0	0	0	1	0	1	0	0	54	0	0	54	0	1	61	0	0	62	0	117
12:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0	0	51	0	0	66	0	0	66	2	117
12:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	58	0	0	58	0	2	65	0	0	67	0	125
Hourly Total	0	0	0	0	0	0	0	0	1	0	1	0	0	215	0	0	215	0	4	243	0	0	247	2	463
1:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	12	0	12	1	0	441	1	0	442	0	10	467	1	0	478	3	933
% Approach	100%	0%	0%	0%	-	-	0%	0%	100%	0%	-	-	0%	99.8%	0.2%	0%	-	-	2.1%	97.7%	0.2%	0%	-	-	-
% Total	0.1%	0%	0%	0%	0.1%	-	0%	0%	1.3%	0%	1.3%	-	0%	47.3%	0.1%	0%	47.4%	-	1.1%	50.1%	0.1%	0%	51.2%	-	-
Lights	1	0	0	0	1	-	0	0	10	0	10	-	0	427	1	0	428	-	9	461	1	0	471	-	910
% Lights	100%	0%	0%	0%	100%	-	0%	0%	83.3%	0%	83.3%	-	0%	96.8%	100%	0%	96.8%	-	90.0%	98.7%	100%	0%	98.5%	-	97.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	11	0	0	11	-	0	5	0	0	5	-	16
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	2.5%	0%	0%	2.5%	-	0%	1.1%	0%	0%	1.0%	-	1.7%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	-	0	0	2	0	2	-	0	3	0	0	3	-	1	1	0	0	2	-	7
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	16.7%	0%	16.7%	-	0%	0.7%	0%	0%	0.7%	-	10.0%	0.2%	0%	0%	0.4%	-	0.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

R261163: NY-22 & School Road Saturday - TMC

Sat Aug 8, 2026

Full Length (11 AM-1 PM)

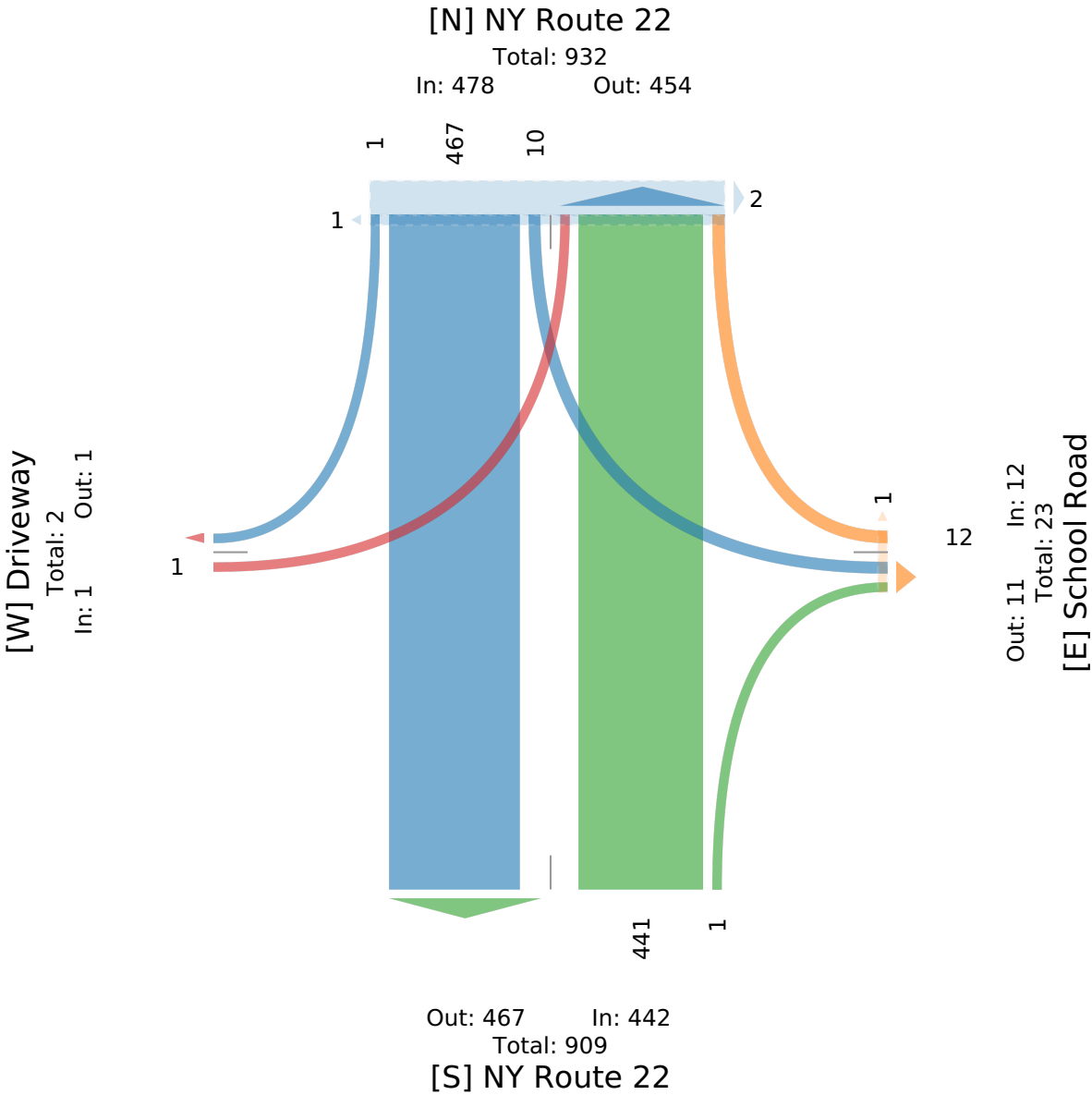
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424694, Location: 42.165023, -73.516785, Site Code: R261163



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



R261163: NY-22 & School Road Saturday - TMC

Sat Aug 8, 2026

Midday Peak (WKND) (11 AM - 12 PM) - Overall Peak Hour

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

All Movements

ID: 1424694, Location: 42.165023, -73.516785, Site Code: R261163



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

Leg Direction	Driveway Eastbound						School Road Westbound						NY Route 22 Northbound						NY Route 22 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-08-08 11:00AM	0	0	0	0	0	0	0	0	2	0	2	0	0	58	1	0	59	0	1	58	0	0	59	0	120
11:15AM	0	0	0	0	0	0	0	0	1	0	1	0	0	53	0	0	53	0	2	50	0	0	52	0	106
11:30AM	1	0	0	0	1	0	0	0	4	0	4	1	0	58	0	0	58	0	1	60	1	0	62	1	125
11:45AM	0	0	0	0	0	0	0	0	4	0	4	0	0	57	0	0	57	0	2	56	0	0	58	0	119
Total	1	0	0	0	1	0	0	0	11	0	11	1	0	226	1	0	227	0	6	224	1	0	231	1	470
% Approach	100%	0%	0%	0%	-	-	0%	0%	100%	0%	-	-	0%	99.6%	0.4%	0%	-	-	2.6%	97.0%	0.4%	0%	-	-	-
% Total	0.2%	0%	0%	0%	0.2%	-	0%	0%	2.3%	0%	2.3%	-	0%	48.1%	0.2%	0%	48.3%	-	1.3%	47.7%	0.2%	0%	49.1%	-	-
PHF	0.250	-	-	-	0.250	-	-	-	0.563	-	0.563	-	-	0.974	0.250	-	0.962	-	0.625	0.933	0.250	-	0.927	-	0.934
Lights	1	0	0	0	1	-	0	0	9	0	9	-	0	221	1	0	222	-	5	221	1	0	227	-	459
% Lights	100%	0%	0%	0%	100%	-	0%	0%	81.8%	0%	81.8%	-	0%	97.8%	100%	0%	97.8%	-	83.3%	98.7%	100%	0%	98.3%	-	97.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	5	0	0	5	-	0	3	0	0	3	-	8
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	2.2%	0%	0%	2.2%	-	0%	1.3%	0%	0%	1.3%	-	1.7%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	-	0	0	2	0	2	-	0	0	0	0	0	-	1	0	0	0	1	-	3
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	18.2%	0%	18.2%	-	0%	0%	0%	0%	0%	-	16.7%	0%	0%	0%	0.4%	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

R261163: NY-22 & School Road Saturday - TMC

Sat Aug 8, 2026

Midday Peak (WKND) (11 AM - 12 PM) - Overall Peak Hour

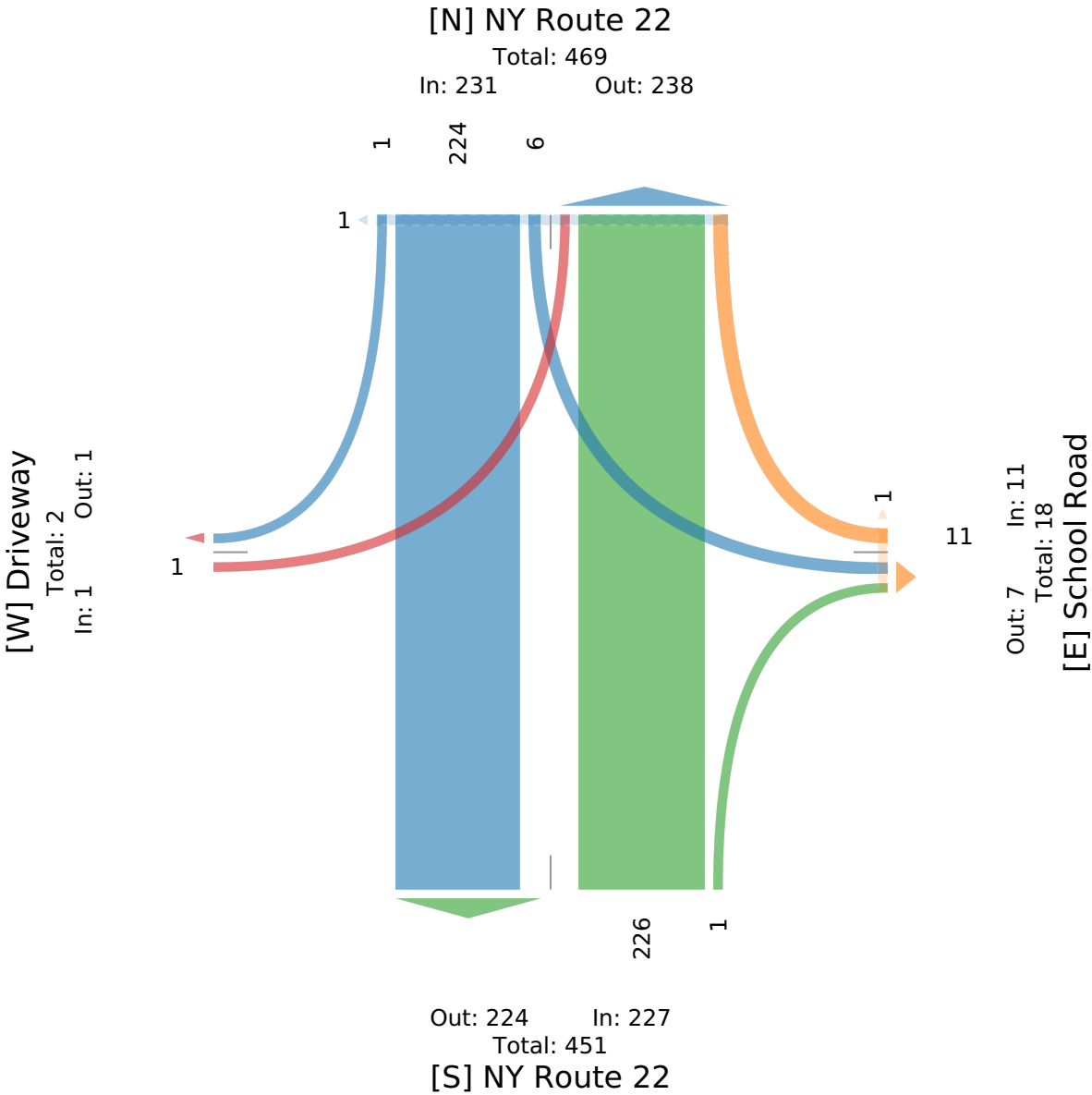
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424694, Location: 42.165023, -73.516785, Site Code: R261163



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



R261163: NY-22 & Yonderview Rd AM - TMC

Fri Aug 7, 2026

Full Length (7 AM-9 AM)

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

All Movements

ID: 1424310, Location: 42.156448, -73.516238, Site Code: R261163



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

Leg Direction	Old Route 22 Eastbound							Yonderview Road Westbound							NY Route 22 Northbound							NY Route 22 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2026-08-07 7:00AM	1	0	0	0	1	0		3	0	0	0	3	0		0	15	4	0	19	0		0	16	0	0	16	0		39
7:15AM	0	0	0	0	0	0		3	0	0	0	3	0		0	27	9	0	36	0		0	24	0	0	24	0		63
7:30AM	0	0	0	0	0	0		4	0	0	0	4	0		0	18	4	0	22	0		0	20	0	0	20	0		46
7:45AM	0	0	0	0	0	0		9	0	0	0	9	0		0	28	9	0	37	0		0	13	0	0	13	0		59
Hourly Total	1	0	0	0	1	0		19	0	0	0	19	0		0	88	26	0	114	0		0	73	0	0	73	0		207
8:00AM	0	0	0	0	0	0		2	0	0	0	2	0		0	28	7	0	35	0		0	16	1	0	17	0		54
8:15AM	1	0	0	0	1	0		8	0	0	0	8	0		0	19	13	0	32	0		0	19	0	0	19	0		60
8:30AM	0	0	0	0	0	0		3	0	0	0	3	0		0	27	8	0	35	0		0	23	0	0	23	0		61
8:45AM	0	0	0	0	0	0		7	0	1	0	8	0		0	34	11	0	45	0		0	20	0	0	20	0		73
Hourly Total	1	0	0	0	1	0		20	0	1	0	21	0		0	108	39	0	147	0		0	78	1	0	79	0		248
9:00AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
Hourly Total	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
Total	2	0	0	0	2	0		39	0	1	0	40	0		0	196	65	0	261	0		0	151	1	0	152	0		455
% Approach	100%	0%	0%	0%	-	-		97.5%	0%	2.5%	0%	-	-		0%	75.1%	24.9%	0%	-	-		0%	99.3%	0.7%	0%	-	-		-
% Total	0.4%	0%	0%	0%	0.4%	-		8.6%	0%	0.2%	0%	8.8%	-		0%	43.1%	14.3%	0%	57.4%	-		0%	33.2%	0.2%	0%	33.4%	-		-
Lights	2	0	0	0	2	-		38	0	0	0	38	-		0	178	63	0	241	-		0	124	1	0	125	-		406
% Lights	100%	0%	0%	0%	100%	-		97.4%	0%	0%	0%	95.0%	-		0%	90.8%	96.9%	0%	92.3%	-		0%	82.1%	100%	0%	82.2%	-		89.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		1	0	1	0	2	-		0	18	1	0	19	-		0	27	0	0	27	-		48
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-		2.6%	0%	100%	0%	5.0%	-		0%	9.2%	1.5%	0%	7.3%	-		0%	17.9%	0%	0%	17.8%	-		10.5%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Bicycles on Road	0	0	0	0	0	-		0	0	0	0	0	-		0	0	1	0	1	-		0	0	0	0	0	-		1
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	1.5%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0.2%
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-

