PROPOSED
PLANNED RESORT DEVELOPMENT (PRD)
Woods at West Mountain

Project Location:
59 West Mountain Road
Queensbury, NY 12804

Date:
February 1, 2024

Prepared For:
West Mountain Development Partners, LLC
59 West Mountain Road
Queensbury, NY 12804

Prepared By:

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In Conjunction With:

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1. PROJECT DESCRIPTION

A. Project Narrative

The West Mountain PRD is a proposed destination resort that will offer year-round recreational activities and accommodations for vacationers as well as the potential for year-round occupancy by residents. The resort focus is on skiing and winter recreation, however, activities including those currently existing at West Mountain Ski Area and additional ones planned for the resort which will include year-round attractions, living accommodations and services.

In concept, the proposed Woods at West Mountain PRD will function as an adjunct facility to the existing West Mountain Ski Area. The existing base lodge, parking, ski lifts and trails, tubing hill, ropes course and mountain biking facility will continue use as the primary attraction. The West Mountain School and West Mountain Racing Club will continue to operate and grow as a Nationally Competitive Alpine Ski Racing Academy as well as continuing to host and grow ski racing events including but not limited to USSA, High School, Masters, Collegiate, Club, and International FIS races. West Mountain's robust after school ski programs, lessons and rentals will continue to thrive and expand, offering these opportunities to approximately 1,600 children. West Mountain will also continue to be a flexible day and night skiing venue for recreational skiers.

The proposed Woods at West Mountain PRD at Northwest Mountain will offer an alpine village experience with amenities as well as extended stay accommodations and services. As such, it will promote a relaxed atmosphere including access to the existing ski trails and related recreational facilities. The resort is also expected to attract permanent residents who may desire to live in a resort/recreational community, including locals looking to downsize.

Major components of the resort include the "Base Area Alpine Village," "Townhouse Development," "Hotel/ Banquet/Spa Complex/Athletic Club," "Day-Use Lodge Area," and "Single-Family Home Development." Specific elements and facilities included in each of the above are as follows:

B. Base Area Alpine Village

The Base Area Alpine Village is the central living and retail area of the resort. It is proximate to West Mountain Road, the major vehicular entrance to the resort. The central component of the Alpine Village includes the Retail Plaza. This complex of buildings is centered around a pedestrian plaza. It includes a new main ski lodge looking out onto the ski slopes. The structures are proposed to be 3 stories in height with retail shops on the ground level, accessed directly from the pedestrian plaza. The upper two stories will include +/- 126 apartment units.
The Retail Plaza will be adjacent to a "man-made water feature" (artificial pool) and offer outdoor seasonal dining and sitting areas. The "beach" will be proximate to the new Main Lodge and include outdoor gathering space to accommodate fire pits, seasonal vending, and space for ski racks and outdoor events. Parking for the Retail Plaza is proposed in a surface lot which can accommodate approximately 300 +/- cars along with a drop-off area. The parking will be shared between the various retail plaza shops and apartments.

A new high-speed detachable chair lift is proposed to transport skiers from the Alpine Village to the summit of Northwest Mountain at the approximate elevation of 1,400 feet msl.

A second apartment complex of four, 3-story buildings is proposed adjacent to the Retail Plaza, to its north. This complex will include a below grade one-level parking garage for residents with the garage roof functioning as a pedestrian concourse with direct access to the Retail Plaza. The parking garage will accommodate 108 cars (1.5 cars/apartment). A total of 72 apartments are proposed, 18 units per building (6 units (1200 SF per floor).

A condominium complex is also proposed which will include four 2-story buildings with a total of 64 units.

Parking will be provided in private indoor garages as well as an on-site parking lot. A total of 75 indoor and on-site parking spaces are proposed.

Three free standing apartment buildings are also proposed in the Alpine Village area. Each building will be 3 stories in height with 18 units per building for a total of 54 units. Surface parking lots are proposed at each building. A total of 36 parking spaces per building are proposed (2 spaces/apartment per building).

A separate Après Ski Plaza area is proposed which will include an outdoor area with swimming pool, ice skating rink, hot tubs, and other attractions for use by the apartment and condominium residents.

C. Townhouse Development

Two areas of twin (duplex) townhouses are proposed. A cluster of 20 duplex buildings (40 units) is located west of the Base Area Alpine Village and 8 duplex buildings (16 units) are proposed proximate to the Retail Plaza and along a "modified" or extended ski trail. Each townhouse will include a two-car garage and space for two additional cars in the driveway. They will offer ski-in/ski-out access to the ski trails.

D. Hotel/Banquet Facility/Spa Complex/Athletic Club

The Hotel/Banquet/Spa Complex/Athletic Club is located on a level terrace overlooking the Alpine Village and 40-unit townhouse cluster. It will include a +/- 80 room hotel with dining facilities and a meeting/conference/banquet facility. An exercise/spa facility will be included in the complex with hot tubs and indoor- and outdoor swimming pools. Parking for approximately 112-120 cars will be provided along with a porte-cochere drop-off.

E. Day-Use Lodge Area

Additional day-use capacity is anticipated at West Mountain. As such, the existing Northwest Mountain Day-Use Lodge will remain in its current location as will the Apex chair-lift proximate to the lodge. The lodge will be renovated to upgrade its exterior finishes and visual character to complement other new structures in the Woods at West Mountain. Exterior patios and decks may be expanded. An outdoor amphitheater area graded into the hillside is proposed to the west of the lodge. This facility is intended to host small outdoor music performances and other such outdoor events. Parking for approximately 85 cars will be provided at the Day-Use Lodge.

F. Single Family Home Development

65 Single-family custom home lots are proposed which will offer ski-in ski-out access to the ski trails. An access road will traverse up the lower extent of the mountain north of the ski trails to access 50 lots in Phase III and IV of the project. Access to 15 additional lots in Phase V will be from Luzerne Mountain Road.

2. COMPLIANCE OF THE PROPOSED PROJECT WITH PRD INTENT AND OBJECTIVES

Section 179-12B-010, "Intent and Objectives," of the Town of Queensbury Zoning Ordinance sets forth standards for the consideration of PRD approvals. Following is a discussion of the proposed West Mountain PRD at Northwest Mountain and its compliance with these standards.

A. Intent

The proposed project is designed as a planned mid-to-large scale resort which integrates recreational uses with commercial and residential components in a unified site development plan. It includes a variety of housing types at various market prices in an innovative design which responds to the sites natural, environmental, and man-made conditions.

As such, the application of traditional “area and bulk” and dimensional standards of the zoning law in the site plan are not conducive nor practical in planning for the necessary components of such a resort. Therefore, the plan proposes to replace such traditional standards through the rezoning process to a Planned Resort Development (PRD).

PRDs in the Town of Queensbury are only allowed in Parkland/Recreation and Recreation Commercial Zone Districts. The site is currently zoned Recreational Commercial (RC).

B. Objectives

1. As previously identified in Section 1. PROJECT DESCRIPTION the project will provide for public recreational facilities (skiing, mountain biking, outdoor amphitheater, hiking trails, walking paths, outdoor and indoor swimming, health/spa facilities, West Athletic Club, etc.) which are integrated with a variety of housing types (single- family custom homes, townhouses, condominiums, and apartments) for both transient and permanent occupancy, along with restaurants, retail facilities and services available to resort residents and the public.

Existing amenities at West Mountain Ski Area (such as tubing course, zip line, aerial ropes course, etc.) will be available to residents and guests at the Woods at West Mountain.

2. The project provides usable open space recreation facilities and integrated recreational opportunities which will benefit the public and tourism industry of the Town and region.

3. The project, as designed, provides for the arrangement of land uses and facilities in harmony with the natural environmental characteristics and “holding capacity” of the land. As such, facilities are integrated into the landscape to preserve such topographic, woodland, scenic, and other natural resources which will prevent the erosion of soil.

4. The project, as designed, responds to existing adjacent land uses which allows for an orderly transition from such uses to the components of the planned development. Primary vehicular access is from West Mountain Road. Access into the PRD from Northwest Mountain Road is limited to 10 duplex townhouses (5 buildings) which provides for an orderly transition from the adjacent single-family subdivision to the South. Minimal development other than an access roadway, is proposed along the north property line. Lands to the west are owned by West Mountain and zoned Recreation Commercial and in the future, may be developed for such uses.

5. The proposed project is in harmony with the objectives of the Town Comprehensive Plan and underlying Zoning District (RC) since the property is already zoned Recreational Commercial.

6. The proposed plan provides for a creatively designed land plan which integrates recreational uses with residential and commercial opportunities which would not be possible if the strict application of the “area and bulk” and dimensional regulations of the zoning ordinance were applied.

7. Applicant has demonstrated that adequate water supply, sewage disposal facilities and stormwater management facilities are available at the site and/or are practical to develop in support of the full build- out of the project. See attached technical reports in Section 4. PRD CONSIDERATIONS (SEC. 179-12B-020) Section 5. ATTACHMENTS including F. Post-Development Ownership & Maintenance Plan.

8. The project will offer scenic vistas overlooking the site with views to Vermont mountains from the existing and proposed ski trails, single-family residential custom homes development and the Hotel/Banquet Facility/Spa Complex/West Athletic Club.

No historic sites exist on the property, nor will natural drainage patterns be disrupted.

9. The project is designed to present a coordinated visual character between site landscape and building architecture. All color schemes, architectural styles and landscape elements will result in an “alpine village” atmosphere in a ski resort community.

10. The dominant recreational aspect of the proposed PRD is downhill skiing. In order to promote a four-season recreational destination resort, associated recreational facilities such as mountain biking, and an outdoor amphitheater for festivals and group events are planned. As previously stated, additional amenities such as tubing course, ropes course, zip line, and mountain biking trails exist at West Mountain Ski Area and will be available for use by residents and guests of The Woods at West Mountain.

Support recreational opportunities in the residential component of the project include indoor and outdoor swimming pools, a spa facility, and West Athletic Club with Mahogany Locker Rooms, eucalyptus infused steam rooms, and whirlpools for guests and local memberships, as well as passive recreational uses such as walking trails, nature trails, and outdoor dining.

11. As required, all on-site utilities will be underground.

12. All outdoor lighting will employ “Dark-Sky” Compliant fixtures to prevent direct glare of interference from lighting with neighboring uses.

Ski trail lighting, as existing, will remain in use, employing LED standard fixtures for such use that may be added from time to time to provide adequate lighting for skiing on existing or expanded ski trails accessing the resort.

3. GENERAL PRD REQUIREMENTS

Section 179-12B-020, “General Requirements,” of the Town of Queensbury Zoning Ordinance sets forth standards for the consideration of PRD approvals. Following is a discussion of the proposed Woods at West Mountain PRD and its compliance with these standards.

A. Ownership

The existing parcel of land proposed for development of the West Mountain PRD is currently owned by Apex Capital, LLC.

A Limited Liability Corporation (LLC) has been formed for the project, West Mountain Development Partners, LLC, which will acquire the land from Apex Capital and develop the project.

The LLC is the applicant for the PRD. The LLC may develop individual components of the PRD or land areas may be conveyed to selected entities for development of the actual real estate improvements.

A 50-acre parcel of land is also included in the proposed PRD which is at the western-most portion of the project. It is owned by Mountain Top Ventures, LLC. A total of 15 single-family lots are planned for this area.

A Post-Development Ownership and Maintenance Plan is included in Attachment F. Post-Development Ownership & Maintenance Plan.

B. Minimum Area

The minimum area for a PRD is 100 contiguous acres of land. The proposed Woods at West Mountain PRD includes 254.0 acres of land dedicated to the PRD of the overall West Mountain and Mountain Top Ventures land

ownership of 415 acres. This well exceeds the required minimum acreage required by the Zoning Ordinance for a PRD.

C. Allowed Uses and Base Density

A total of 254 acres of land are included in the proposed Woods at West Mountain PRD site. All land in the proposed PRD is currently zoned Recreational Commercial (RC). Base residential density (BRD) in the RC zone is 15,000 square feet of land per residential dwelling unit.

As per Town Code, Base Density in a PRD is to be calculated by eliminating existing areas with slopes over 20% and other non-developable areas from the total usage of the site.

Discussions with members of the Town of Queensbury Town Board on this topic during "Workshop" sessions transpired and it was resolved that a "ski resort" PRD by its very nature differs from other PRDs, such as golf course or waterfront-oriented PRDs. Ski areas require a site on a mountain with slopes in excess of 20% to accommodate ski trails as opposed to golf courses or waterfront resorts which do not require steep slope areas to accomplish their intended use.

As such, significant portions of the Woods at West Mountain site exceed the 20% maximum slope for calculating Base Density, which would severely limit the acreage for calculating Base Density to only the lower elevations of this ski area, giving no credit to the overall project area for calculating the allowable building rights.

A typical ski area resort development consolidates its highest density uses at the lower elevation of the mountain, such as entry drive from adjacent access road, parking, lodge, retail uses, and multi-family type housing. As development proceeds upslope, development density decreases with a transition to townhouse units and other trail side single-family lots at the upper elevations. This allows for consolidation (clustering) of the densest development on the most suitable land areas and lesser dense development upslope as site resource conditions become less favorable. This is the exact model for development that is proposed for the Woods at West Mountain.

As such, the initial proposal for the Woods at West Mountain was to modify or eliminate the maximum 20% slope requirement which would remove such land areas from the Allowable Density calculation by including such language in the Woods at West Mountain PRD legislation which is totally within the jurisdiction of the Town Board to enact. Further discussions suggested to modify this request by submitting a Petition for Change of Zone. Either of the above procedures is acceptable to the applicant. A "Draft" Petition for Change of Zone is included in Attachment Q, should this be the selected procedure.

Assuming that either of the above are enacted, the following calculation of Base Density is offered.

The Woods at West Mountain proposes a total of 507 residential units which includes 80+/- hotel units (Scenario 1). Not Counting the 80+/- hotel units, which may be considered a commercial use, a total of 427 residential units are, therefore, proposed (Scenario 2). Of the 427 units, 412 units are on the lands of Apex Capital, LLC and 15 units are on lands of Mountain Top Ventures, LLC.

For Scenario 1, a total of 174.58+/- acres of land would be required (507 DUs x 15,000 SF/DU / 43,560 SF/AC = 174.58+/- Acres). For Scenario 2, a total of 147.04+/- acres of land would be required (427 DUs x 15,000 SF/DU / 43,560 SF/AC = 147.04+/- Acres). The proposed total acreage of the West Mountain PRD at Northwest Mountain is 254.0 acres, which meets or exceeds the required BRD.

Additionally, according to Section 179-12B-020 (c) of the Town Zoning Ordinance, the predominant land use in the PRD devoted to recreational uses shall be at least 50% of the land area. Calculating the land area dedicated to outdoor and indoor recreational uses versus all other uses in the PRD yields the following averages:

Total Land Area in the PRD	254.0 acres/100%
Total Land Area in the PRD dedicated to skiing trails, outdoor swimming pools and hot tubs (patios), outdoor amphitheater, indoor recreation (spa/swimming pool building), multi-use open space recreation (outdoor festivals and gather- ing), outdoor dining, and related support parking (i.e., at the day lodge, etc.)	197.67 acres/77.8%
Total Land Area in the PRD dedicated to residential, commercial/retail and support services	56.33 acres/22.22%

The total land in the PRD dedicated to residential and commercial uses is 22.2%. Therefore, the land dedicated to recreational uses exceeds the required 50% of the total land area of the proposed PRD.

Both the required BRD and required 50% land area to be dedicated to recreational uses by the Town of Queensbury Zoning Ordinance, therefore, are satisfied.

The Zoning Ordinance allows for a PRD to exceed the BRD if either Section 179-12B-020 (c)(1) or (2) are applied. As designed, the proposed PRD meets all BRD requirements and density in excess of the allowed BRD is not requested at this time. However, the applicant reserves the right to seek LEED certification bonus density and/or Energy Star bonus density.

4. PRD CONSIDERATIONS (SEC. 179-12B-020)

A. Need and Market Demand

The Woods at West Mountain provides multiple housing options for the local area, those looking for second homes, and those looking for short term vacation rentals. The development is tailored around a resort "town center" style community. This community will harbor multiple housing options like condominiums, townhouses, apartments, single family homes, and a full service hotel. Coupled with our retail component (village) it will provide a "Live. Work. Shop. Dine. Play." environment. With residential housing in the greater Warren County area creeping below a 3.5% vacancy factor and a positive hotel feasibility report this project in its entirety will provide Queensbury a desirable community.

On premise to the proposed development, the West Mountain Race Team provides a racing experience for approximately 120 youth, USSA Club, and 30 FIS international race academy members headed by coach and US Olympian, Thomas Vonn. This race team will provide a further demographic of end users for the purchases or rentals of housing through these various races and events. The West Mountain Racing Program has become a premier racing venue hosting races every weekend including USSA Club, Highschool, Colligate, International FIS, and Adult Masters. All these races and events are typically 2-4 days ranging from 100-300 participants.

These events hosted by West Mountain provide a draw of competitors and families that account to being +/- 80% from outside of the geographic area of the greater capital district. The Woods at West Mountain have had increasingly high requests for "purchase or rent" housing components for these team members and families.

Outside of these events and race organizations, West Mountain itself has developed the reputation of being one of the area's leading ski centers. This attraction to the greater area of NY will aid the already strong market data of end users necessary to fill the components proposed in this development.

With the market data support and the support of the attraction of West Mountain itself. This development will provide a 365-day resort style experience for those that want to visit or live in this area no matter what season. Providing a solid base for the success of its outcome specifically and to also provide residents that will provide commerce to the greater Warren, Washington, and Saratoga Counties.

Below is a snippet of a letter from Revpar International regarding market research and feasibility of a hotel on the premises of the proposal. The summary and findings were brought forward in this section, but the remaining details will remain confidential to protect the ownership of the findings to whom they were directed.

REVPAR International
HOSPITALITY ADVISORY & ASSET MANAGEMENT
WASHINGTON, DC | MIAMI | DENVER

Summary of Findings and Conclusion
Based on our analysis of the market area, as well as the current and prospective hotel supply and demand trends in Queensbury and the greater market area, we are of the opinion that there is adequate market support for a new 90-room, full-service soft-branded hotel such as a Tapestry Collection by Hilton or Tribute by Marriott. These soft-branded hotel brands allow greater design flexibility in order to offer a unique, upscale hotel product backed by the strength of the Hilton or Marriott platforms inclusive of their robust reservation systems, nationally-recognized loyalty programs, national advertising exposure, and superior service standards, which will give the subject a competitive advantage over most other options in the immediate area. As well, the hotel's ski-in/ski-out location within the northwest area of the planned mixed-use development at West Mountain is viewed favorably. Based on preliminary conversations with brand representatives, and their level of interest in affiliating with a hotel at this location, we assumed the subject would be developed as a Tapestry by Hilton.

B. Adequacy of Water Service

The project site is located within the Queensbury Water District. As such, the proposed water system for the project will be connected to an existing 16-inch ductile iron pipe water main located on the west side of West Mountain Road. From this connection, a new water service line will extend up to the primary development area along the main access road. An internal water distribution system will be installed primarily along the internal road network to supply various structures with potable water. The proposed water distribution system design remains in development at this time as the site layout is subject to change based on review and recommendations made by the Town. Water main tapping and service line requirements will be coordinated with the Town as the water system design progresses.

The proposed water system was designed in general conformance with the following design standards and regulations:

- Great Lakes Upper Mississippi River Board of State of Provincial Public Health & Environmental Managers (Ten States Standards), "Recommended Standards for Water Works," 2018
- New York State Department of Environmental Conservation, "Design Standards for Intermediate Sized Wastewater Treatment Systems," 2014
- Insurance Services Office, Inc., "Guide for Determination of Needed Fire Flow," 6th ed., 2014
- Chris Harrington & Alexander Benway, "Town of Queensbury Design & Construction Standards," 2018

The proposed water distribution system will service an anticipated population of up to 3,811 users. The daily demand for proposed development is as follows:

Average Daily Demand:	104,950 gallons per day (gpd)
Maximum Daily Demand:	188,910 (gpd)
Peak Hourly Demand:	17,492 gallons per hour (gph)
Instantaneous Peak Demand:	292 gallons per minute (gpm)

Peaking coefficients used in estimating the maximum daily and peak hourly demands were assumed at 1.8 and 4 (respectively) in accordance with Table 3.6 of the Water Distribution Systems Handbook, by Larry W. Mays. The water usage rates provided were calculated assuming maximum occupancy. Therefore, consideration of future

connections to the proposed water distribution system is not required.

Fire flow requirements were not considered in the water usage calculations provided in this report, as the layout and use of structures proposed under this project scope are subject to change contingent upon review and recommendations made by the Town. Fire flow rates will be included in the final design as required.

The Queensbury Water District extracts raw water from the Hudson River at a location proximate to Sherman Island Dam. As indicated in the 2021 Annual Drinking Water Quality Report (ADWQR) for the Queensbury Water Department (Public Water Supply ID #5600114) extracted raw water is treated via flocculation, coagulation, sedimentation, pre-chlorination, filtration, post-chlorination, and corrosion control prior to distribution. In accordance with the ADWQR, the average daily demand for the water system was 4.8 MGD, while the peak daily demand was reported at 10 MGD. As such, the anticipated average daily demand generated by proposed development represents an insignificant portion (1.8%) of the average daily demand reported for the Queensbury Water District system.

It is the applicants assumption that the Queensbury Water District will have adequate capacity to accommodate the connection of proposed development at maximum occupancy. The proposed water distribution system will be designed upon finalization of the PRD layout in accordance with all applicable standards and regulations. Further, applicable fire protection requirements will be incorporated as required during development of the water system design.

C. Adequacy of Sanitary Wastewater Disposal

The preferred wastewater treatment system for the resort includes the construction of a subsurface sanitary sewer collection system and a prepackaged decentralized wastewater treatment plant. Treated effluent will be conveyed from the plant via force main to the point of discharge at the Erie Blvd hydropower canal or Hudson River located southeast of the site. The proposed discharge of treated effluent to surface water will require approval of an individual NYSDEC SPDES permit. The existing onsite wastewater treatment system servicing the West Mountain Ski Area will be decommissioned under this project scope and existing development will be be connected to the proposed decentralized wastewater treatment plant collection system. Details regarding the proposed treatment technologies are provided in the following sections.

Engineering Criteria
The proposed wastewater treatment system was designed in general conformance with the following design standards and regulations:

- Great Lakes Upper Mississippi River Board of State Public Health & Environmental Managers (Ten States Standards), "Recommended Standards for Wastewater Facilities," 2014
- New York State Department of Environmental Conservation, "Design Standards for Intermediate Sized Wastewater Treatment Systems," (Design Standards)

Wastewater Treatment System Design
Anticipated Wastewater Design Flows and Characteristics
The anticipated design flows generated by proposed development are as follows:

Daily Design Flow:	104,950 gallons per day (Gpd)
Maximum Design Flow:	161,710 pgd
Peak Hourly Flow:	17,719 gph
Instantaneous Peak Flow:	295 gallons per minute (gpm)

Design flows were determined using typical per-unit hydraulic loading rates provided in Table B-3 of the NYSDEC Design Standards for Intermediate Sized Wastewater Treatment Systems (Design Standards) and Tables 3-3 through 3-5 of Wastewater Engineering Treatment and Resource Recovery, 5th ed., by Metcalf & Eddy Inc., et al.

The proposed development includes both residential and commercial/institutional uses. As such, it is anticipated that the raw wastewater quality will be of high-strength, with influent concentrations exceeding those of typical residential wastewater as listed in section 8.6.a of the Design Standards.

Proposed Wastewater Treatment System (Preferred):

Sanitary Sewer Collection System

The sanitary sewer collection system will be provided via a combination of precast concrete manholes, gravity sewer mains installed along the majority of the internal road network and grinder pumps where required to overcome vertical constraints. The collection system will convey and discharge wastewater to a common lift station, located in the northeast corner of the proposed development area adjacent to the 'Alpine Village.' Wastewater will then be conveyed approximately1.02 +/- miles via sanitary sewer force main to a proposed decentralized wastewater treatment plant located south of the existing West Mountain Ski Area base lodge. The sanitary sewer force main will be installed along existing access roads located between the PRD location and existing West Mountain Ski Area, and new roads constructed as part of proposed development. The collection system will be adequately sized to accommodate peak hourly flows produced by the proposed development. A general overview of the proposed collection system layout is provided in Attachment G. Wastewater Treatment system Layout.

Proposed Wastewater Treatment Technology

The proposed decentralized wastewater treatment system will be comprised of (2) ENVIRO-AIRE package wastewater treatment plant units. Model B-45.0 as manufactured by Delta Treatment System installed in parallel. The ENVIRO-AIRE package plant, Model B-45.0 has the capacity to treat peak flow rates of approximately 180,000 gpd. The proposed treatment train consisting of (2) model B-45.0 package plants provides treatment capacity exceeding the maximum anticipated wastewater flows generated by proposed development. The ENVIRO-AIRE package plant is typically used for a variety of applications including treatment pf wastewater generated by hotels, schools, resort areas, apartment complexes and more, making it a suitable technology for use in the proposed wastewater treatment system. The proposed package plant utilizes conventional extended aeration and activated sludge treatment processes to treat affluent and is capable of achieving effluent characteristics meeting maximum concentration limitations indicated in Table B-4A of the Design Standards. The treatment units will be installed in the southeast corner of the project site, at a location greater or equal to 200-feet from the nearest adjoining residence in accordance with Table B-1 of the Design Standards. The treatment units are self-contained and available for installation above-grade or at-grade.

Proposed Surface Water Discharge

Based on an evaluation of existing road conditions and accessibility, the proposed force main layout will convey treated effluent from the treatment plan to the proposed outfall location at the Erie Blvd hydropower canal or Hudson River. This proposed layout will require the installation of a 2,600 +/- linear feet (LF) of force main within the right of way of West Mountain Road and Corinth Road, and 1,200 +/- feet along an access road located adjacent to the Town of Queensbury Water Treatment Facility (Tax Map ID: 315.-1-16). More than half of the access road is owned by the Town of Queensbury Water Department, while the remaining southeast portion of the road is owned by the Erie Blvd Hydropower LP. The hydropower canal (receiving surface water) is located within a parcel owned by Erie Blvd Hydropower LP (Tax Map ID: 315.-1-9.6). Discharging at this location will require coordination with the primary owner, Erie Blvd Hydropower LP and the Town of Queensbury. Additionally, discharging effluent to surface water will require the approval of an individual NYSDEC SPDES permit.

Alternative Wastewater Treatment System:

The applicant identified an alternative solution for the project's sewer treatment system. The alternative method under consideration for disposing of sewage is to pump the treated effluent to the top of the mountain to an in-ground absorption field within West Mountains wooded 1200-acre land holdings.

A wastewater disposal treatment facility would be located at the northeast corner of the PRD site (proximate to West Mountain Road). From the treatment facility, a 4" schedule 40 steel epoxy watertight pressure pipeline would extend up the mountain approximately 0.55 miles down gradient to the in-ground absorption field at that location. This location was observed by Matthew Huntington, PE (Studio A) and determined to be a feasible location for in-ground treated wastewater disposal absorption field. (See Attachment G – Drawings SS-7).

The alternative solution is not the applicant's preferred method for treating the project's wastewater. It is only identified as an option should the preferred system prove to not be feasible for any reason.

D. Adequacy of Transportation Systems

Creighton Manning Engineering, LLP (CME) was retained to prepare a Traffic Assessment Report for the West Mountain PRD project. A full copy of their November 1, 2022, report as amended and dated June 15, 2023 is included in Attachment I. Traffic Report.

Turning movement counts were conducted at the study area on March 22, 2022, during the morning peak (7:00 to 9:00 AM) and during the afternoon peak (4:00 to 6:00 PM). In addition, turning movement counts were also conducted on Saturday March 19, 2022, during the mid-day peak (11:00 AM – 1:00 PM).

Automatic Traffic Recorders (ATRs) were installed on West Mountain Road near the proposed project entrance drive and Corinth Road near Alessia Drive from Tuesday, March 22 through Saturday, March 26, 2022, to collect volume and speed data. Results indicate that West Mountain Road currently serves approximately 1,420 vehicles per day. Due to altered travel patterns resulting from Covid-10, the data was adjusted based on the "Traffic Data Collector Guidance During Covid-19 Pandemic" report issued by the NYSDOT in August 2020.

A Sight Distance evaluation was also completed by CME of the three proposed project entrance/exit driveways on West Mountain Road. Results indicated that the available intersection sight distance should provide drivers a sufficient view of the intersecting street to allow passenger cars to enter and exit the site without excessively slowing vehicles travelling at or near the intersecting mainline (West Mountain Road).

The Stopping Distance was also measured on West Mountain Road at the proposed project entrance/exit driveways. The posted speed limit on West Mountain Rood is 45 mph. The available stopping distance should be sufficient to allow for a vehicle travelling on West Mountain Road at or near the posted speed limit to safely stop before reaching a stationary object in its path.

Trip generation for the project components was also projected for the project based on the Institute of Transportation Engineers (ITE) "Trip Generation Manual, 11th Edition," which is the industry standard resource for estimating trip volumes. The trip generation estimates predict that the project at full build-out will generate 313 new AM peak hour trips, 339 new PM peak hour trips, and 355 new Saturday peak hour trips.

Intersection Level of Service (LOS) and capacity analyses were also evaluated for the study area based on the "Highway Capacity Manual." Results for all studied intersections concluded that they will continue to operate at acceptable levels with no mitigation measures recommended.

The CME report found that there is currently no public transit service to West Mountain Road adjacent to the proposed project site. Greater Glens Falls Transit (GGFT) does operate transit service in the Town of Queensbury with the closest bus line to the proposed project being Bus Route 7 – West Glens Falls which travels along VanDusen Road.

The Amended Traffic Report conclusions are as follows:

The proposed project consists of a mix of residential, lodging and recreational uses to be constructed on the west

side of West Mountain Road in the Town of Queensbury and will generally be developed in six phases. It is noted that the existing Day Lodge associated with a chair ski lift that provides access to the summit of West Mountain will be incorporated into the project site. The first will be provided opposite Pitcher Road while the second will be provided approximately 520-feet to the south. Access to the existing Day Lodge was previously provided via Northwest Road. After development of the site, it is anticipated that the parking area for this use will be provided by the two new driveways and that Northwest Road will provide access to 14 of the proposed townhouse units. It is expected that construction will start in 2024 and that Phases I-III will take approximately four total years to complete (2028). Phases IV-VI of the proposed project will be constructed after completion of Phases I-III and will take approximately six additional years to finish with total construction of the site completed in 2034. The following conclusions are noted:

- The accident summary indicates that the right-angle crashes occurring at the Corinth Road/Vandusen Road/Essex Court intersection may be the result of limited intersection sight distance looking left and right from Vandusen Road. This is an existing condition and not an impact of the proposed project. It is recommended that the Town of Queensbury consider clearing vegetation near this intersection and regrading the embankments within the right of way to the extent possible.

- The sight distance evaluation indicates that all available intersection and stopping sight distance for vehicles entering or exiting the main site driveways on West Mountain Road will meet AASHTO guidelines with vegetation clearing for a 55-mph operating speed with the exception of the distance looking right exiting the southern Site Driveway which is obstructed by existing vegetation. It is recommended that the vegetation be cleared on the project property and within the right-of-way along West Mountain Road. This will increase the available sight line to approximately 470-feet which is still less than the AASHTO intersection sight distance guideline for the applicable operating speed but exceeds the stopping sight distance guideline by 15-feet. A review of the NYS Supplement to the NMUTCD indicates that the available sight distance looking to the right at the Site Driveway is less than desirable and close to being critically limited; therefore, it is recommended that an “Intersection Warning” sign be installed on West Mountain Road approaching the southern Site Driveway. It is also recommended that any site signing be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at the site access locations.

- The project will result in 313 new AM peak hour trips, 339 new PM peak hour trips, and 355 new Saturday peak hour trips.

- The proposed development will construct a fourth leg opposite Pitcher Road at the West Mountain Road intersection which will provide a single lane entering and exiting. The intersection will operate under stopsign control on the westbound Pitcher Road approach and on the eastbound Site Driveway approach.

- It is recommended that the proposed southern Site Driveway on West Mountain Road provide a single lane entering and exiting and that the eastbound Site Driveway approach operate under stop-sign control.

- The level of service analysis at the study area intersections indicates that they will continue to operate adequately after full build-out of the site with minimal increases in delay during all peak hours.

E. Pedestrian Circulation and Open Space

Design of the project includes an integrated system of pedestrian connectors between the core area project components. The “Base Area Village” is a pedestrian friendly area dominated by the interrelationships between the retail services and apartment/condominium housing facilities. Here, a new high-speed detachable chairlift is proposed to provide skier access from the village to the upper elevations of the ski area.

Once project patrons arrive by automobile and their cars are parked in either the main surface parking lot at

the Base Area Village, at the various apartment buildings, or in the lower-level enclosed parking area below the apartment concourse or garages, there is no need to re-enter the automobile to circulate within the development to access facilities and recreational/open space areas. All such circulation and movement is accommodated by pedestrian circulation systems and/or on skis.

The individual townhouses, Single-Family Development and Hotel/Banquet Facility/Spa Complex are free standing "destinations" within the resort that are provided direct vehicular access for patrons. However, all are ski-in/ski-out accessible once patrons are at their destinations and participating in resort activities.

The Day-Use area is also directly accessible by automobile and functions as an "overflow" component of the overall West Mountain experience. Ski accessibility to the Base Area Village is accommodated from the ski trails and Day-Use Lodge for those wishing to use and enjoy the Base Area Village retail/restaurant facilities.

There are no proposed pedestrian connectors that will allow access to adjacent off-site uses or pedestrian circulation systems since none exist or are practical to propose. The proposed resort is a "destination" and accessed directly by vehicle via the existing county highway system. The nearest retail/commercial facility, service facility, housing accommodation (hotel, etc.) or recreational amenity is several miles away and not practical for pedestrians to access.

F. Area Character

West Mountain is located at the extreme western portion of the Town of Queensbury, adjacent to the Town of Luzerne. Primary access to West Mountain by automobile is from Northway (I-87), Exit 18 via County Route 28, Corinth Road, and County Route 58, West Mountain Road. West Mountain Road also extends north and provides access to Northway Exit 19.

The predominant land uses in the vicinity of the ski area are single family suburban residential developments and individual single-family home parcels. 76 such houses exist along West Mountain Road between the intersections of Corinth Road/West Mountain Road and Luzerne Mountain Road/West Mountain Road including West Mountain Estates which is a subdivision adjacent to the south of West Mountain Ski Area. The predominant areas of single-family home developments are between West Mountain Road and east to the Northway corridor.

Lands to the west of the proposed Woods at West Mountain PRD are owned by West Mountain. A small existing residential single-family home development which includes 28 homes exists within and is surrounded by the ski area facilities and is accessed by Northwest Mountain Road.

Design of the project has been carefully considered to minimize any detrimental effects to all such nearby resident properties. Primary vehicular access to the resort is planned from West Mountain Road. Vehicular considerations related to potential road network impacts are discussed in Section D. Adequacy of Transportation Systems of this report.

Development of resort facilities along Northwest Mountain Road have been limited to 5 duplex Townhouse buildings (10 units). No other resort access is proposed along Northwest Mountain Road so as to buffer the existing 28-unit subdivision from resort-related traffic. This will also provide a "transition" in use density from the existing single-family homes to townhouses, which will then transition to the Base Area Village. The transition is further strengthened by the extension of an existing ski trail downslope to access the Base Area Village which further provides a buffer between the resort and existing single-family homes.

Proposed uses and development along the resorts north property line are also limited. An access roadway proximate to the north property line with vegetated buffer between the roadway and property line is proposed. As previously mentioned, lands to the west of the project site are owned by West Mountain as well as ski area lands to the south which provides for significant separation between any adjacent land uses.

Appendix D. “Area Character and Existing Land Uses” illustrates the location of the above surrounding developments and land uses and the proposed Woods at West Mountain PRD.

G. Density and Building Location

The Base Area Village is the predominant facility in the resort which includes the retail core with Organic Style Grocery Store and a full-service Ski Store, main ski lodge, dining facilities, and related apartments and condominium housing components of the development. This area is concentrated along and accessed from West Mountain Road. The existing ski trail(s) that currently access the existing Northwest Mountain Lodge are proposed to be extended downslope to provide skier access to the Base Area Village from the remainder of the West Mountain Ski trails as well for those at the Day Lodge, Townhouses, Hotel/ Banquet Facility/Spa Complex/Athletic Club and Single-Family Home Development. As such, all proposed and existing facilities at both West Mountain and Northwest Mountain will have direct skier access from the “open space” ski trails providing for a continuity of access from such facilities to the open space/recreational uses of the resort.

The overall density of development in the resort is furthermore planned to extend from the densest area (Base Area Village) upslope to less dense land uses as slopes and elevations increase/rise. As such, upslope from the Base Area Village is the Day-Lodge at the base of the existing chairlift, then the cluster of Townhouses and then the Hotel/Banquet Facility/Spa Complex/Athletic Club which overlooks the entire development.

As the grades and elevations rise beyond the Hotel/Banquet Facility/Spa Complex/Athletic Club, less dense development of trail-side custom single-family homes are proposed.

The orientation and location of all the above uses, as previously mentioned, allows for such uses to be proximate to ski trails, thus providing a ski-in/ski-out experience for all resort patrons.

H. Potential Impacts on Local Government Services

A Fiscal Impact Analysis for the West Mountain PRD (entitled “Woods at West Mountain”) was prepared by Clothier Planning and Consulting (Tracy M. Clothier, AICP, CEP) dated September 7, 2022 and revised (updated) on June 20, 2023. A full copy of the Report is included in Attachment N. “Fiscal Impact Analysis.”

Fiscal Impact Analysis is the “projection of the direct, current, public costs, and revenues associated with residential or nonresidential growth to the local jurisdiction(s) in which this growth is taking place” (Burchell, 1978, The Fiscal Impact Handbook). In the case of the West Mountain PRD, the Town of Queensbury and the Queensbury Union Free School District will receive additional annual revenue funds related to the real property taxes and incur costs related to the provision of municipal and school services.

The Fiscal Impact Analysis for the West Mountain PRD employs the “Per Capita Multiplier Method,” as is primarily used for residential development. This technique uses average government per person costs and average per pupil costs multiplied by a projection of the expected number of new people and students created by the development. The recommended multipliers for population and school enrollment change are derived from the US Census and municipal and school district data. The fiscal costs are derived from school expenditures and government operating expenses, capital improvement costs, traffic improvement costs, debt financing, and other factors. The fiscal benefits are derived from real tax revenues, local wage tax revenues, sales tax revenues, occupancy taxes, user charges, fees and fines, and other factors.

The project as planned is projected to take 10 years from start to build-out. All cost and revenue projections are based on this phasing which coincides with the applicants projected build-out schedule by phase and project elements.

As such, projected project revenues by year are projected for the Town of Queensbury and Queensbury Union

Free School District. Projected project costs to be incurred by the Town of Queensbury and Queensbury Union Free School District are also projected by year.

The Fiscal Impact Analysis Report Conclusions are as follows:

Town of Queensbury

- Annual revenues for the Town from real property taxes will range from $105,833 in Year 1 to $414,901 in Year 10.
- Town of Queensbury annual costs will range from $3,927 in Year 1 to $103,466 in Year 10.
- Revenues will outweigh costs throughout the buildout of the project.
- Certain revenues that would be generated by the project including occupancy tax, mortgage tax, and other miscellaneous revenues, are not counted as part of this analysis.
- Net fiscal benefits will range from an estimated $105,833 in Year 1 to $368,666 in Year 10.

FINDING: Revenues generated from the West Mountain PRD project will be more than sufficient to cover the Town of Queensbury's operating and capital expenses to serve the development.

Queensbury U.F. School District

- Annual revenues for the School District from real property taxes will range from $484,178 in Year 1 to $2,656,993 in Year 10.
- School District annual costs will range from $0 in Year 1 to $273,672 in Year 10.
- Revenues will significantly outweigh costs throughout all the years of development.
- Net benefits will range from $588,126 in Year 1 to $2,480,340 in Year 10.

FINDING: Revenues generated from the West Mountain PRD project will be significantly higher than the cost for providing educational services by the Queensbury U.F. School District.

I. Potential Impacts on Environmental Resources

Critical environmental resources of concern include wetlands (both NYS and Federally regulated), surface waters (such as lakes, streams, ponds, etc.), flood plains (100 year and 500 year), critical environmental areas and rare, threatened, and endangered plant and wildlife communities.

Review of the NYS EAF Mapper Summary Report for the project site indicates that the site does not contain any of the following environmental resources of concern:

E.2.g. Unique Geologic Features
E.2.h. v Impaired Water Bodies
1.1.o. Endangered or Threatened Species
1.1.p. Rare Plants or Animals
E.3.d. Critical Environmental Areas
E.3.f. Archaeological Sites

Review of published state and federal wetland mapping indicates that NYSDEC regulated stream 941-397 is located on the project site in the vicinity of the Base Area Alpine Village 300 +/- car parking lot. Jacquelyn Potts, Environmental Technician with Gilbert VanGuilder Land Surveyors, PLLC, visited the project site to evaluate the resource. Their assessment concluded that it is a "linear ditch" that, for most of the year, is dry. As such, the plans for the project include either relocating or piping the ditch feature.

Discussions between Ms. Potts and Amanda Vascor, AWB Aquatic Biologist, DEC Region 5, indicate that the stream classification status remains as a Class C, Standard C (T) stream and is protected by the DEC (see letter from

Vascari & Pitts in Attachment P, "Correspondence.") Requests for a site visit by DEC to confirm the actual stream studies have been denied until such time as an actual proposal to relocate and/or pipe the resource is formally presented to DEC for a permit. As such, it is the applicant's intent to pursue such a permit approval during Site Plan Review with the Town of Queensbury Planning Board once detailed engineering plans have been prepared.

The small "pond" located in the vicinity of the Base Area Alpine Village appears on the USACE National Wetland Map. This pond, however, has since been determined to be an "isolated wetland" and, due to recent revisions of regulations by the USACE, is "non-jurisdictional."

A copy of the EAF Mapper Summary Report is included in Attachment O, "Full Environmental Assessment Form."

J. Ability of Lands to Support Proposed Development

Natural resource factors pertinent to determining the ability of the land to support the proposed development include slope, depth to bedrock, depth to water table, and soil type.

On-Site soil tests were performed on the Woods at West Mountain PRD property on Friday, October 6, 2023, in order to provide site-specific data pertaining to the suitability of the soils for Stormwater Management and Development. They were observed by Studio A Principal, Matthew Huntington, PE. A total of six soil test pits were excavated from the lower elevations of the site proximate to West Mountain Road in the vicinity of the proposed Base Area Alpine Village proceeding upslope to an elevation of approximately 650 feet (MSL) in the vicinity of the Phase IV Custom Single-Family Homes. The attached drawing illustrates the location of the six test pits in relation to the proposed development areas of the Master Plan. The attached "Soil Logs" indicate the types of soils encountered and depth of test pits. TP-2 was the shallowest test pit at 84" deep and excavation was terminated only because groundwater was encountered. The deepest test pits, TP-1 and TP-5 were excavated to 120". Bedrock was not encountered in any of the 6 soil test pits, Attachment R, "Soil Test Pit Data," includes a location map for the six test pits as well as soil logs for each. A brief summary of each soil test pit and its location follows:

TP-1

Location	- Proximate to Alpine Village
Elevation	- 425' MSL +/-
Depth	- 120"
Soil	- Light Brown Sand
	- No Water or Bedrock Encountered

TP-2

Location	- Proximate to 4 free standing Condominium Buildings
Elevation	- 455' MSL +/_
Depth	- 84"
Soil	- Dark Brown Sandy Loam
	- Groundwater at 84", no Bedrock

TP-3

Location	- Proximate to Duplex Town House Cluster
Elevation	- 487' MSL +/-
Depth	- 96"
Soil	- Reddish Brown Sand to 24" Dark Brown Sandy Loan to 96"
	- Groundwater at 96", no Bedrock

TP-4

Location	- Proximate to Hotel
Elevation	- 495’ MSL +/-
Depth	- 112”
Soils	- Medium Brown Sandy Loam with Cobbles
	- No Water or Bedrock

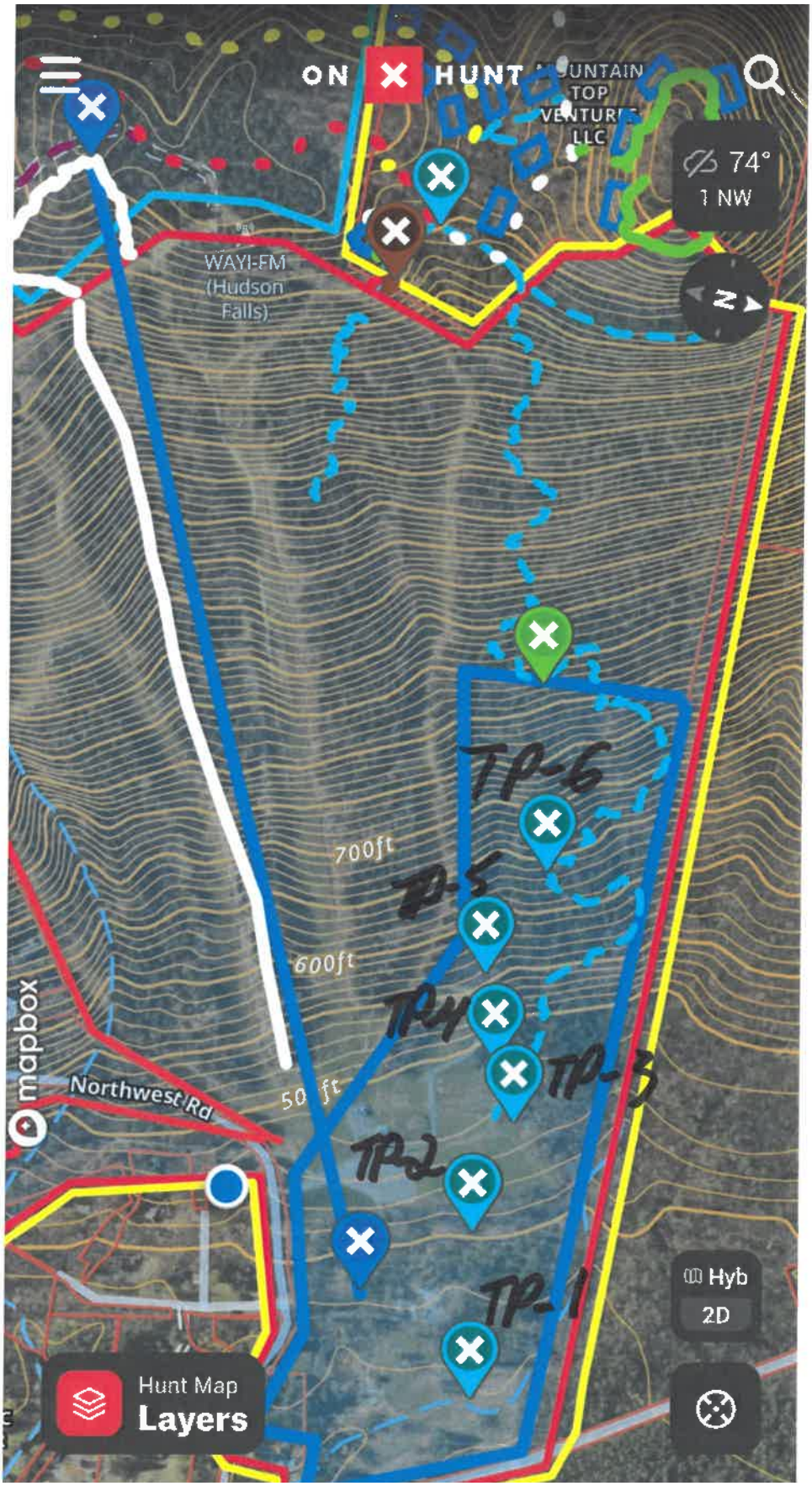
TP-5

Location	- Lower Custom Homes in Phase IV
Elevation	- 560’ MSL +/-
Depth	- 96”
Soils	- Light Brown Sand with Cobbles
	- No Water or Bedrock

TP-6

Location	- Mid to Upper-Level Custom Homes Phase IV
Elevation	- 650’ MSL +/-
Depth	- 96”
Soils	- Yellow Brown Sandy Loam with Cobbles
	- No Water or Bedrock

The above soil test pits clearly indicate that soils on the project site are suitable for Stormwater Management and Development. No bedrock was encountered in any of the six test pits. Minimum soil depth encountered in TP-2 (84”) and TP-3 (96”) were terminated only because of encountering groundwater, however, the soils above groundwater are more than suitable for stormwater management.


ON
HUNT
74°
1 NW
WAYI-FM
(Hudson
Falls)
700ft
600ft
50 ft
TP-6
TP-5
TP-4
TP-3
TP-2
TP-1
Northwest Rd
mapbox
Hyb
2D
Hunt Map
Layers

Attachment A
Master Plan


CONFERENCE CENTER
SPA AND WEST ATHLETIC CLUB
· (INDOOR GYMNASIUM AND SPORTS BUILDING)
DUPLEX TOWNHOUSES
· 6 UNITS (3 BUILDINGS)
20 DUPLEX TOWNHOMES
· 40 UNITS (20 BUILDINGS)
SINGLE FAMILY CUSTOM HOMES
· 65 UNITS
APARTMENTS
· 4 BUILDINGS/3 STORIES
· 18 UNITS/BLDG=72 UNITS
· PARKING BELOW
CONDOMINIUMS
· 4 BUILDINGS/2 STORIES
· 16 UNITS/BLDG=64 UNITS
RIDGE LINE
PRD BOUNDARY
APARTMENTS
· 3 BUILDINGS
· 18 UNITS/BLDG=54 UNITS
FESTIVAL UNITS
POND
NORTH WEST MTN. RD
WEST MTN. ROAD
EXISTING STRUCTURE
· LDO AND RACE FINISH TIMING BUILDING
HOTEL
· 80+/- UNITS
AMPHITHEATER SPACE
EXISTING STRUCTURE
· RACE TEAM FINISH TIMING BUILDING
EXISTING LONE OAK CABIN
· RACE TEAM START HOUSE
EXISTING APEX CHAIRLIFT
EXISTING DAY LODGE
DUPLEX TOWNHOUSES
· 10 UNITS (5 BUILDINGS)
NEW NORTHWEST LODGE
VILLAGE CENTER
· 126 APARTMENTS - 2ND/3RD FLOORS
· BEACH WITH FIREPITS AND CONCESSIONS
· EVENTS PLAZA
· SHOPS & RESTAURANTS
· WATERSIDE OUTDOOR DINING
· 1ST FLOOR RETAIL PLAZA
MAIN PARKING
· 300 +/- SPACES
PROPOSED HAMMERHEADS
EXISTING WEST MOUNTIAN SKI WORK ROADS
SEE DRAWINGS S-1 TO S-7 FOR PROPOSED ACCESS ROADWAYS
NEW HIGH SPEED SUMMIT CHAIRLIFT
A.O.A.
MIDWAY
FULL-MONTY
GLEASONS ROAD
MACH
REAL BEAUTY
NORTHWEST PASSAGE
THE BOX
POSSESSED
N
0
200′
400′
0
1″
2″

Attachment B
Phasing Plan

NOTES:

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Total Proposed PRD Area
254.00 Acres

□ Open Space Area 107.9 Acres

■ Recreational Area 56.1 Acres

NO.	DATE	DESCRIPTION
2	06/19/23	ADD NEW TRAIL
1	06/12/23	HATCHING

Map of a Survey made for

Woods At West Mountain
Overall PRD Plan

Town of Queensbury, Warren County, New York

307.-1-29, 308.17-1-38, 314.-1-3

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"CERTIFICATIONS INDICATED HEREON SIGNIFY THAT THIS SURVEY WAS PREPARED IN ACCORDANCE WITH THE EXISTING CODE OF PRACTICE FOR LAND SURVEYORS ADOPTED BY THE NEW YORK STATE ASSOCIATION OF PROFESSIONAL LAND SURVEYORS. SAID CERTIFICATIONS SHALL RUN ONLY TO THE PERSON FOR WHOM THE SURVEY IS PREPARED, AND ON HIS BEHALF TO THE TITLE COMPANY, GOVERNMENTAL AGENCY AND LENDING INSTITUTION LISTED HEREON, AND TO THE ASSIGNEES OF THE LENDING INSTITUTION."

Van Dusen
&
Steves
Land Surveyors
169 Haviland Road Queensbury, New York 12804
(518) 792-8474 New York Lic. No. 50135

Date: MAY 23, 2023
Scale 1"=250'

S-1
SHEET 1 OF 6

WEST MOUNTAIN
99-177-PRD
D-3188

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Lands Now or Formerly of
Arthur L. & Christine D. Hull
Irrevocable Trust
307.-1-31

Pitcher Road

West Mountain Road

GRID NAD 83

Phase-II

Phase-I

Area
1306541.3 Sq. Feet
29.99 Acres

Proposed New Woods Flyer Chairlift

Proposed New Trail Full-Monty

Existing Ski Lift

hairlift

Northwest Road

Woodbridge Drive

Stonebridge Road

Lands Now or Formerly of
Thomas Cattone
308.17-1-37

Lands Now or Formerly of
Mountain Capital Ventures, LLC
308.17-1-7.2

Lands of
Peter Balkins
308.17-1-8

Lands Now or Formerly of
Apex Capital, LLC
308.17-1-7.11

Lands of
Davis Joseph
308.17-1-22

Lands of
Timothy Bardin
308.17-1-21

Lands of
Spencer Montgomery
308.17-1-20

Lands of
John Choppa
308.17-1-9

Lands of
Steven Koumbis
308.17-1-16

Lands of
Apecx Capital LLC
308.17-1-19

Lands of
Peter Policastro
308.17-1-15

Lands of
Anthony Volino
308.17-1-11

Lands of
Patrick Wilkins
308.17-1-10

Lands of
William Blood
308.17-1-18

Lands of
Harry Baxensale
308.17-1-17

Lands of
Gabriel Armondo
308.17-1-14

NO.	DATE	DESCRIPTION
2	06/19/23	ADD NEW TRAIL
1	06/12/23	HATCHING

Map of a Survey made for
Woods At West Mountain
Phase I Plan
Town of Queensbury, Warren County, New York

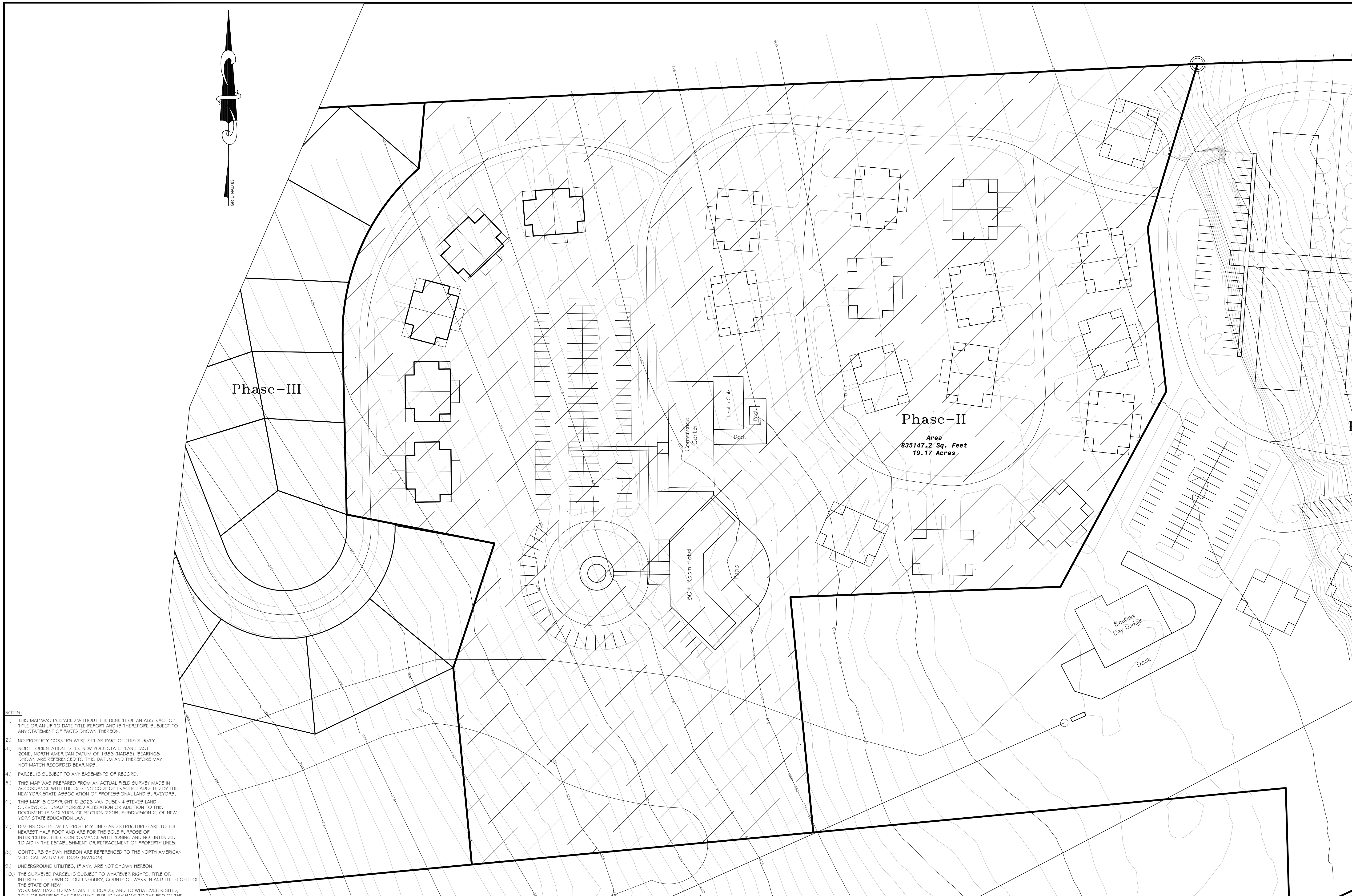
Van Dusen & Steves
Land Surveyors
169 Haviland Road Queensbury, New York 12804
(518) 792-8474 New York Lic. No. 50135

Date: May 23, 2023
Scale 1"=100'

S-2
SHEET 2 OF 6

WEST MOUNTAIN 99-177-PRD D-3188

307.-1-29, 308.17-1-38, 314.-1-3



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NO.	DATE	DESCRIPTION
1	06/12/23	HATCHING

Map of a Survey made for

Woods At West Mountain

Phase II Plan

Town of Queensbury, Warren County, New York

307.-1-29, 308.17-1-38, 314.-1-3

Van Dusen & Steves Land Surveyors

169 Haviland Road, Queensbury, New York 12804

(518) 792-8474 New York Lic. No. 50135

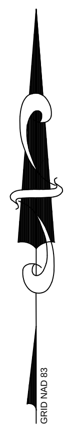
Date: May 23, 2023

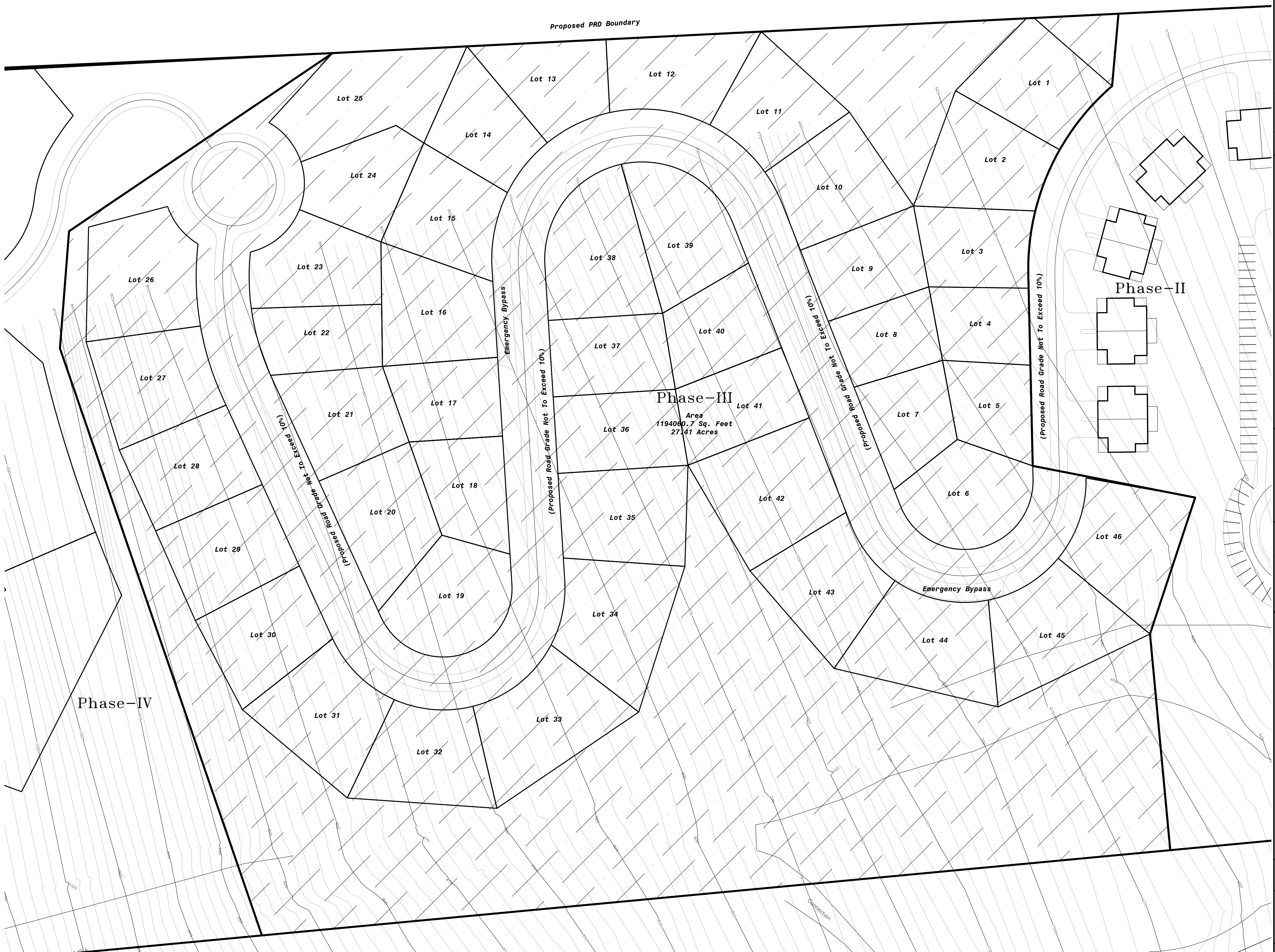
Scale 1"=60'