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

R261163: NY-22 & Yonderview Rd AM - TMC

Fri Aug 7, 2026

Full Length (7 AM-9 AM)

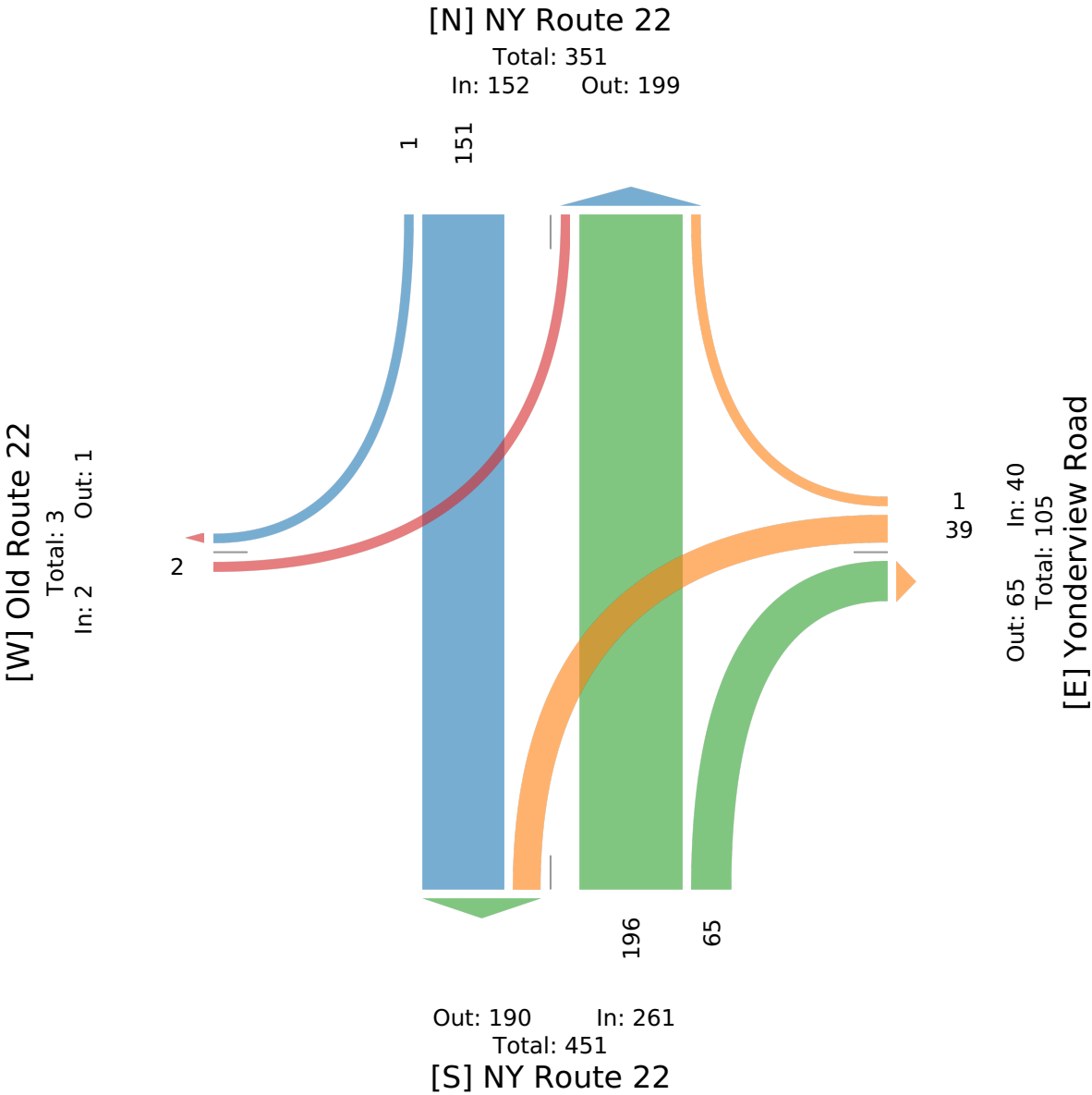
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424310, Location: 42.156448, -73.516238, Site Code: R261163



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



R261163: NY-22 & Yonderview Rd AM - TMC

Fri Aug 7, 2026

AM Peak (8 AM - 9 AM) - Overall Peak Hour

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

All Movements

ID: 1424310, Location: 42.156448, -73.516238, Site Code: R261163



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

Leg Direction	Old Route 22 Eastbound							Yonderview Road Westbound							NY Route 22 Northbound							NY Route 22 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2026-08-07 8:00AM	0	0	0	0	0	0		2	0	0	0	2	0		0	28	7	0	35	0		0	16	1	0	17	0		54
8:15AM	1	0	0	0	1	0		8	0	0	0	8	0		0	19	13	0	32	0		0	19	0	0	19	0		60
8:30AM	0	0	0	0	0	0		3	0	0	0	3	0		0	27	8	0	35	0		0	23	0	0	23	0		61
8:45AM	0	0	0	0	0	0		7	0	1	0	8	0		0	34	11	0	45	0		0	20	0	0	20	0		73
Total	1	0	0	0	1	0		20	0	1	0	21	0		0	108	39	0	147	0		0	78	1	0	79	0		248
% Approach	100%	0%	0%	0%	-	-		95.2%	0%	4.8%	0%	-	-		0%	73.5%	26.5%	0%	-	-		0%	98.7%	1.3%	0%	-	-		-
% Total	0.4%	0%	0%	0%	0.4%	-		8.1%	0%	0.4%	0%	8.5%	-		0%	43.5%	15.7%	0%	59.3%	-		0%	31.5%	0.4%	0%	31.9%	-		-
PHF	0.250	-	-	-	0.250	-		0.625	-	0.250	-	0.656	-		-	0.794	0.750	-	0.817	-		-	0.848	0.250	-	0.859	-		0.849
Lights	1	0	0	0	1	-		20	0	0	0	20	-		0	99	39	0	138	-		0	64	1	0	65	-		224
% Lights	100%	0%	0%	0%	100%	-		100%	0%	0%	0%	95.2%	-		0%	91.7%	100%	0%	93.9%	-		0%	82.1%	100%	0%	82.3%	-		90.3%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		0	0	1	0	1	-		0	9	0	0	9	-		0	14	0	0	14	-		24
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	0%	100%	0%	4.8%	-		0%	8.3%	0%	0%	6.1%	-		0%	17.9%	0%	0%	17.7%	-		9.7%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Bicycles on Road	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-

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

R261163: NY-22 & Yonderview Rd AM - TMC

Fri Aug 7, 2026

AM Peak (8 AM - 9 AM) - Overall Peak Hour

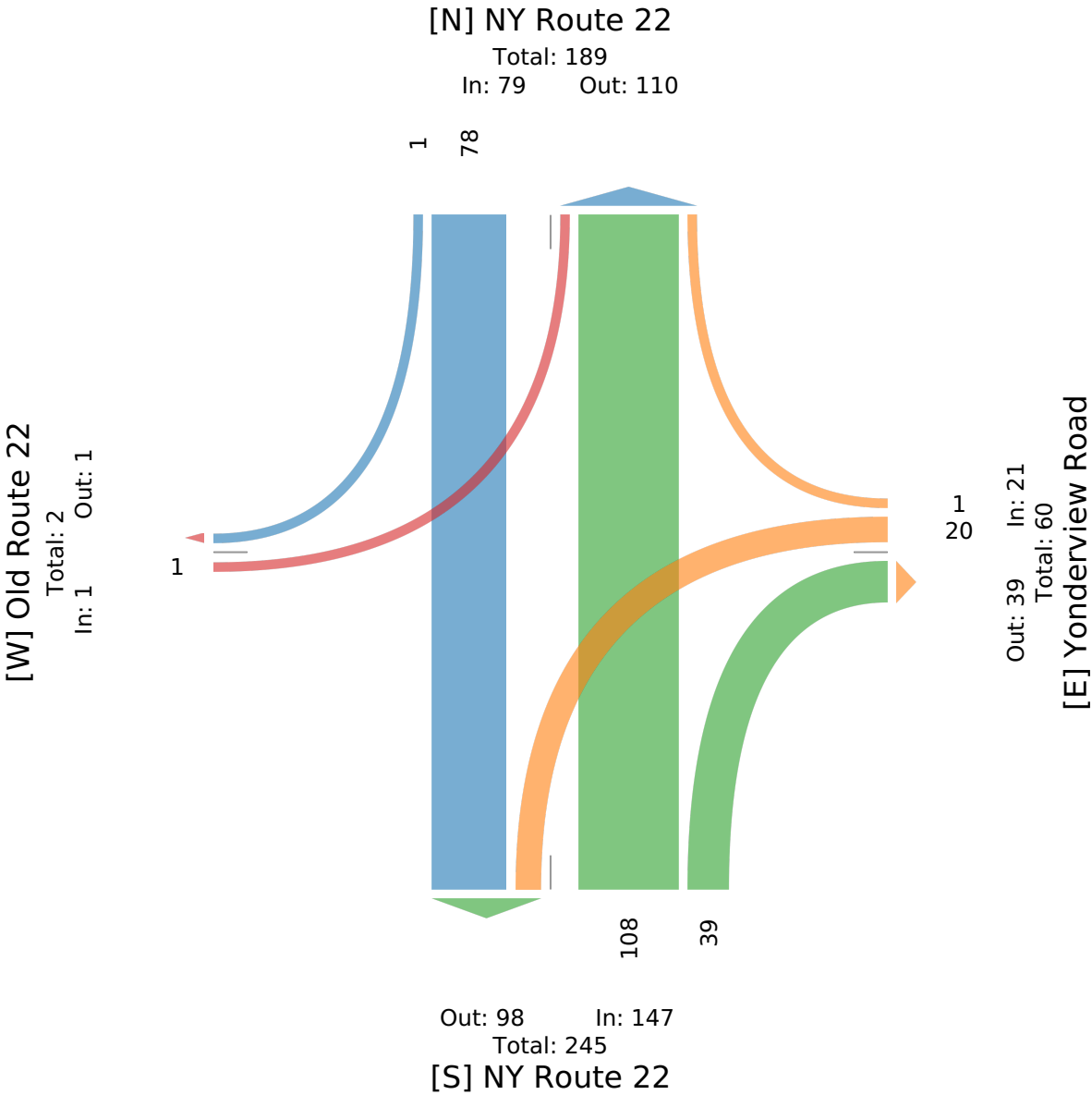
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424310, Location: 42.156448, -73.516238, Site Code: R261163



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



R261163: NY-22 & Yonderview Rd PM - TMC

Fri Aug 7, 2026

Full Length (4 PM-7 PM)

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

All Movements

ID: 1424312, Location: 42.156448, -73.516238, Site Code: R261163



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

Leg Direction	Old Route 22 Eastbound							Yonderview Road Westbound							NY Route 22 Northbound							NY Route 22 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2026-08-07 4:00PM	0	0	0	0	0	0		11	0	1	0	12	0		0	42	12	0	54	0		1	40	0	0	41	0		107
4:15PM	0	0	0	0	0	0		15	0	0	0	15	0		0	46	8	0	54	0		0	52	0	0	52	0		121
4:30PM	0	0	0	0	0	0		10	0	0	0	10	0		0	42	14	0	56	0		0	34	0	0	34	0		100
4:45PM	1	0	0	0	1	0		10	0	0	0	10	0		0	50	6	0	56	0		1	32	0	0	33	0		100
Hourly Total	1	0	0	0	1	0		46	0	1	0	47	0		0	180	40	0	220	0		2	158	0	0	160	0		428
5:00PM	0	0	0	0	0	0		5	0	0	0	5	0		0	41	8	0	49	0		1	49	0	0	50	0		104
5:15PM	0	0	0	0	0	0		10	0	2	0	12	0		0	30	6	0	36	0		0	38	0	0	38	0		86
5:30PM	0	0	0	0	0	0		9	0	0	0	9	0		0	27	18	0	45	0		0	34	0	0	34	0		88
5:45PM	0	0	0	0	0	0		12	0	0	0	12	0		0	32	5	0	37	0		0	39	1	0	40	0		89
Hourly Total	0	0	0	0	0	0		36	0	2	0	38	0		0	130	37	0	167	0		1	160	1	0	162	0		367
6:00PM	0	2	0	0	2	0		6	0	0	0	6	0		0	18	6	0	24	0		0	33	0	0	33	0		65
6:15PM	0	0	0	0	0	0		12	0	1	0	13	0		0	17	3	0	20	0		0	27	0	0	27	0		60
6:30PM	0	0	0	0	0	0		8	0	0	0	8	0		0	28	6	0	34	0		1	30	1	0	32	0		74
6:45PM	1	0	0	0	1	0		7	0	0	0	7	0		0	26	4	0	30	0		0	26	1	0	27	0		65
Hourly Total	1	2	0	0	3	0		33	0	1	0	34	0		0	89	19	0	108	0		1	116	2	0	119	0		264
7:00PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
Hourly Total	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
Total	2	2	0	0	4	0		115	0	4	0	119	0		0	399	96	0	495	0		4	434	3	0	441	0		1059
% Approach	50.0%	50.0%	0%	0%	-	-		96.6%	0%	3.4%	0%	-	-		0%	80.6%	19.4%	0%	-	-		0.9%	98.4%	0.7%	0%	-	-		-
% Total	0.2%	0.2%	0%	0%	0.4%	-		10.9%	0%	0.4%	0%	11.2%	-		0%	37.7%	9.1%	0%	46.7%	-		0.4%	41.0%	0.3%	0%	41.6%	-		-
Lights	2	0	0	0	2	-		115	0	4	0	119	-		0	386	95	0	481	-		4	422	3	0	429	-		1031
% Lights	100%	0%	0%	0%	50.0%	-		100%	0%	100%	0%	100%	-		0%	96.7%	99.0%	0%	97.2%	-		100%	97.2%	100%	0%	97.3%	-		97.4%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	13	1	0	14	-		0	12	0	0	12	-		26
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	3.3%	1.0%	0%	2.8%	-		0%	2.8%	0%	0%	2.7%	-		2.5%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Bicycles on Road	0	2	0	0	2	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		2
% Bicycles on Road	0%	100%	0%	0%	50.0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0.2%
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		

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

R261163: NY-22 & Yonderview Rd PM - TMC

Fri Aug 7, 2026

Full Length (4 PM-7 PM)

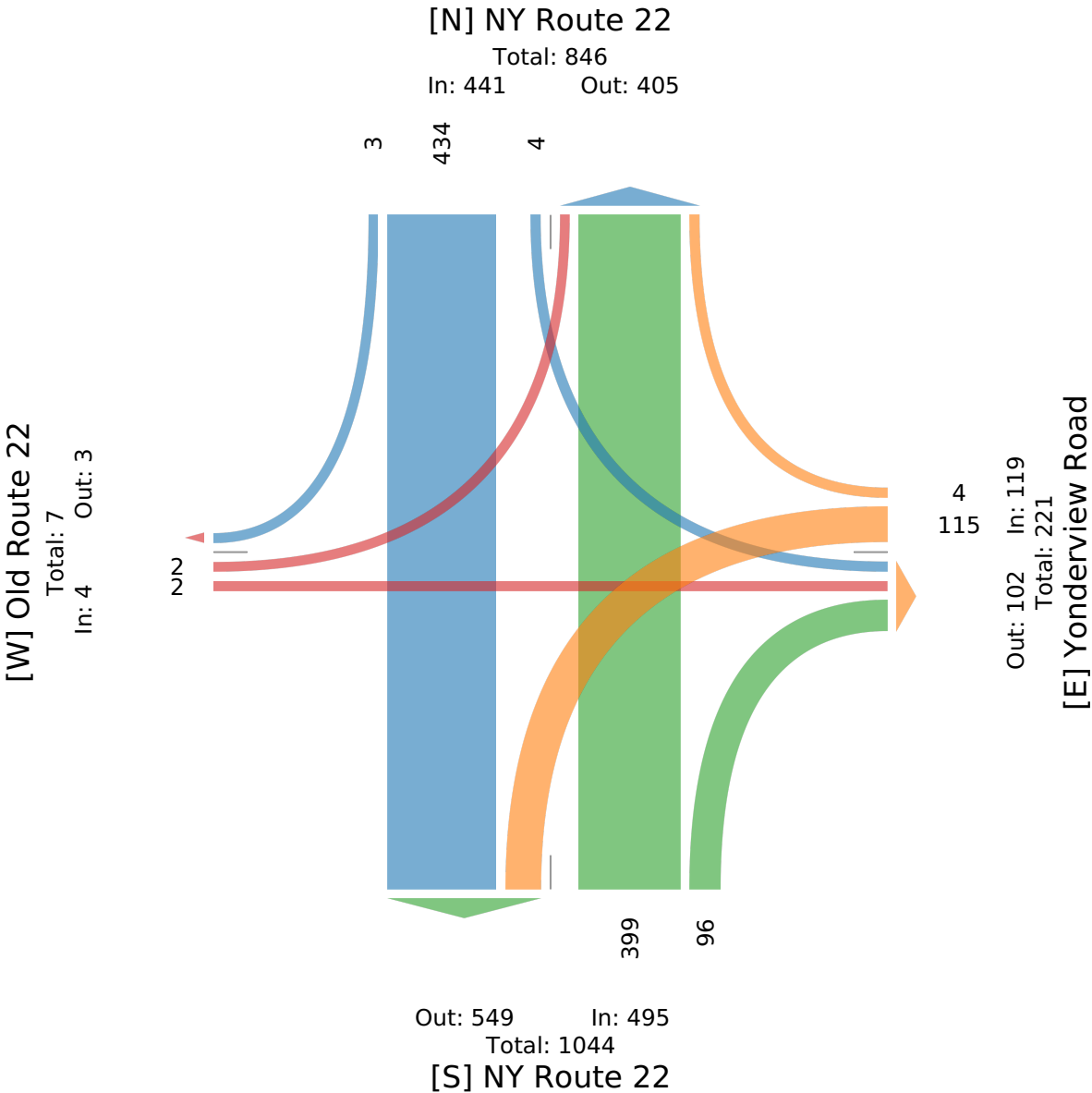
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424312, Location: 42.156448, -73.516238, Site Code: R261163



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



R261163: NY-22 & Yonderview Rd PM - TMC

Fri Aug 7, 2026

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

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

All Movements

ID: 1424312, Location: 42.156448, -73.516238, Site Code: R261163



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

Leg Direction	Old Route 22 Eastbound							Yonderview Road Westbound							NY Route 22 Northbound							NY Route 22 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2026-08-07 4:00PM	0	0	0	0	0	0		11	0	1	0	12	0		0	42	12	0	54	0		1	40	0	0	41	0		107
4:15PM	0	0	0	0	0	0		15	0	0	0	15	0		0	46	8	0	54	0		0	52	0	0	52	0		121
4:30PM	0	0	0	0	0	0		10	0	0	0	10	0		0	42	14	0	56	0		0	34	0	0	34	0		100
4:45PM	1	0	0	0	1	0		10	0	0	0	10	0		0	50	6	0	56	0		1	32	0	0	33	0		100
Total	1	0	0	0	1	0		46	0	1	0	47	0		0	180	40	0	220	0		2	158	0	0	160	0		428
% Approach	100%	0%	0%	0%	-	-		97.9%	0%	2.1%	0%	-	-		0%	81.8%	18.2%	0%	-	-		1.3%	98.8%	0%	0%	-	-		-
% Total	0.2%	0%	0%	0%	0.2%	-		10.7%	0%	0.2%	0%	11.0%	-		0%	42.1%	9.3%	0%	51.4%	-		0.5%	36.9%	0%	0%	37.4%	-		-
PHF	0.250	-	-	-	0.250	-		0.767	-	0.250	-	0.783	-		-	0.900	0.714	-	0.982	-		0.500	0.760	-	-	0.769	-		0.884
Lights	1	0	0	0	1	-		46	0	1	0	47	-		0	173	40	0	213	-		2	152	0	0	154	-		415
% Lights	100%	0%	0%	0%	100%	-		100%	0%	100%	0%	100%	-		0%	96.1%	100%	0%	96.8%	-		100%	96.2%	0%	0%	96.3%	-		97.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	7	0	0	7	-		0	6	0	0	6	-		13
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	3.9%	0%	0%	3.2%	-		0%	3.8%	0%	0%	3.8%	-		3.0%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Bicycles on Road	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-

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

R261163: NY-22 & Yonderview Rd PM - TMC

Fri Aug 7, 2026

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

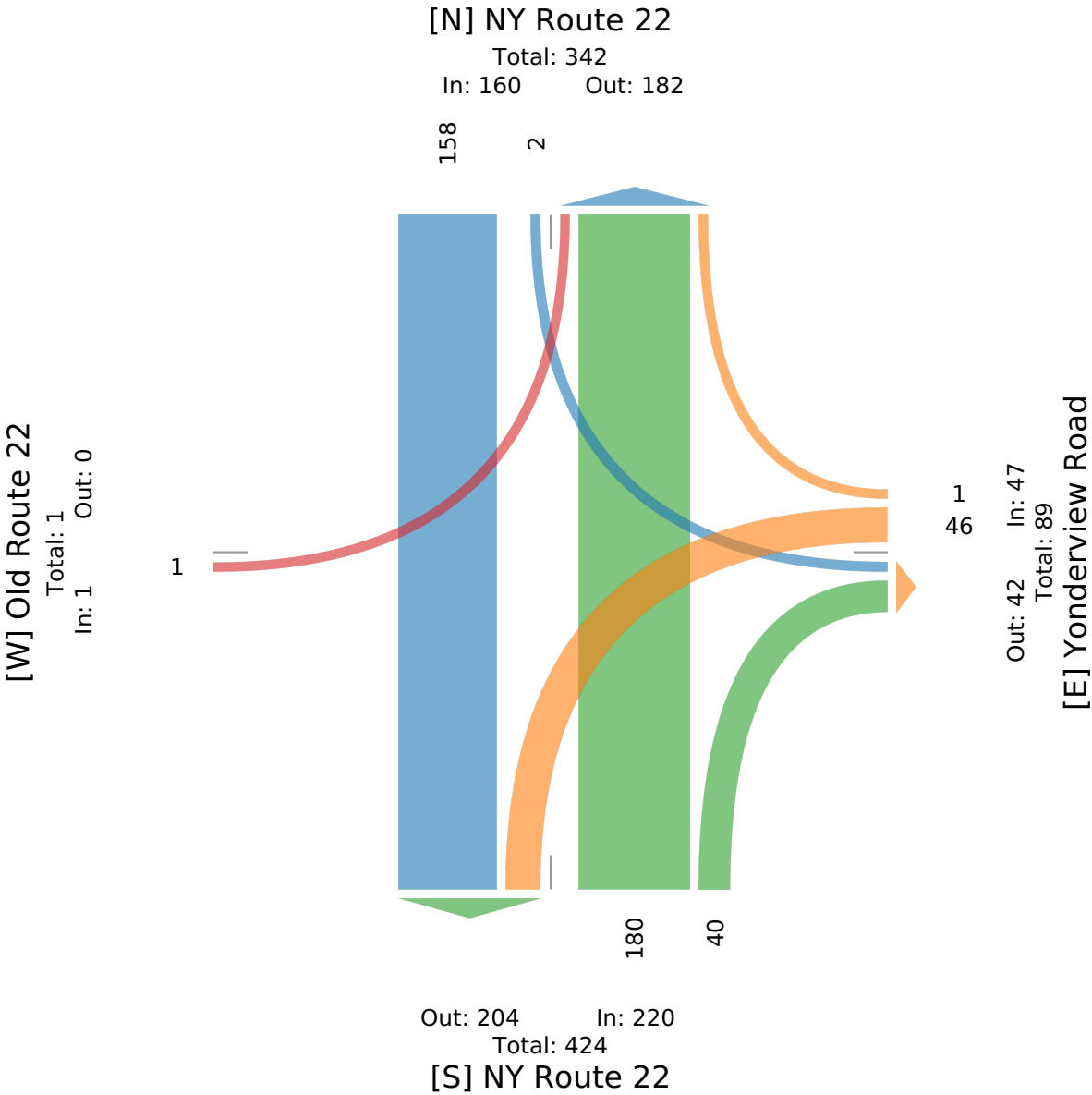
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424312, Location: 42.156448, -73.516238, Site Code: R261163



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



R261163: NY-22 & Yonderview Rd Saturday - TMC

Sat Aug 8, 2026

Full Length (11 AM-1 PM)

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

All Movements

ID: 1424313, Location: 42.156448, -73.516238, Site Code: R261163



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

Leg Direction	Old Route 22 Eastbound						Yonderview Road Westbound						NY Route 22 Northbound						NY Route 22 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-08-08 11:00AM	0	0	1	0	1	0	6	1	1	0	8	0	0	58	10	0	68	0	0	57	1	0	58	0	135
11:15AM	0	0	0	0	0	0	12	0	0	0	12	0	0	52	9	0	61	0	1	50	0	0	51	0	124
11:30AM	0	0	0	0	0	0	5	0	0	0	5	1	0	57	8	0	65	0	1	57	0	0	58	0	128
11:45AM	0	2	0	0	2	0	2	0	0	0	2	0	0	58	8	0	66	0	1	58	0	0	59	0	129
Hourly Total	0	2	1	0	3	0	25	1	1	0	27	1	0	225	35	0	260	0	3	222	1	0	226	0	516
12:00PM	0	0	0	0	0	0	8	0	0	0	8	0	0	54	7	0	61	0	1	50	0	0	51	0	120
12:15PM	0	0	0	0	0	0	9	0	0	0	9	0	0	57	8	0	65	0	1	60	0	0	61	0	135
12:30PM	0	0	0	0	0	0	10	1	0	0	11	0	0	52	11	0	63	0	0	67	0	0	67	0	141
12:45PM	0	0	0	0	0	0	6	0	0	0	6	0	0	54	11	0	65	0	0	65	1	0	66	0	137
Hourly Total	0	0	0	0	0	0	33	1	0	0	34	0	0	217	37	0	254	0	2	242	1	0	245	0	533
1:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	3	0	58	2	1	0	61	1	0	442	72	0	514	0	5	464	2	0	471	0	1049
% Approach	0%	66.7%	33.3%	0%	-	-	95.1%	3.3%	1.6%	0%	-	-	0%	86.0%	14.0%	0%	-	-	1.1%	98.5%	0.4%	0%	-	-	-
% Total	0%	0.2%	0.1%	0%	0.3%	-	5.5%	0.2%	0.1%	0%	5.8%	-	0%	42.1%	6.9%	0%	49.0%	-	0.5%	44.2%	0.2%	0%	44.9%	-	-
Lights	0	0	1	0	1	-	57	1	1	0	59	-	0	427	66	0	493	-	4	457	0	0	461	-	1014
% Lights	0%	0%	100%	0%	33.3%	-	98.3%	50.0%	100%	0%	96.7%	-	0%	96.6%	91.7%	0%	95.9%	-	80.0%	98.5%	0%	0%	97.9%	-	96.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	1	0	0	0	1	-	0	12	0	0	12	-	0	7	0	0	7	-	20
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	1.7%	0%	0%	0%	1.6%	-	0%	2.7%	0%	0%	2.3%	-	0%	1.5%	0%	0%	1.5%	-	1.9%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	2	0	0	2	-	0	1	0	0	1	-	0	3	6	0	9	-	1	0	2	0	3	-	15
% Bicycles on Road	0%	100%	0%	0%	66.7%	-	0%	50.0%	0%	0%	1.6%	-	0%	0.7%	8.3%	0%	1.8%	-	20.0%	0%	100%	0%	0.6%	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	

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

R261163: NY-22 & Yonderview Rd Saturday - TMC

Sat Aug 8, 2026

Full Length (11 AM-1 PM)

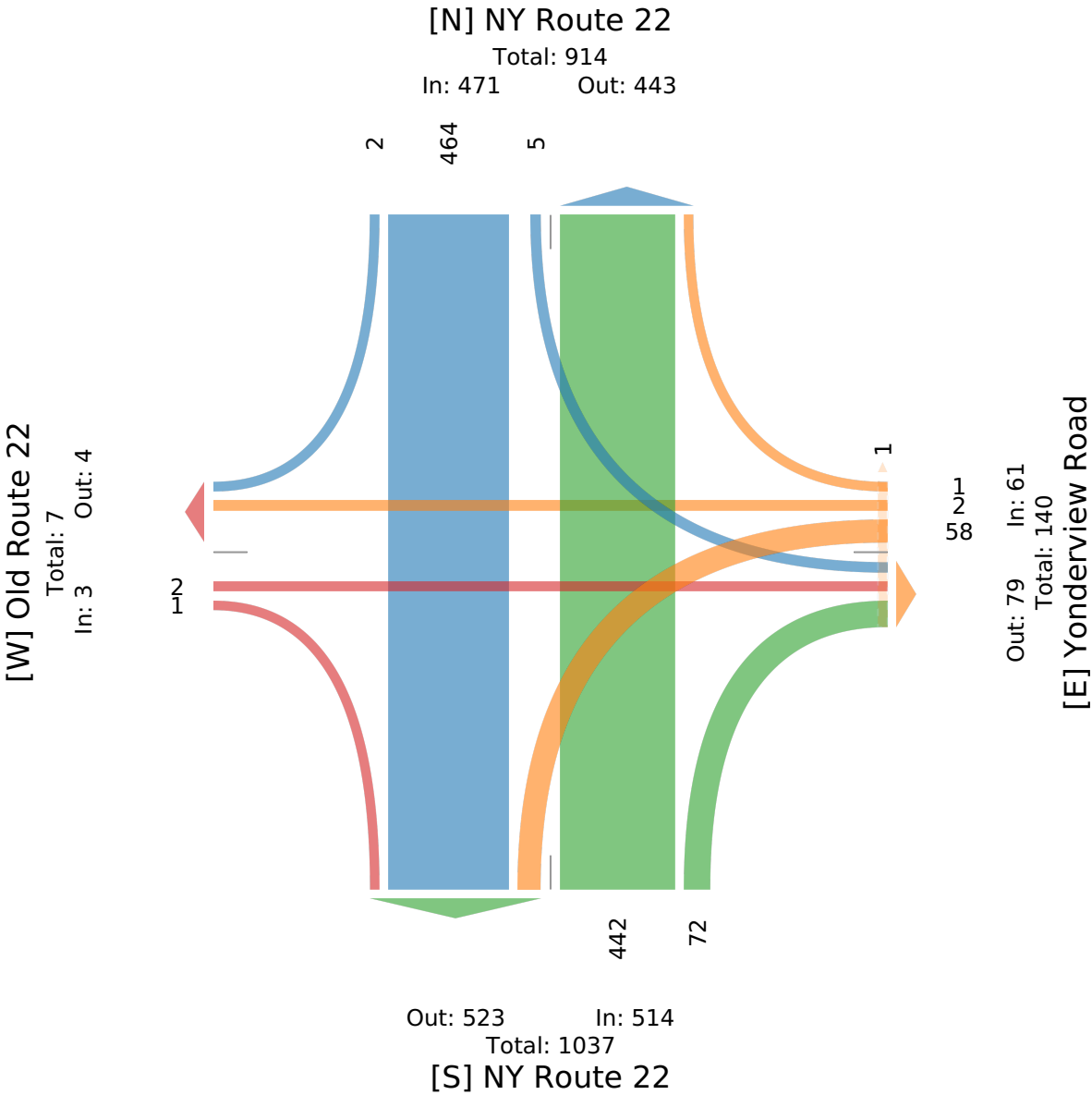
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424313, Location: 42.156448, -73.516238, Site Code: R261163