S-3

SHEET 3 OF 6

WEST MOUNTAIN 99-177-PRD D-3188





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NO.	DATE	DESCRIPTION
1	06/12/23	HATCHING

Map of a Survey made for

Woods At West Mountain

Phase III Plan

Town of Queensbury, Warren County, New York

307.-1-29, 308.17-1-38, 314.-1-3

Van Dusen & Steves Land Surveyors

169 Haviland Road, Queensbury, New York 12804

(518) 792-8474, New York Lic. No. 50135

Date: May 23, 2023

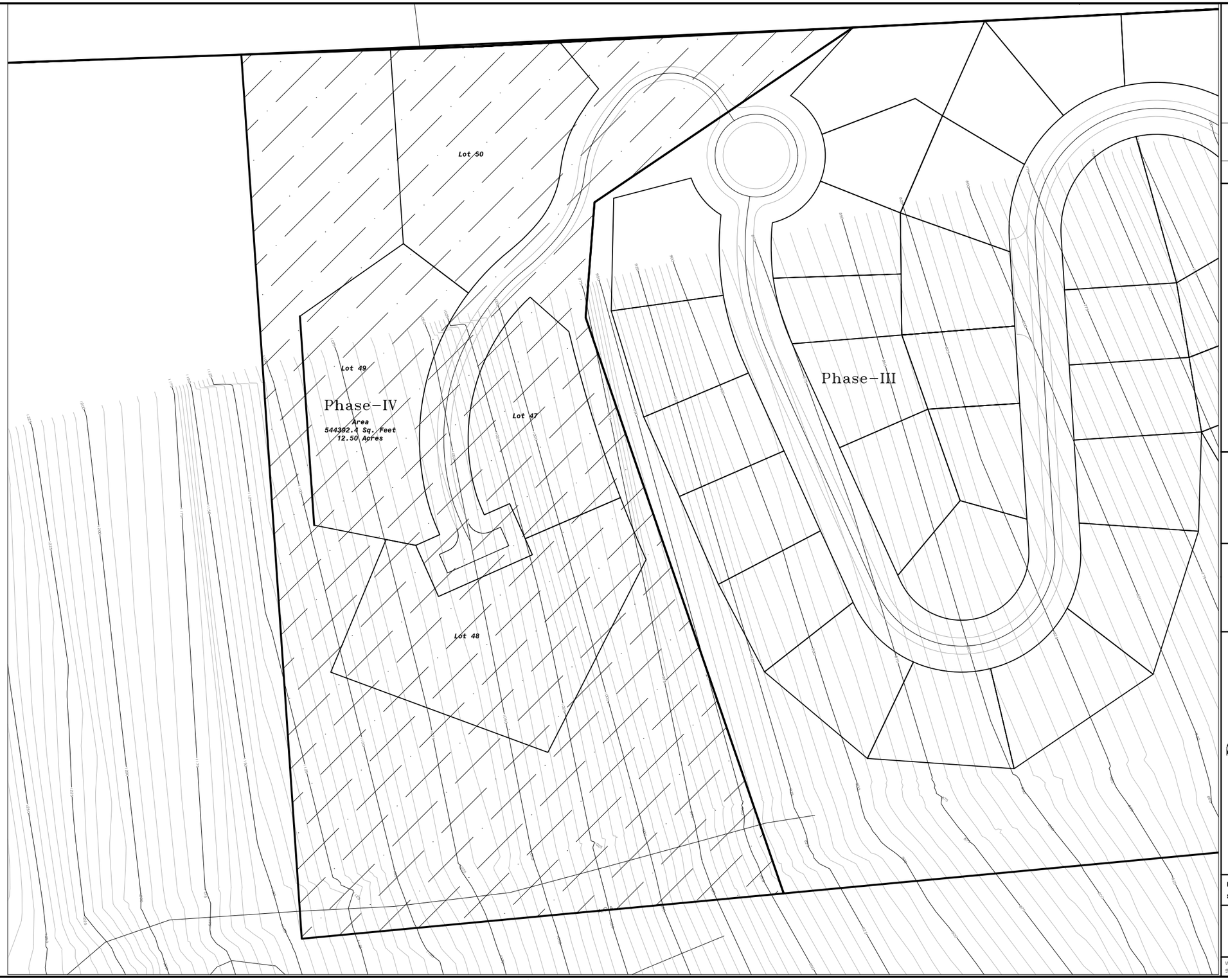
Scale 1"=60'

S-4

SHEET 4 OF 6

WEST MOUNTAIN 99-177-PRD

D-3188



GRID NAD 83

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NO.	DATE	DESCRIPTION
1	06/12/23	HATCHING

Map of a Survey made for

Woods At West Mountain
Phase IV Plan

Town of Queensbury, Warren County, New York

307.-1-29, 308.17-1-35, 314.-1-3

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Van Dusen & Steves
Land Surveyors
169 Haviland Road Queensbury, New York 12804
(518) 792-8474 New York Lic. No. 50135

Date: May 23, 2023
Scale 1"=60'

S-5
SHEET 5 OF 6

WEST MOUNTAIN 99-177-PRD D-3188

Lot 64
Lot 65
Lot 63
Lot 62
Lot 61
Lot 60
Lot 59
Lot 56
Lot 55
Lot 51
Lot 57
Lot 54
Lot 58
Lot 53
Lot 52
No Cut / No Build
Ridge line Buffer
Phase-V
Area
2312030.4 Sq. Feet
53.08 Acres
Proposed PRD Boundary
Lands Now or Formerly of
Apex Capital, LLC
307.-2-49
GRID NAD 83
Gleasons Road
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NO. DATE DESCRIPTION
1 06/12/23 HATCHING
2 10/10/23 RIDGE LINE DATA
Map of a Survey made for
Woods At West Mountain
Phase V Plan
Town of Queensbury, Warren County, New York
307.-1-29, 308.17-1-38, 314.-1-3
Van Dusen & Steves Land Surveyors
169 Haviland Road Queensbury, New York 12804
(518) 792-8474 New York Lic. No. 50135
Date: May 23, 2023
Scale 1"=100'
S-6
SHEET 6 OF 6
WEST MOUNTAIN
99-177-PRD
D-3188

Attachment C
Location Map and Abutting Land Uses and Ownership


WEST MOUNTAIN RD
PITCHER RD
Amethyst Dr
Revere Rd
NORTHWEST RD
Northwest Ln
W Mountain Rd
Founders Way
3
5
4
18
18
30
29
28
32
31
11
27
26
25
23
1
22
21
20
10
9
14
13
12
1
1
24
2
15
16
17
19
7
8
1
1
1
1
1
6
0
750’
1500’
N

1. APEX CAPITAL LLC
   59 WEST MOUNTAIN RD
   QUEENSBURY, NY 12804

2. GUINTHER, STUART H
   139 KOHLERS HILL RD
   KUTZTOWN, PA 19530

3. NEWBURY, JAMES
   62 CORMUS RD
   QUEENSBURY, NY 12804

4. UDALL, LOIS
   PO BOX 615
   GLENS FALLS, NY 12801

5. WASHBURN, THOMAS
   2081 RED JOHNSTON WAY
   FORT ANN, NY 12827

6. FRENYEA, ANDREW C
   38 APRES CIR
   QUEENSBURY, NY 12804

7. DELLA BELLA, MICHAEL A
   138 NORTHWEST RD
   QUEENSBURY, NY 12804

8. ROSECRANS, THOMAS
   120 NORTHWEST RD
   QUEENSBURY, NY 12804

9. ARMSTRONG, DAVID
   115 WEST MOUNTAIN RD
   QUEENSBURY, NY 12804

10. MONTGOMERY, WILLIAM E
    119 PYRAMID PINES
    SARATOGA SPRINGS, NY 12866

11. MOUNTAIN CAPITAL VENTURES LLC
    4R BETHPAGE CT
    HICKSVILLE, NY 11801

12. FOWLER IRREV. TRUST, ERVIN W. & ALICE JANE
    91 WEST MOUNTAIN RD
    QUEENSBURY, NY 12804

13. STEURZEBECHER, MARGARET A
    99 WEST MOUNTAIN RD
    QUEENSBURY, NY 12804

14. PETTIT, ALFRED
    107 WEST MOUNTAIN RD
    QUEENSBURY, NY 12804

15. DOBKOWSKI, JAMES H
    8 TRAILS END
    QUEENSBURY, NY 12804

16. ASSETS LLC, WEST MOUNTAIN
    3109 LAKE SHORE DR
    LAKE GEORGE, NY 12845

17. WAIDE-WUNSCHEL, JO-ANN
    726 MIDDLE TURNPIKE
    STORRS MANSFIELD, CT 06268

18. HULL IRREVOCABLE TRUST, ARTHUR L & CHRISTINE D
    311 WEST MOUNTAIN RD
    QUEENSBURY, NY 12804

19. SALERNO, RICHARD
    56 BOATHOUSE RD
    LAKE GEORGE, NY 12845

20. FOWLER, BRUCE
    42 STONEBRIDGE RD
    QUEENSBURY, NY 12804

21. ATKINS TRUST, CHANDLER
    36 STONEBRIDGE RD
    QUEENSBURY, NY 12804

22. BLOOD, WILLIAM
    9 WOODRIDGE DR
    QUEENSBURY, NY 12804

23. MONTGOMERY, SPENCER
    14 WOODRIDGE RD
    QUEENSBURY, NY 12804

24. FOSBROOK, MARY
    101 NORTHWEST RD
    QUEENSBURY, NY 12804

25. BARDIN, TIMOTHY
    43 NORTHWEST RD
    QUEENSBURY, NY 12804

26. JOSEPH, DAVID
    35 NORTHWEST RD
    QUEENSBURY, NY 12804

27. BELIKIS, PETER
    5 STONEBRIDGE RD
    QUEENSBURY, NY 12804

28. WADDELL, ROY C
    3 TINA LN
    QUEENSBURY, NY 12804

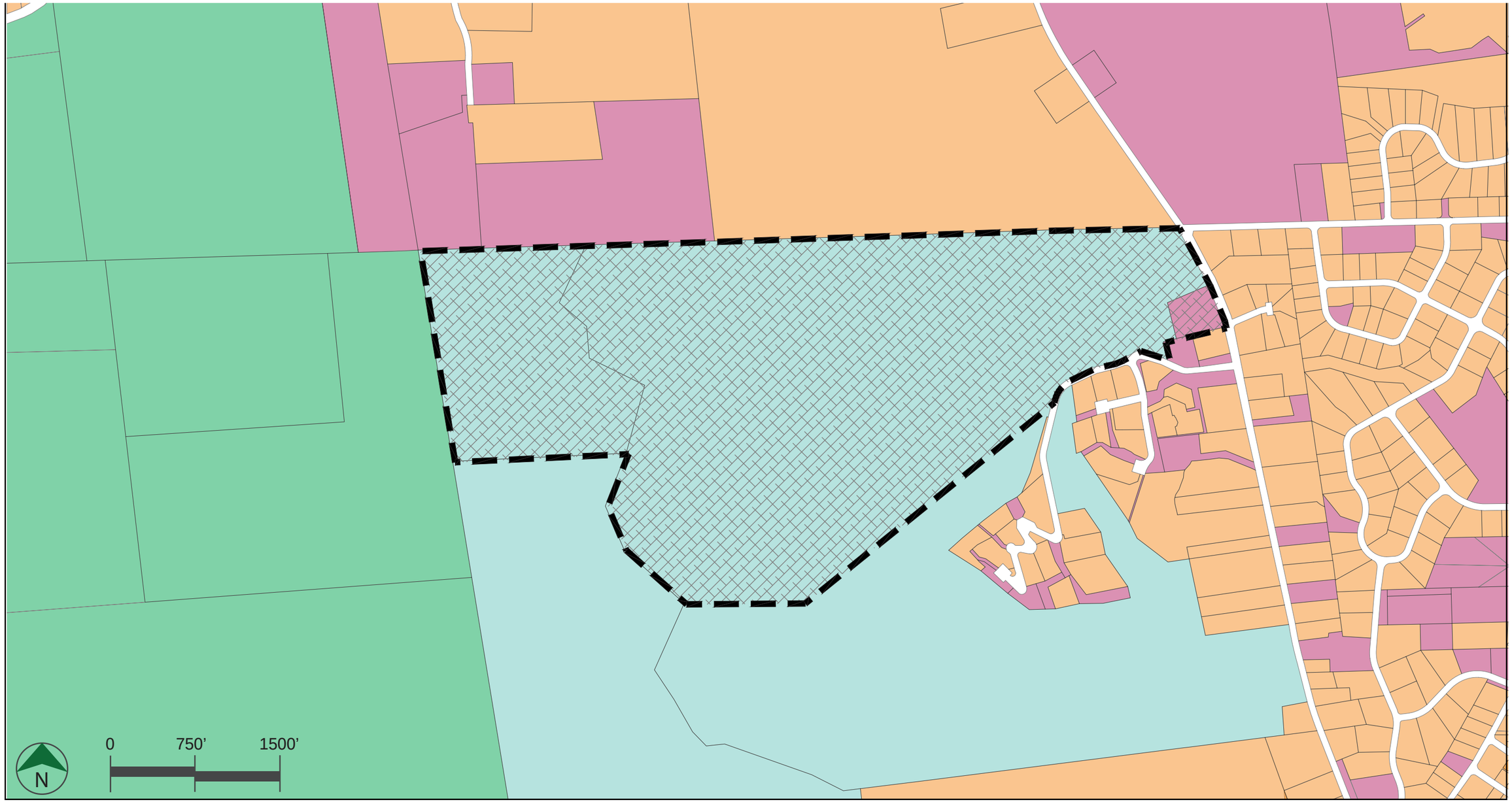
29. JONES, ROBERT
    200 WEST MOUNTAIN RD
    QUEENSBURY, NY 12804

30. WILLIAMS, KATHILYN
    212 WEST MOUNTAIN RD
    QUEENSBURY, NY 12804

31. COTTONE, THOMAS J
    181 WEST MOUNTAIN RD
    QUEENSBURY, NY 12804

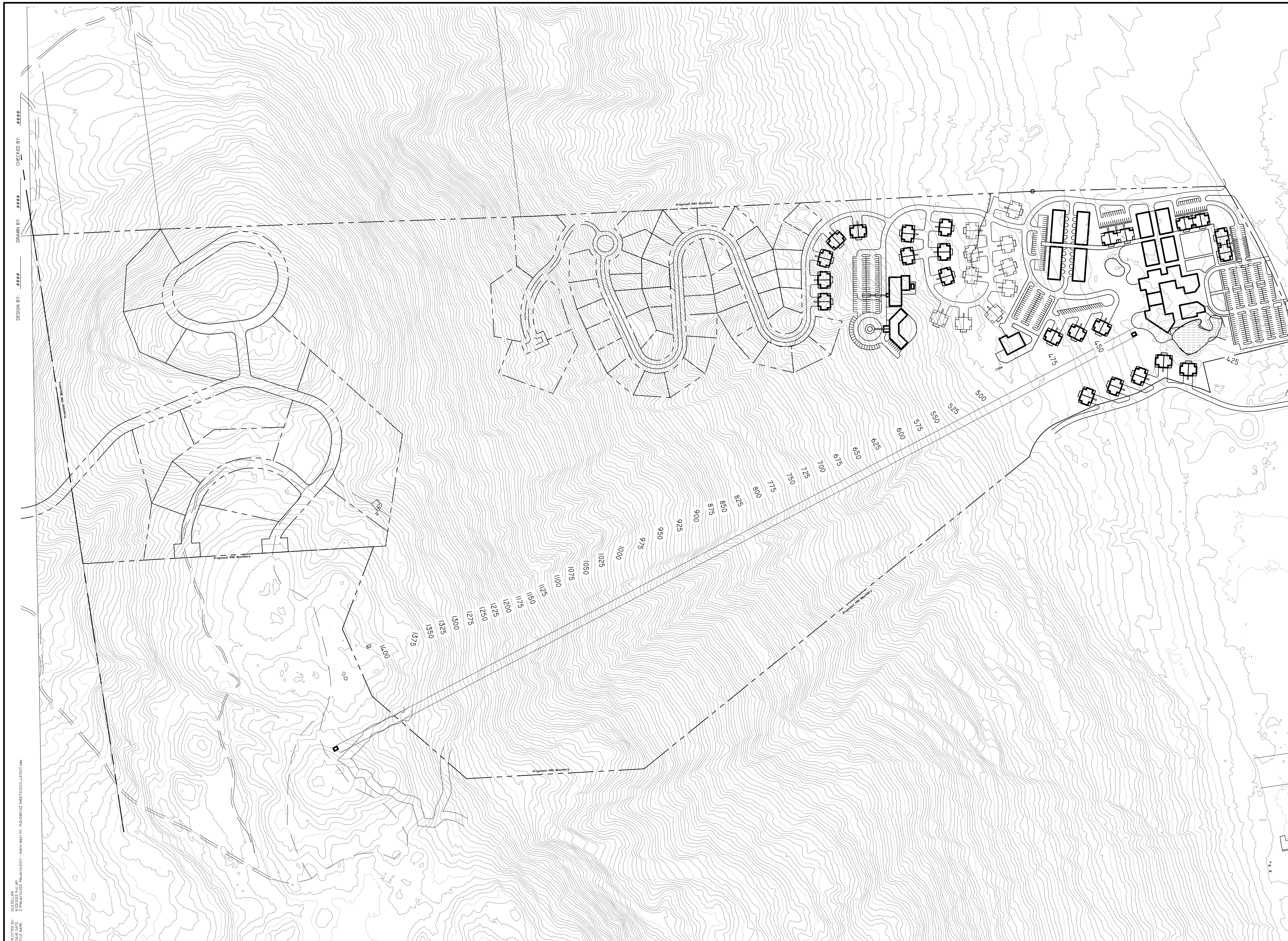
32. JURCSAK, KIRSTEN M
    4 TINA LN
    QUEENSBURY, NY 12804

Attachment D
Area Character and Existing Land Uses



PRD AREA | FORESTED LAND | VACANT LAND | RESIDENTIAL LAND | SKI AREA

Attachment E
Topographic Map



studioA
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TRUST | QUALITY
COLLABORATION | INNOVATION

38 High Rock Ave, Suite 3 | PO Box 272
Saratoga Springs, NY12866
518.450.4030

NORTH

GRAPHIC SCALE

200 0 100 200 400

1 INCH = 200 FEET
ON 24" X 36" SHEET

REVISIONS	
DATE	DESCRIPTION

DRAWINGS
NOT FOR
CONSTRUCTION

PREPARED FOR
WEST MOUNTAIN DEVELOPMENT
PARTNERS, LLC
59 WEST MOUNTAIN ROAD
QUEENSBURY, NY 12084

PROJECT
NORTH WEST MOUNTAIN
PRD

DRAWING TITLE
TOPOGRAPHIC MAP

PROJECT NO. 21071
DATE: 01/31/2024
DRAWING NO. L-1.20
DWG | OF

Attachment F
Conceptual Stormwater Management Plan

CONCEPTUAL STORMWATER MANAGEMENT PLAN

As reported in 4.J above (PRD Considerations – Ability of Lands to Support Proposed Development), on-site soil tests were performed on Friday, October 6, 2023, during which significant depth of soils were encountered at all test pit locations.

Soil tests identified deep, excessively to well-drained sandy soils with rapid percolation rates. Therefore, a variety of NYSDEC approved "green infrastructure" stormwater practices may be considered for incorporation in a "Stormwater Management Plan" for The Woods at West Mountain project. Such practices include, but are not necessarily limited to, surface infiltration basins with forebays to trap and remove sediments, rain gardens, bioretention basins, grass lined swales, permeable pavements, and eave drip line infiltration trenches at building foundation walls.

Where appropriate, more structural "green infrastructure" stormwater infiltration practices may also be considered such as manufactured stormwater storage/infiltration chambers installed beneath parking lot and other paved surfaces, stone riprap lined swales on steeper terrain with geotextile fabric liners to reduce subsurface soil erosion, and check dams in swales to control water flow velocity and delay temporarily ponded water upslope of the check dams to infiltrate.

In addition, more traditional stormwater management practices such as drain inlets, catch basins and piping are also available to convey stormwater in more densely developed areas of the project, such as the Base Area Alpine Village, to infiltration practices.

A combination of most of the above stormwater management practices is anticipated to be incorporated into the Stormwater Management Plan, as appropriate, for The Woods at West Mountain. As such, Studio A Landscape Architecture and Engineering staff prepared a "Conceptual" Stormwater Management Plan for the project as requested by the Town. The plan is based on the recent on-site soil investigation results as applied to the "Concept Master Plan" that is being reviewed by the Town for approval of a "Planned Resort Development" (PRD). It must be noted that the Concept Master Plan is just that. It establishes a list of allowable uses and allowable density of such uses in the PRD. It does not offer a "Final" layout but an organization of such uses on the site, therefore, the stormwater plan is a "Concept" and will be refined as detailed plans are developed for site plan review.

The following Stormwater Management Plan, therefore, is intended to establish the "performance standard" that is being proposed for Stormwater Management and is developed at an appropriate level of accuracy and specificity for consideration during the PRD Zone Change approval process. As the project proceeds through each phase of detailed design and engineering, as stated above, the actual architectural and site plans will be refined to a level suitable for "Site Plan Review" by the Town Planning Board. It should be fully anticipated that the refined plans will differ slightly from the PRD Concept Plan but will fully comply with the intended allowable uses as well as density and general location of such elements on the site.

It is also planned to develop an overall Stormwater Management Plan for the entire five phases of the project for review by the Town. This will ensure that each successive phase, as it is refined, will function as an integral part of the site's overall Stormwater Management goals and objectives.

The following narrative conceptually describes the proposed approach and components of the Concept Stormwater Management Plan for all five phases of The Woods at West Mountain.

PHASE I – BASE AREA ALPINE VILLAGE

The Base Area Alpine Village consists of a new ski lodge attached to a shopping/restaurant/entertainment complex, 4 four-story apartment buildings above a below-grade parking structure, 3 three story free standing apartment buildings, 4 two-story condominium buildings, and associated surface parking lots, access roadways, and pedestrian amenities such as outdoor patios with fire pits and food kiosks, swimming pool, ice skating rink, and festival gathering area for events. This component is the most densely developed area of the project and, as such, is purposely planned for the area of the site which possesses the gentlest terrain and deepest, most suitable soil for development.

Stormwater in this area is mostly proposed to be conveyed to manufactured storage/infiltration chambers installed beneath the various parking lots. These chambers include forebay devices for trapping and removal of sediments from stormwater. All parking lots, pedestrian walks/plazas, building roof and other impervious surface generated stormwater will be directed to these practices. Soils in this area are deep (over 120 inches), excessively to highly permeable sands in which no groundwater or bedrock was encountered during the on-site soil investigations (TP #1 and #2). As such, they are highly capable of treating and accommodating the anticipated volume of stormwater. Observation of an excavation in this area that was dug in an attempt to develop a surface water pond indicates that at least another 10 feet of soil depth exists below the soil test pits that were excavated in this area which was voluntarily terminated at 120 inches below grade.

Stormwater that will be directed to the infiltrators below the parking lots in Phase ! will be collected and conveyed via drain inlets, catch basins, building roof leaders, and below grade piping.

Stormwater that is generated from softscape surfaces, such as lawns, ski trails, and landscaped areas, will be directed by surface swales or piped to above grade stormwater practices such as infiltration basins and forebays as will roadway stormwater. These basins will be equipped with overflow weirs to accommodate any abnormally heavy rainfall events and convey such water via piping and/or surface swales to the parking lot infiltrators which will be engineered to accept any such excessive stormwater volumes.

A ”Man-Made Water Feature” is also proposed in the Base Area Alpine Villag. It is a visual amenity that will include surface aerators and fountains for aesthetic interest as well as to assure water quality maintenance. The water feature will require an impermeable liner in order to assure that the basin holds water and remains full and visually pleasing at all times with no drawdown. The water feature may or may not, be incorporated into the Stormwater Management Plan. As located, it is down gradient from the proposed new ski trail extension from the existing Northwest Mountain Day Lodge to the new ski lodge in the Base Area Alpine Village. As such, stormwater flowing downgradient from this trail could be routed around to the artificial water feature and then conveyed directly to the parking lot infiltrators following pre-treatment. A final decision to incorporate or not to incorporate the “Man-Made Water Feature” into the Stormwater Management Plan will be made during Site Plan Review when detailed engineering plans will be prepared.

PHASE II AND III – DUPLEX TOWNHOUSE AND BOUTIQUE HOTEL AREA

The Phase II and III project consists of the existing Northwest Mountain Day Lodge, Outdoor Amphitheater, Duplex Townhouse Development, 80 +/- room Boutique Hotel with conference/banquet center, health/exercise facility and related parking lots and access roadways. As in all other phases of the

project, on-site soil testing that was performed confirmed the presence of deep well drained sands with rapid percolation rates (TP #3 and #4).

Stormwater in the Phase II and III area will again be managed by a variety of NYS DEC approved "green infrastructure" practices. Both parking lots in this area at the proposed new lot at the existing Northwest Mountain Day Lodge and at the proposed 80 +/- room hotel/conference/banquet facility, will incorporate manufactured storage/infiltration chambers installed beneath the parking surfaces in the Stormwater Management Plan. All parking lot, pedestrian walk/plaza, building roof and other impervious surface generated stormwater will be directed to these practices via drain inlets, catch basins, building roof leaders, and below grade piping. As in Phase I, stormwater generated by softscape surfaces as well as the peripheral access roadways, will be mostly directed by surface swales or piped to above grade stormwater practices such as infiltration basins with forebays. Additionally, rain gardens will be employed in the Duplex Townhouse Area to further accommodate stormwater within the development area.

Drainage swales(ditches) along roadways will either consist of grass swales or stone lined rip-rap swales on any terrain over 8% gradient. Rip-rap swales will be equipped with stone rip-rap check drains approximately 100 +/- feet apart in order to control velocity as well as allow for infiltration of any temporarily ponded stormwater above each check drain into the sandy soils.

PHASE IV – CUSTOM SINGLE FAMILY HOME LOTS

The custom single-family home lot development area consists of fifty relatively traditional trail-side homesites and access roadways. Again, soils in this area were confirmed by on-site testing to consist of deep well drained sands (84" to 96" deep) with rapid percolation rates. No bedrock was encountered in the soil test pits (TP #5 and #6).

Stormwater in Phase IV will be managed by a variety of NYSDEC approved "green infrastructure" practices. Roadway generated stormwater will be conveyed by swales (ditches) consisting either of grass swales and/or stone riprap lined swales with geotextile fabric to assure that no subsurface soil erosion occurs. Rip-rap swales will be installed on any terrain over 8% in gradient. Rip-rap swales will be equipped with stone riprap check dams in order to control velocity as well as allow for infiltration of any temporarily ponded stormwater above each check ram to infiltrate into the sandy soils. Stormwater will be conveyed by the above swale system to above grade infiltration basins with forebays. Overflow weirs will be installed to allow excess stormwater to flow to the Phase III area for management should heavy rainfall events occur.

Since each single-family lot will be individually designed with a custom home, access driveway and related site development consisting of walks, patios, fire pits, potentially swimming pools and other amenities, each lot is expected to require "Site Plan Review" by the Town Planning Board. As such, each lot will require a site-specific Stormwater Management Plan to be prepared as part of this process. This individual lot Stormwater Management Plan will include a variety of "green infrastructure" stormwater practices, such as rain gardens, biofiltration basins, infiltration basins, grass swales and permeable pavements. The intention of the individual lot Stormwater Management Plan is to accommodate all stormwater generated within the lot itself.

SUMMARY – STORMWATER MANAGEMENT PLAN FOR PHASES I – IV

The Stormwater Management Plan for the Phase 1 – IV project area will be prepared as a unified concept inclusive of sub-catchments and stormwater flow over the entire area. It is the intention of the Phase I-IV plans to accommodate stormwater management within each phase area, however, a coordinated plan approach is proposed that will consider the possibility of excess stormwater flows generated under extremely heavy rainfall events to be accommodated in each successive downgradient Phase, if necessary.

In addition to the aforementioned stormwater practices that will be incorporated into the Stormwater Management Plan, all buildings in the project will be required to include eave drip line infiltration practices adjacent to the exterior foundation walls, if practicable. This will further assist in allowing stormwater to infiltrate into the sandy soils.

PHASE V – TRADITIONAL SINGLE-FAMILY HOMES AND LOT DEVELOPMENT

The traditional single-family home lot development area consists of fifteen lots which are accessed from Luzerne Mountain Road along an internal loop access roadway.

Stormwater in Phase V will be managed by a variety of NYSDEC approved “green infrastructure” practices. As in Phase IV, roadway generated stormwater will be conveyed by swales (ditches) consisting of either grass swales and/or stone riprap lined swales with geotextile fabric to assure that no subsurface soil erosion occurs. Gradients are less steep in Phase V than in Phase IV, therefore, most swales will consist of grass surfaces. Stormwater will be conveyed by the roadside system to above grade detention/infiltration basins with forebays. Overflow weirs will be installed to allow excess stormwater flow to adjacent naturally wooded areas for dispersion via downslope water bars.

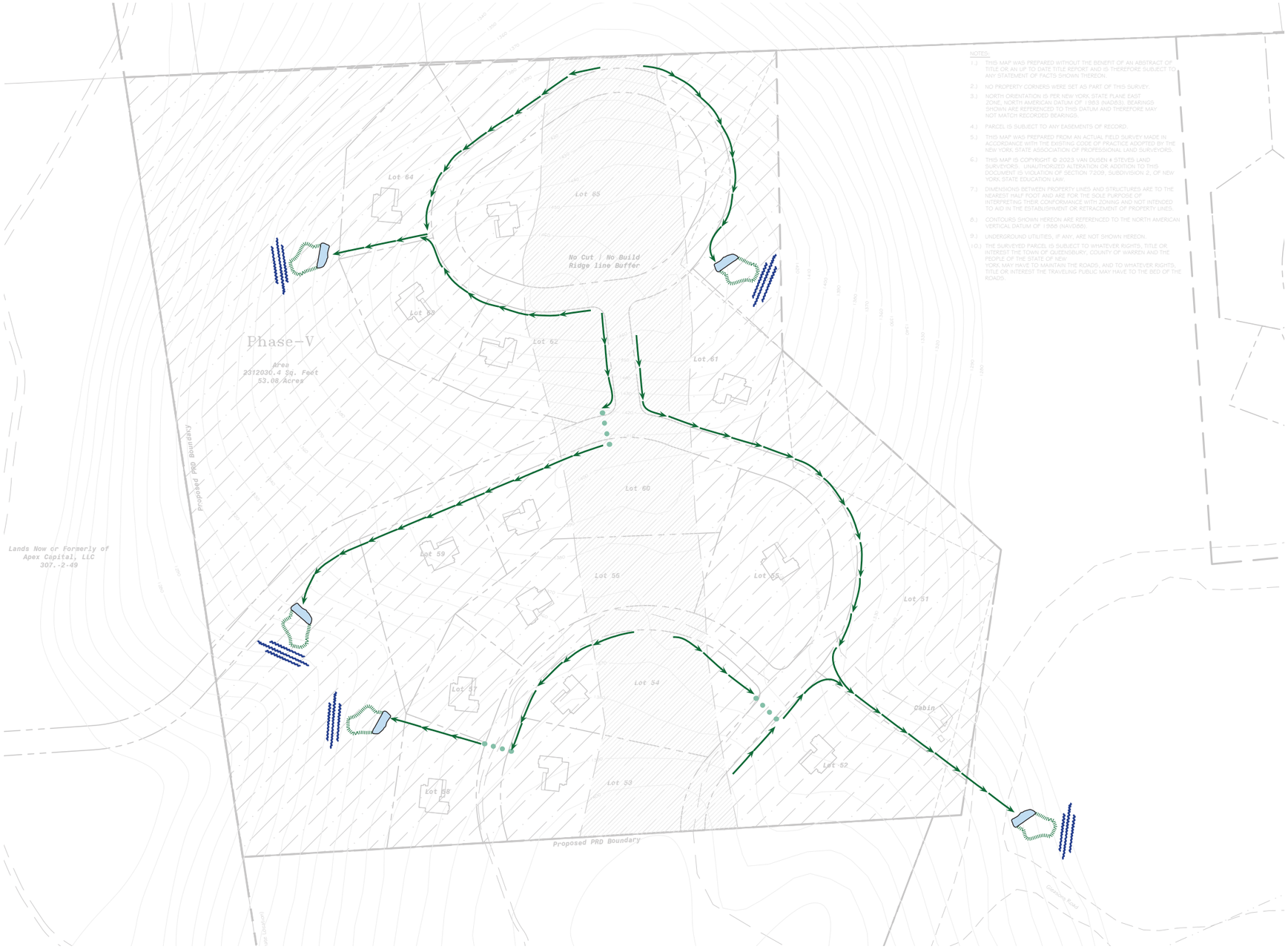
The Phase V Area Stormwater Management Plan will function independently from the Phase I-IV stormwater practices.

LEGEND:

- INFILTRATORS BENEATH PARKING SURFACES
- GRASS SWALE
- PIPED STORMWATER
- DETENTION/INFILTRATION PRACTICE
- FOREBAY
- CATCHBASIN/DRAIN INLET
- LEVEL SPREADERS
- RIP RAP LINED SWALE

LEGEND:

- INFILTRATORS BENEATH PARKING SURFACES
- GRASS SWALE
- PIPED STORMWATER
- DETENTION/INFILTRATION PRACTICE
- FOREBAY
- CATCHBASIN/DRAIN INLET
- LEVEL SPREADERS
- RIP RAP LINED SWALE



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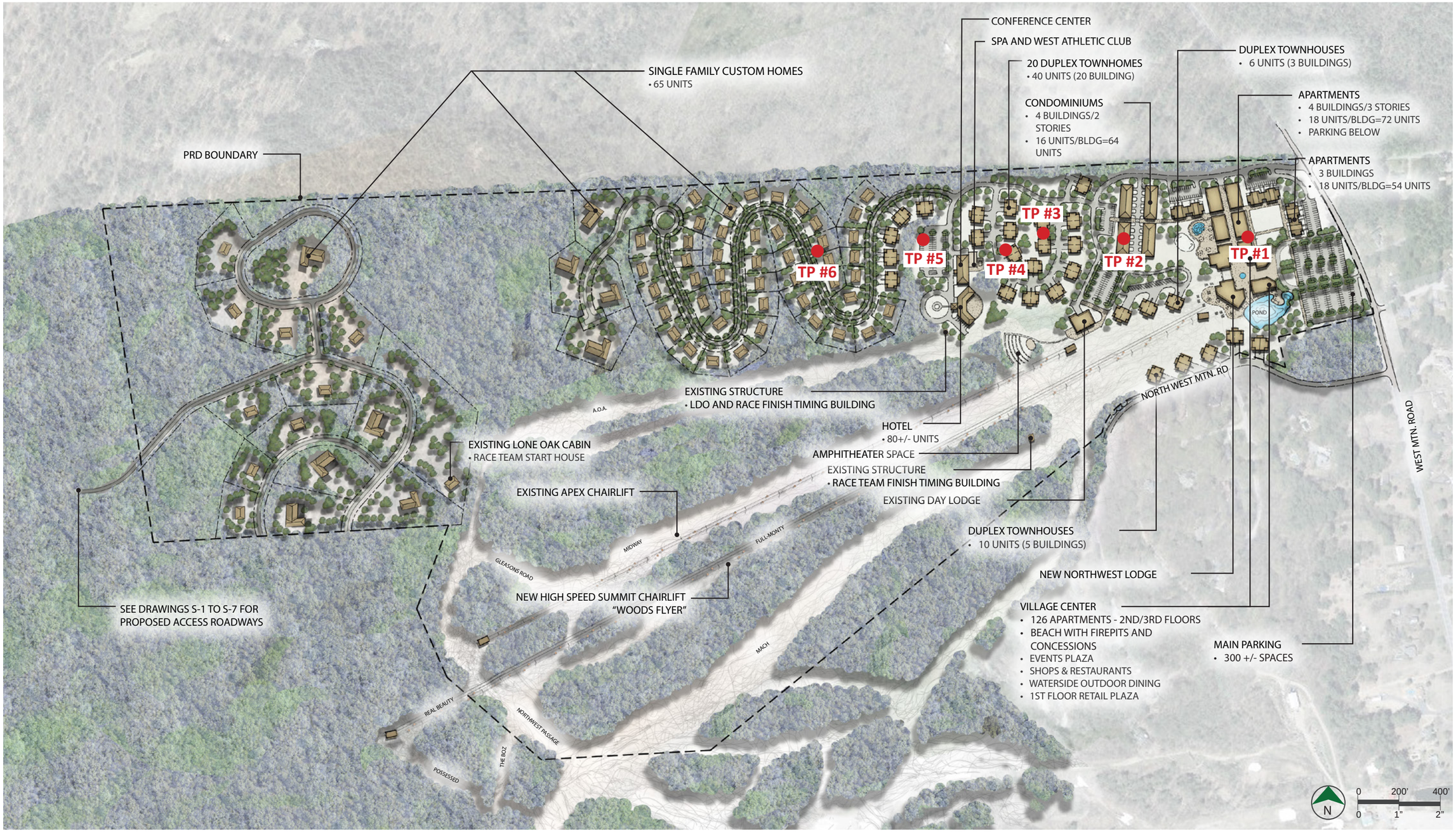
SINGLE FAMILY CUSTOM HOMES
• 65 UNITS
PRD BOUNDARY
CONFERENCE CENTER
SPA AND WEST ATHLETIC CLUB
20 DUPLEX TOWNHOMES
• 40 UNITS (20 BUILDING)
CONDOMINIUMS
• 4 BUILDINGS/2 STORIES
• 16 UNITS/BLDG=64 UNITS
DUPLEX TOWNHOUSES
• 6 UNITS (3 BUILDINGS)
APARTMENTS
• 4 BUILDINGS/3 STORIES
• 18 UNITS/BLDG=72 UNITS
• PARKING BELOW
APARTMENTS
• 3 BUILDINGS
• 18 UNITS/BLDG=54 UNITS
TP #1
TP #2
TP #3
TP #4
TP #5
TP #6
POND
NORTH WEST MTN. RD
WEST MTN. ROAD
EXISTING STRUCTURE
• LDO AND RACE FINISH TIMING BUILDING
HOTEL
• 80+/- UNITS
AMPHITHEATER SPACE
EXISTING STRUCTURE
• RACE TEAM FINISH TIMING BUILDING
EXISTING DAY LODGE
EXISTING LONE OAK CABIN
• RACE TEAM START HOUSE
EXISTING APEX CHAIRLIFT
DUPLEX TOWNHOUSES
• 10 UNITS (5 BUILDINGS)
NEW NORTHWEST LODGE
VILLAGE CENTER
• 126 APARTMENTS - 2ND/3RD FLOORS
• BEACH WITH FIREPITS AND CONCESSIONS
• EVENTS PLAZA
• SHOPS & RESTAURANTS
• WATERSIDE OUTDOOR DINING
• 1ST FLOOR RETAIL PLAZA
MAIN PARKING
• 300 +/- SPACES
NEW HIGH SPEED SUMMIT CHAIRLIFT
"WOODS FLYER"
SEE DRAWINGS S-1 TO S-7 FOR
PROPOSED ACCESS ROADWAYS
A.O.A.
MIDWAY
FULL-MONTY
GLEASONS ROAD
MACH
REAL BEAUTY
NORTHWEST PASSAGE
THE BOZ
POSSESSED
N
0
200'
400'
0
1"
2"

Attachment G
Wastewater Treatment System Layout

NOTES:

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NO.	DATE	DESCRIPTION

Map made for

Woods at West Mountain

Wastewater Plan

Town of Queensbury, Warren County, New York

TAX ID

Van Dusen & Steves Land Surveyors

169 Haviland Road, Queensbury, New York 12804

(518) 792-8474, New York Lic. No. 50135

Date: May 24, 2023

Scale 1"=200'

SS-1

SHEET 1 OF 7

WEST MOUNTAIN D-3188

DWG. NO. 99-177 SEWER

NOTES:

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NO.	DATE	DESCRIPTION

Map made for

Woods at West Mountain
Wastewater Plan

Town of Queensbury, Warren County, New York

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TAX ID

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Land Surveyors
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(518) 792-8474 New York Lic. No. 50135

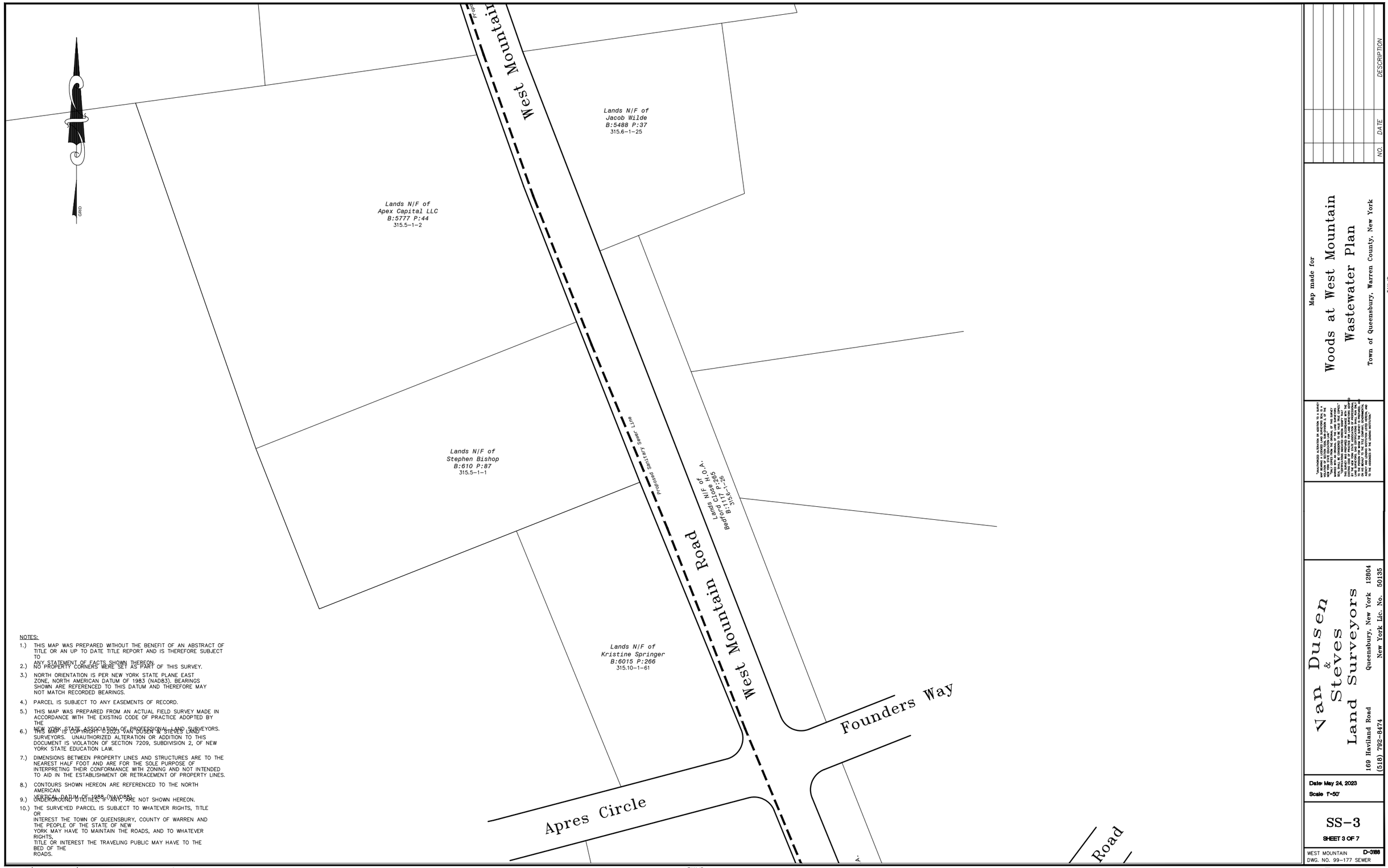
Date: May 24, 2023

Scale 1"=50'

SS-2

SHEET 2 OF 7

WEST MOUNTAIN D-3188
DWG. NO. 99-177 SEWER



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NO.	DATE	DESCRIPTION

Map made for

Woods at West Mountain
Wastewater Plan

Town of Queensbury, Warren County, New York

TAX ID

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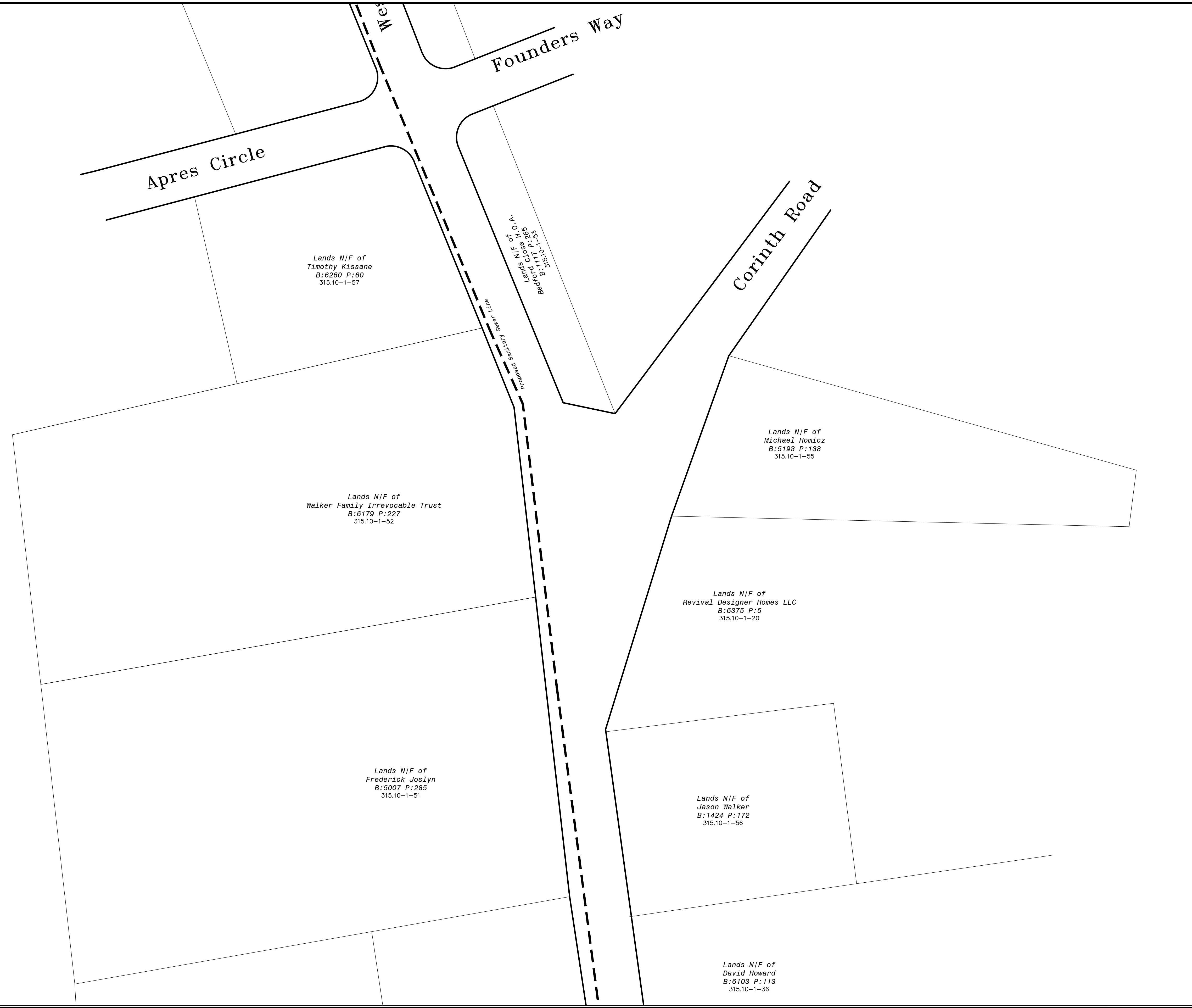
SS-3
SHEET 3 OF 7

WEST MOUNTAIN D-3188
DWG. NO. 99-177 SEWER



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NO.	DATE	DESCRIPTION

Map made for
Woods at West Mountain
Wastewater Plan
Town of Queensbury, Warren County, New York

TAX ID

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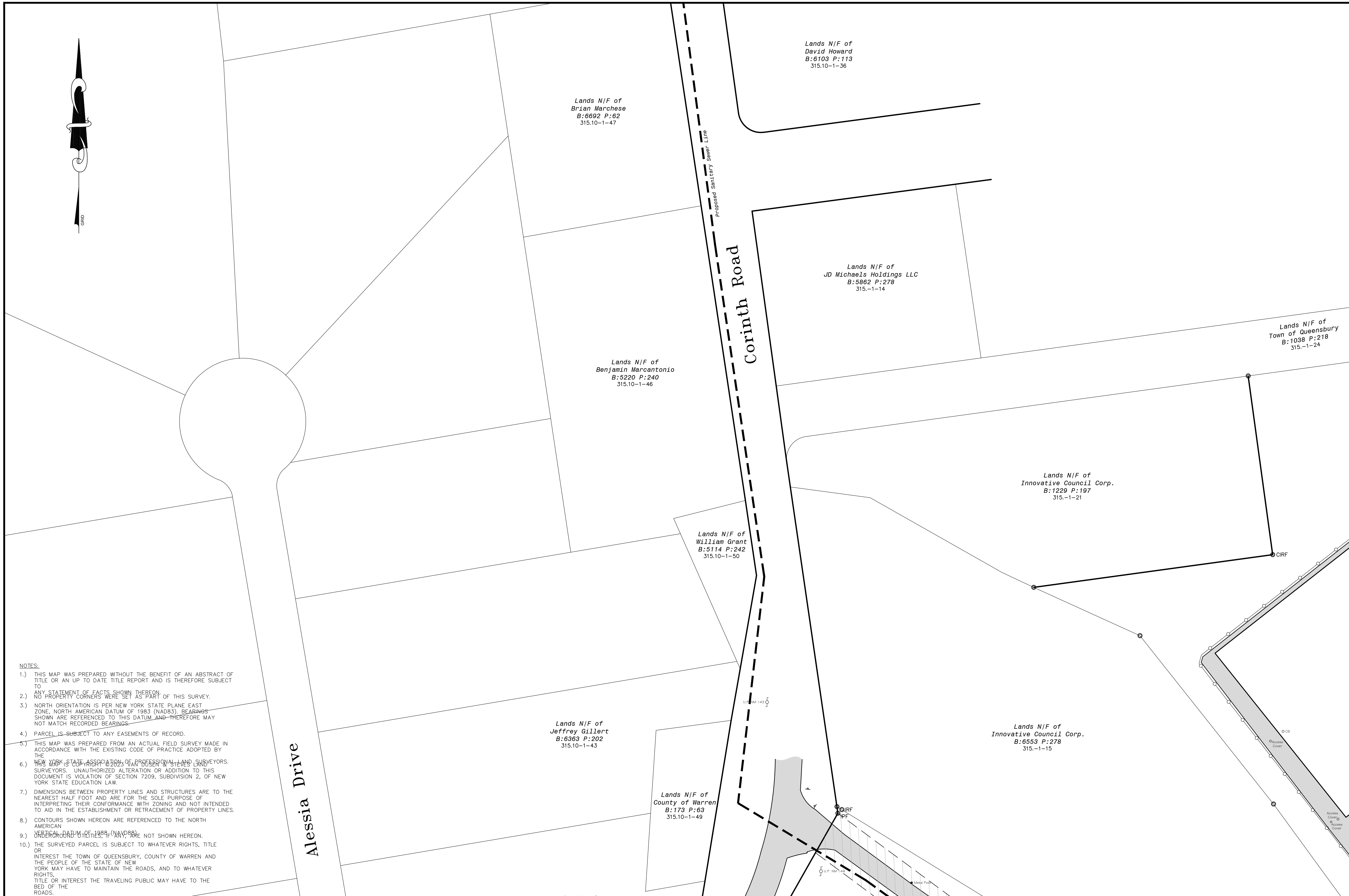
Van Dusen
&
Steves
Land Surveyors
169 Haviland Road Queensbury, New York 12804
(518) 792-8474 New York Lic. No. 50135

Date: May 24, 2023
Scale 1"=50'

SS-4
SHEET 4 OF 7

WEST MOUNTAIN D-3188
DWG. NO. 99-177 SEWER

TAX ID



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NO.	DATE	DESCRIPTION

Map made for

Woods at West Mountain
Wastewater Plan

Town of Queensbury, Warren County, New York

TAX ID

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Land Surveyors
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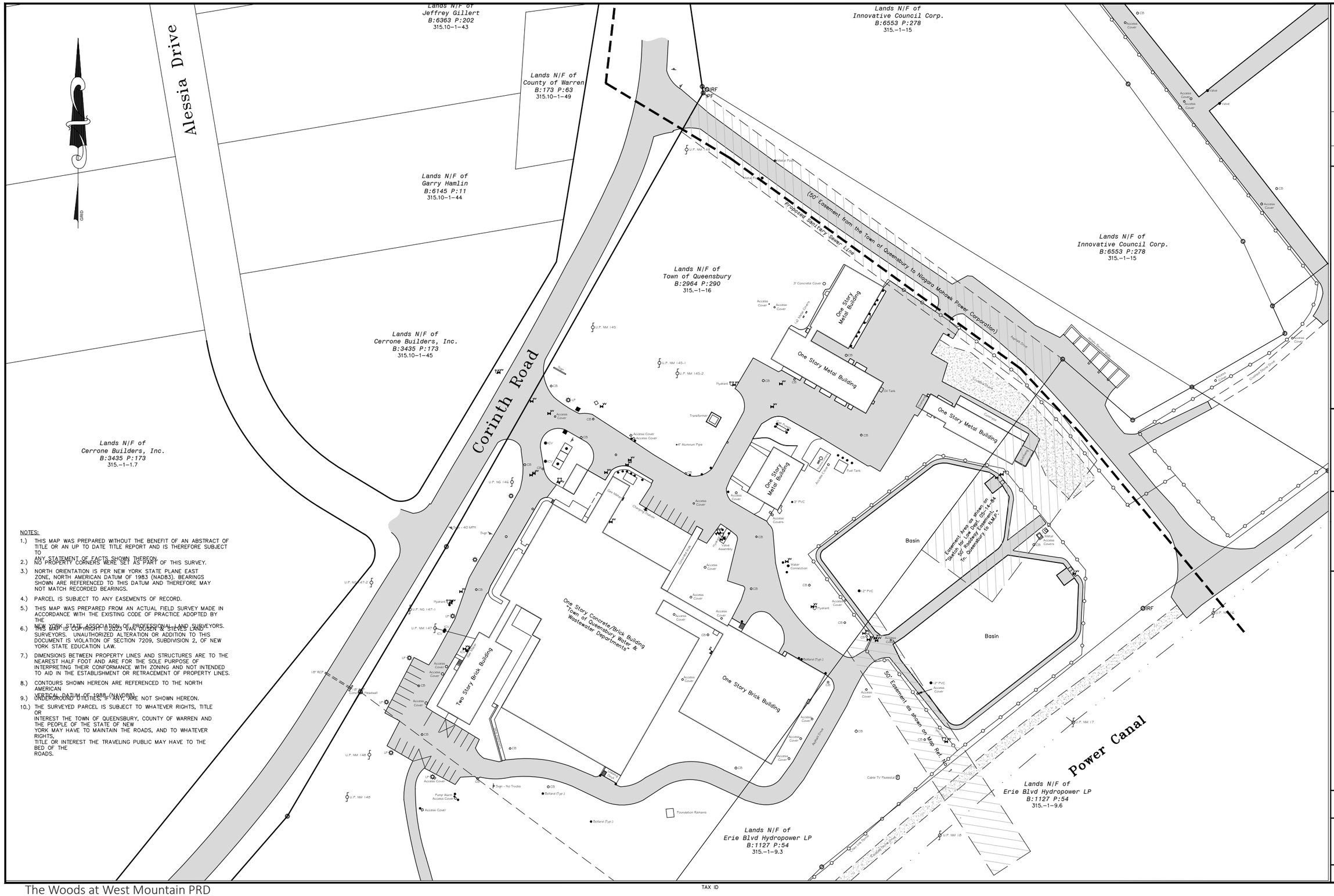
(518) 792-8474 New York Lic. No. 50135

Date: May 24, 2023
Scale 1"=50'

SS-5
SHEET 5 OF 7

WEST MOUNTAIN D-3188
DWG. NO. 99-177 SEWER



NO.	DATE	DESCRIPTION

Map made for

Woods at West Mountain
Wastewater Plan

Town of Queensbury, Warren County, New York

TAX ID

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Date: May 24, 2023

Scale: 1"=50'

SS-6

SHEET 6 OF 7

WEST MOUNTAIN D-3188
DWG. NO. 99-177 SEWER

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NO.	DATE	DESCRIPTION

Map of a Survey made for
Woods At West Mountain
Alternative Wastewater Route
Town of Queensbury, Warren County, New York

307.-1-29, 308.17-1-38, 314.-1-3

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&
Steves
Land Surveyors
169 Haviland Road
Queensbury, New York 12804
(518) 792-8474
New York Lic. No. 50135

Date: JUNE 12, 2023
Scale 1"=250'

SS-7
SHEET 7 OF 7

WEST MOUNTAIN
99-177-PRD
D-3188

Attachment H
Post-Development Ownership and Maintenance Plan

POST-DEVELOPMENT OWNERSHIP AND MAINTENANCE PLAN

West Mountain Development Partners, LLC will retain management control of the overall Woods at West Mountain Development during and following completion of construction. A Master Homeowners Association (HOA) will be established with associated rules and regulations to govern the project. The Master HOA will be responsible for the maintenance and operation of all project infrastructure (water and sewer utilities, stormwater management, and road maintenance) as well as the landscape maintenance of all commonly owned lands of the development, including amenities.

It is anticipated that several portions of the residential and/or commercial improvements of the project will be sold to individual real estate developers to construct, own, and manage. Individual members of West Mountain Development Partners, LLC, may also elect to own, develop, and manage certain of the residential components of the project. Each of these project components will have its own HOA and management entity that will be responsible for the maintenance and operation of the elements/improvements within it's respective portion of the overall Woods at West Mountain development. As such, individual housing units and/or commercial spaces may be sold and/or leased, however will be subject to the rules and regulation of their respective HOA. All such individual HOAs will be members of the Master HOA and participate in decisions pertaining to the overall management, operation, and maintenance of the Woods at West Mountain.

West Mountain Ski Area will remain in private ownership and continue to operate all aspects of the ski area, which are not part of the Woods at West Mountain PRD. In addition, West Mountain Ski Area will manage, operate, and maintain all ski infrastructure and operations on lands included in the Woods at West Mountain PRD, including the Day Lodge, ski lifts, snow-making facilities, ski trails, and night lighting.