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



R261163: NY-22 & Yonderview Rd Saturday - TMC

Sat Aug 8, 2026

Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

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

All Movements

ID: 1424313, Location: 42.156448, -73.516238, Site Code: R261163



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

Leg Direction	Old Route 22 Eastbound							Yonderview Road Westbound							NY Route 22 Northbound							NY Route 22 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2026-08-08 12:00PM	0	0	0	0	0	0		8	0	0	0	8	0		0	54	7	0	61	0		1	50	0	0	51	0		120
12:15PM	0	0	0	0	0	0		9	0	0	0	9	0		0	57	8	0	65	0		1	60	0	0	61	0		135
12:30PM	0	0	0	0	0	0		10	1	0	0	11	0		0	52	11	0	63	0		0	67	0	0	67	0		141
12:45PM	0	0	0	0	0	0		6	0	0	0	6	0		0	54	11	0	65	0		0	65	1	0	66	0		137
Total	0	0	0	0	0	0		33	1	0	0	34	0		0	217	37	0	254	0		2	242	1	0	245	0		533
% Approach	0%	0%	0%	0%	-	-		97.1%	2.9%	0%	0%	-	-		0%	85.4%	14.6%	0%	-	-		0.8%	98.8%	0.4%	0%	-	-		-
% Total	0%	0%	0%	0%	0%	-		6.2%	0.2%	0%	0%	6.4%	-		0%	40.7%	6.9%	0%	47.7%	-		0.4%	45.4%	0.2%	0%	46.0%	-		-
PHF	-	-	-	-	-	-		0.825	0.250	-	-	0.773	-		-	0.939	0.800	-	0.961	-		0.250	0.903	-	-	0.907	-		0.941
Lights	0	0	0	0	0	-		32	1	0	0	33	-		0	206	32	0	238	-		1	239	0	0	240	-		511
% Lights	0%	0%	0%	0%	-	-		97.0%	100%	0%	0%	97.1%	-		0%	94.9%	86.5%	0%	93.7%	-		50.0%	98.8%	0%	0%	98.0%	-		95.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		1	0	0	0	1	-		0	8	0	0	8	-		0	3	0	0	3	-		12
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	-	-		3.0%	0%	0%	0%	2.9%	-		0%	3.7%	0%	0%	3.1%	-		0%	1.2%	0%	0%	1.2%	-		2.3%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Buses	0%	0%	0%	0%	-	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Bicycles on Road	0	0	0	0	0	-		0	0	0	0	0	-		0	3	5	0	8	-		1	0	1	0	2	-		10
% Bicycles on Road	0%	0%	0%	0%	-	-		0%	0%	0%	0%	0%	-		0%	1.4%	13.5%	0%	3.1%	-		50.0%	0%	100%	0%	0.8%	-		1.9%
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-

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

R261163: NY-22 & Yonderview Rd Saturday - TMC

Sat Aug 8, 2026

Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

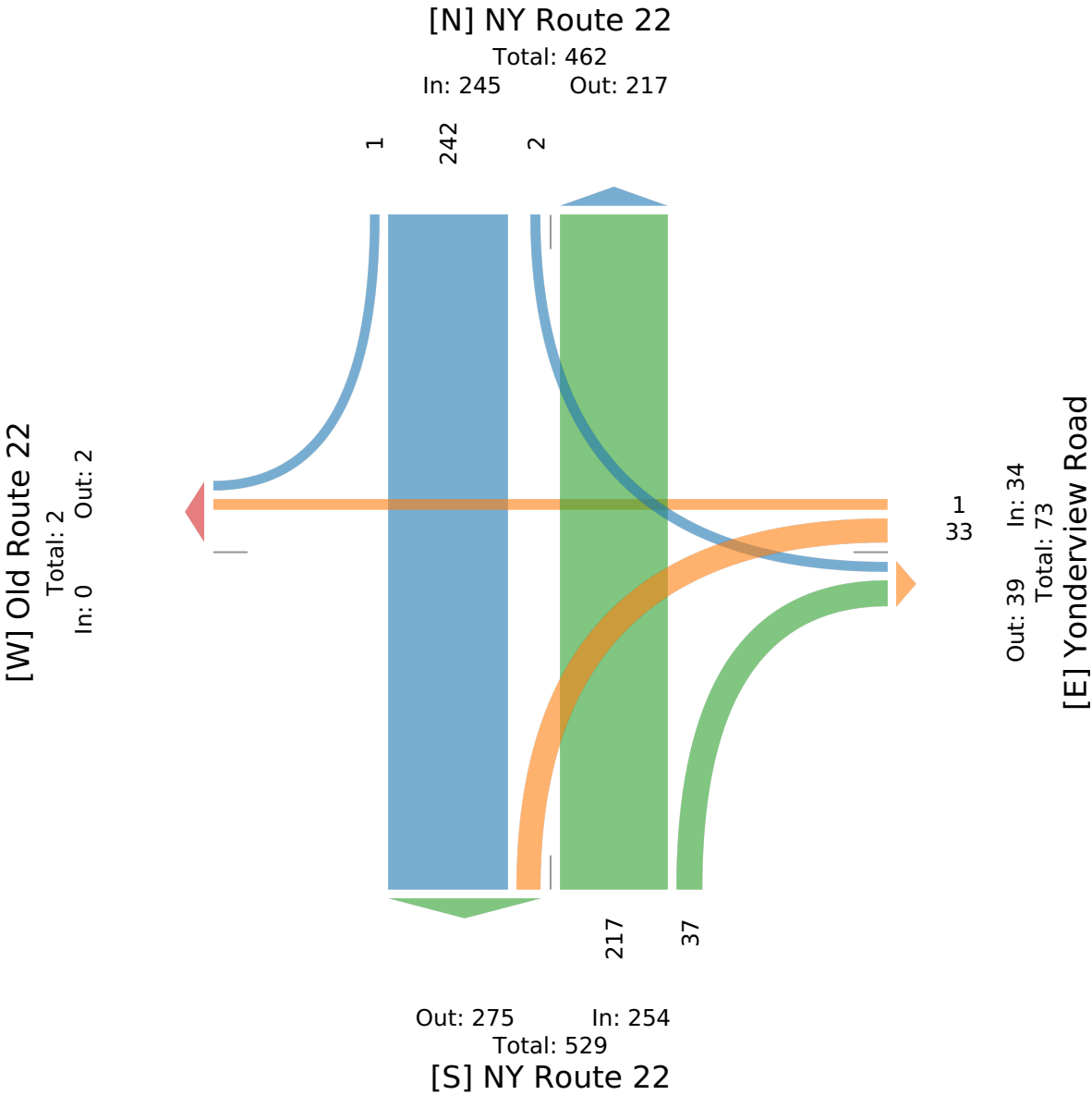
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1424313, Location: 42.156448, -73.516238, Site Code: R261163



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



MetroCount Traffic Executive **Weekly Vehicle Counts (Virtual Week)**

VirtWeeklyVehicle-731 -- English (ENU)

Datasets:

Site: [R261163] NY Route 22, aproximately 200-feet north of School Road
Attribute: Roe Jan
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 14:32 Thursday, August 6, 2026 => 10:11 Wednesday, August 12, 2026,
Zone:
File: R261163 0 2026-08-12 1012.EC1 (Plus)
Identifier: BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:00 Thursday, August 6, 2026 => 10:00 Wednesday, August 12, 2026 (5.79167)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 21271 / 21460 (99.12%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-731

Site: R261163.1.2NS

Description: NY Route 22, aproximately 200-feet north of School Road

Filter time: 15:00 Thursday, August 6, 2026 => 10:00 Wednesday, August 12, 2026

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	8.0	4.0	5.0	*	6.0	6.0	20.0	5.8	8.2
0100-0200	8.0	2.0	5.0	*	3.0	7.0	6.0	4.5	5.2
0200-0300	10.0	1.0	8.0	*	4.0	3.0	7.0	5.8	5.5
0300-0400	8.0	4.0	5.0	*	7.0	9.0	11.0	6.0	7.3
0400-0500	14.0	9.0	11.0	*	13.0	9.0	6.0	11.8	10.3
0500-0600	43.0	39.0	41.0	*	44.0	18.0	22.0	41.8	34.5
0600-0700	136.0	143.0	130.0	*	117.0	75.0	55.0	131.5	109.3
0700-0800	176.0	178.0	164.0	*	177.0	112.0	83.0	173.8	148.3
0800-0900	212.0	187.0	237.0	*	208.0	192.0	172.0	211.0	201.3
0900-1000	198.0	229.0	211.0	*	274.0	338.0	250.0	228.0	250.0
1000-1100	228.0	232.0	*	*	277.0	436.0	350.0	245.7	304.6
1100-1200	245.0	243.0	*	*	284.0	468.0	351.0	257.3	318.2
1200-1300	240.0	251.0	*	*	315.0	466.0	342.0	268.7	322.8
1300-1400	238.0	251.0	*	*	325.0	358.0	358.0	271.3	306.0
1400-1500	288.0	275.0	*	*	336.0	327.0	315.0	299.7	308.2
1500-1600	269.0	272.0	*	297.0	341.0	324.0	307.0	294.8	301.7
1600-1700	275.0	283.0	*	316.0	347.0	304.0	290.0	305.3	302.5
1700-1800	244.0	222.0	*	240.0	301.0	293.0	290.0	251.8	265.0
1800-1900	157.0	149.0	*	177.0	219.0	277.0	189.0	175.5	194.7
1900-2000	103.0	128.0	*	154.0	179.0	179.0	173.0	141.0	152.7
2000-2100	86.0	88.0	*	109.0	118.0	138.0	105.0	100.3	107.3
2100-2200	48.0	63.0	*	78.0	97.0	114.0	67.0	71.5	77.8
2200-2300	25.0	42.0	*	27.0	65.0	60.0	39.0	39.8	43.0
2300-2400	9.0	15.0	*	19.0	35.0	36.0	10.0	19.5	20.7
Totals									
0700-1900	2770.0	2772.0	*	*	3404.0	3895.0	3297.0	2982.7	3223.3
0600-2200	3143.0	3194.0	*	*	3915.0	4401.0	3697.0	3426.9	3670.5
0600-0000	3177.0	3251.0	*	*	4015.0	4497.0	3746.0	3486.2	3734.1
0000-0000	3268.0	3310.0	*	*	4092.0	4549.0	3818.0	3561.7	3805.1
AM Peak	1100	1100	*	*	1100	1100	1100		
	245.0	243.0	*	*	284.0	468.0	351.0		
PM Peak	1400	1600	*	*	1600	1200	1300		
	288.0	283.0	*	*	347.0	466.0	358.0		

* - No data.

MetroCount Traffic Executive **Weekly Vehicle Counts (Virtual Week)**

VirtWeeklyVehicle-732 -- English (ENU)

Datasets:

Site: [R261163] NY Route 22, aproximately 200-feet north of School Road
Attribute: Roe Jan
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 14:32 Thursday, August 6, 2026 => 10:11 Wednesday, August 12, 2026,
Zone:
File: R261163 0 2026-08-12 1012.EC1 (Plus)
Identifier: BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:00 Thursday, August 6, 2026 => 10:00 Wednesday, August 12, 2026 (5.79167)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 10486 / 21460 (48.86%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-732

Site: R261163.1.2NS

Description: NY Route 22, aproximately 200-feet north of School Road

Filter time: 15:00 Thursday, August 6, 2026 => 10:00 Wednesday, August 12, 2026

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	4.0	1.0	1.0	*	5.0	3.0	9.0	2.8	3.8
0100-0200	5.0	1.0	3.0	*	2.0	6.0	2.0	2.8	3.2
0200-0300	5.0	0.0	4.0	*	2.0	0.0	4.0	2.8	2.5
0300-0400	4.0	3.0	0.0	*	4.0	3.0	5.0	2.8	3.2
0400-0500	4.0	4.0	5.0	*	5.0	2.0	3.0	4.5	3.8
0500-0600	21.0	16.0	14.0	*	23.0	14.0	15.0	18.5	17.2
0600-0700	74.0	75.0	69.0	*	54.0	45.0	32.0	68.0	58.2
0700-0800	91.0	100.0	88.0	*	91.0	64.0	46.0	92.5	80.0
0800-0900	110.0	96.0	128.0	*	121.0	124.0	97.0	113.8	112.7
0900-1000	96.0	121.0	107.0	*	153.0	203.0	125.0	119.3	134.2
1000-1100	114.0	123.0	*	*	157.0	233.0	184.0	131.3	162.2
1100-1200	127.0	124.0	*	*	157.0	239.0	166.0	136.0	162.6
1200-1300	119.0	112.0	*	*	167.0	218.0	172.0	132.7	157.6
1300-1400	114.0	125.0	*	*	172.0	150.0	148.0	137.0	141.8
1400-1500	159.0	141.0	*	*	170.0	148.0	137.0	156.7	151.0
1500-1600	128.0	142.0	*	143.0	176.0	161.0	131.0	147.3	146.8
1600-1700	134.0	149.0	*	168.0	195.0	171.0	131.0	161.5	158.0
1700-1800	89.0	97.0	*	101.0	135.0	145.0	106.0	105.5	112.2
1800-1900	78.0	76.0	*	92.0	98.0	141.0	83.0	86.0	94.7
1900-2000	45.0	57.0	*	66.0	78.0	85.0	78.0	61.5	68.2
2000-2100	37.0	35.0	*	47.0	50.0	61.0	43.0	42.3	45.5
2100-2200	20.0	22.0	*	34.0	48.0	36.0	26.0	31.0	31.0
2200-2300	11.0	14.0	*	9.0	28.0	25.0	25.0	15.5	18.7
2300-2400	5.0	6.0	*	8.0	14.0	10.0	5.0	8.3	8.0
Totals									
0700-1900	1359.0	1406.0	*	*	1792.0	1997.0	1526.0	1519.4	1613.7
0600-2200	1535.0	1595.0	*	*	2022.0	2224.0	1705.0	1722.2	1816.5
0600-0000	1551.0	1615.0	*	*	2064.0	2259.0	1735.0	1745.9	1843.2
0000-0000	1594.0	1640.0	*	*	2105.0	2287.0	1773.0	1779.9	1876.9
AM Peak	1100	1100	*	*	1100	1100	1000		
	127.0	124.0	*	*	157.0	239.0	184.0		
PM Peak	1400	1600	*	*	1600	1200	1200		
	159.0	149.0	*	*	195.0	218.0	172.0		

* - No data.