Attachment I
Traffic Report

November 1, 2022
Revised June 15, 2023

Ms. Kirsten Catellier
StudioA
38 High Rock Avenue, Suite 3
PO Box 272
Saratoga Springs, NY 12866

RE: Traffic Assessment, West Mountain PDD, Town of Queensbury, Warren County, New York; CM Project No. 122-064

Dear Ms. Catellier:

Creighton Manning Engineering, LLP (CM) has completed a traffic assessment for the proposed development of the *West Mountain Planned Development District (PDD)* located on the west side of West Mountain Road in the Town of Queensbury. The project site is located just north of the existing *West Mountain Ski Resort*. The project location is shown in Figure 1.This evaluation is based on the "Overall PRD Plan" prepared by VanDusen & Steves Land Surveyors last revised June 12, 2023. (Attachment A).This letter is an update to the original letter dated November 1, 2022 due to the revised site plan noted in the April 3, 2023 review letter provided by Town of Queensbury Planner and includes the following:

- Inclusion of pedestrian and bicycle observations.
- Updated trip generation estimate based on the revised site plan.
- Updated traffic figures.
- Re-assessment of study area intersections and site driveways.

Figure 1 – Project Location

1.0 Project Description

The proposed project consists of a mix of residential, lodging, and recreational uses that will generally be developed in five phases. The total build-out of the site is summarized in Table 1. It is noted that the existing *Day Lodge* associated with a chair ski lift that provides access to the summit of *West Mountain* will be incorporated into the project site.

Table 1 – Land Use Summary

Land Use	Phase 1 (Years 1-2)	Phase 2 (Years 3-5)	Phase 3 (Years 6-7)	Phase 4 (Year 8)	Phase 5 (Years 9-10)	Total Units/Size
Apartments (3 buildings)	54 units	--	--	--	--	54 units
Apartments (4 buildings)	72 units	--	--	--	--	72 units
Village Center (Apartments)	126 units	--	--	--	--	126 units
Village Center (Retail Space)	29,800 SF	--	--	--	--	29,800 SF
North West Ski Lodge	1 Lift	--	--	--	--	1 Lift
Condominiums	64 units	--	--	--	--	64 units
Townhouses	16units	40 units	--	--	--	56 units
Hotel	--	80 rooms	--	--	--	80 rooms
Single Family Homes (cul-de-sac)	--	--	46 units	4 units	--	50 units
Single Family Homes (off Luzerne Road)	--	--	--	--	15 units	15 units

Access to the main portion of the development will be provided via two new full site driveway locations on West Mountain Road and one right-out only site driveway. The first full access driveway will be provided opposite Pitcher Road while the second full access site driveway will be provided approximately 400-feet north of Tina Lane. In addition, a right-out only driveway will be provided approximately 190-feet north of Tina Lane. Access to the existing *Day Lodge* was previously provided via Northwest Road. After development of the site, it is anticipated that the parking area for this use will be provided by the new driveways and that Northwest Road will provide access to 10 of the proposed townhouse units. Access to 15 single family homes proposed on the north side of the development will be provided via Cormus Road on Luzerne Road. It is expected that construction will start in 2024 and that the initial two phases will include the Village Center/apartments and townhouses/condominiums. The remaining three phases will include construction of the single family homes with total construction of the site completed in 2034.

2.0 Existing Conditions

Roadways Serving the Site

West Mountain Road (CR 58) is a north-south road classified as an urban minor arterial near the project site that extends from Corinth Road to Gurney Lane. Traffic volume data shows that West Mountain Road serves approximately 1,420 vehicles per day (vpd) south of Pitcher Road. West Mountain Road generally consists of an 11-foot wide travel lane in each direction with 3 to 4-foot wide paved shoulders. The posted speed limit on West Mountain Road is 45-mph in the study corridor and land uses along West Mountain Road are primarily residential and also includes the *West Mountain Resort*. Sidewalks are not provided on West Mountain Road.

Luzerne Road is an east-west road classified as a rural minor collector road near the project site that extends from Main Street to Glens Falls Mountain Road. Luzerne Road generally consists of a 10-foot wide travel lane in each direction with 1 to 2-foot wide paved shoulders. The posted speed limit on Luzerne Road is 30-mph in the study corridor and land uses are primarily residential. Sidewalks are not provided on Luzerne Road.

Study Area Intersections

- Main Street (CR 28)/I-87 Interchange 18 Northbound Off-Ramp – This is a four-leg intersection operating under actuated traffic signal control. The northbound I-87 Off-Ramp approach provides an exclusive left-turn lane, a shared left-turn/through lane, and a separate right-turn lane. The eastbound Main Street approach provides an exclusive left-turn lane and a through lane while the westbound Main Street approach provides a through lane and a shared through/right-turn lane. Sidewalks are provided on the north and south side of Main Street. A marked crosswalk is provided on the north and south legs of the intersection with pedestrian push buttons and countdown timers.
- Main Street (CR 28)/I-87 Interchange 18 Southbound Off-Ramp – This is a four-leg intersection operating under actuated traffic signal control. The southbound I-87 Off-Ramp approach provides a shared left-turn/through lane and a separate right-turn lane. The eastbound Main Street approach provides two through lanes and a separate right-turn lane while the westbound Main Street approach provides an exclusive left-turn lane and a through lane. Sidewalks are provided on the north side of Main Street and on the south side of Main Street east of the intersection. A marked crosswalk is provided on the north and east legs of the intersection with pedestrian push buttons and countdown timers.
- Corinth Road (CR 28)/Big Bay Road – This is a four-leg intersection operating under actuated traffic signal control (See Photo #1). The northbound Big Bay Road approach provides a single lane for shared travel movements while the southbound approach provides a shared left-turn/though lane and a separate right-turn lane. The eastbound Corinth Road approach provides a single lane for shared travel movements while the westbound Corinth Road approach provides an exclusive left-turn lane and a shared through/right-turn lane. A sidewalk is provided on the north side of Corinth Road and on the southwest quadrant of the intersection along the *Stewart's Shop* property. A marked crosswalk is provided on the west leg of the intersection with pedestrian push buttons and countdown timers. A marked crosswalk is also provided on the north leg of the intersection.

Photo #1 = Corinth Road/Big Bay Road Intersection

- Corinth Road (CR 28)/Vandusen Road/Essex Court – This is a four-leg intersection operating under stop-sign control on the northbound Essex Court approach and on the southbound Vandusen Road approach. All intersection legs provide a single lane for shared travel movements. There are no sidewalks or crosswalks provided at this intersection.
- Vandusen Road/Pitcher Road – This is a three-leg intersection operating under stop-sign control on the eastbound Pitcher Road approach. All intersection legs provide a single lane for shared travel movements. There are no sidewalks or crosswalks provided at this intersection.
- Corinth Road (CR 28)/West Mountain Road (CR 58) – This is a three-leg intersection operating under stop-sign control on the southbound West Mountain Road approach. All intersection legs provide a single lane for shared travel movements. There are no sidewalks or crosswalks provided at this intersection.
- West Mountain Road (CR 58)/Pitcher Road – This is a three-leg intersection operating under stop-sign control on the westbound Pitcher Road approach. All intersection legs provide a single lane for shared travel movements. There are no sidewalks or crosswalks provided at this intersection.

Transit, Pedestrians, and Bicyclists

Greater Glens Falls Transit (GGFT) currently operates transit service in the Town of Queensbury; however, transit service is not provided on West Mountain Road adjacent to the proposed project site. The closest bus line is Bus Route 7 – West Glens Falls, which is a loop route that starts at the Ridge Street terminal and travels west on Luzerne Road and uses VanDusen Road to access Corinth Road in order to travel east back to the Ridge Street Terminal. The service operates on weekdays from 7:00 a.m. to 5:05 p.m. and on Saturdays from 9:00 a.m. to 5:35 p.m. with a bus once every two hours on average.

Sidewalks and pedestrian accommodations are only provided on Main Street/Corinth Road near the Big Bay Road and I-87 Exit 18 interchange intersections as noted above. Bicyclists use the available shoulders in the project area. Table 2 summarizes the pedestrians and bicyclists observed during the peak hour traffic counts at the study area intersections.

Table 2 – Pedestrian and Bicycle Activity Summary

Intersection	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	Pedestrians	Bikes	Pedestrians	Bikes	Pedestrians	Bikes
Main Street (CR 28)/ I-87 Interchange 18 Northbound Off-Ramp	2	1	2	3	0	0
Main Street (CR 28)/ I-87 Interchange 18 Southbound Off-Ramp	1	1	3	3	3	0
Corinth Road (CR 28)/Big Bay Road	1	0	1	0	0	2
Corinth Road (CR 28)/Vandusen Road/Essex Court	0	0	2	0	2	0
Vandusen Road/Pitcher Road	0	0	1	1	2	0
Corinth Road (CR 28)/West Mountain Road (CR 58)	0	0	2	0	1	0
West Mountain Road (CR 58)/Pitcher Road	0	0	3	0	0	0

Motor Vehicle Collision Analysis

Crash data was requested from NYSDOT to quantify the number of crashes and identify any crash patterns or concentrations at the study area intersections and on the segment of West Mountain Road adjacent to the site access intersections. Safety Information Management System (SIMS) and Accident Location Information System (ALIS) data was provided by NYSDOT from January 1, 2017 through December 31, 2019 (three years). Table 3 summarizes the predominant crash types for the segment of West Mountain Road near the project site and for the study area intersections.

Table 3 – Accident Type and Severity

Segments and Intersections	Collision Severity				Collision Type										
	Non-Reportable	Property Damage	Injury	Fatality	Rear-End	Head On	Sideswipe/ Overtaking	Left Turn	Right Turn	Right Angle	Animal	Bicyclist	Fixed Object	Pedestrian	Total
West Mountain Rd – from Pitcher Rd to Founders Way	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	***1***
Main Street/I-87 Exit 18 NB Off-Ramp	2	14	3	0	6	0	4	2	0	5	0	2	0	0	**19**
Main Street/I-87 Exit 18 SB Off-Ramp	1	7	4	0	4	0	2	1	1	3	0	0	0	1	**12**
Corinth Road/Big Bay Road	4	13	0	0	12	1	2	1	0	1	0	0	0	0	**17**
Corinth Road/Vandusen Road/Essex Court	0	5	1	0	0	0	0	0	0	5	1	0	0	0	**6**
Vandusen Road/Pitcher Road	0	1	0	0	0	0	0	0	0	0	0	0	1	0	**1**
Corinth Road/West Mountain Road	1	1	2	0	2	0	0	0	0	0	0	0	2	0	**4**
West Mountain Road/Pitcher Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**8**	**42**	**10**	**0**	**24**	**1**	**8**	**4**	**1**	**14**	**2**	**2**	**3**	**1**	**60**

Non-reportable Crash = Collisions that result in damage less than $1,000

There was a total of one crash on the segment of West Mountain Road between Pitcher Road and Founders Way and 59 crashes at the study area intersections for a total of 60 crashes in the study area. There were 42 crashes that resulted in property damage only (PDO), 10 crashes that resulted in an injury, and eight crashes were non-reportable (NR) crashes. There were no fatal accidents. The predominant collision types were read-end, right-angle, and sideswipe/overtaking crashes. Predominant apparent factors for these collisions include following too closely, failure to yield right of way, and driver inattention. An accident summary (TE-213 equivalent) is provided under Attachment B. The following summary is provided for each location.

- The segment of West Mountain Road from Pitcher Road to Founders Way had one collision with an animal that resulted in property damage only.
- Main Street/I-87 Exit 18 Northbound Off-Ramp – There were two bicycle crashes reported at this intersection, both of which resulted in injury. One was the result of a motorist striking a bicyclist while making a right-turn on red to travel eastbound onto Main Street and did not see the bicyclist before making the turn. The second crash was the result of bicyclist error when they began crossing the intersection, before a vehicle with a boat in tow had cleared the intersection. There were six rear-end collisions at this intersection that were either caused by following too closely or unsafe lane change and resulted in five PDO crashes and one NR crash. The five right-angle crashes had apparent factors of turning improper, slippery pavement, failure to yield right of way and unsafe speed. Four of the five right-angle crashes resulted in a PDO while the remaining crash was classified as a NR. The four sideswipe/overtaking collisions all involved eastbound drivers and had apparent factors of passing or lane usage improperly or failure to yield right of way and resulted in a PDO collision. The two left-turn crashes were caused by a failure to yield right of way and one resulted in an injury. The injury occurred when an eastbound vehicle turning left onto the NB on-ramp failed to yield to a driver occupying the westbound lane and struck the vehicle.
- Main Street/I-87 Exit 18 Southbound Off-Ramp – The single pedestrian crash reported at this intersection (which resulted in an injury) occurred when a vehicle traveling southbound on the ramp failed to yield the right of way to a pedestrian in the marked crosswalk while turning right onto Main Street. There were four rear-end collisions at this intersection that were either caused by following too closely or backing unsafely and resulted in three PDO crashes and one NR crash. The three right-angle crashes were caused by a disregard for the traffic control device, backing unsafely, and failure to yield right of way. The three right-angle crashes resulted in a PDO. The two sideswipe/overtaking collisions were PDO crashes. All involved eastbound drivers colliding with other eastbound drivers and had apparent factors of unsafe lane change and driver inattention. The left-turn crash resulted in an injury and was caused by a vehicle turning left onto the southbound ramp and did not yield right of way to a vehicle traveling eastbound. The PDO right-turn crash was caused by a failure to yield right of way.
- Corinth Road/Big Bay Road –There were 12 rear-end collisions at this intersection that were predominantly caused by following too closely and resulted in eight PDO crashes and four NR crashes. The two PDO sideswipe crashes were the result of a failure to yield right of way and backing unsafely. The head-on collision was caused by driver inexperience and resulted in a PDO crash. The PDO left-turn crash was caused by a failure to yield right of way and unsafe speed.
- Corinth Road/Vandusen Road/Essex Court– There was one collision with an animal at this intersection that resulted in a PDO crash. The remaining five collisions involved right-angle crashes and are summarized below:
  - Four of the right-angle collisions were caused by a failure to yield right of way while the remaining was caused by a disregard for the traffic control device.
  - Four of the right-angle collisions resulted in a PDO crash while the remaining collision resulted in an injury.
  - Four of the right angle crashes occurred when a southbound vehicle on Vandusen Road was struck by an eastbound or westbound vehicle on Corinth Road as it attempted to cross the street to access Essex Court.

  A cursory review of the intersection indicates that sight lines looking left and right from Vandusen Road may be limited by existing vegetation and embankments along Corinth Road. It is recommended that the Town of

Queensbury consider clearing vegetation near this intersection and re-grading the embankments within the right of way to the extent possible.

- Vandusen Road/Pitcher Road– There was one collision with a tree reported at this intersection that resulted in a PDO crash due to unsafe speed by the motorist.
- Corinth Road/West Mountain Road – One of the rear-end crashes at this intersection was caused by following too closely and resulted in an injury while the other rear-end crash was caused by a reaction to an uninvolved vehicle which resulted in PDO. The injury collision with a fixed object occurred when a driver fell asleep at the wheel while traveling southbound on West Mountain Road. The non-reportable incident occurred when a vehicle lost a tire due to improper installation.
- West Mountain Road/Pitcher Road – There were no collisions at this intersection.

Data Collection

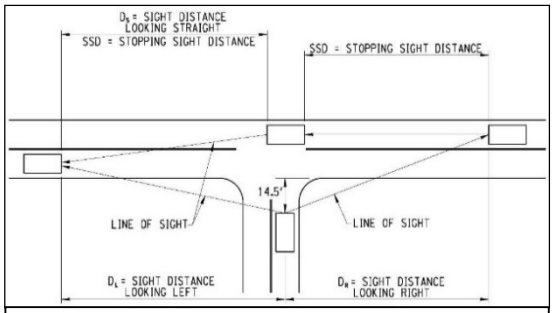
Turning movement counts were conducted at the study area intersections on Tuesday, March 22, 2022 during the morning peak (7:00 to 9:00 a.m.) and during the afternoon peak (4:00 to 6:00 p.m.). In addition, turning movement counts were also conducted on Saturday, March 19, 2022 during the mid-day peak period (11:00 a.m. to 1:00 p.m.). The observed weekday peak hours generally occurred between 7:00-8:15 a.m. and between 4:00-5:30 p.m. The observed Saturday peak hour generally occurred between 11:00 a.m.-12:15 p.m.

Automatic traffic recorders (ATRs) were installed on West Mountain Road near the project driveway and Corinth Road near Alessia Drive from Tuesday, March 22, 2022 through Saturday, March 26, 2022 to collect volume and speed data near the proposed site. Data collected from the ATRs shows that West Mountain Road currently serves approximately 1,420 vehicles per day (vpd). The data indicates that the 85th percentile speed[1] on West Mountain Road adjacent to the site access road is 53-mph in the northbound direction and 54-mph in the southbound direction.

Due to altered travel and employment patterns resulting from the COVID-19 pandemic, ATRs installed on West Mountain Road and Corinth Road were adjusted to represent Annual Average Traffic Data (AADT) which were then compared to historical traffic counts conducted by NYSDOT. These traffic counts were used to develop a growth factor which is consistent with the *Traffic Data Collection Guidance during Covid-19 Pandemic* memo published by NYSDOT in August 2020. The March 2022 turning movement counts were factored to reflect pre-covid conditions based on this methodology. The factored 2022 traffic volumes at the study area intersections during the weekday morning and afternoon peak hours and for the Saturday peak hour are shown on Figure 2. The raw turning movement count data and ATR data is included under Attachment C.

3.0 Sight Distance Evaluation

A sight distance evaluation was completed at the three proposed site driveway intersections on West Mountain Road. The sight distance was measured from the perspective of a vehicle exiting the driveways and for a vehicle traveling north on West Mountain Road looking straight ahead to turn left into the site driveways. The available intersection sight distance should provide drivers a sufficient view of the intersecting street 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.



Sight Distance Measurements

[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 West Mountain Road at the proposed 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 diagram above illustrates these sight distance measurements.

The posted speed limit on West Mountain Road is 45-mph near the proposed driveways. The available sight distances shown in Table 4 are compared to the guidelines presented in AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2018 and NYSDOT design guidance presented in the *Highway Design Manual Chapter 5* (Appendix 5B) for the applicable 55-mph operating speed on West Mountain Road.

Table 4 – 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 West Mountain Rd (D_S)	SSD_{NB}	SSD_{SB}
			Looking Left (D_L)	Looking Right (D_R)			
West Mountain Road/ Right-Out Only Site Driveway	Available	550	NA	NA	NA	NA	>600
	Recommended	530	NA	NA	NA	NA	455
West Mountain Road/ Full Access Site Driveway	Available	>625	>625	580 (625)	>700	>700	>700
	Recommended	530	610	610	445	455	455
West Mountain Rd/Pitcher Road/ Full Access Site Driveway	Available	260 (>700)	260 (>700)	600 (>700)	>700	>700	>700
	Recommended	530	610	610	445	455	455

[1] Intersection sight distance is measured at an eye height and object height of 3.5-ft.
[2] $SSD_{NB, SB}$ = Stopping sight distance measured for a 2-foot object located in the path of northbound/southbound vehicles on West Mountain Road.
(XXX) = Sight Distance measured assuming vegetation and trees along frontage are cleared

- West Mountain Road/Full Access Site Driveway – The sight distance evaluation indicates that the available intersection sight distance looking straight to make a left-turn into the site and looking left to make a left or right turn exiting the site meet AASHTO guidelines for a 55-mph operating speed. In addition, the stopping sight distance for vehicles traveling northbound and southbound on West Mountain Road meet AASHTO guidelines for a 55-mph operating speed. The available sight distance looking right to make a left-turn from the site is limited by vegetation along the adjacent property (see Photo #2) and is less than AASHTO guidelines by approximately 20-feet. It is recommended that vegetation located within the right-of-way be cleared to the extent possible in order to maximize sight lines looking right.

Photo #2 – Sight Distance Looking Right from southern Full Access Site Driveway

Figure 2C-101 found in the NYS Supplement to the NMUTCD provides guidance for the installation of "Intersection Warning" signs as mitigation for sight distance. A review of Figure 2C-101 (see figure) indicates that the available sight distance looking to the right from the Site Driveway is less than desirable but not critically limited; therefore, the installation of an "Intersection Warning" sign is not recommended.

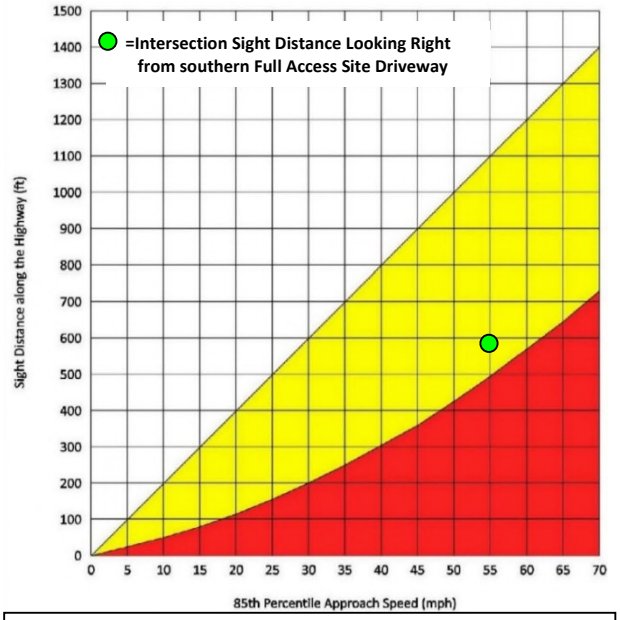


Figure 2C-101 – Guide for Intersection Warning Sign

- West Mountain Road/Right-Out Only Site Driveway – The sight distance evaluation indicates that the available intersection sight distance looking left to make a right-turn exiting the site meets AASHTO guidelines for a 55-mph operating speed. In addition, the stopping sight distance for vehicles traveling southbound on West Mountain Road meets AASHTO guidelines for a 55-mph operating speed. No mitigation is recommended at this location.

- West Mountain Road/Pitcher Road/Full Access Site Driveway – The sight distance evaluation indicates that the available intersection sight distance looking straight to make a left-turn into the site and the stopping sight distance for vehicles traveling northbound and southbound on West Mountain Road meet AASHTO guidelines for a 55-mph operating speed. The available sight distance looking left and right to make a left or right turn from the Site Driveway is limited by vegetation along the site frontage and within the roadway right of way as shown on Photo #3 and Photo #4. It is recommended that this vegetation be cleared which will increase the available sight lines to meet AASHTO guidelines for the applicable operating speed. No additional mitigation is recommended.

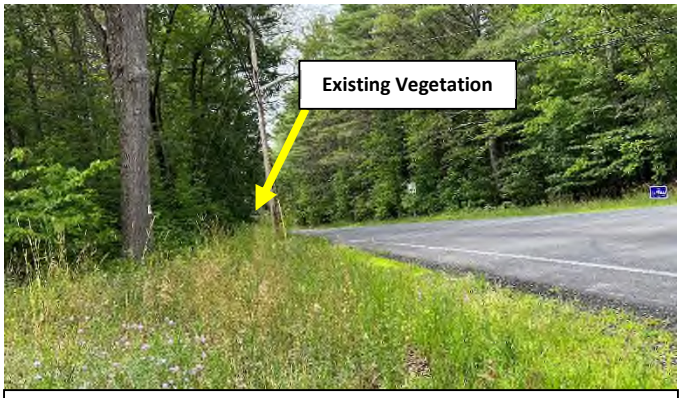


Photo #3 – Sight Distance Looking Left from northern Full Access Site Driveway

Photo #4 – Sight Distance Looking Right from northern Full Access Site Driveway

It is recommended that any site signing be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at the site access locations.

4.0 Traffic Assessment

Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, is the industry-standard resource for estimating trip generation for proposed land uses based on data collected at sites with similar land uses. Traffic estimates were prepared using the following Land Use Codes (LUC) to determine how much additional traffic the site will generate during the weekday AM and PM peak hours and for the Saturday mid-day peak hour:

- LUC 215 – Single-Family Attached Housing – 56 Duplex Units
- LUC 220 – Multifamily Housing (Low-Rise) – 64 Condominium Units and 252 Apartment Units (316 units total)
- LUC 260 – Recreational Homes – 65 Units
- LUC 310 – Hotel – 80 Rooms
- LUC 466 – Snow Ski Area – One Ski Lift
- LUC 822 – General Retail – 29,800 SF

Table 5 summarizes the trip generation estimate for the AM, PM, and Saturday peak hours. The trip generation estimate takes into account pass-by trip credits associated with the commercial uses from traffic that is already on the adjacent street network, internal trip credits for the mixed-use development that occur between the proposed uses, and external trips which are new to the area.

Table 5 – Trip Generation Summary

Land Use		Size	LUC	AM Peak Hour			PM Peak Hour			Saturday Mid-Day Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Total Trips	Apartments	180 units	220	17	52	69	56	33	89	38	36	74
	Condominiums	136 units	220	12	40	52	42	25	67	29	27	56
	Townhouses	56 units	215	6	17	23	18	12	30	20	22	42
	Single Family Homes	65 units	260	8	6	14	10	13	23	12	13	25
	Hotel	80 Rooms	310	18	15	33	16	15	31	34	27	61
	North West Ski Lodge	1 Ski Lift	466	24	1	25	4	30	34	21	55	76
	Retail Space	29,800 SF	822	36	23	59	85	84	169	100	96	196
	Total Trips			121	154	275	231	212	443	254	276	530
Total Internal Capture – 2% AM, 20% PM, 22% Saturday				-3	-3	-6	-44	-44	-88	-57	-57	-114
External Trips	Apartments	180 units	220	16	51	67	45	29	74	27	31	58
	Condominiums	136 units	220	12	40	52	34	22	56	21	24	45
	Townhouses	56 units	215	6	17	23	15	10	25	14	19	33
	Single Family Homes	65 units	260	8	6	14	8	11	19	8	11	19
	Hotel	80 Rooms	310	18	14	32	11	13	24	26	25	51
	North West Ski Lodge	1 Ski Lift	466	24	1	25	3	25	28	17	47	64
	Retail Space	29,800 SF	822	34	22	56	71	58	129	84	62	146
	Total External Trips			118	151	269	187	168	355	197	219	416
Pass-By Trips	Retail Space – 0% AM, 40% PM, 31% Saturday			0	0	0	-26	-26	-52	-23	-23	-46
Total New Primary Trip Generation				**118**	**151**	**269**	**161**	**142**	**303**	**174**	**196**	**370**

The trip generation summary shows that the development will generate 269 **new** AM peak hour trips, 303 **new** PM peak hour trips, and 370 **new** Saturday peak hour trips. The off-site trips generated by the proposed development project were distributed based on existing traffic patterns and expected routes to and from the site.

Future Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the expected year of completion – 2034. CM contacted the Town of Queensbury Planning Department to identify any other proposed projects that might increase traffic in the area. Traffic associated with 19 total projects was estimated and distributed through the roadway network. The list of projects and anticipated trip generation is included under Attachment D. It is noted that traffic from these other development projects increased traffic at the study area intersections by an average of 1.2% to 1.5% per year during the AM, PM, and Saturday peak hours. In addition, a review of historical traffic volume data published by the NYSDOT indicates that traffic volume growth in the vicinity of the site has generally decreased on Corinth Road and West Mountain Road over the past several years. Since traffic associated with the 19 other development projects were included in the background analysis, a general growth rate was not applied to existing traffic volumes.

The other development trips were added to existing traffic volumes and result in the 2034 No-Build traffic volumes (shown on Figure 3) and represent the expected traffic volumes in 2034 *without* the development.

Traffic generated by the project was distributed on the adjacent roadways based on the existing turning movement counts conducted at the site intersections during the study periods and a review of population centers near the site. It is noted that all site generated trips were assigned to the proposed full access site driveways in order to provide a worst-case assessment. The trip distributions for new primary trips and pass-by trips are shown on Figure 3 and Figure 4. The primary trip assignment is shown on Figure 5 while the pass-by assignment is shown on Figure 6. The site-generated trips were then added to the 2034 No-Build traffic volumes, resulting in the 2034 Build traffic volumes as shown on Figure 7.

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 11 Software, which automates the procedures contained in the *Highway Capacity Manual.* Table 6 summarizes the results of the level of service calculations for the proposed project. The detailed level of service analyses are included under Attachment E.

Table 6 – Level of Service Summary

Intersection		Control	AM Peak Hour			PM Peak Hour			Saturday Mid-Day Peak Hour		
			2022 Existing	2034 No-Build	2034 Build	2022 Existing	2034 No-Build	2034 Build	2022 Existing	2034 No-Build	2034 Build
Main St/I-87 NB Off-Ramp		S									
Main St EB	L		C (21.6)	C (29.8)	C (31.8)	C (22.3)	C (28.3)	C (31.5)	B (10.6)	B (14.5)	B (15.2)
	T		A (9.0)	B (11.1)	B (11.7)	A (9.7)	A (8.0)	A (8.8)	A (4.5)	A (3.9)	A (4.2)
Main St WB	T,TR		B (17.5)	C (21.0)	C (22.3)	B (16.3)	C (21.1)	C (22.4)	B (12.3)	B (14.5)	B (15.3)
I-87 Exit 18 NB Off-Ramp NB	L		C (28.1)	D (36.2)	D (38.8)	C (29.1)	D (36.3)	D (39.8)	C (20.3)	C (24.6)	C (26.4)
	TR		C (25.1)	C (27.8)	C (27.8)	C (24.5)	C (28.3)	C (28.3)	B (19.1)	C (22.5)	C (22.6)
	R		C (25.1)	C (27.8)	C (27.8)	C (24.4)	C (28.2)	C (28.3)	B (19.1)	C (22.4)	C (22.6)
Overall			B (18.6)	C (22.8)	C (24.1)	B (18.4)	C (22.0)	C (23.7)	B (11.8)	B (13.9)	B (14.8)
Main St/I-87 SB Off-Ramp		S									
Main St EB	T,T		B (17.7)	C (20.6)	C (21.4)	B (18.0)	B (19.8)	C (21.2)	B (12.2)	B (13.4)	B (13.9)
	R		B (15.5)	B (17.8)	B (18.5)	B (15.7)	B (16.4)	B (17.6)	B (10.9)	B (11.5)	B (12.1)
Main Street WB	L		B (11.7)	B (13.5)	B (14.7)	A (7.2)	B (14.8)	B (15.7)	A (4.0)	B (10.5)	B (11.8)
	T		A (4.8)	A (6.1)	A (7.8)	A (5.1)	A (7.9)	B (10.0)	A (3.5)	A (5.1)	A (7.2)
I-87 Exit 18 SB Off-Ramp SB	LT		C (30.0)	C (34.2)	C (32.9)	C (27.6)	C (32.4)	C (31.6)	C (20.6)	C (24.3)	C (24.3)
	R		C (25.2)	C (28.9)	C (29.5)	C (24.3)	C (28.3)	C (28.4)	B (19.2)	C (22.8)	C (23.0)
Overall			B (15.9)	B (18.6)	B (19.3)	B (14.2)	B (17.9)	B (19.0)	B (10.2)	B (13.0)	B (13.8)
Corinth Road/Big Bay Road		S									
Corinth Rd EB	LTR		B (14.2)	B (19.3)	C (21.8)	B (13.4)	C (21.2)	C (23.9)	B (13.1)	B (14.3)	B (15.5)
Corinth Rd WB	L		A (5.8)	A (6.7)	A (6.8)	A (6.0)	A (6.9)	A (6.9)	A (6.4)	A (6.0)	A (5.9)
	TR		A (5.2)	A (6.5)	A (6.7)	A (6.1)	A (7.8)	A (8.2)	A (5.9)	A (5.8)	A (6.0)
Big Bay Rd NB	LTR		C (21.1)	C (25.7)	C (27.3)	B (17.4)	C (26.6)	C (28.5)	B (14.2)	C (20.9)	C (22.7)
Big Bay Rd SB	LT		B (17.9)	C (21.4)	C (22.7)	B (14.9)	C (20.1)	C (21.2)	B (12.9)	B (17.2)	B (18.6)
	R		B (17.5)	C (20.6)	C (21.8)	B (15.0)	B (19.7)	C (20.7)	B (13.0)	B (17.1)	B (18.5)
Overall			B (12.1)	B (14.5)	B (15.8)	B (11.1)	B (16.8)	B (18.3)	B (10.3)	B (11.9)	B (12.6)
Corinth Rd/Vandusen Rd/Essex Ct		U									
Corinth Rd EB	L		A (7.5)	A (7.6)	A (7.7)	A (8.2)	A (8.3)	A (8.5)	A (7.8)	A (7.9)	A (8.0)
Corinth Rd WB	L		A (0)	A (0)	A (0)	A (7.6)	A (7.6)	A (7.6)	A (7.6)	A (7.6)	A (7.6)
Essex Ct NB	LTR		B (11.4)	B (11.7)	B (11.9)	B (11.5)	B (11.8)	B (12.0)	B (10.5)	B (10.7)	B (10.9)
Vandusen Rd SB	LTR		C (17.2)	C (18.3)	D (26.4)	C (15.3)	C (17.1)	C (20.9)	B (13.6)	B (15.1)	C (18.3)
Vandusen Rd/Pitcher Rd		U									
Vandusen Rd NB	L		A (7.4)	A (7.5)	A (7.6)	A (7.6)	A (7.6)	A (7.7)	A (7.5)	A (7.5)	A (7.7)
Pitcher Rd EB	LR		A (9.4)	A (9.6)	B (10.3)	A (9.4)	A (9.5)	B (10.4)	A (9.1)	A (9.3)	B (10.4)
Corinth Rd/West Mountain Rd		U									
Corinth Rd EB	L		A (7.5)	A (7.5)	A (7.6)	A (7.7)	A (7.7)	A (7.9)	A (7.5)	A (7.5)	A (7.6)
West Mountain Rd NB	LR		B (10.2)	B (10.4)	B (10.3)	B (11.2)	B (11.2)	B (11.9)	A (9.9)	B (10.1)	B (10.3)
West Mountain Rd/Pitcher Rd/ Site Driveway		U									
West Mountain Rd NB	[L]		--	--	A (7.5)	--	--	A (7.7)	--	--	A (7.6)
West Mountain Rd SB	L		A (7.4)	A (7.5)	A (7.6)	A (7.4)	A (7.4)	A (7.5)	A (7.4)	A (7.4)	A (7.6)
Site Driveway EB	[LTR]		--	--	B (12.9)	--	--	B (13.5)	--	--	B (14.0)
Pitcher Rd WB	L[T]R		A (9.1)	A (9.1)	B (11.6)	A (9.0)	A (9.0)	B (12.4)	A (8.9)	A (8.9)	B (12.6)
West Mountain Rd/Site Driveway		U									
West Mountain Rd NB	[L]		--	--	A (7.5)	--	--	A (7.7)	--	--	A (7.6)
Site Driveway EB	[LR]		--	--	B (10.3)	--	--	B (10.7)	--	--	B (10.6)

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

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

- **Main Street/I-87 Exit 18 Northbound Off-Ramp:** The analysis indicates that this intersection currently operates at an overall LOS B during all peak hours with all approaches operating at LOS C or better. During No-Build and Build conditions, the intersection will operate at an overall LOS B/C during the peak hours

with all travel movements operating at LOS D or better. Average vehicle delay will increase less than four seconds on any movement between No-Build and Build conditions. No mitigation is recommended.

- Main Street/I-87 Exit 18 Southbound Off-Ramp: The analysis indicates that this intersection currently operates at an overall LOS B during all peak hours with all travel movements operating at LOS C or better and will continue to operate similarly through Build conditions. Average vehicle delay will increase less than three seconds on any movement between No-Build and Build conditions. No mitigation is recommended.
- Corinth Road/Big Bay Road: The analysis indicates that this intersection currently operates at an overall LOS B during all peak hours with all travel movements operating at LOS C or better and will continue to operate similarly through Build conditions. No mitigation is recommended.
- Corinth Road/Vandusen Road/Essex Court: The analysis indicates that the eastbound and westbound Corinth Road left-turn movements will operate at LOS A through Build conditions during all peak hours and that the northbound Essex Court approach will operate at LOS B through Build conditions during all peak hours. During No-Build conditions, the southbound Vandusen Road approach will operate at LOS C during the AM and PM peak hours and LOS B during the Saturday peak hour. After build-out of the site, the southbound Vandusen Road approach will operate at LOS D during the AM peak hour with an increase in average vehicle delay of approximately nine seconds and LOS C during the PM and Saturday peak hours with an increase in average vehicle delay of approximately five seconds or less. A review of the analysis also indicates that adequate capacity will be provided on the southbound approach based on the volume to capacity (v/c). In addition, a review of the 95th percentile queue indicates that there will be two to four vehicles on the southbound approach during the peak hours. The SimTraffic simulation model confirms that adequate traffic operations will be provided at this intersection after re-development of the site. No mitigation is recommended.
- Vandusen Road/Pitcher Road: The analysis indicates that all approaches will operate at LOS B or better during all peak hours through the Build condition. No mitigation is recommended.
- Corinth Road/West Mountain Road: The analysis indicates that all approaches will operate at LOS B or better during all peak hours through the Build condition. No mitigation is recommended.
- West Mountain Road/Pitcher Road/Full Access Site Driveway: The proposed development will construct a fourth leg at this intersection opposite Pitcher Road which will provide a single lane entering and exiting. The intersection will operate under stop-sign control on the westbound Pitcher Road approach and on the eastbound Site Driveway approach. The analysis indicates that all approaches will operate at LOS B or better during all peak hours through the Build condition.
- West Mountain Road/Full Access Site Driveway: It is recommended that the proposed Site Driveway on West Mountain Road provide a single lane entering and exiting and that the eastbound Site Driveway approach operate under stop-sign control. The analysis indicates that after development of the site, all approaches will operate at LOS B or better during all peak hours.

5.0 Conclusions

The proposed project consists of a mix of residential, lodging, and recreational uses to be constructed on the west side of West Mountain Road in the Town of Queensbury and will generally be developed in five phases. It is noted that the existing *Day Lodge* associated with a chair ski lift that provides access to the summit of *West Mountain* will be incorporated into the project site. Access to the main portion of the development will be provided via two new full site driveway locations on West Mountain Road and one right-out only site driveway. The first full access driveway will be provided opposite Pitcher Road while the second full access site driveway will be provided approximately 400-feet north of Tina Lane. In addition, a right-out only driveway will be provided approximately 190-feet north of Tina Lane. Access to the existing *Day Lodge* was previously provided via Northwest Road. After development of the site, it is anticipated that the parking area for this use will be provided by the new driveways and that Northwest Road will provide access to 10 of the proposed townhouse units. Access to 15 single family homes proposed on the north side of the development will be provided via Cormus Road on Luzerne Road. It is

expected that construction will start in 2024 and that the initial two phases will include the Village Center/apartments and townhouses/condominiums. The remaining three phases will include construction of the single family homes with total construction of the site completed in 2034. The following conclusions are noted:

- The accident summary indicates that the right-angle crashes occurring at the Corinth Road/Vandusen Road/Essex Court intersection may be the result of limited intersection sight distance looking left and right from Vandusen Road. This is an existing condition and not an impact of the proposed project. It is recommended that the Town of Queensbury consider clearing vegetation near this intersection and re-grading the embankments within the right of way to the extent possible.
- The sight distance evaluation indicates that all available intersection and stopping sight distance for vehicles entering or exiting the full access site driveways on West Mountain Road will meet AASHTO guidelines with vegetation clearing for a 55-mph operating speed with the exception of the distance looking right exiting the southern Full Access Site Driveway which is obstructed by existing vegetation located along the adjacent property. It is recommended that the vegetation be cleared within the right-of-way along West Mountain Road. A review of the NYS Supplement to the NMUTCD indicates that the existing available sight distance looking to the right at the Site Driveway is less than desirable but not critically limited; therefore, an "Intersection Warning" sign is not recommended on West Mountain Road. It is also recommended that any site signing be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at the site access locations.
- The project will result in 269 **new** AM peak hour trips, 303 **new** PM peak hour trips, and 370 **new** Saturday peak hour trips.
- The proposed development will construct a fourth leg opposite Pitcher Road at the West Mountain Road intersection which will provide a single lane entering and exiting. The intersection will operate under stop-sign control on the westbound Pitcher Road approach and on the eastbound Site Driveway approach.
- It is recommended that the proposed southern Site Driveway on West Mountain Road provide a single lane entering and exiting and that the eastbound Site Driveway approach operate under stop-sign control.
- The level of service analysis at the study area intersections indicates that they will continue to operate adequately after full build-out of the site with minimal increases in delay during all peak hours.

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

Respectfully submitted,
Creighton Manning Engineering, LLP

Mark Nadolny
Associate

Mark A. Sargent, P.E.
Partner/Senior Traffic Manager

Attachments

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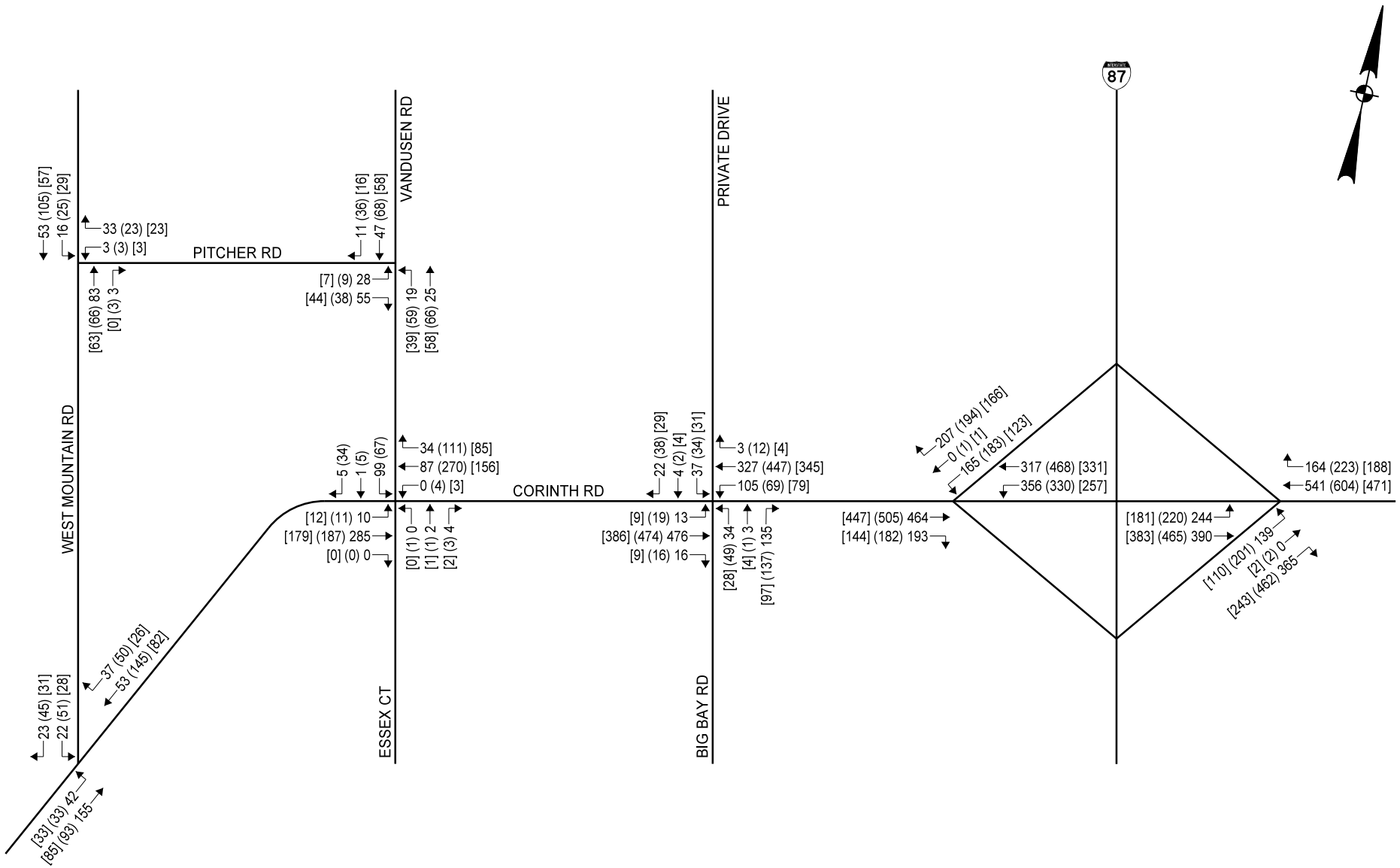


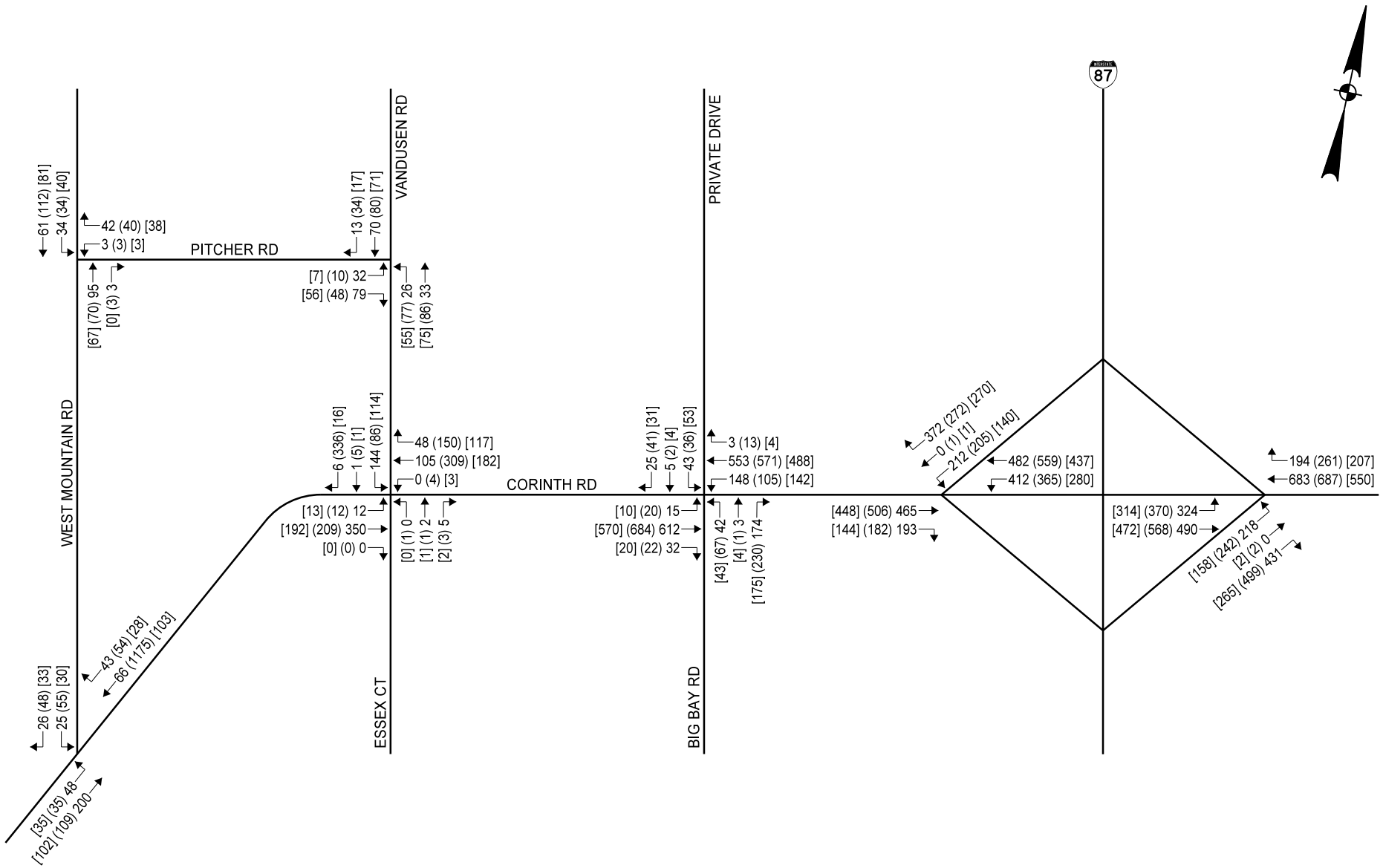
LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY]

EXISTING 2022
TRAFFIC FIGURES

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NEW YORK

Creighton Manning

PROJECT:	122-064	DATE:	06/2022	FIGURE:	2



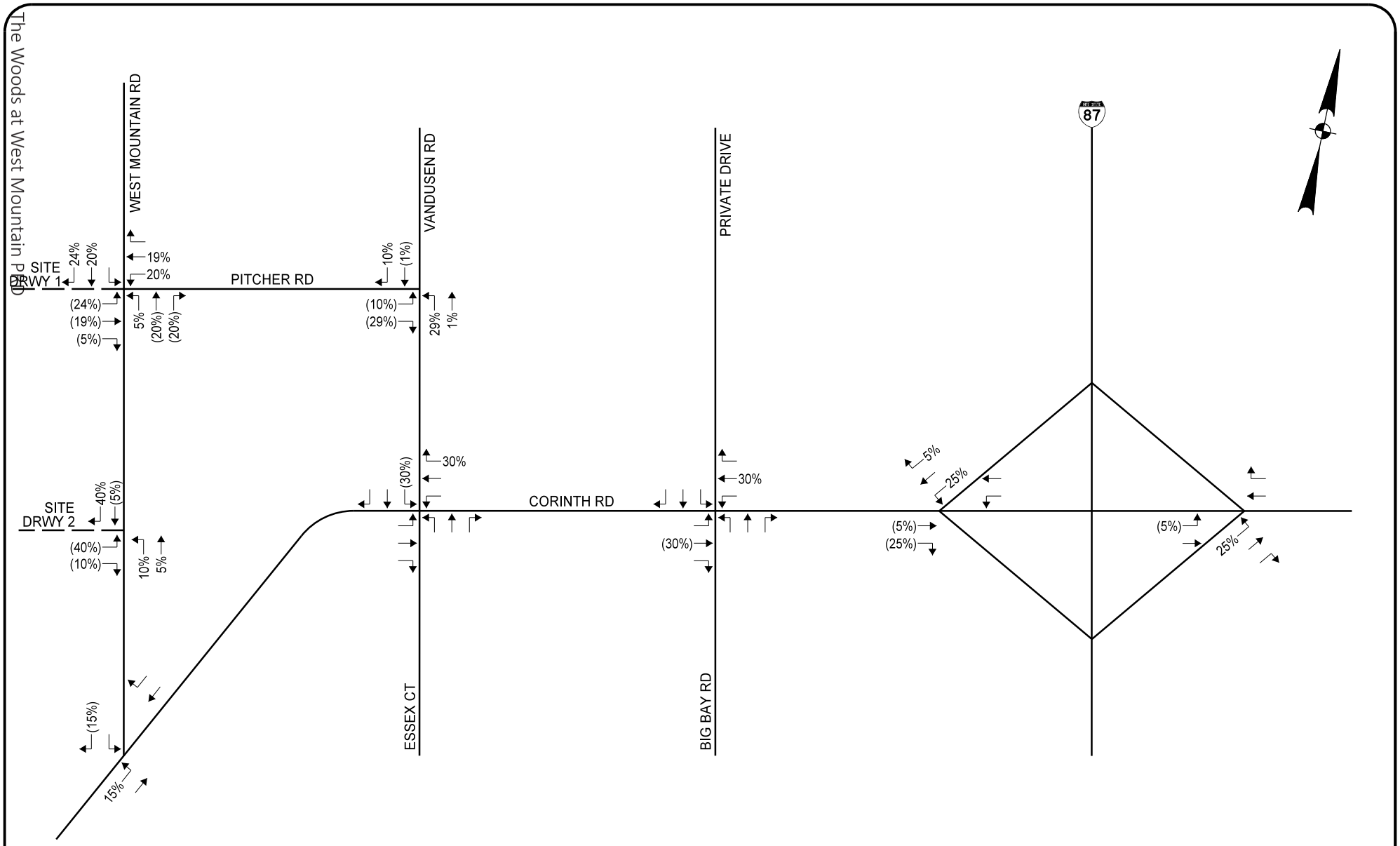
LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY]

NO-BUILD 2034
TRAFFIC FIGURES

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NEW YORK

Creighton Manning

PROJECT:	122-064	DATE:	06/2022	FIGURE:	3



LEGEND:
ENTERING (EXITING)

PRIMARY
TRIP DISTRIBUTION
TRAFFIC FIGURES

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NY

Creighton Manning

PROJECT:	122-064	DATE:	06/2023	FIGURE:	4

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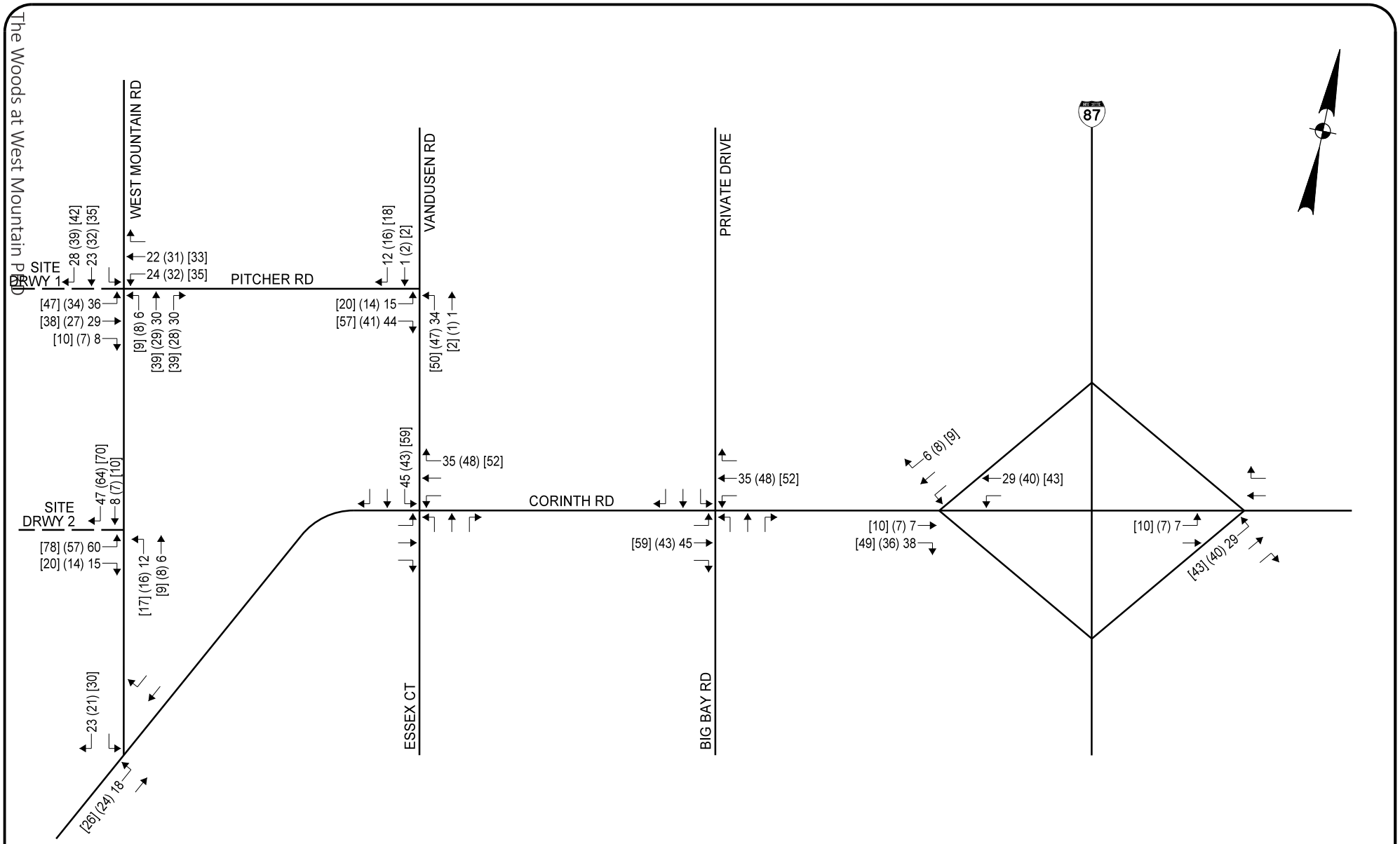

LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY]

PRIMARY
TRIP ASSIGNMENT
TRAFFIC FIGURES

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NEW YORK

Creighton Manning

PROJECT: 122-064	DATE: 06/2023	FIGURE: 5

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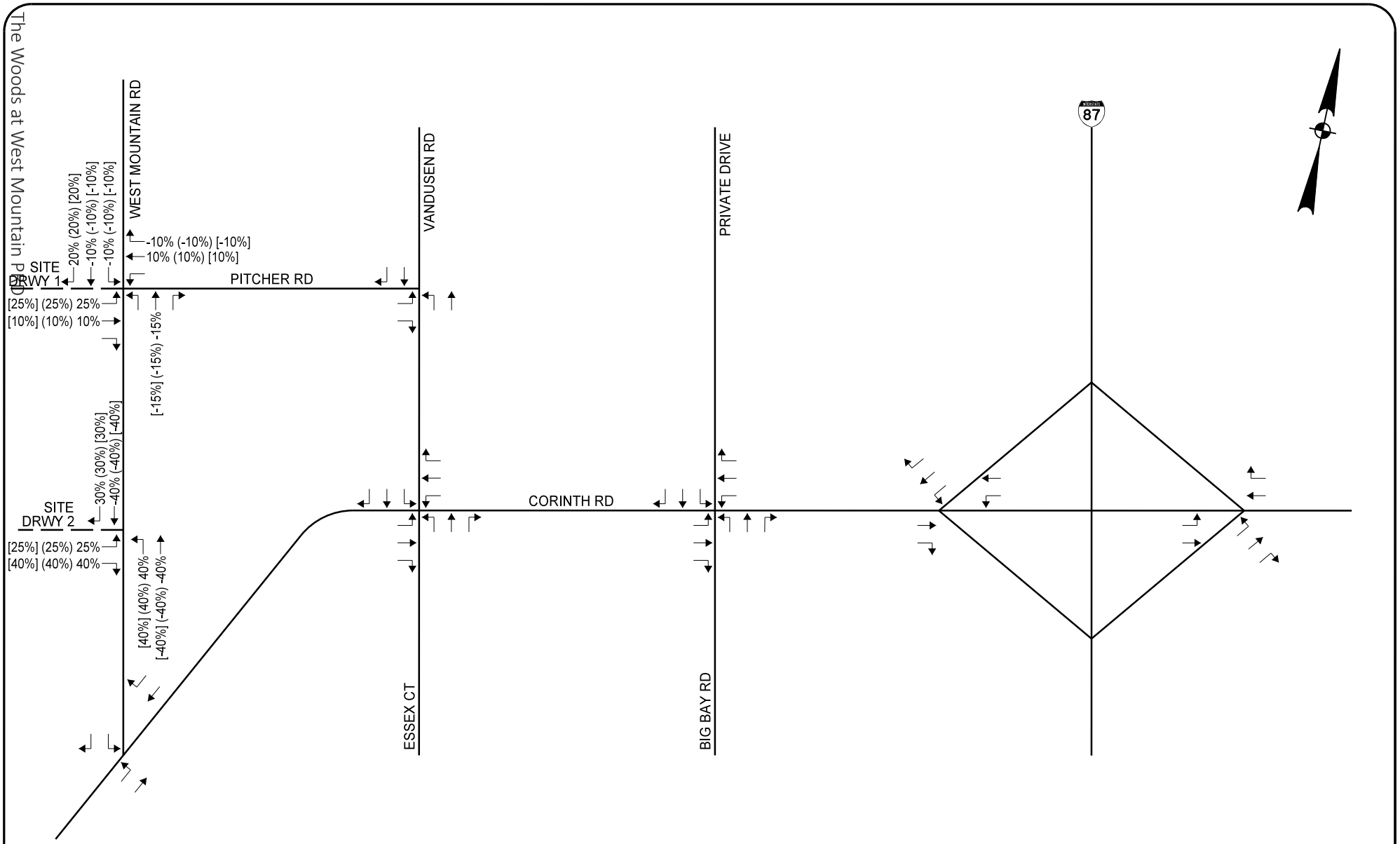