MetroCount Traffic Executive **Weekly Vehicle Counts (Virtual Week)**

VirtWeeklyVehicle-733 -- English (ENU)

Datasets:

Site: [R261163] NY Route 22, aproximately 200-feet north of School Road
Attribute: Roe Jan
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 14:32 Thursday, August 6, 2026 => 10:11 Wednesday, August 12, 2026,
Zone:
File: R261163 0 2026-08-12 1012.EC1 (Plus)
Identifier: BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:00 Thursday, August 6, 2026 => 10:00 Wednesday, August 12, 2026 (5.79167)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 10785 / 21460 (50.26%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-733

Site: R261163.1.2NS

Description: NY Route 22, aproximately 200-feet north of School Road

Filter time: 15:00 Thursday, August 6, 2026 => 10:00 Wednesday, August 12, 2026

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	4.0	3.0	4.0	*	1.0	3.0	11.0	3.0	4.3
0100-0200	3.0	1.0	2.0	*	1.0	1.0	4.0	1.8	2.0
0200-0300	5.0	1.0	4.0	*	2.0	3.0	3.0	3.0	3.0
0300-0400	4.0	1.0	5.0	*	3.0	6.0	6.0	3.3	4.2
0400-0500	10.0	5.0	6.0	*	8.0	7.0	3.0	7.3	6.5
0500-0600	22.0	23.0	27.0	*	21.0	4.0	7.0	23.3	17.3
0600-0700	62.0	68.0	61.0	*	63.0	30.0	23.0	63.5	51.2
0700-0800	85.0	78.0	76.0	*	86.0	48.0	37.0	81.3	68.3
0800-0900	102.0	91.0	109.0	*	87.0	68.0	75.0	97.3	88.7
0900-1000	102.0	108.0	104.0	*	121.0	135.0	125.0	108.8	115.8
1000-1100	114.0	109.0	*	*	120.0	203.0	166.0	114.3	142.4
1100-1200	118.0	119.0	*	*	127.0	229.0	185.0	121.3	155.6
1200-1300	121.0	139.0	*	*	148.0	248.0	170.0	136.0	165.2
1300-1400	124.0	126.0	*	*	153.0	208.0	210.0	134.3	164.2
1400-1500	129.0	134.0	*	*	166.0	179.0	178.0	143.0	157.2
1500-1600	141.0	130.0	*	154.0	165.0	163.0	176.0	147.5	154.8
1600-1700	141.0	134.0	*	148.0	152.0	133.0	159.0	143.8	144.5
1700-1800	155.0	125.0	*	139.0	166.0	148.0	184.0	146.3	152.8
1800-1900	79.0	73.0	*	85.0	121.0	136.0	106.0	89.5	100.0
1900-2000	58.0	71.0	*	88.0	101.0	94.0	95.0	79.5	84.5
2000-2100	49.0	53.0	*	62.0	68.0	77.0	62.0	58.0	61.8
2100-2200	28.0	41.0	*	44.0	49.0	78.0	41.0	40.5	46.8
2200-2300	14.0	28.0	*	18.0	37.0	35.0	14.0	24.3	24.3
2300-2400	4.0	9.0	*	11.0	21.0	26.0	5.0	11.3	12.7
Totals									
0700-1900	1411.0	1366.0	*	*	1612.0	1898.0	1771.0	1463.3	1609.6
0600-2200	1608.0	1599.0	*	*	1893.0	2177.0	1992.0	1704.8	1853.9
0600-0000	1626.0	1636.0	*	*	1951.0	2238.0	2011.0	1740.3	1890.9
0000-0000	1674.0	1670.0	*	*	1987.0	2262.0	2045.0	1781.8	1928.3
AM Peak	1100	1100	*	*	1100	1100	1100		
	118.0	119.0	*	*	127.0	229.0	185.0		
PM Peak	1700	1200	*	*	1700	1200	1300		
	155.0	139.0	*	*	166.0	248.0	210.0		

* - No data.

MetroCount Traffic Executive **Speed Statistics**

SpeedStat-735 -- English (ENU)

Datasets:

Site: [R261163] NY Route 22, aproximately 200-feet north of School Road
Attribute: Roe Jan
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 14:32 Thursday, August 6, 2026 => 10:11 Wednesday, August 12, 2026,
Zone:
File: R261163 0 2026-08-12 1012.EC1 (Plus)
Identifier: BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:00 Thursday, August 6, 2026 => 10:00 Wednesday, August 12, 2026
(5.79167)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 10486 / 21460 (48.86%)

Speed Statistics

SpeedStat-735

Site: R261163.1.2NS
Description: NY Route 22, aproximately 200-feet north of School Road
Filter time: 15:00 Thursday, August 6, 2026 => 10:00 Wednesday, August 12, 2026
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 10486

Posted speed limit = 55 mph, Exceeding = 4122 (39.31%), Mean Exceeding = 58.99 mph

Maximum = 96.3 mph, Minimum = 9.4 mph, Mean = 52.8 mph

85% Speed = 59.1 mph, 95% Speed = 62.4 mph, Median = 53.5 mph

10 mph Pace = 49 - 59, Number in Pace = 6614 (63.07%)

Variance = 51.93, Standard Deviation = 7.21 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	10486 100.0%	0.00	0.00	0.00
5 - 10	3 0.0%	3 0.0%	10483 100.0%	0.00	0.00	0.00
10 - 15	4 0.0%	7 0.1%	10479 99.9%	0.00	0.00	0.00
15 - 20	6 0.1%	13 0.1%	10473 99.9%	0.00	0.00	0.00
20 - 25	20 0.2%	33 0.3%	10453 99.7%	0.00	0.00	0.00
25 - 30	123 1.2%	156 1.5%	10330 98.5%	0.00	0.00	0.00
30 - 35	163 1.6%	319 3.0%	10167 97.0%	0.00	0.00	0.00
35 - 40	202 1.9%	521 5.0%	9965 95.0%	0.00	0.00	0.00
40 - 45	512 4.9%	1033 9.9%	9453 90.1%	0.00	0.00	0.00
45 - 50	1811 17.3%	2844 27.1%	7642 72.9%	0.00	0.00	0.00
50 - 55	3520 33.6%	6364 60.7%	4122 39.3%	0.00	0.00	0.00
55 - 60	2937 28.0%	9301 88.7%	1185 11.3%	0.00	0.00	0.00
60 - 65	927 8.8%	10228 97.5%	258 2.5%	0.00	0.00	0.00
65 - 70	190 1.8%	10418 99.4%	68 0.6%	0.00	0.00	0.00
70 - 75	49 0.5%	10467 99.8%	19 0.2%	0.00	0.00	0.00
75 - 80	13 0.1%	10480 99.9%	6 0.1%	0.00	0.00	0.00
80 - 85	3 0.0%	10483 100.0%	3 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	10483 100.0%	3 0.0%	0.00	0.00	0.00
90 - 95	2 0.0%	10485 100.0%	1 0.0%	0.00	0.00	0.00
95 - 100	1 0.0%	10486 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 55 (PSL)	6364 60.7%	4122 39.3%

MetroCount Traffic Executive **Speed Statistics**

SpeedStat-736 -- English (ENU)

Datasets:

Site: [R261163] NY Route 22, aproximately 200-feet north of School Road
Attribute: Roe Jan
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 14:32 Thursday, August 6, 2026 => 10:11 Wednesday, August 12, 2026,
Zone:
File: R261163 0 2026-08-12 1012.EC1 (Plus)
Identifier: BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:00 Thursday, August 6, 2026 => 10:00 Wednesday, August 12, 2026
(5.79167)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 10785 / 21460 (50.26%)

Speed Statistics

SpeedStat-736

Site: R261163.1.2NS
Description: NY Route 22, aproximately 200-feet north of School Road
Filter time: 15:00 Thursday, August 6, 2026 => 10:00 Wednesday, August 12, 2026
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 10785

Posted speed limit = 55 mph, Exceeding = 2641 (24.49%), Mean Exceeding = 58.35 mph

Maximum = 78.0 mph, Minimum = 12.4 mph, Mean = 50.6 mph

85% Speed = 56.8 mph, 95% Speed = 60.2 mph, Median = 51.0 mph

10 mph Pace = 46 - 56, Number in Pace = 6642 (61.59%)

Variance = 43.20, Standard Deviation = 6.57 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	10785 100.0%	0.00	0.00	0.00
5 - 10	0 0.0%	0 0.0%	10785 100.0%	0.00	0.00	0.00
10 - 15	4 0.0%	4 0.0%	10781 100.0%	0.00	0.00	0.00
15 - 20	8 0.1%	12 0.1%	10773 99.9%	0.00	0.00	0.00
20 - 25	20 0.2%	32 0.3%	10753 99.7%	0.00	0.00	0.00
25 - 30	51 0.5%	83 0.8%	10702 99.2%	0.00	0.00	0.00
30 - 35	166 1.5%	249 2.3%	10536 97.7%	0.00	0.00	0.00
35 - 40	372 3.4%	621 5.8%	10164 94.2%	0.00	0.00	0.00
40 - 45	1105 10.2%	1726 16.0%	9059 84.0%	0.00	0.00	0.00
45 - 50	2884 26.7%	4610 42.7%	6175 57.3%	0.00	0.00	0.00
50 - 55	3534 32.8%	8144 75.5%	2641 24.5%	0.00	0.00	0.00
55 - 60	2050 19.0%	10194 94.5%	591 5.5%	0.00	0.00	0.00
60 - 65	489 4.5%	10683 99.1%	102 0.9%	0.00	0.00	0.00
65 - 70	82 0.8%	10765 99.8%	20 0.2%	0.00	0.00	0.00
70 - 75	13 0.1%	10778 99.9%	7 0.1%	0.00	0.00	0.00
75 - 80	7 0.1%	10785 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	10785 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	10785 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	10785 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	10785 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 55 (PSL)	8144 75.5%	2641 24.5%

Attachment C
Level of Service Summary

Roeliff Jansen Resort
Town of Copake, New York

LOS Definitions

The following is an excerpt from the Highway Capacity Manual, 7th Edition (HCM).

Level of Service for Signalized Intersections

Level of Service (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. Control delay *and* volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. 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 v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

LOS A describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either 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 operations with control delay between 10 and 20 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length 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 begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c 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 operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c 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 s/veh when the v/c 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 v/c 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 s/veh represents failure from a delay perspective).

Average control delay and queue length at roundabout controlled intersections are calculated using SIDRA Intersection. The physical geometry such as entry lane width and approach flare, and traffic volume at the roundabout are factors that influence the intersection's performance. The average delay reported using SIDRA Intersection is based on the signalized HCM Method of Delay for Level-of-Service.

Level of Service Criteria for Unsignalized Intersections

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

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

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

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

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

HCM 7th Signalized Intersection Summary
R261163: Roe Jan Resort

1: NY-22 & NY-23
Existing 2026 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	101	38	35	99	8	45	52	38	5	47	38
Future Volume (veh/h)	30	101	38	35	99	8	45	52	38	5	47	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1752	1826	1663	1663	1826	1707	1633	1678	1900	1307	1707	1737
Adj Flow Rate, veh/h	35	119	45	41	116	9	53	61	45	6	55	45
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	10	5	16	16	5	13	18	15	0	40	13	11
Cap, veh/h	186	372	123	216	445	30	240	221	121	132	254	194
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	152	1152	381	221	1379	92	294	761	417	30	875	668
Grp Volume(v), veh/h	199	0	0	166	0	0	159	0	0	106	0	0
Grp Sat Flow(s),veh/h/ln	1685	0	0	1692	0	0	1472	0	0	1573	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.1	0.0	0.0	2.4	0.0	0.0	1.6	0.0	0.0
Prop In Lane	0.18		0.23	0.25		0.05	0.33		0.28	0.06		0.42
Lane Grp Cap(c), veh/h	681	0	0	691	0	0	582	0	0	579	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.24	0.00	0.00	0.27	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	2515	0	0	2499	0	0	2209	0	0	2380	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	7.8	0.0	0.0	8.7	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.3	0.0	0.0	8.1	0.0	0.0	9.0	0.0	0.0	8.6	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h	199			166			159			106		
Approach Delay, s/veh	8.3			8.1			9.0			8.6		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	15.0			16.0			15.0			16.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			45.0			45.0			45.0		
Max Q Clear Time (g_c+l1), s	4.4			4.7			3.6			4.1		
Green Ext Time (p_c), s	1.4			1.9			0.9			1.4		
Intersection Summary												
HCM 7th Control Delay, s/veh	8.5											
HCM 7th LOS	A											

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	10	0	113	0	2	85	0
Future Vol, veh/h	0	0	0	0	0	10	0	113	0	2	85	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	10	0	15	0	50	17	0
Mvmt Flow	0	0	0	0	0	11	0	127	0	2	96	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	227	227	96	227	227	127	96	0	0	127	0	0
Stage 1	100	100	-	127	127	-	-	-	-	-	-	-
Stage 2	127	127	-	100	100	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.3	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.39	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	733	676	967	733	676	902	1511	-	-	1210	-	-
Stage 1	911	816	-	882	795	-	-	-	-	-	-	-
Stage 2	882	795	-	911	816	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	722	675	967	731	675	902	1511	-	-	1210	-	-
Mov Cap-2 Maneuver	722	675	-	731	675	-	-	-	-	-	-	-
Stage 1	909	815	-	882	795	-	-	-	-	-	-	-
Stage 2	871	795	-	909	815	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	9.04	0	0.18
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1511	-	-	-	902	41	-
HCM Lane V/C Ratio	-	-	-	-	0.012	0.002	-
HCM Ctrl Dly (s/v)	0	-	-	0	9	8	0
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	20	0	1	0	108	39	0	78	1
Future Vol, veh/h	1	0	0	20	0	1	0	108	39	0	78	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	100	0	8	0	0	18	0
Mvmt Flow	1	0	0	24	0	1	0	127	46	0	92	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	219	265	92	242	243	150	93	0	0	173	0	0
Stage 1	92	92	-	150	150	-	-	-	-	-	-	-
Stage 2	127	173	-	92	93	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	7.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	4.2	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	741	644	970	716	662	692	1514	-	-	1416	-	-
Stage 1	920	822	-	857	777	-	-	-	-	-	-	-
Stage 2	882	760	-	920	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	740	644	970	716	662	692	1514	-	-	1416	-	-
Mov Cap-2 Maneuver	740	644	-	716	662	-	-	-	-	-	-	-
Stage 1	920	822	-	857	777	-	-	-	-	-	-	-
Stage 2	880	760	-	920	822	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.87	10.21	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1514	-	-	740 715	1416	-	-
HCM Lane V/C Ratio	-	-	-	0.002 0.035	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.9 10.2	0	-	-
HCM Lane LOS	A	-	-	A B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1	0	-	-

HCM 7th Signalized Intersection Summary
R261163: Roe Jan Resort

1: NY-22 & NY-23
Existing 2026 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	173	56	40	170	7	57	111	39	8	74	53
Future Volume (veh/h)	46	173	56	40	170	7	57	111	39	8	74	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1885	1870	1856	1885	1900	1841	1870	1900	1900	1781	1870
Adj Flow Rate, veh/h	51	192	62	44	189	8	63	123	43	9	82	59
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
Percent Heavy Veh, %	7	1	2	3	1	0	4	2	0	0	8	2
Cap, veh/h	186	381	111	190	482	18	233	326	96	131	293	197
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	168	1206	351	177	1526	58	288	1069	314	36	963	647
Grp Volume(v), veh/h	305	0	0	241	0	0	229	0	0	150	0	0
Grp Sat Flow(s),veh/h/ln	1725	0	0	1762	0	0	1670	0	0	1646	0	0
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	2.2	0.0	0.0
Prop In Lane	0.17		0.20	0.18		0.03	0.28		0.19	0.06		0.39
Lane Grp Cap(c), veh/h	678	0	0	691	0	0	654	0	0	622	0	0
V/C Ratio(X)	0.45	0.00	0.00	0.35	0.00	0.00	0.35	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	2518	0	0	2542	0	0	2439	0	0	2427	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	8.5	0.0	0.0	8.8	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.6	0.0	0.0	8.9	0.0	0.0	9.2	0.0	0.0	8.7	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h	305			241			229			150		
Approach Delay, s/veh	9.6			8.9			9.2			8.7		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	15.6			16.0			15.6			16.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			45.0			45.0			45.0		
Max Q Clear Time (g_c+I1), s	5.2			6.4			4.2			5.2		
Green Ext Time (p_c), s	2.0			3.0			1.3			2.1		
Intersection Summary												
HCM 7th Control Delay, s/veh	9.2											
HCM 7th LOS	A											

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	6	0	183	0	5	161	0
Future Vol, veh/h	0	0	0	0	0	6	0	183	0	5	161	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	0	0	0	0	0	6	0	195	0	5	171	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	377	377	171	377	377	195	171	0	0	195	0	0
Stage 1	182	182	-	195	195	-	-	-	-	-	-	-
Stage 2	195	195	-	182	182	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	584	558	878	584	558	852	1418	-	-	1390	-	-
Stage 1	825	753	-	812	743	-	-	-	-	-	-	-
Stage 2	812	743	-	825	753	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	578	556	878	582	556	852	1418	-	-	1390	-	-
Mov Cap-2 Maneuver	578	556	-	582	556	-	-	-	-	-	-	-
Stage 1	821	750	-	812	743	-	-	-	-	-	-	-
Stage 2	806	743	-	821	750	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	9.26	0	0.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1418	-	-	-	852	54	-
HCM Lane V/C Ratio	-	-	-	-	0.007	0.004	-
HCM Ctrl Dly (s/v)	0	-	-	0	9.3	7.6	0
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	46	0	1	0	180	40	2	158	0
Future Vol, veh/h	1	0	0	46	0	1	0	180	40	2	158	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	4	0
Mvmt Flow	1	0	0	54	0	1	0	212	47	2	186	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	402	449	186	426	426	235	186	0	0	259	0	0
Stage 1	191	191	-	235	235	-	-	-	-	-	-	-
Stage 2	212	259	-	191	191	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	562	508	861	542	524	809	1401	-	-	1318	-	-
Stage 1	816	746	-	772	714	-	-	-	-	-	-	-
Stage 2	795	697	-	816	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	560	507	861	541	523	809	1401	-	-	1318	-	-
Mov Cap-2 Maneuver	560	507	-	541	523	-	-	-	-	-	-	-
Stage 1	814	745	-	772	714	-	-	-	-	-	-	-
Stage 2	794	697	-	814	745	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.44		12.35		0		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1401	-	-	560 545	23	-	-
HCM Lane V/C Ratio	-	-	-	0.002 0.101	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.4 12.3	7.7	0	-
HCM Lane LOS	A	-	-	B B	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.3	0	-	-

HCM 7th Signalized Intersection Summary
R261163: Roe Jan Resort

1: NY-22 & NY-23
Existing 2026 Saturday Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	153	104	71	170	5	127	101	71	5	105	49
Future Volume (veh/h)	59	153	104	71	170	5	127	101	71	5	105	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1885	1900	1870	1885	1900	1885	1870	1900	1604	1900	1870
Adj Flow Rate, veh/h	61	158	107	73	175	5	131	104	73	5	108	51
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	0	2	1	0	1	2	0	20	0	2
Cap, veh/h	194	300	177	245	438	11	318	206	114	119	377	173
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	194	934	551	320	1364	34	517	665	367	17	1217	557
Grp Volume(v), veh/h	326	0	0	253	0	0	308	0	0	164	0	0
Grp Sat Flow(s),veh/h/ln	1679	0	0	1718	0	0	1550	0	0	1790	0	0
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	0.0	3.4	0.0	0.0	5.3	0.0	0.0	2.2	0.0	0.0
Prop In Lane	0.19		0.33	0.29		0.02	0.43		0.24	0.03		0.31
Lane Grp Cap(c), veh/h	670	0	0	694	0	0	638	0	0	669	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.36	0.00	0.00	0.48	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	2395	0	0	2366	0	0	2227	0	0	2573	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.2	0.0	0.0	8.7	0.0	0.0	9.5	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.9	0.0	0.0	1.2	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.0	0.0	0.0	9.1	0.0	0.0	10.3	0.0	0.0	8.8	0.0	0.0
LnGrp LOS	A			A			B			A		
Approach Vol, veh/h	326			253			308			164		
Approach Delay, s/veh	10.0			9.1			10.3			8.8		
Approach LOS	A			A			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	16.1			16.4			16.1			16.4		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			45.0			45.0			45.0		
Max Q Clear Time (g_c+I1), s	7.3			7.1			4.2			5.4		
Green Ext Time (p_c), s	2.9			3.3			1.4			2.3		
Intersection Summary												
HCM 7th Control Delay, s/veh	9.7											
HCM 7th LOS	A											

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	11	0	226	1	6	224	1
Future Vol, veh/h	1	0	0	0	0	11	0	226	1	6	224	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	1	0	0	0	0	12	0	243	1	6	241	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	497	498	241	497	498	244	242	0	0	244	0	0
Stage 1	254	254	-	244	244	-	-	-	-	-	-	-
Stage 2	243	244	-	254	255	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	486	477	802	486	477	800	1336	-	-	1334	-	-
Stage 1	755	701	-	765	708	-	-	-	-	-	-	-
Stage 2	765	708	-	755	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	477	474	802	484	474	800	1336	-	-	1334	-	-
Mov Cap-2 Maneuver	477	474	-	484	474	-	-	-	-	-	-	-
Stage 1	750	697	-	765	708	-	-	-	-	-	-	-
Stage 2	754	708	-	751	696	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.57		9.57		0		0.2	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	477	800	47	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.015	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.6	9.6	7.7	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	33	1	0	0	217	37	2	242	1
Future Vol, veh/h	0	0	0	33	1	0	0	217	37	2	242	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	4	0
Mvmt Flow	0	0	0	35	1	0	0	231	39	2	257	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	494	532	258	512	513	251	259	0	0	270	0	0
Stage 1	262	262	-	251	251	-	-	-	-	-	-	-
Stage 2	231	270	-	262	263	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	489	456	786	476	467	793	1318	-	-	1305	-	-
Stage 1	747	695	-	758	703	-	-	-	-	-	-	-
Stage 2	776	689	-	748	695	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	487	455	786	475	467	793	1318	-	-	1305	-	-
Mov Cap-2 Maneuver	487	455	-	475	467	-	-	-	-	-	-	-
Stage 1	746	694	-	758	703	-	-	-	-	-	-	-
Stage 2	775	689	-	746	693	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	13.21	0	0.06
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1318	-	-	-	474	15	-
HCM Lane V/C Ratio	-	-	-	-	0.076	0.002	-
HCM Ctrl Dly (s/v)	0	-	-	0	13.2	7.8	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-

HCM 7th Signalized Intersection Summary
R261163: Roe Jan Resort

1: NY-22 & NY-23
No-Build 2029 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	102	38	35	100	8	45	52	38	5	47	38
Future Volume (veh/h)	30	102	38	35	100	8	45	52	38	5	47	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1752	1826	1663	1663	1826	1707	1633	1678	1900	1307	1707	1737
Adj Flow Rate, veh/h	35	120	45	41	118	9	53	61	45	6	55	45
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	10	5	16	16	5	13	18	15	0	40	13	11
Cap, veh/h	185	373	122	215	447	29	240	221	121	132	254	194
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	151	1155	379	219	1383	91	294	761	417	30	875	668
Grp Volume(v), veh/h	200	0	0	168	0	0	159	0	0	106	0	0
Grp Sat Flow(s),veh/h/ln	1685	0	0	1693	0	0	1472	0	0	1573	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.1	0.0	0.0	2.4	0.0	0.0	1.6	0.0	0.0
Prop In Lane	0.17		0.22	0.24		0.05	0.33		0.28	0.06		0.42
Lane Grp Cap(c), veh/h	680	0	0	691	0	0	582	0	0	579	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.24	0.00	0.00	0.27	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	2515	0	0	2501	0	0	2209	0	0	2380	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	7.8	0.0	0.0	8.7	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.4	0.0	0.0	8.1	0.0	0.0	9.0	0.0	0.0	8.6	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h	200			168			159			106		
Approach Delay, s/veh	8.4			8.1			9.0			8.6		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	15.0			16.0			15.0			16.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			45.0			45.0			45.0		
Max Q Clear Time (g_c+l1), s	4.4			4.7			3.6			4.1		
Green Ext Time (p_c), s	1.4			1.9			0.9			1.4		
Intersection Summary												
HCM 7th Control Delay, s/veh	8.5											
HCM 7th LOS	A											

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	10	0	114	0	2	86	0
Future Vol, veh/h	0	0	0	0	0	10	0	114	0	2	86	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	10	0	15	0	50	17	0
Mvmt Flow	0	0	0	0	0	11	0	128	0	2	97	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	229	229	97	229	229	128	97	0	0	128	0	0
Stage 1	101	101	-	128	128	-	-	-	-	-	-	-
Stage 2	128	128	-	101	101	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.3	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.39	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	730	674	965	730	674	901	1510	-	-	1209	-	-
Stage 1	910	815	-	881	794	-	-	-	-	-	-	-
Stage 2	881	794	-	910	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	720	673	965	729	673	901	1510	-	-	1209	-	-
Mov Cap-2 Maneuver	720	673	-	729	673	-	-	-	-	-	-	-
Stage 1	908	814	-	881	794	-	-	-	-	-	-	-
Stage 2	870	794	-	908	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	9.05	0	0.18
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1510	-	-	- 901	41	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	0 9	8	0	-
HCM Lane LOS	A	-	-	A A	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	1	0	0	20	0	1	0	109	39	0	79	1
Future Vol, veh/h	1	0	0	20	0	1	0	109	39	0	79	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	100	0	8	0	0	18	0
Mvmt Flow	1	0	0	24	0	1	0	128	46	0	93	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	222	268	94	244	245	151	94	0	0	174	0	0
Stage 1	94	94	-	151	151	-	-	-	-	-	-	-
Stage 2	128	174	-	93	94	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	7.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	4.2	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	738	642	969	714	660	691	1513	-	-	1415	-	-
Stage 1	918	821	-	856	776	-	-	-	-	-	-	-
Stage 2	880	759	-	919	821	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	737	642	969	714	660	691	1513	-	-	1415	-	-
Mov Cap-2 Maneuver	737	642	-	714	660	-	-	-	-	-	-	-
Stage 1	918	821	-	856	776	-	-	-	-	-	-	-
Stage 2	879	759	-	919	821	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.89	10.23	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1513	-	-	737 713	1415	-	-
HCM Lane V/C Ratio	-	-	-	0.002 0.035	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.9 10.2	0	-	-
HCM Lane LOS	A	-	-	A B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1	0	-	-

HCM 7th Signalized Intersection Summary
R261163: Roe Jan Resort

1: NY-22 & NY-23
No-Build 2029 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	174	56	40	171	7	57	112	39	8	75	53
Future Volume (veh/h)	46	174	56	40	171	7	57	112	39	8	75	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1885	1870	1856	1885	1900	1841	1870	1900	1900	1781	1870
Adj Flow Rate, veh/h	51	193	62	44	190	8	63	124	43	9	83	59
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
Percent Heavy Veh, %	7	1	2	3	1	0	4	2	0	0	8	2
Cap, veh/h	186	382	110	190	483	18	232	327	95	131	295	196
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	168	1208	350	176	1528	58	286	1072	312	35	968	643
Grp Volume(v), veh/h	306	0	0	242	0	0	230	0	0	151	0	0
Grp Sat Flow(s),veh/h/ln	1725	0	0	1762	0	0	1671	0	0	1647	0	0
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	2.2	0.0	0.0
Prop In Lane	0.17		0.20	0.18		0.03	0.27		0.19	0.06		0.39
Lane Grp Cap(c), veh/h	678	0	0	691	0	0	654	0	0	623	0	0
V/C Ratio(X)	0.45	0.00	0.00	0.35	0.00	0.00	0.35	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	2518	0	0	2542	0	0	2439	0	0	2428	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	8.5	0.0	0.0	8.8	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.6	0.0	0.0	8.9	0.0	0.0	9.2	0.0	0.0	8.7	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h	306			242			230			151		
Approach Delay, s/veh	9.6			8.9			9.2			8.7		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	15.6			16.0			15.6			16.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			45.0			45.0			45.0		
Max Q Clear Time (g_c+l1), s	5.2			6.4			4.2			5.2		
Green Ext Time (p_c), s	2.0			3.1			1.3			2.1		
Intersection Summary												
HCM 7th Control Delay, s/veh	9.2											
HCM 7th LOS	A											

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	6	0	184	0	5	162	0
Future Vol, veh/h	0	0	0	0	0	6	0	184	0	5	162	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	0	0	0	0	0	6	0	196	0	5	172	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	379	379	172	379	379	196	172	0	0	196	0	0
Stage 1	183	183	-	196	196	-	-	-	-	-	-	-
Stage 2	196	196	-	183	183	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	583	556	876	583	556	851	1417	-	-	1389	-	-
Stage 1	823	752	-	811	743	-	-	-	-	-	-	-
Stage 2	811	743	-	823	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	576	554	876	580	554	851	1417	-	-	1389	-	-
Mov Cap-2 Maneuver	576	554	-	580	554	-	-	-	-	-	-	-
Stage 1	820	749	-	811	743	-	-	-	-	-	-	-
Stage 2	805	743	-	820	749	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	9.26	0	0.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1417	-	-	-	851	54	-
HCM Lane V/C Ratio	-	-	-	-	0.008	0.004	-
HCM Ctrl Dly (s/v)	0	-	-	0	9.3	7.6	0
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	0	0	46	0	1	0	181	40	2	159	0
Future Vol, veh/h	1	0	0	46	0	1	0	181	40	2	159	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	4	0
Mvmt Flow	1	0	0	54	0	1	0	213	47	2	187	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	405	452	187	428	428	236	187	0	0	260	0	0
Stage 1	192	192	-	236	236	-	-	-	-	-	-	-
Stage 2	213	260	-	192	192	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	560	506	860	540	522	807	1399	-	-	1316	-	-
Stage 1	815	746	-	771	713	-	-	-	-	-	-	-
Stage 2	794	697	-	815	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	558	505	860	539	521	807	1399	-	-	1316	-	-
Mov Cap-2 Maneuver	558	505	-	539	521	-	-	-	-	-	-	-
Stage 1	813	744	-	771	713	-	-	-	-	-	-	-
Stage 2	793	697	-	813	744	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.46		12.38		0		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1399	-	-	558 543	22	-	-
HCM Lane V/C Ratio	-	-	-	0.002 0.102	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.5 12.4	7.7	0	-
HCM Lane LOS	A	-	-	B B	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.3	0	-	-