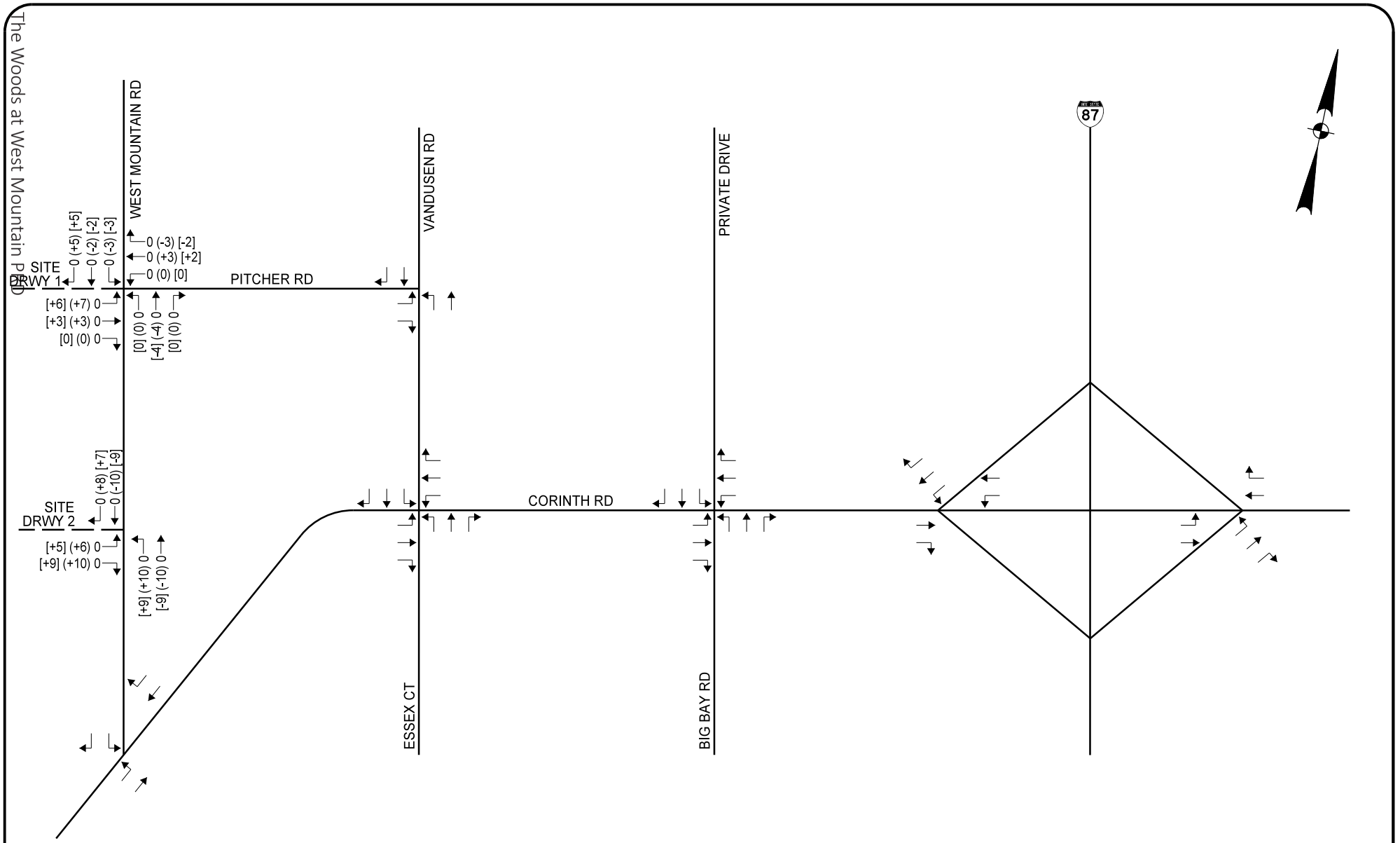
LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY]

PASS-BY
TRIP DISTRIBUTION
TRAFFIC FIGURES

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NEW YORK

Creighton Manning

PROJECT:	122-064	DATE:	06/2022	FIGURE:	6



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

PASS-BY
TRIP ASSIGNMENT
TRAFFIC FIGURES

STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NEW YORK

Creighton Manning

PROJECT:	122-064	DATE:	06/2023	FIGURE:	7

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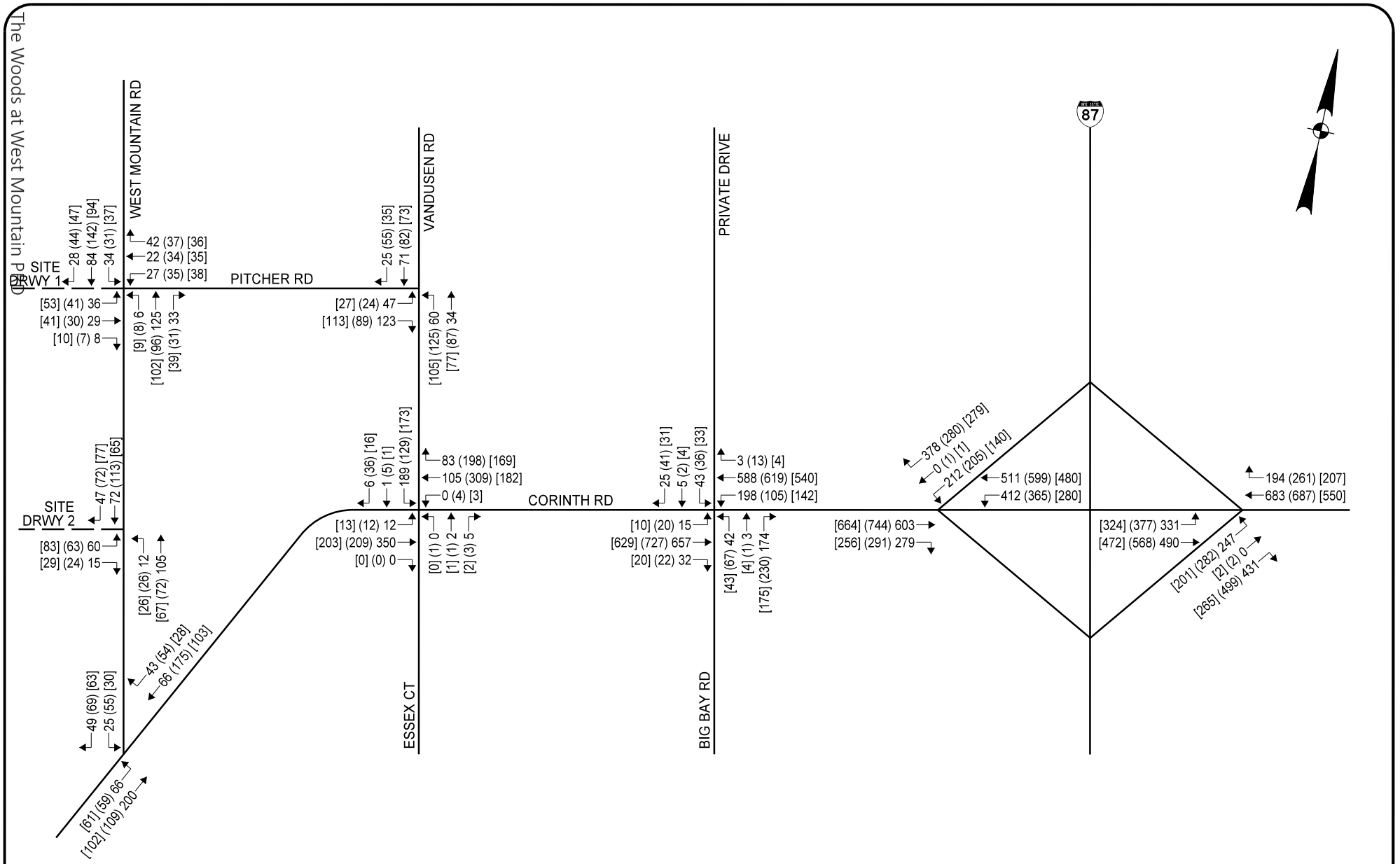


LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY]

BUILD - 2034
TRAFFIC FIGURES

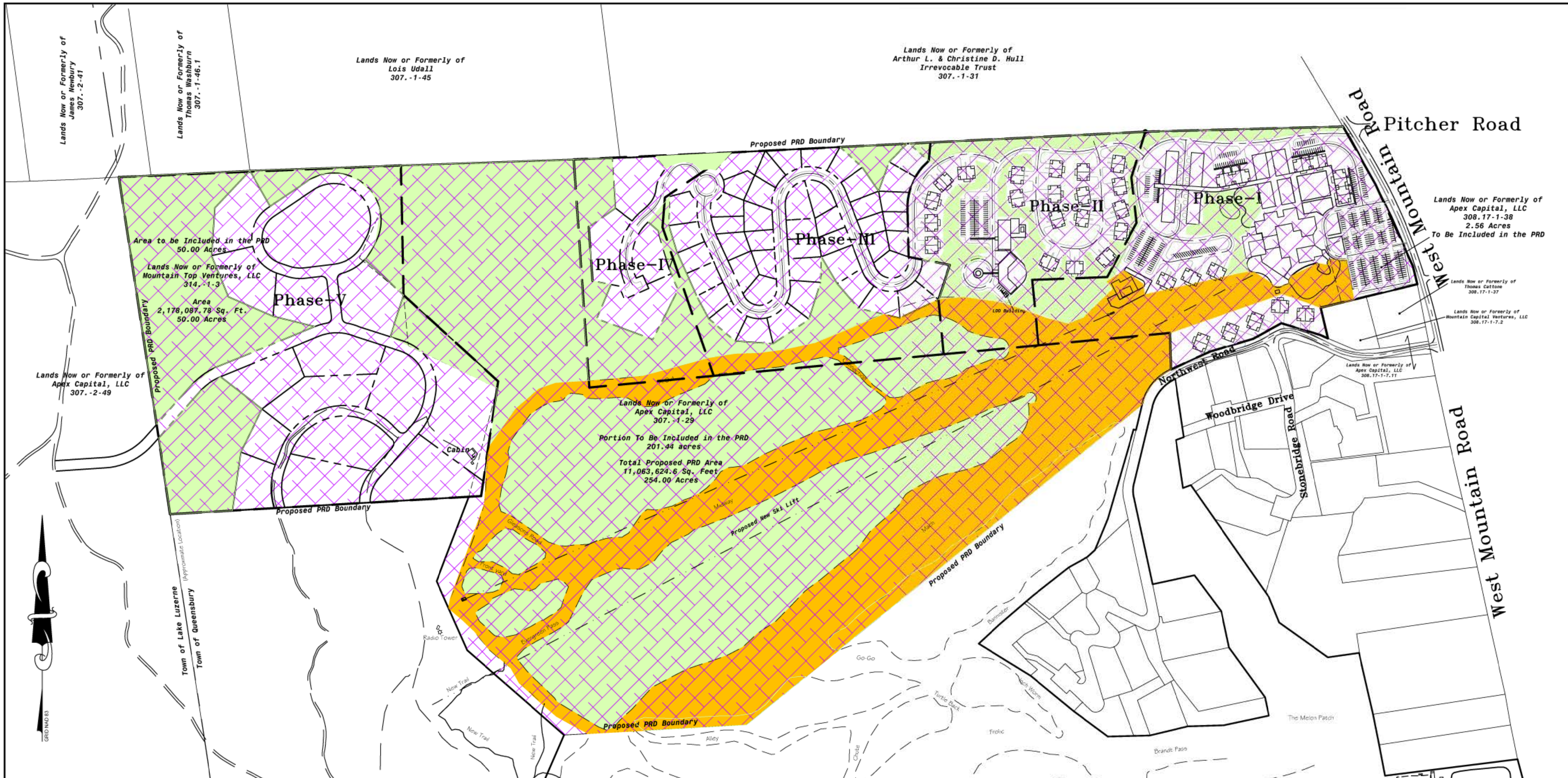
STUDIO A - WEST MOUNTAIN PDD
TOWN OF QUEENSBURY, NEW YORK

Creighton Manning

PROJECT:	122-064	DATE:	06/2023	FIGURE:	8

Attachment A
Site Plan

West Mountain PPD
Town of Queensbury, New York



NOTES:

1.) THIS MAP WAS PREPARED WITHOUT THE BENEFIT OF AN ABSTRACT OF TITLE OR AN UP TO DATE TITLE REPORT AND IS THEREFORE SUBJECT TO ANY STATEMENT OF FACTS SHOWN THEREON.

2.) NO PROPERTY CORNERS WERE SET AS PART OF THIS SURVEY.

3.) NORTH ORIENTATION IS PER NEW YORK STATE PLANE EAST ZONE, NORTH AMERICAN DATUM OF 1983 (NAD83). BEARINGS SHOWN ARE REFERENCED TO THIS DATUM AND THEREFORE MAY NOT MATCH RECORDED BEARINGS.

4.) PARCEL IS SUBJECT TO ANY EASEMENTS OF RECORD.

5.) THIS MAP WAS PREPARED FROM AN ACTUAL FIELD SURVEY MADE IN ACCORDANCE WITH THE EXISTING CODE OF PRACTICE ADOPTED BY THE NEW YORK STATE ASSOCIATION OF PROFESSIONAL LAND SURVEYORS.

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8.) CONTOURS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

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NO.	DATE	DESCRIPTION
1	06/12/23	HATCHING

Map of a Survey made for

Woods At West Mountain

Overall PRD Plan

Town of Queensbury, Warren County, New York

307.-1-29, 308.17-1-38, 314.-1-3

Van Dusen & Steves Land Surveyors

169 Haviland Road, Queensbury, New York 12804

(518) 792-8474 New York Lic. No. 50135

Date: MAY 23, 2023

Scale 1"=250'

S-1

SHEET 1 OF 7

WEST MOUNTAIN 99-177-PRD D-3188

307.-1-29, 308.17-1-38, 314.-1-3

Attachment B
Accident Assessment

West Mountain PPD
Town of Queensbury, New York

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. P.I.N.. INVENTORY NO.	West Mountain Road	COUNTY WARREN MUNICIPALITY QUEENSBURY BY BP DATE 7/7/2022

NO. OF MONTHS	LIGHT CONDITIONS (LC)	ROADWAY CHARACTER (RC)	ROADWAY SURFACE CONDITION (RSC)	WEATHER (WEA)
48 Begin Date 1/1/2017 End Date 12/31/2021	1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
2	37282330	5/13/2018	18:47	1	PDO	1	2	1	1	61, YY		DEER	Driver of V1 states she was traveling southbound on West Mountain Road when deer ran in front of her causing her to strike the deer.

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO.

P.I.N..

INVENTORY NO.

Main Street (CR 28)

AT INTERSECTION WITH I-87 Interchange 18 Northbound Off-Ramp

COUNTY WARREN
MUNICIPALITY QUEENSBURY
BY BP
DATE 7/7/2022

NO. OF MONTHS

48

Begin Date 1/1/2017

End Date 12/31/2021

LIGHT CONDITIONS (LC)

1. Daylight
2. Dawn
3. Dusk
4. Dark Road Lighted
5. Dark Road Unlighted

ROADWAY CHARACTER (RC)

1. Straight & Level
2. Straight & Grade
3. Straight at Hillcrest
4. Curve & Level
5. Curve & Grade
6. Curve at Hillcrest

ROADWAY SURFACE CONDITION (RSC)

1. Dry
2. Wet
3. Muddy
4. Snow/Ice
5. Slush
10. Other

WEATHER (WEA)

1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet/Hail/Freezing Rain
6. Fog/Smog/Smoke
10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	38188820	11/21/2019	8:45	2	PDO	1	1	2	6	04, 09, YY		REAR END	UNIT-2 STARTING IN TRAFFIC AT RED LIGHT I-87NB EXIT-18 ON RAMP WHEN STRUCK FROM BEHIND BY UNIT-1.
2	37715874	1/26/2019	7:49	2	PDO	1	1	1	2	13, YY		OVERTAKING	.
3	37733809	2/4/2019	17:33	2	PDO	3	4	2	2	13, 18, YY		OVERTAKING	V2 turning right from the I-87 exit 18 north bound off ramp to Main Street in the left turning lane. V1 also turning in the right lane failed to maintain the lane and struck the rear passenger side of V2. V1 left the scene and no information was gathered on V1.
4	37379591	6/19/2018	17:00	2	PDO	1	2	1	1	XX		REAR END	
5	37910640	5/30/2019	9:04	2	PDO	1	1	1	2	20, YY		OVERTAKING	V1 TRAVELING EAST ON MAIN ST IN THE TOWN OF QUEENSBURY APPROACHING INTERSECTION WITH I87 EXIT 18 NORTHBOUND OFF RAMP. V1 LOCATED IN LEFT TURN ONLY LANE. V2 TRAVELING EAST ON MAIN ST IN STRAIGHT ONLY LANE DIRECTLY TO THE RIGHT (SOUTH) OF V1. V1 ATTEMPTS LANE CHANGE AND STRIKES V2. DAMAGE OBSERVED TO PASSENGER SIDE REAR OF V1. DAMAGE OBSERVED TO DRIVER SIDE FRONT OF V2. NO INJURIES REPORTED. CARDINALE'S TOWING RESPONDS AND REMOVES V2 FROM SCENE. V1 DRIVEN FROM SCENE. OPV1 ISSUED UTT FOR UNSAFE LANE CHANGE AND UNREGISTERED VEHICLE.
6	36607691	2/10/2017	14:40	2	PDO	1	1	2	1	07, YY		RIGHT ANGLE	
7	37491609	8/31/2018	9:27	1	INJURY	1	1	1	1	04, 14, YY		BICYCLIST	Unit 1 traveling West on Main St then turning onto the northbound ramp for I-87. The bicyclist was stopped on the shoulder waiting to cross traffic. Unit 1 cleared the cross walk, however the towed boat portion had not come through the crosswalk and the bicyclist drove directly into the side of the boat. No damage to the boat. The bicyclist was transported to Glens Falls hospital for evaluation by Bay Ridge Rescue. CBI.
8	36867520	8/19/2017	13:03	1	INJURY	1	1	1	1	07, YY		BICYCLIST	The operator of V1 was stopped at a red light, and attempted to make a legal right hand turn, when the bicyclist entered the crosswalk. The operator of V1 stated that he did not see the bicyclist, and struck him.
9	36604283	2/6/2017	22:45	2	NR	4	1	1	2	18, YY		RIGHT ANGLE	trailer--Tn-U594947 vin- 1GRAP06269T552290 2009 WHITE TRAILER 1GR-SE BOWMAN TRAILER LEASING LLC 10233 GOVERNOR LN BLVD WILLIAMSPORT,MD 21795.
10	36601738	2/7/2017	18:23	2	PDO	4	1	5	5	66, YY		RIGHT ANGLE	
11	37227428	4/6/2018	12:05	2	PDO	1	1	2	4	17, YY, ZZ		LEFT TURN (WITH OTHER CAR)	V2 MAKING LEFT TURN ONTO MAIN ST FROM THE EXIT 18 N/B OFF RAMP, V1, WHICH IS E/B ON MAIN ST, RUNS RED LIGHT, AND STRIKES SIDE OF V2. V1 LEFT SCENE. OP V2 DESCRIBED V1 AS A SMALL RED PASSENGER CAR, NO FURTHER DESCRIPTION. RED PAINT TRANSFER OBSERVED ON V2.

12	37053547	12/22/2017	10:26	2	PDO	1	1	4	4	66, YY		RIGHT ANGLE	
13	37577373	11/8/2018	20:00	2	INJURY	4	1	1	2	07, 20, YY		LEFT TURN (AGAINST OTHER CAR)	Unit 1 failed to yield to Unit 2. Unit 1 turned left striking Unit 2 which occupied the west bound lane. P-1 of Unit 2 was transported to Glen Falls hospital with non life threatening injuries. CBI.
14	37724793	1/29/2019	10:56	2	PDO	1	1	4	4	19, YY		RIGHT ANGLE	Operator of V-1 advised that he attempted to stop for the traffic signal as it turned from yellow to red but couldn't due to poor road conditions.
15	37403946	7/19/2018	15:40	2	PDO	1	4	1	1	20, YY		REAR END	V1 and V2 turning right onto Main St off the I-87 exit 18 northbound off ramp. V1 in far right lane ahead of V2 in the outside right turn lane. V1 failed to observe V2 in the lane and changed lane in front of V2 and caused V2 to make contact with the rear of V1 with the front of V2, causing damage to each vehicle.
16	37937277	6/18/2019	8:55	2	PDO	1	2	1	2	04, 09, YY		REAR END	UNIT-2 NORTHBOUND ON I-87 EXIT-18 OFF RAMP STOPPED FOR TRAFFIC LIGHT. UNIT-2 THEN STARTED TO MAKE A RIGHT TURN ON RED, THEN STOPPED AGAIN WHEN UNIT-1 ALSO NORTHBOUND ON I-87 EXIT-18 OFF RAMP STRUCK UNIT-2 FROM REAR. UNIT-1 OPERATOR STATES UNIT-2 STARTED TO GO (RIGHT ON RED), SO SHE (UNIT-1) STARTED TO GO, BUT (UNIT-1) WAS LOOKING TO THE WEST FOR TRAFFIC TO MAKE A RIGHT ON RED NOT REALIZING UNIT-2 HAD STOPPED STRIKING UNIT-2.UNIT-1 NO INJURIES-TOWED BY EXIT-18 TOWING-UTT ISSUED TO OPERATOR. UNIT-2 NO INJURIES-TOWED BY EXIT-18 TOWING-UTT NOT ISSUED TO OPERATOR.
17	36655937	3/17/2017	11:46	2	PDO	1	2	1	1	04, 09, YY		REAR END	Driver of V1 states she saw V2 had stopped but she was not paying attention and was unable to stop before striking V2. Driver of V2 states he was stopped when he was struck by V1. Driver of V1 at fault and cited for following too closely and uninspected motor vehicle.
18	38109542	9/30/2019	8:03	2	NR	1	2	1	1	09, YY		REAR END	Operator of V1 pulled up behind V2, which was already stopped at a red light. Operator of V1 failed to notice V2 was still stopped before proceeding, striking same. Minor damage, no injuries and no tows required.
19	37229324	3/23/2018	7:02	2	PDO	1	1	1	1	07, YY		OVERTAKING	

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO.

R.I.N..

INVENTORY NO.

Main Street (CR 28)

AT INTERSECTION WITH I-87 Interchange 18 Southbound Off-Ramp

COUNTY WARREN
MUNICIPALITY QUEENSBURY
BY BP
DATE 7/7/2022

NO. OF MONTHS

48

Begin Date 1/1/2017

End Date 12/31/2021

LIGHT CONDITIONS (LC)

1. Daylight
2. Dawn
3. Dusk
4. Dark Road Lighted
5. Dark Road Unlighted

ROADWAY CHARACTER (RC)

1. Straight & Level
2. Straight & Grade
3. Straight at Hillcrest
4. Curve & Level
5. Curve & Grade
6. Curve at Hillcrest

ROADWAY SURFACE CONDITION (RSC)

1. Dry
2. Wet
3. Muddy
4. Snow/Ice
5. Slush
10. Other

WEATHER (WEA)

1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet/Hail/Freezing Rain
6. Fog/Smog/Smoke
10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	37530392	10/11/2018	18:35	2	PDO	4	1	2	3	07, 62, YY		RIGHT ANGLE	V-2 was going straight ahead when V-1 turned into the path of V-2
2	36889791	9/13/2017	17:03	2	INJURY	1	1	1	1	09, YY		REAR END	V-2 was stopped at traffic light when V-1 struck V-2 in rear. V-2 insurance company info: Geico Ins
3	36792913	7/3/2017	7:55	2	PDO	1	1	1	1	07, YY		RIGHT TURN (AGAINST OTHER CAR)	VEHICLE 2 OPERATOR STATED A MID 80'S SEDAN FAILED TO YIELD THE RIGHT OF WAY WHILE COMING OFF THE EXIT 18 SOUTH BOUND RAMP AND SIDE SWIPED HIS VEHICLE BEFORE LEAVING THE SCENE.
4	37766714	2/20/2019	17:54	2	PDO	4	1	2	3	04, 45		OVERTAKING	Drivers of both vehicles state they were traveling eastbound on Corinth Road. Driver of V1 was in the outside lane going straight, and driver of V2 was in the inside lane to turn left on I-87. Due to snow banks and limited space for both vehicles, unable to determine who is at fault.
5	37344048	6/15/2018	22:24	2	INJURY	4	1	1	1	07, YY		LEFT TURN (WITH OTHER CAR)	V1 WAS TRAVELING WEST ON CORINTH ROAD AND MAKING A LEFT TURN ONTO THE I-87 SOUTHBOUND ON RAMP WHEN THE OPERATOR FAILED TO YIELD THE RIGHT OF WAY TO V2 TRAVELING EAST ON CORINTH ROAD CAUSING THE MVA. BOTH OPERATORS HAD THE GREEN SIGNAL LIGHT.
6	36824978	7/12/2017	5:58	2	PDO	1	1	1	1	04, 17, YY		RIGHT ANGLE	Operator of V2 stated she had a green light and was making a left turn onto Corinth Rd. when V1 struck her vehicle. Operator of V1 stated she was not sure what color the light was and is unsure if she had the right of way. V1 was not paying attention to the light. UTT issued to V1. V1 insurance Geico General Insurance Company, Code 639. V2 insurance Utica National Insurance Company Texas, Code 460
7	36582431	1/26/2017	13:07	2	INJURY	1	2	2	2	09, YY		REAR END	V-1 at the I87 south bound exit 18 off ramp stopped at the red traffic light. V-2 on the same ramp fails to slow/stop in time striking V-1 from behind.
8	38211296	12/6/2019	14:55	2	PDO	1	2	4	4	17, 19, YY		RIGHT ANGLE	Op V1 s/b on the I-87 s/b exit 18 off ramp was traveling at a speed not reasonable for the roadway conditions and was unable to stop for a red light. V1 entered the intersection and struck V2 who was traveling w/b on Corinth Road. No injuries reported and no tows required. V1 insurance, Geico, Nevada,. V2 Insurance, Allstate, NY
9	37075738	1/4/2018	14:29	2	PDO	1	2	4	4	09, YY		REAR END	V2 WAS STOPPED AT RED LIGHT EXITING THE INTERSTATE. V1 WAS UNABLE TO STOP DUE TO SNOW/ICE ON THE ROADWAY AND STRUCK V2.

10	37824766	4/5/2019	11:45	1	INJURY	1	1	1	1	07, YY		PEDESTRIAN	V1, while stopped at the red light at the intersection of Exit 18 SB off ramp and Corinth Road, attempted to turn right onto Corinth Road from the Exit 18 SB off ramp failed to yield right of way striking pedestrian, who was starting to walk East in the crosswalk at the SB off ramp and Corinth Road intersection. Powers was transported by West Glens Falls EMS A711 to Glens Falls Hospital for evaluation of complaint of pain to her right knee.
11	37060907	12/21/2017	19:47	2	NR	4	1	1	1	03, 60, YY		REAR END	BOTH V1 AND V2 WERE TRAVELING EASTBOUND ON MAIN STREET AND STOPPED IN TRAFFIC AT A STOP LIGHT. A TRACTOR TRAILER WAS TURNING LEFT ONTO MAIN STREET FROM THE I-87 SOUTHBOUND OFF RAMP. THE TRACTOR TRAILER WAS UNABLE TO MAKE THE WIDE TURN CAUSING MARANVILLE OF V1 TO BACK UP STRIKING V2 CAUSING FRONT END DAMAGE TO V2.OPERATOR OF V2 SANTISTEZBAN WAS ARRESTED FOR AGGRAVATED UNLICENSED OPERATION OF A MV IN THE 3RD DEGREE.
12	36912600	9/25/2017	15:11	2	PDO	1	1	1	1	20, YY		OVERTAKING	

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. R.I.N.. INVENTORY NO.	Corinth Road (CR 28) AT INTERSECTION WITH Big Bay Road	COUNTY WARREN MUNICIPALITY QUEENSBURY BY BP DATE 7/7/2022

NO. OF MONTHS	LIGHT CONDITIONS (LC)	ROADWAY CHARACTER (RC)	ROADWAY SURFACE CONDITION (RSC)	WEATHER (WEA)
48 Begin Date 1/1/2017 End Date 12/31/2021	1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	37720115	1/30/2019	17:34	2	PDO	4	1	4	2	17, YY		RIGHT ANGLE	2 car PDAA on Corinth Road in Queenbury. V1, traveling Westbound, ran a red light, striking the plow on the front of V2, which was exiting the Exit 18 Fastrac, causing damage to V1 passenger side mirror.
2	37900426	5/21/2019	7:26	2	NR	1	1	1	1	04, 09, YY		REAR END	Operator of V1 stated that she looked over to passenger seat where her daughter was sitting as she was giving her a form for school and did not see V2 stopped in front of her. Operator of V2 stated that the traffic signal had just turned green and he was about to begin moving with traffic when he was rear ended by V1. V1 has Progressive Max insurance code 693 and V2 has State Farm Mut Auto insurance code 328.
3	37645763	12/17/2018	17:30	2	PDO	1	1	1	2	09, YY		REAR END	DRIVER VEHICLE 1 WAS FOLLOWING TOO CLOSELY AND STRUCK VEHICLE 2 IN THE REAR CAUSING DAMAGE.
4	38197507	11/27/2019	20:30	2	PDO	5	1	2	3	09, YY		REAR END	V2 STOPPED FOR TRAFFIC SIGNAL ON BIG BAY RD AT THE INTERSECTION OF CORINTH ROAD. V1 FOLLOWING TO CLOSELY IS STOPPING FOR SAME TRAFFIC SIGNAL FAILS TO DO SO IN TIMELY FASHION CAUSING A COLLISION BETWEEN THE TWO VEHICLES.
5	37501288	9/21/2018	15:04	2	PDO	1	1	1	2	09, YY		REAR END	.
6	36966605	11/1/2017	9:56	2	PDO	1	1	1	2	03, YY		REAR END	Driver of V2 states she was traveling southbound on Big Bay Road when V1 backed in to her vehicle and pushed it backwards. Driver of V1 states he did not see V2 behind him when he started backing up. Driver of V1 at fault and cited for unsafe backing. No injuries reported
7	37151639	2/19/2018	14:26	2	PDO	1	1	2	2	09, YY		REAR END	V2 WAS STOPPED IN TRAFFIC AT RED LIGHT. V1 WAS UNABLE TO STOP IN TIME AND STRUCK V2.
8	37369760	7/6/2018	13:16	2	PDO	1	1	1	1	05, YY		HEAD ON	V1 stated that she was making a left turn from Corinth Rd. into the FasTrack when, due to inexperience, she over steared and did not correct her turn in time.
9	37490497	9/16/2018	19:17	2	PDO	1	1	1	1	07, YY		SIDESWIPE	Vehicle-2 was traveling west bound on Corinth Rd when veh-1 turned left into veh-2 lane of travel causing veh-2 to side swipe opposite direction. Veh-2 has left side panel damage to her car. Veh-1 has front left side damage to his panel. Veh-2 had the right of way going straight through the green light when veh-1 failed to yield when he took a left hand turn into the driving lane of veh-2.
10	36775326	6/21/2017	6:52	3	PDO	1	1	1	1	09, 17, YY		OTHER	V-1 STOPPED AT RED LIGHT N/B BIG BAY ROAD T/QUEENSBURY. V-2 SLOWING AT STOP SIGN DIRECTLY BEHIND V-1 ALMOST AT A STOP. V-3 DIRECTLY BEHIND V-2 N/B. DRIVER V-3 FAILS TO SEE RED LIGHT AND LEAVE ROOM TO STOP BEHIND V-2 AND DRIVES FRONT OF V-3 INTO REAR OF V-2. V-2 IS THEN PUSHED FORWARD AND FRONT OF V-2 STRIKES REAR OF V-1. DRIVER V-3 MADE OWN REQUEST FOR TOW.