HCM 7th Signalized Intersection Summary
R261163: Roe Jan Resort

1: NY-22 & NY-23
No-Build 2029 Saturday Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	154	105	72	171	5	128	102	72	5	106	49
Future Volume (veh/h)	59	154	105	72	171	5	128	102	72	5	106	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1885	1900	1870	1885	1900	1885	1870	1900	1604	1900	1870
Adj Flow Rate, veh/h	61	159	108	74	176	5	132	105	74	5	109	51
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	0	2	1	0	1	2	0	20	0	2
Cap, veh/h	192	300	178	246	438	11	318	207	115	119	381	173
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	192	934	553	323	1361	34	517	664	369	17	1221	554
Grp Volume(v), veh/h	328	0	0	255	0	0	311	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1679	0	0	1718	0	0	1549	0	0	1791	0	0
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	0.0	0.0	3.5	0.0	0.0	5.4	0.0	0.0	2.3	0.0	0.0
Prop In Lane	0.19		0.33	0.29		0.02	0.42		0.24	0.03		0.31
Lane Grp Cap(c), veh/h	670	0	0	694	0	0	640	0	0	672	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.37	0.00	0.00	0.49	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	2378	0	0	2347	0	0	2211	0	0	2556	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.2	0.0	0.0	8.7	0.0	0.0	9.5	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.9	0.0	0.0	1.2	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.0	0.0	0.0	9.2	0.0	0.0	10.3	0.0	0.0	8.8	0.0	0.0
LnGrp LOS	B			A			B			A		
Approach Vol, veh/h	328			255			311			165		
Approach Delay, s/veh	10.0			9.2			10.3			8.8		
Approach LOS	B			A			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	16.2			16.5			16.2			16.5		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			45.0			45.0			45.0		
Max Q Clear Time (g_c+l1), s	7.4			7.2			4.3			5.5		
Green Ext Time (p_c), s	3.0			3.4			1.4			2.3		
Intersection Summary												
HCM 7th Control Delay, s/veh	9.7											
HCM 7th LOS	A											

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	11	0	228	1	6	226	1
Future Vol, veh/h	1	0	0	0	0	11	0	228	1	6	226	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	1	0	0	0	0	12	0	245	1	6	243	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	502	503	244	502	503	246	244	0	0	246	0	0
Stage 1	256	256	-	246	246	-	-	-	-	-	-	-
Stage 2	245	246	-	256	257	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	483	474	800	483	474	798	1334	-	-	1332	-	-
Stage 1	753	699	-	763	707	-	-	-	-	-	-	-
Stage 2	763	706	-	753	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	473	471	800	481	471	798	1334	-	-	1332	-	-
Mov Cap-2 Maneuver	473	471	-	481	471	-	-	-	-	-	-	-
Stage 1	748	695	-	763	707	-	-	-	-	-	-	-
Stage 2	752	706	-	749	695	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.62		9.58		0		0.2	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1334	-	-	473 798	46	-	-
HCM Lane V/C Ratio	-	-	-	0.002 0.015 0.005	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.6 9.6 7.7	0	-	-
HCM Lane LOS	A	-	-	B A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0 0	0	-	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	33	1	0	0	219	37	2	244	1
Future Vol, veh/h	0	0	0	33	1	0	0	219	37	2	244	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	4	0
Mvmt Flow	0	0	0	35	1	0	0	233	39	2	260	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	498	537	260	516	518	253	261	0	0	272	0	0
Stage 1	264	264	-	253	253	-	-	-	-	-	-	-
Stage 2	234	272	-	264	265	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	486	453	783	472	465	791	1316	-	-	1303	-	-
Stage 1	745	694	-	756	702	-	-	-	-	-	-	-
Stage 2	774	688	-	746	693	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	484	453	783	472	464	791	1316	-	-	1303	-	-
Mov Cap-2 Maneuver	484	453	-	472	464	-	-	-	-	-	-	-
Stage 1	744	692	-	756	702	-	-	-	-	-	-	-
Stage 2	773	688	-	744	692	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	13.27	0	0.06
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1316	-	-	-	471	15	-
HCM Lane V/C Ratio	-	-	-	-	0.077	0.002	-
HCM Ctrl Dly (s/v)	0	-	-	0	13.3	7.8	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-

HCM 7th Signalized Intersection Summary
R261163: Roe Jan Resort

1: NY-22 & NY-23
Build 2029 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	102	45	42	100	8	50	58	42	5	57	38
Future Volume (veh/h)	30	102	45	42	100	8	50	58	42	5	57	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1826	1663	1663	1826	1707	1633	1678	1900	1307	1707	1737
Adj Flow Rate, veh/h	35	120	53	49	118	9	59	68	49	6	67	45
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	10	5	16	16	5	13	18	15	0	40	13	11
Cap, veh/h	181	354	137	231	424	27	243	223	120	129	282	179
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	146	1106	428	260	1323	85	303	754	408	27	954	605
Grp Volume(v), veh/h	208	0	0	176	0	0	176	0	0	118	0	0
Grp Sat Flow(s),veh/h/ln	1679	0	0	1669	0	0	1465	0	0	1586	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	2.3	0.0	0.0	2.7	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.17		0.25	0.28		0.05	0.34		0.28	0.05		0.38
Lane Grp Cap(c), veh/h	673	0	0	682	0	0	587	0	0	589	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.26	0.00	0.00	0.30	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	2489	0	0	2446	0	0	2183	0	0	2381	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	8.0	0.0	0.0	8.7	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.6	0.0	0.0	8.3	0.0	0.0	9.1	0.0	0.0	8.6	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h	208			176			176			118		
Approach Delay, s/veh	8.6			8.3			9.1			8.6		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	15.2			16.0			15.2			16.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			45.0			45.0			45.0		
Max Q Clear Time (g_c+l1), s	4.7			4.9			3.8			4.3		
Green Ext Time (p_c), s	1.5			2.0			1.0			1.5		
Intersection Summary												
HCM 7th Control Delay, s/veh	8.6											
HCM 7th LOS	A											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	4	0	0	10	7	117	0	2	89	7
Future Vol, veh/h	4	0	4	0	0	10	7	117	0	2	89	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	10	0	15	0	50	17	0
Mvmt Flow	4	0	4	0	0	11	8	131	0	2	100	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	256	256	104	252	260	131	108	0	0	131	0	0
Stage 1	108	108	-	147	147	-	-	-	-	-	-	-
Stage 2	147	147	-	104	112	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.3	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.39	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	702	652	956	706	648	897	1495	-	-	1205	-	-
Stage 1	902	809	-	860	779	-	-	-	-	-	-	-
Stage 2	860	779	-	906	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	688	647	956	697	643	897	1495	-	-	1205	-	-
Mov Cap-2 Maneuver	688	647	-	697	643	-	-	-	-	-	-	-
Stage 1	900	808	-	855	775	-	-	-	-	-	-	-
Stage 2	845	775	-	900	805	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.55	9.06	0.42	0.16
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	102	-	-	800	897	36	-
HCM Lane V/C Ratio	0.005	-	-	0.011	0.013	0.002	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.6	9.1	8	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	20	0	1	0	133	39	0	94	1
Future Vol, veh/h	1	0	0	20	0	1	0	133	39	0	94	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	100	0	8	0	0	18	0
Mvmt Flow	1	0	0	24	0	1	0	156	46	0	111	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	268	314	111	290	291	179	112	0	0	202	0	0
Stage 1	111	111	-	179	179	-	-	-	-	-	-	-
Stage 2	156	202	-	111	112	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	7.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	4.2	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	689	605	947	666	623	664	1491	-	-	1382	-	-
Stage 1	899	807	-	827	755	-	-	-	-	-	-	-
Stage 2	851	738	-	899	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	688	605	947	666	623	664	1491	-	-	1382	-	-
Mov Cap-2 Maneuver	688	605	-	666	623	-	-	-	-	-	-	-
Stage 1	899	807	-	827	755	-	-	-	-	-	-	-
Stage 2	849	738	-	899	807	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.24	10.61	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1491	-	-	688 666	1382	-	-
HCM Lane V/C Ratio	-	-	-	0.002 0.037	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.2 10.6	0	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1	0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1	2	130	97	15
Future Vol, veh/h	10	1	2	130	97	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	15	17	0
Mvmt Flow	11	1	2	146	109	17

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	268	117	126
Stage 1	117	-	-
Stage 2	151	-	-
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	726	940	1473
Stage 1	913	-	-
Stage 2	882	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	724	940	1473
Mov Cap-2 Maneuver	724	-	-
Stage 1	911	-	-
Stage 2	882	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.95	0.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	27	-	740	-	-
HCM Lane V/C Ratio	0.002	-	0.017	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	9	14	123	92	2
Future Vol, veh/h	1	9	14	123	92	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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	15	17	0
Mvmt Flow	1	10	16	138	103	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	274	104	106	0	-	0
Stage 1	104	-	-	-	-	-
Stage 2	170	-	-	-	-	-
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	720	956	1498	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	712	956	1498	-	-	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.94	0.76		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	184	-	924	-	-	
HCM Lane V/C Ratio	0.01	-	0.012	-	-	
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 7th Signalized Intersection Summary
R261163: Roe Jan Resort

1: NY-22 & NY-23
Build 2029 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	174	65	49	171	7	67	125	49	8	84	53
Future Volume (veh/h)	46	174	65	49	171	7	67	125	49	8	84	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1885	1870	1856	1885	1900	1841	1870	1900	1900	1781	1870
Adj Flow Rate, veh/h	51	193	72	54	190	8	74	139	54	9	93	59
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
Percent Heavy Veh, %	7	1	2	3	1	0	4	2	0	0	8	2
Cap, veh/h	183	367	123	207	463	17	238	313	103	130	312	186
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	162	1166	392	221	1471	55	302	1018	335	33	1014	606
Grp Volume(v), veh/h	316	0	0	252	0	0	267	0	0	161	0	0
Grp Sat Flow(s),veh/h/ln	1721	0	0	1748	0	0	1655	0	0	1653	0	0
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	3.4	0.0	0.0	3.9	0.0	0.0	2.3	0.0	0.0
Prop In Lane	0.16		0.23	0.21		0.03	0.28		0.20	0.06		0.37
Lane Grp Cap(c), veh/h	673	0	0	688	0	0	654	0	0	628	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.37	0.00	0.00	0.41	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	2504	0	0	2492	0	0	2413	0	0	2427	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.0	0.0	0.0	8.6	0.0	0.0	8.9	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.9	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	0.0	0.0	9.1	0.0	0.0	9.5	0.0	0.0	8.7	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h	316			252			267			161		
Approach Delay, s/veh	9.8			9.1			9.5			8.7		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	15.8			16.0			15.8			16.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			45.0			45.0			45.0		
Max Q Clear Time (g_c+l1), s	5.9			6.7			4.3			5.4		
Green Ext Time (p_c), s	2.4			3.2			1.4			2.3		
Intersection Summary												
HCM 7th Control Delay, s/veh	9.4											
HCM 7th LOS	A											

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	10	0	0	6	9	190	0	5	168	9
Future Vol, veh/h	10	0	10	0	0	6	9	190	0	5	168	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	11	0	11	0	0	6	10	202	0	5	179	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	415	415	184	411	420	202	188	0	0	202	0	0
Stage 1	194	194	-	221	221	-	-	-	-	-	-	-
Stage 2	221	221	-	189	199	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	551	531	864	555	527	844	1398	-	-	1382	-	-
Stage 1	812	744	-	786	724	-	-	-	-	-	-	-
Stage 2	786	724	-	817	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	540	524	864	542	521	844	1398	-	-	1382	-	-
Mov Cap-2 Maneuver	540	524	-	542	521	-	-	-	-	-	-	-
Stage 1	809	741	-	780	718	-	-	-	-	-	-	-
Stage 2	774	718	-	804	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.59	9.3	0.34	0.21
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	81	-	-	665	844	49	-
HCM Lane V/C Ratio	0.007	-	-	0.032	0.008	0.004	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.6	9.3	7.6	0
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	46	0	1	0	213	40	2	191	0
Future Vol, veh/h	1	0	0	46	0	1	0	213	40	2	191	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	4	0
Mvmt Flow	1	0	0	54	0	1	0	251	47	2	225	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	480	527	225	504	504	274	225	0	0	298	0	0
Stage 1	229	229	-	274	274	-	-	-	-	-	-	-
Stage 2	251	298	-	229	229	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	499	459	820	482	473	769	1356	-	-	1275	-	-
Stage 1	778	718	-	736	687	-	-	-	-	-	-	-
Stage 2	758	671	-	778	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	498	458	820	481	472	769	1356	-	-	1275	-	-
Mov Cap-2 Maneuver	498	458	-	481	472	-	-	-	-	-	-	-
Stage 1	776	717	-	736	687	-	-	-	-	-	-	-
Stage 2	757	671	-	776	717	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.25	13.38	0	0.08
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	498	485	19	-
HCM Lane V/C Ratio	-	-	-	0.002	0.114	0.002	-
HCM Ctrl Dly (s/v)	0	-	-	12.3	13.4	7.8	0
HCM Lane LOS	A	-	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	3	3	203	180	20
Future Vol, veh/h	20	3	3	203	180	20
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	4	0
Mvmt Flow	21	3	3	216	191	21

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	424	202	213	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	222	-	-	-	-	-
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	590	844	1370	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	589	844	1370	-	-	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.12	0.11	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	26	-	613	-	-
HCM Lane V/C Ratio	0.002	-	0.04	-	-
HCM Ctrl Dly (s/v)	7.6	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	19	19	197	175	3
Future Vol, veh/h	3	19	19	197	175	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	4	0
Mvmt Flow	3	20	20	210	186	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	438	188	189	0	-	0
Stage 1	188	-	-	-	-	-
Stage 2	250	-	-	-	-	-
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	580	859	1397	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	570	859	1397	-	-	-
Mov Cap-2 Maneuver	570	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.61	0.67	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	158	-	804	-	-
HCM Lane V/C Ratio	0.014	-	0.029	-	-
HCM Ctrl Dly (s/v)	7.6	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 7th Signalized Intersection Summary
R261163: Roe Jan Resort

1: NY-22 & NY-23
Build 2029 Saturday Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	154	117	84	171	5	134	117	83	5	120	49
Future Volume (veh/h)	59	154	117	84	171	5	134	117	83	5	120	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1870	1885	1900	1885	1870	1900	1604	1900	1870
Adj Flow Rate, veh/h	61	159	121	87	176	5	138	121	86	5	124	51
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	0	2	1	0	1	2	0	20	0	2
Cap, veh/h	181	290	193	259	419	10	307	225	129	111	425	170
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	185	896	594	380	1293	32	489	675	387	14	1275	510
Grp Volume(v), veh/h	341	0	0	268	0	0	345	0	0	180	0	0
Grp Sat Flow(s),veh/h/ln	1675	0	0	1704	0	0	1551	0	0	1800	0	0
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	3.9	0.0	0.0	6.4	0.0	0.0	2.6	0.0	0.0
Prop In Lane	0.18		0.35	0.32		0.02	0.40		0.25	0.03		0.28
Lane Grp Cap(c), veh/h	664	0	0	688	0	0	660	0	0	705	0	0
V/C Ratio(X)	0.51	0.00	0.00	0.39	0.00	0.00	0.52	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	2224	0	0	2162	0	0	2072	0	0	2402	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	0.0	0.0	9.3	0.0	0.0	9.8	0.0	0.0	8.6	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.5	0.0	0.0	0.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.1	0.0	0.0	1.5	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.8	0.0	0.0	9.8	0.0	0.0	10.7	0.0	0.0	8.9	0.0	0.0
LnGrp LOS	B			A			B			A		
Approach Vol, veh/h	341		268				345				180	
Approach Delay, s/veh	10.8		9.8				10.7				8.9	
Approach LOS	B		A				B				A	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	17.6		17.3		17.6		17.3					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	45.0		45.0		45.0		45.0					
Max Q Clear Time (g_c+l1), s	8.4		7.8		4.6		5.9					
Green Ext Time (p_c), s	3.4		3.5		1.5		2.5					
Intersection Summary												
HCM 7th Control Delay, s/veh	10.2											
HCM 7th LOS	B											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	11	0	0	11	12	236	1	6	234	13
Future Vol, veh/h	12	0	11	0	0	11	12	236	1	6	234	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	13	0	12	0	0	12	13	254	1	6	252	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	551	552	259	545	559	254	266	0	0	255	0	0
Stage 1	272	272	-	280	280	-	-	-	-	-	-	-
Stage 2	280	281	-	265	278	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	448	444	785	453	441	789	1310	-	-	1322	-	-
Stage 1	739	689	-	731	683	-	-	-	-	-	-	-
Stage 2	731	682	-	745	684	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	434	437	785	438	433	789	1310	-	-	1322	-	-
Mov Cap-2 Maneuver	434	437	-	438	433	-	-	-	-	-	-	-
Stage 1	735	685	-	723	675	-	-	-	-	-	-	-
Stage 2	712	674	-	730	680	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.83	9.63	0.37	0.18
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	87	-	-	552	789	42	-
HCM Lane V/C Ratio	0.01	-	-	0.045	0.015	0.005	-
HCM Ctrl Dly (s/v)	7.8	0	-	11.8	9.6	7.7	0
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	33	1	0	0	258	37	2	282	1
Future Vol, veh/h	0	0	0	33	1	0	0	258	37	2	282	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	4	0
Mvmt Flow	0	0	0	35	1	0	0	274	39	2	300	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	580	619	301	598	599	294	301	0	0	314	0	0
Stage 1	305	305	-	294	294	-	-	-	-	-	-	-
Stage 2	275	314	-	304	305	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	429	407	744	417	418	750	1271	-	-	1258	-	-
Stage 1	709	666	-	718	673	-	-	-	-	-	-	-
Stage 2	736	660	-	710	666	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	427	406	744	416	417	750	1271	-	-	1258	-	-
Mov Cap-2 Maneuver	427	406	-	416	417	-	-	-	-	-	-	-
Stage 1	708	665	-	718	673	-	-	-	-	-	-	-
Stage 2	734	660	-	708	664	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	14.48	0	0.06
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1271	-	-	-	416	13	-
HCM Lane V/C Ratio	-	-	-	-	0.087	0.002	-
HCM Ctrl Dly (s/v)	0	-	-	0	14.5	7.9	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	4	4	255	248	22
Future Vol, veh/h	22	4	4	255	248	22
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	24	4	4	274	267	24
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	561	278	290	0	-	0
Stage 1	278	-	-	-	-	-
Stage 2	283	-	-	-	-	-
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	492	765	1283	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	490	765	1283	-	-	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	12.33	0.12		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	28	-	519	-	-	
HCM Lane V/C Ratio	0.003	-	0.054	-	-	
HCM Ctrl Dly (s/v)	7.8	0	12.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	23	23	244	241	4
Future Vol, veh/h	4	23	23	244	241	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	4	25	25	262	259	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	573	261	263	0	-	0
Stage 1	261	-	-	-	-	-
Stage 2	312	-	-	-	-	-
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	484	782	1312	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	474	782	1312	-	-	-
Mov Cap-2 Maneuver	474	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.26	0.67	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	155	-	713	-	-
HCM Lane V/C Ratio	0.019	-	0.041	-	-
HCM Ctrl Dly (s/v)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 7th Signalized Intersection Summary
R261163: Roe Jan Resort

1: NY-22 & NY-23
Build 2029 - Sensitivity Analysis PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	174	90	74	171	7	67	125	49	8	122	53
Future Volume (veh/h)	46	174	90	74	171	7	67	125	49	8	122	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1856	1885	1900	1841	1870	1900	1900	1781	1870
Adj Flow Rate, veh/h	51	193	100	82	190	8	74	139	54	9	136	59
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
Percent Heavy Veh, %	7	1	2	3	1	0	4	2	0	0	8	2
Cap, veh/h	175	353	165	252	438	16	231	304	100	123	352	147
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	146	1067	497	332	1325	49	300	1009	332	27	1167	486
Grp Volume(v), veh/h	344	0	0	280	0	0	267	0	0	204	0	0
Grp Sat Flow(s),veh/h/ln	1711	0	0	1706	0	0	1641	0	0	1679	0	0
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.3	0.0	0.0	3.8	0.0	0.0	4.1	0.0	0.0	3.1	0.0	0.0
Prop In Lane	0.15		0.29	0.29		0.03	0.28		0.20	0.04		0.29
Lane Grp Cap(c), veh/h	693	0	0	707	0	0	636	0	0	622	0	0
V/C Ratio(X)	0.50	0.00	0.00	0.40	0.00	0.00	0.42	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	2426	0	0	2329	0	0	2319	0	0	2400	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	8.6	0.0	0.0	9.4	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.0	0.0	0.0	1.1	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	0.0	0.0	9.1	0.0	0.0	10.0	0.0	0.0	9.5	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h	344			280			267			204		
Approach Delay, s/veh	9.8			9.1			10.0			9.5		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	15.9			16.8			15.9			16.8		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			45.0			45.0			45.0		
Max Q Clear Time (g_c+I1), s	6.1			7.3			5.1			5.8		
Green Ext Time (p_c), s	2.5			3.5			1.8			2.6		
Intersection Summary												
HCM 7th Control Delay, s/veh	9.6											
HCM 7th LOS	A											

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	10	0	0	6	17	190	0	5	243	17
Future Vol, veh/h	10	0	10	0	0	6	17	190	0	5	243	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	11	0	11	0	0	6	18	202	0	5	259	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	516	516	268	507	526	202	277	0	0	202	0	0
Stage 1	278	278	-	238	238	-	-	-	-	-	-	-
Stage 2	238	238	-	269	287	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	472	465	776	479	460	844	1298	-	-	1382	-	-
Stage 1	733	684	-	770	712	-	-	-	-	-	-	-
Stage 2	770	712	-	741	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	459	456	776	463	451	844	1298	-	-	1382	-	-
Mov Cap-2 Maneuver	459	456	-	463	451	-	-	-	-	-	-	-
Stage 1	729	681	-	757	701	-	-	-	-	-	-	-
Stage 2	752	701	-	727	675	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.48		9.3		0.64		0.14	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	148	-	-	577	844	34	-
HCM Lane V/C Ratio	0.014	-	-	0.037	0.008	0.004	-
HCM Ctrl Dly (s/v)	7.8	0	-	11.5	9.3	7.6	0
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	46	0	1	0	246	40	2	191	0
Future Vol, veh/h	1	0	0	46	0	1	0	246	40	2	191	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	4	0
Mvmt Flow	1	0	0	54	0	1	0	289	47	2	225	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	519	566	225	542	542	313	225	0	0	336	0	0
Stage 1	229	229	-	313	313	-	-	-	-	-	-	-
Stage 2	289	336	-	229	229	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	471	436	820	454	450	732	1356	-	-	1234	-	-
Stage 1	778	718	-	702	661	-	-	-	-	-	-	-
Stage 2	723	645	-	778	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	469	435	820	453	449	732	1356	-	-	1234	-	-
Mov Cap-2 Maneuver	469	435	-	453	449	-	-	-	-	-	-	-
Stage 1	776	717	-	702	661	-	-	-	-	-	-	-
Stage 2	721	645	-	776	717	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.7	13.96	0	0.08
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	469 457	19	-	-
HCM Lane V/C Ratio	-	-	-	0.003 0.121	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.7 14	7.9	0	-
HCM Lane LOS	A	-	-	B B	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.4	0	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	3	3	203	263	20
Future Vol, veh/h	20	3	3	203	263	20
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	4	0
Mvmt Flow	21	3	3	216	280	21

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	513	290	301	0	-	0
Stage 1	290	-	-	-	-	-
Stage 2	222	-	-	-	-	-
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	525	754	1271	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	523	754	1271	-	-	-
Mov Cap-2 Maneuver	523	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.91	0.11	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	26	-	545	-	-
HCM Lane V/C Ratio	0.003	-	0.045	-	-
HCM Ctrl Dly (s/v)	7.8	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	19	94	205	175	78
Future Vol, veh/h	3	19	94	205	175	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	4	0
Mvmt Flow	3	20	100	218	186	83

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	646	228	269	0	-	0
Stage 1	228	-	-	-	-	-
Stage 2	418	-	-	-	-	-
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	439	817	1306	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	401	817	1306	-	-	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.2	2.51	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	566	-	716	-	-
HCM Lane V/C Ratio	0.077	-	0.033	-	-
HCM Ctrl Dly (s/v)	8	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

HCM 7th Signalized Intersection Summary

1: NY-22 & NY-23

R261163: Roe Jan Resort

Build 2029 - Sensitivity Analysis Saturday Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	154	117	84	171	5	164	150	108	5	120	49
Future Volume (veh/h)	59	154	117	84	171	5	164	150	108	5	120	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1885	1900	1870	1885	1900	1885	1870	1900	1604	1900	1870
Adj Flow Rate, veh/h	61	159	121	87	176	5	169	155	111	5	124	51
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	0	2	1	0	1	2	0	20	0	2
Cap, veh/h	165	275	184	241	397	10	318	256	154	98	500	200
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	190	894	596	393	1291	32	493	653	393	13	1277	510
Grp Volume(v), veh/h	341	0	0	268	0	0	435	0	0	180	0	0
Grp Sat Flow(s),veh/h/ln	1680	0	0	1717	0	0	1539	0	0	1800	0	0
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.8	0.0	0.0	4.6	0.0	0.0	9.3	0.0	0.0	2.7	0.0	0.0
Prop In Lane	0.18		0.35	0.32		0.02	0.39		0.26	0.03		0.28
Lane Grp Cap(c), veh/h	624	0	0	648	0	0	728	0	0	797	0	0
V/C Ratio(X)	0.55	0.00	0.00	0.41	0.00	0.00	0.60	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	1951	0	0	1902	0	0	1821	0	0	2103	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	11.2	0.0	0.0	10.1	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.6	0.0	0.0	1.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	1.5	0.0	0.0	2.2	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.9	0.0	0.0	11.8	0.0	0.0	11.2	0.0	0.0	8.4	0.0	0.0
LnGrp LOS	B			B			B			A		
Approach Vol, veh/h	341			268			435			180		
Approach Delay, s/veh	12.9			11.8			11.2			8.4		
Approach LOS	B			B			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	21.6			18.3			21.6			18.3		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			45.0			45.0			45.0		
Max Q Clear Time (g_c+l1), s	11.3			8.8			4.7			6.6		
Green Ext Time (p_c), s	4.4			3.5			1.5			2.5		
Intersection Summary												
HCM 7th Control Delay, s/veh	11.4											
HCM 7th LOS	B											

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	19	0	0	11	12	311	1	6	234	13
Future Vol, veh/h	20	0	19	0	0	11	12	311	1	6	234	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	22	0	20	0	0	12	13	334	1	6	252	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	632	633	259	625	639	335	266	0	0	335	0	0
Stage 1	272	272	-	361	361	-	-	-	-	-	-	-
Stage 2	360	361	-	265	278	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	396	400	785	400	396	712	1310	-	-	1235	-	-
Stage 1	739	689	-	662	630	-	-	-	-	-	-	-
Stage 2	662	629	-	745	684	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	382	393	785	382	389	712	1310	-	-	1235	-	-
Mov Cap-2 Maneuver	382	393	-	382	389	-	-	-	-	-	-	-
Stage 1	734	684	-	654	622	-	-	-	-	-	-	-
Stage 2	643	622	-	721	680	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.69		10.14		0.29		0.19	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	67	-	-	510	712	42	-	-
HCM Lane V/C Ratio	0.01	-	-	0.082	0.017	0.005	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	12.7	10.1	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	33	1	0	0	258	37	2	365	1
Future Vol, veh/h	0	0	0	33	1	0	0	258	37	2	365	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	4	0
Mvmt Flow	0	0	0	35	1	0	0	274	39	2	388	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	668	707	389	687	688	294	389	0	0	314	0	0
Stage 1	393	393	-	294	294	-	-	-	-	-	-	-
Stage 2	275	314	-	393	394	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	374	363	664	364	372	750	1180	-	-	1258	-	-
Stage 1	636	609	-	718	673	-	-	-	-	-	-	-
Stage 2	736	660	-	636	609	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	373	362	664	363	371	750	1180	-	-	1258	-	-
Mov Cap-2 Maneuver	373	362	-	363	371	-	-	-	-	-	-	-
Stage 1	634	608	-	718	673	-	-	-	-	-	-	-
Stage 2	734	660	-	635	608	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	16	0	0.04
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1180	-	-	-	363	10	-
HCM Lane V/C Ratio	-	-	-	-	0.1	0.002	-
HCM Ctrl Dly (s/v)	0	-	-	0	16	7.9	0
HCM Lane LOS	A	-	-	A	C	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	4	4	338	248	22
Future Vol, veh/h	22	4	4	338	248	22
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	24	4	4	363	267	24

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	651	278	290	0	-	0
Stage 1	278	-	-	-	-	-
Stage 2	372	-	-	-	-	-
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	437	765	1283	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	435	765	1283	-	-	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.22	0.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	21	-	466	-	-
HCM Lane V/C Ratio	0.003	-	0.06	-	-
HCM Ctrl Dly (s/v)	7.8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	74	98	23	244	249	4
Future Vol, veh/h	74	98	23	244	249	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	80	105	25	262	268	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	582	270	272	0	-	0
Stage 1	270	-	-	-	-	-
Stage 2	312	-	-	-	-	-
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	479	774	1303	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	468	774	1303	-	-	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.57	0.67	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	155	-	604	-	-
HCM Lane V/C Ratio	0.019	-	0.306	-	-
HCM Ctrl Dly (s/v)	7.8	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-