11	37080008	12/28/2017	7:31	2	NR	1	1	1	1	60, YY		REAR END	Vehicle 1 rolled forward and the extended plow from of Vehicle 1 struck the rear of Vehicle 2.
12	37694734	1/16/2019	19:05	2	PDO	4	1	1	2	03, YY		SIDESWIPE	.
13	37460144	8/26/2018	18:41	2	NR	1	1	1	1	09, YY		REAR END	.
14	38219565	12/6/2019	13:43	2	PDO	1	1	4	4	09, YY		REAR END	v1 rear ended v2
15	37778985	3/2/2019	11:04	2	NR	1	1	1	1	09, YY		REAR END	Operator of v1 stated he struck the rear of v2 after v2 stopped short.
16	37701077	1/11/2019	17:59	2	PDO	4	1	1	1	07, YY		LEFT TURN (AGAINST OTHER CAR)	V1 WAS ATTEMPTING TO TURN LEFT INTO THE ENTRANCE OF FAST-TRAC. V2 WAS TRAVELING WB ON CORINTH RD AND WAS STRUCK BY V1. V1 OPERATOR STATED THAT SHE DID NOT SEE V2 COMING UNTIL THE LAST MINUTE. WITNESS STATED THAT V2 WAS TRAVELING AT A HIGH RATE OF SPEED DOWN CORINTH RD TOWARDS THE INTERSECTION.
17	36896643	8/29/2017	17:07	2	PDO	1	1	1	1	04, 09, YY		REAR END	Vehicle 1 struck the rear of vehicle 2 that was stopped at the intersection.

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO.

P.I.N..

INVENTORY NO.

Corinth Road (CR 28)

AT INTERSECTION WITH Vanduesen Road

COUNTY WARREN
MUNICIPALITY QUEENSBURY
BY BP
DATE 7/7/2022

NO. OF MONTHS

48

Begin Date 1/1/2017

End Date 12/31/2021

LIGHT CONDITIONS (LC)

1. Daylight
2. Dawn
3. Dusk
4. Dark Road Lighted
5. Dark Road Unlighted

ROADWAY CHARACTER (RC)

1. Straight & Level
2. Straight & Grade
3. Straight at Hillcrest
4. Curve & Level
5. Curve & Grade
6. Curve at Hillcrest

ROADWAY SURFACE CONDITION (RSC)

1. Dry
2. Wet
3. Muddy
4. Snow/Ice
5. Slush
10. Other

WEATHER (WEA)

1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet/Hail/Freezing Rain
6. Fog/Smog/Smoke
10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	37724783	2/2/2019	21:41	1	PDO	5	1	4	2	61, YY		DEER	Veh-1 was traveling Eastbound on Corinth Rd in Queensbury when a deer walked out in front of it. Veh-1 then hit the deer causing damage to the front end of the vehicle.
2	36945835	10/21/2017	10:52	2	INJURY	1	1	1	1	07, YY		RIGHT ANGLE	
3	36853467	8/16/2017	17:48	2	PDO	1	1	1	1	07, YY		RIGHT ANGLE	
4	37699391	1/14/2019	9:29	2	PDO	1	2	1	1	07, 69, YY		RIGHT ANGLE	
5	36948222	10/22/2017	21:32	2	PDO	5	1	1	1	07, YY		RIGHT ANGLE	
6	36807258	7/4/2017	21:37	2	PDO	4	1	1	1	17, YY		RIGHT ANGLE	D2 was traveling west on Corinth Road when D1 failed to stop at the stop sign on Van Dusen Road. D1 entered Corinth Road and struck D2, causing D2 to strike an embankment on the opposite side of the road. D1 stated that she does not remember stopping at the stop sign.

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO.

P.I.N..

INVENTORY NO.

Corinth Road (CR 28)

AT INTERSECTION WITH West Mountain Road

COUNTY WARREN
MUNICIPALITY QUEENSBURY
BY BP
DATE 7/7/2022

NO. OF MONTHS

48

Begin Date 1/1/2017

End Date 12/31/2021

LIGHT CONDITIONS (LC)

1. Daylight
2. Dawn
3. Dusk
4. Dark Road Lighted
5. Dark Road Unlighted

ROADWAY CHARACTER (RC)

1. Straight & Level
2. Straight & Grade
3. Straight at Hillcrest
4. Curve & Level
5. Curve & Grade
6. Curve at Hillcrest

ROADWAY SURFACE CONDITION (RSC)

1. Dry
2. Wet
3. Muddy
4. Snow/Ice
5. Slush
10. Other

WEATHER (WEA)

1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet/Hail/Freezing Rain
6. Fog/Smog/Smoke
10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	37435777	8/15/2018	13:52	2	PDO	1	4	1	1	09, 19, 26, YY		REAR END	
2	36738747	5/21/2017	5:42	1	INJURY	2	1	1	1	08, 27		TREE	
3	38223949	12/9/2019	19:54	1	NR	5	1	2	3	47, YY		OTHER NON-COLLISION	Driver of vehicle on claimed that his front driver side tire lost it lug nuts and came off while driving down the road causing his vehicle to ride on the disc brake. The vehicle suffered front end damage due to coming down onto the disc brake.Contacted the witness via phone who advised that she saw the vehicle lose something and then sparks started near the front of the vehicle. Driver stated that he had work done on his vehicle earlier at Hi-Tech Garage in Corinth. He believed they did not properly install the lug nuts back on. -
4	38011921	8/3/2019	16:23	2	INJURY	1	4	1	1	09, YY, ZZ		REAR END	V2 was stopped awaiting traffic to make a left turn onto West Mtn Rd when it was struck from behind by V1 causing damage to both vehicles. Operator of V1 suffered minor injury from an air bag deployment.

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO.

R.I.N..

INVENTORY NO.

Vanduesen Road

AT INTERSECTION WITH Pitcher Road

COUNTY WARREN
MUNICIPALITY QUEENSBURY
BY BP
DATE 7/7/2022

NO. OF MONTHS

48

Begin Date 1/1/2017

End Date 12/31/2021

LIGHT CONDITIONS (LC)

1. Daylight
2. Dawn
3. Dusk
4. Dark Road Lighted
5. Dark Road Unlighted

ROADWAY CHARACTER (RC)

1. Straight & Level
2. Straight & Grade
3. Straight at Hillcrest
4. Curve & Level
5. Curve & Grade
6. Curve at Hillcrest

ROADWAY SURFACE CONDITION (RSC)

1. Dry
2. Wet
3. Muddy
4. Snow/Ice
5. Slush
10. Other

WEATHER (WEA)

1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet/Hail/Freezing Rain
6. Fog/Smog/Smoke
10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	37654615	12/22/2018	2:01	1	PDO	5	1	2	3	04, 19		TREE	Operator of V1 advised that she was going too fast and didn't see the stop sign. She stated that she went through the intersection and slid into a group of trees across the road causing damage to her vehicle. No further.

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO. R.I.N.. INVENTORY NO.	Pitcher Road AT INTERSECTION WITH West Mountain Road	COUNTY WARREN MUNICIPALITY QUEENSBURY BY BP DATE 7/7/2022

NO. OF MONTHS	LIGHT CONDITIONS (LC)	ROADWAY CHARACTER (RC)	ROADWAY SURFACE CONDITION (RSC)	WEATHER (WEA)
48 Begin Date 1/1/2017 End Date 12/31/2021	1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION

Attachment C
Traffic Volumes

West Mountain PPD
Town of Queensbury, New York

TRI-STATE TRAFFIC DATA TSTData.com

Project	Studio A
Project Code	10733
Site Name	Corinth Rd & I87 NB Ramps
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2022/03/29, Tuesday
Location	Corinth Rd & I87 NB Ramps
Latitude and Longitude	43.297679, -73.678153

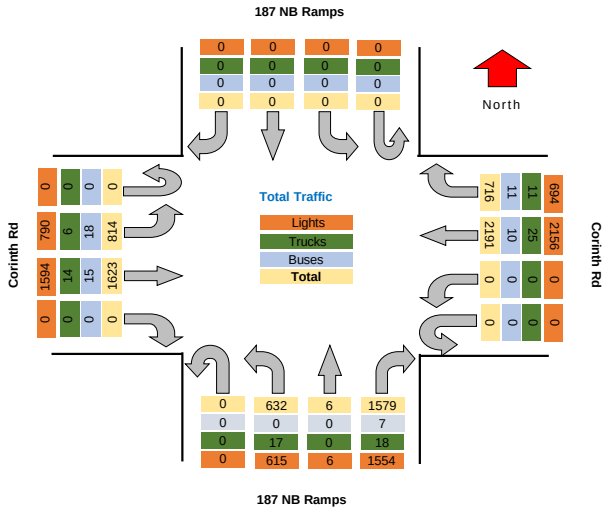
	Start	End	PHF
AM Peak	2022/03/29 07:00:00	2022/03/29 08:00:00	0.9
PM Peak	2022/03/29 16:15:00	2022/03/29 17:15:00	0.97

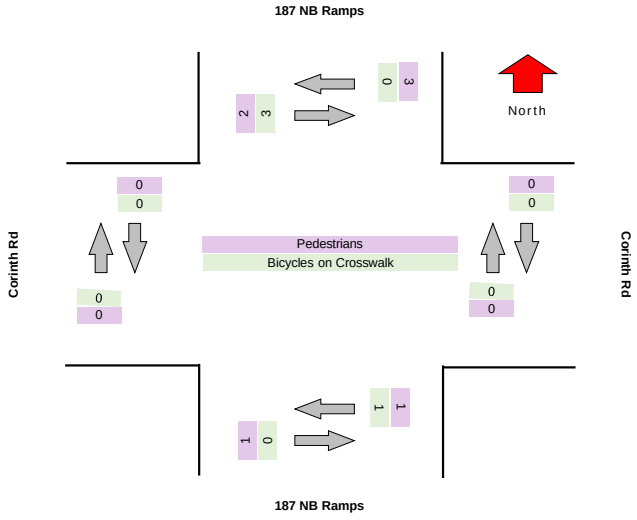
Turning Movement Data

Leg	187 NB Ramps							Corinth Rd							187 NB Ramps							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
7:00:00 AM	0	0	0	0	**0**	0	0	39	132	0	0	**171**	0	0	51	0	26	0	**77**	2	0	0	86	48	0	**134**	0	0	**382**
7:15:00 AM	0	0	0	0	**0**	0	1	38	145	0	0	**184**	0	0	77	0	25	0	**102**	0	0	0	96	74	0	**170**	0	0	**456**
7:30:00 AM	0	0	0	0	**0**	0	0	45	144	0	0	**189**	0	0	113	0	36	0	**149**	0	0	0	107	65	0	**172**	0	0	**510**
7:45:00 AM	0	0	0	0	**0**	0	0	42	120	0	0	**162**	0	0	124	0	52	0	**176**	0	0	0	101	57	0	**158**	0	0	**496**
Hourly Total	0	0	0	0	**0**	0	1	164	541	0	0	**706**	0	0	365	0	139	0	**504**	2	0	0	390	244	0	**634**	0	0	**1844**
8:00:00 AM	0	0	0	0	**0**	0	0	31	114	0	0	**145**	0	0	69	0	31	0	**100**	0	0	0	91	35	0	**126**	0	0	**371**
8:15:00 AM	0	0	0	0	**0**	0	0	44	151	0	0	**195**	0	0	79	0	24	0	**103**	0	0	0	105	54	0	**159**	0	0	**457**
8:30:00 AM	0	0	0	0	**0**	0	0	45	125	0	0	**170**	0	0	92	1	21	0	**114**	0	0	0	116	48	0	**164**	0	0	**448**
8:45:00 AM	0	0	0	0	**0**	0	0	52	104	0	0	**156**	0	0	90	1	28	0	**119**	0	1	0	90	45	0	**135**	0	0	**410**
Hourly Total	0	0	0	0	**0**	0	0	172	494	0	0	**666**	0	0	330	2	104	0	**436**	0	1	0	402	182	0	**584**	0	0	**1686**
4:00:00 PM	0	0	0	0	**0**	1	0	50	155	0	0	**205**	0	0	115	0	59	0	**174**	0	0	0	115	56	0	**171**	0	0	**550**
4:15:00 PM	0	0	0	0	**0**	0	1	49	121	0	0	**170**	0	0	138	2	58	0	**198**	0	0	0	124	45	0	**169**	0	0	**537**
4:30:00 PM	0	0	0	0	**0**	0	0	63	171	0	0	**234**	0	0	109	0	50	0	**159**	0	0	0	109	60	0	**169**	0	0	**562**
4:45:00 PM	0	0	0	0	**0**	4	0	51	145	0	0	**196**	0	0	110	0	45	0	**155**	0	0	0	103	68	0	**171**	0	0	**522**
Hourly Total	0	0	0	0	**0**	5	1	213	592	0	0	**805**	0	0	472	2	212	0	**686**	0	0	0	451	229	0	**680**	0	0	**2171**
5:00:00 PM	0	0	0	0	**0**	0	0	60	167	0	0	**227**	0	0	105	0	48	0	**153**	0	0	0	129	47	0	**176**	0	0	**556**
5:15:00 PM	0	0	0	0	**0**	0	1	37	145	0	0	**182**	0	0	111	1	44	0	**156**	0	0	0	91	34	0	**125**	0	0	**463**
5:30:00 PM	0	0	0	0	**0**	0	0	34	149	0	0	**183**	0	0	104	0	44	0	**148**	0	0	0	80	43	0	**123**	0	0	**454**
5:45:00 PM	0	0	0	0	**0**	0	0	36	103	0	0	**139**	0	0	92	1	41	0	**134**	0	0	0	80	35	0	**115**	0	0	**388**
Hourly Total	0	0	0	0	**0**	0	1	167	564	0	0	**731**	0	0	412	2	177	0	**591**	0	0	0	380	159	0	**539**	0	0	**1861**
Grand Total	0	0	0	0	**0**	5	3	716	2191	0	0	**2908**	0	0	1579	6	632	0	**2217**	2	1	0	1623	814	0	**2437**	0	0	**7562**
% Approach	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	24.6%	75.3%	0.0%	0.0%	**0.0%**	0.0%	0.0%	71.2%	0.3%	28.5%	0.0%	**0.0%**	0.0%	0.0%	0.0%	66.6%	33.4%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	9.5%	29.0%	0.0%	0.0%	**38.5%**	0.0%	0.0%	20.9%	0.1%	8.4%	0.0%	**29.3%**	0.0%	0.0%	0.0%	21.5%	10.8%	0.0%	**32.2%**	0.0%	0.0%	**0.0%**
Lights	0	0	0	0	**0**	0	0	694	2156	0	0	**2850**	0	0	1554	6	615	0	**2175**	0	0	0	1594	790	0	**2384**	0	0	**7409**
% Lights	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	96.9%	98.4%	0.0%	0.0%	**98.0%**	0.0%	0.0%	98.4%	100.0%	97.3%	0.0%	**98.1%**	0.0%	0.0%	0.0%	98.2%	97.1%	0.0%	**97.8%**	0.0%	0.0%	**98.0%**
Trucks	0	0	0	0	**0**	0	0	11	25	0	0	**36**	0	0	18	0	17	0	**35**	0	0	0	14	6	0	**20**	0	0	**91**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.5%	1.1%	0.0%	0.0%	**1.2%**	0.0%	0.0%	1.1%	0.0%	2.7%	0.0%	**1.6%**	0.0%	0.0%	0.0%	0.9%	0.7%	0.0%	**0.8%**	0.0%	0.0%	**1.2%**
Buses	0	0	0	0	**0**	0	0	11	10	0	0	**21**	0	0	7	0	0	0	**7**	0	0	0	15	18	0	**33**	0	0	**61**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.9%	2.2%	0.0%	**0.0%**	0.0%	0.0%	**0.8%**
Pedestrians	0	0	0	0	**0**	2	3	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	40.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	3	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot





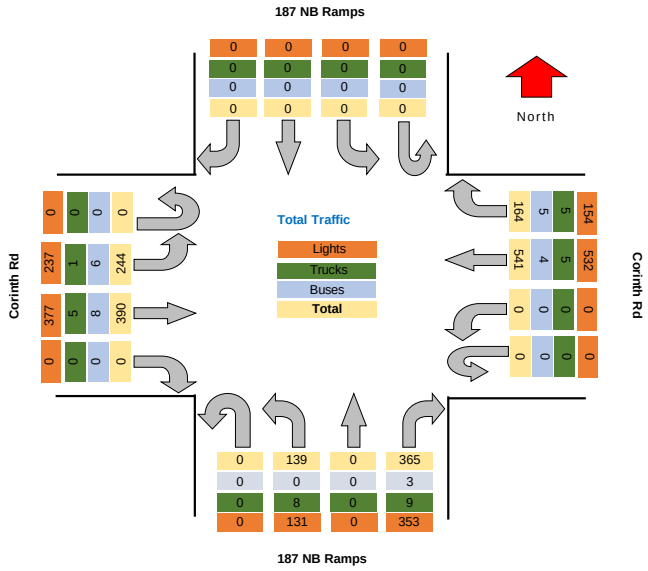
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

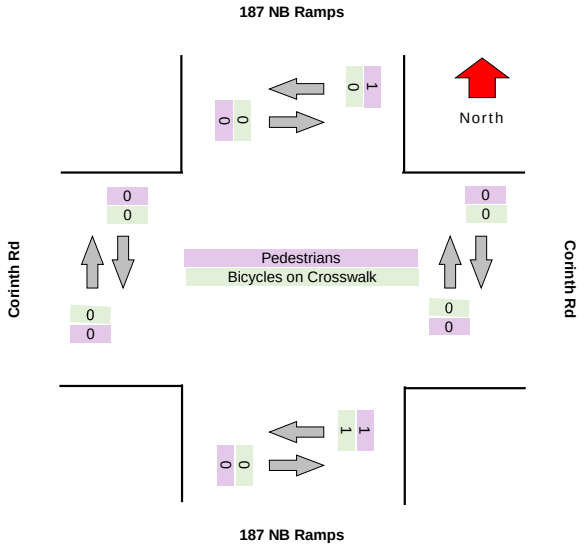
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

7:00:00 AM

Leg	187 NB Ramps							Corinth Rd							187 NB Ramps							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	0	0	0	0	**0**	0	0	39	132	0	0	**171**	0	0	51	0	26	0	**77**	2	0	0	86	48	0	**134**	0	0	**382**
7:15:00 AM	0	0	0	0	**0**	0	1	38	145	0	0	**184**	0	0	77	0	25	0	**102**	0	0	0	96	74	0	**170**	0	0	**456**
7:30:00 AM	0	0	0	0	**0**	0	0	45	144	0	0	**189**	0	0	113	0	36	0	**149**	0	0	0	107	65	0	**172**	0	0	**510**
7:45:00 AM	0	0	0	0	**0**	0	0	42	120	0	0	**162**	0	0	124	0	52	0	**176**	0	0	0	101	57	0	**158**	0	0	**496**
Grand Total	0	0	0	0	**0**	0	1	164	541	0	0	**706**	0	0	365	0	139	0	**504**	2	0	0	390	244	0	**634**	0	0	**1844**
% Approach	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	**0.0%**	0.0%	0.0%	23.2%	76.6%	0.0%	0.0%	**0.0%**	0.0%	0.0%	72.4%	0.0%	27.6%	0.0%	**0.0%**	0.0%	0.0%	0.0%	61.5%	38.5%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	8.9%	29.3%	0.0%	0.0%	**38.3%**	0.0%	0.0%	19.8%	0.0%	7.5%	0.0%	**27.3%**	0.0%	0.0%	0.0%	21.1%	13.2%	0.0%	**34.4%**	0.0%	0.0%	
PHF	0.000	0.000	0.000	0.000	**0.000**	0.000	0.000	0.911	0.933	0.000	0.000	**0.934**	0.000	0.000	0.736	0.000	0.668	0.000	**0.716**	0.000	0.000	0.000	0.911	0.824	0.000	**0.922**	0.000	0.000	**0.904**
Lights	0	0	0	0	**0**	0	0	154	532	0	0	**686**	0	0	353	0	131	0	**484**	0	0	0	377	237	0	**614**	0	0	**1784**
% Lights	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	93.9%	98.3%	0.0%	0.0%	**97.2%**	0.0%	0.0%	96.7%	0.0%	94.2%	0.0%	**96.0%**	0.0%	0.0%	0.0%	96.7%	97.1%	0.0%	**96.8%**	0.0%	0.0%	**96.7%**
Trucks	0	0	0	0	**0**	0	0	5	5	0	0	**10**	0	0	9	0	8	0	**17**	0	0	0	5	1	0	**6**	0	0	**33**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	3.0%	0.9%	0.0%	0.0%	**1.4%**	0.0%	0.0%	2.5%	0.0%	5.8%	0.0%	**3.4%**	0.0%	0.0%	0.0%	1.3%	0.4%	0.0%	**0.9%**	0.0%	0.0%	**1.8%**
Buses	0	0	0	0	**0**	0	0	5	4	0	0	**9**	0	0	3	0	0	0	**3**	0	0	0	8	6	0	**14**	0	0	**26**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	3.0%	0.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	2.1%	2.5%	0.0%	**0.0%**	0.0%	0.0%	**1.4%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	**0**
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



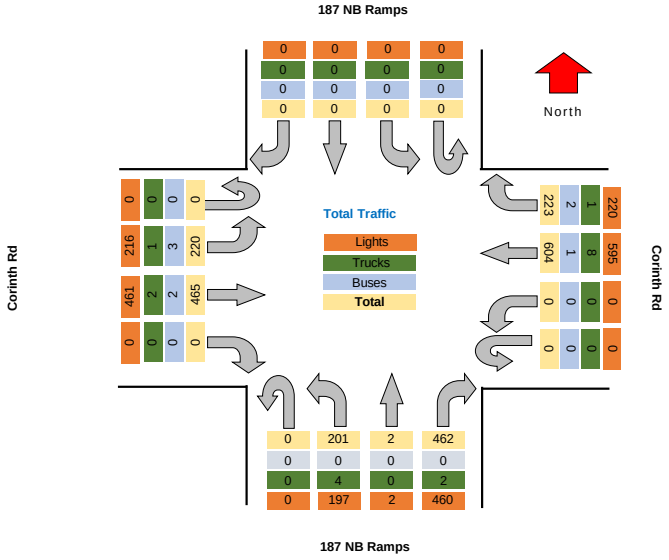


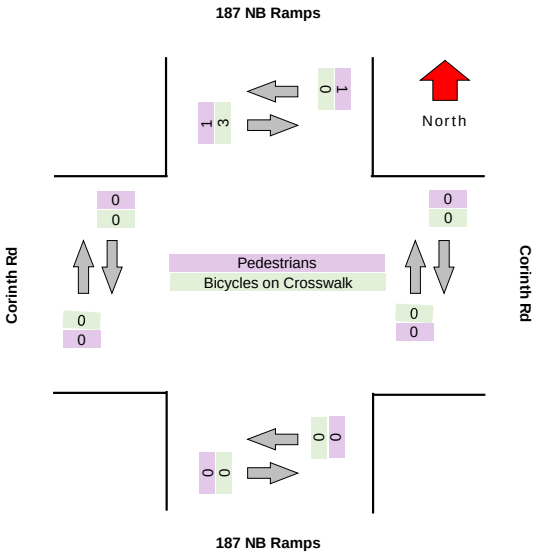
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	187 NB Ramps							Corinth Rd							187 NB Ramps							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	0	0	0	0	**0**	0	1	49	121	0	0	**170**	0	0	138	2	58	0	**198**	0	0	0	124	45	0	**169**	0	0	**537**
4:30:00 PM	0	0	0	0	**0**	0	0	63	171	0	0	**234**	0	0	109	0	50	0	**159**	0	0	0	109	60	0	**169**	0	0	**562**
4:45:00 PM	0	0	0	0	**0**	4	0	51	145	0	0	**196**	0	0	110	0	45	0	**155**	0	0	0	103	68	0	**171**	0	0	**522**
5:00:00 PM	0	0	0	0	**0**	0	0	60	167	0	0	**227**	0	0	105	0	48	0	**153**	0	0	0	129	47	0	**176**	0	0	**556**
Grand Total	0	0	0	0	**0**	4	1	223	604	0	0	**827**	0	0	462	2	201	0	**665**	0	0	0	465	220	0	**685**	0	0	**2177**
% Approach	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	**0.0%**	0.0%	0.0%	27.0%	73.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	69.5%	0.3%	30.2%	0.0%	**0.0%**	0.0%	0.0%	0.0%	67.9%	32.1%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	10.2%	27.7%	0.0%	0.0%	**38.0%**	0.0%	0.0%	21.2%	0.1%	9.2%	0.0%	**30.5%**	0.0%	0.0%	0.0%	21.4%	10.1%	0.0%	**31.5%**	0.0%	0.0%	
PHF	0.000	0.000	0.000	0.000	**0.000**	0.000	0.000	0.885	0.883	0.000	0.000	**0.884**	0.000	0.000	0.837	0.250	0.866	0.000	**0.840**	0.000	0.000	0.000	0.901	0.809	0.000	**0.973**	0.000	0.000	**0.968**
Lights	0	0	0	0	**0**	0	0	220	595	0	0	**815**	0	0	460	2	197	0	**659**	0	0	0	461	216	0	**677**	0	0	**2151**
% Lights	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	98.7%	98.5%	0.0%	0.0%	**98.5%**	0.0%	0.0%	99.6%	100.0%	98.0%	0.0%	**99.1%**	0.0%	0.0%	0.0%	99.1%	98.2%	0.0%	**98.8%**	0.0%	0.0%	**98.8%**
Trucks	0	0	0	0	**0**	0	0	1	8	0	0	**9**	0	0	2	0	4	0	**6**	0	0	0	2	1	0	**3**	0	0	**18**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.4%	1.3%	0.0%	0.0%	**1.1%**	0.0%	0.0%	0.4%	0.0%	2.0%	0.0%	**0.9%**	0.0%	0.0%	0.0%	0.4%	0.5%	0.0%	**0.4%**	0.0%	0.0%	**0.8%**
Buses	0	0	0	0	**0**	0	0	2	1	0	0	**3**	0	0	0	0	0	0	**0**	0	0	0	2	3	0	**5**	0	0	**8**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.9%	0.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	1.4%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	25.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	3	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA TSTData.com

Project	Studio A
Project Code	10733
Site Name	Corinth Rd & I87 NB Ramps
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2022/03/29, Tuesday
Location	Corinth Rd & I87 NB Ramps
Latitude and Longitude	43.297679, -73.678153

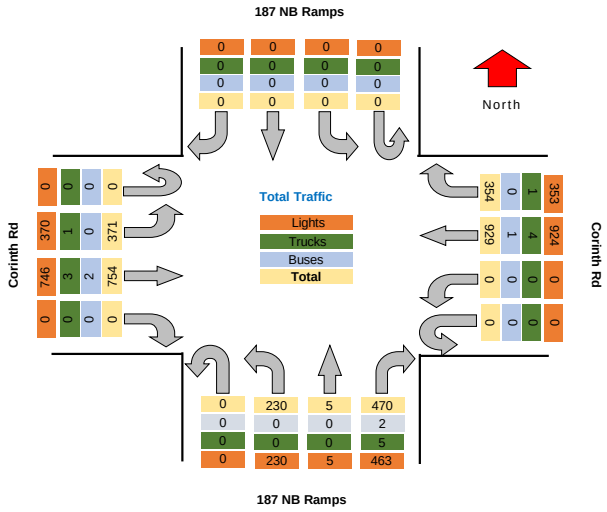
	Start	End	PHF
AM Peak	2022/03/26 11:15:00	2022/03/26 12:15:00	0.97

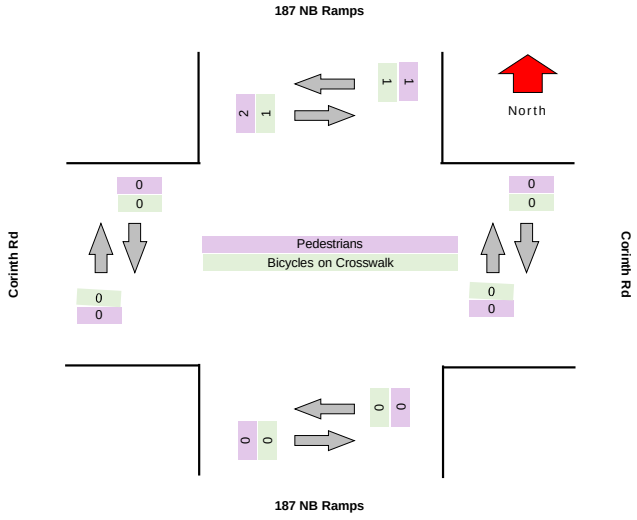
Turning Movement Data

Leg	187 NB Ramps							Corinth Rd							187 NB Ramps							Corinth Rd							
Direction	**Southbound**							**Westbound**							**Northbound**							**Eastbound**							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
11:00:00 AM	0	0	0	0	**0**	1	1	43	125	0	0	**169**	0	0	50	0	29	0	**79**	0	0	0	82	44	0	**126**	0	0	**374**
11:15:00 AM	0	0	0	0	**0**	0	0	63	122	0	0	**185**	0	0	58	1	24	0	**83**	0	0	0	93	44	0	**137**	0	0	**405**
11:30:00 AM	0	0	0	0	**0**	0	0	46	113	0	0	**159**	0	0	65	0	27	0	**92**	0	0	0	98	48	0	**146**	0	0	**397**
11:45:00 AM	0	0	0	0	**0**	0	0	39	105	0	0	**144**	0	0	61	1	30	0	**92**	0	0	0	95	52	0	**147**	0	0	**383**
Hourly Total	0	0	0	0	**0**	1	1	191	465	0	0	**657**	0	0	234	2	110	0	**346**	0	0	0	368	188	0	**556**	0	0	**1559**
12:00:00 PM	0	0	0	0	**0**	0	0	40	131	0	0	**171**	0	0	59	0	29	0	**88**	0	0	0	97	37	0	**134**	0	0	**393**
12:15:00 PM	0	0	0	0	**0**	2	0	35	130	0	0	**165**	0	0	64	1	24	0	**89**	0	0	0	95	42	0	**137**	0	0	**391**
12:30:00 PM	0	0	0	0	**0**	0	1	48	90	0	0	**139**	0	0	53	0	36	0	**89**	0	0	0	105	46	0	**151**	0	0	**379**
12:45:00 PM	0	0	0	0	**0**	0	0	40	113	0	0	**153**	0	0	60	2	31	0	**93**	0	0	0	89	58	0	**147**	0	0	**393**
Hourly Total	0	0	0	0	**0**	2	1	163	464	0	0	**628**	0	0	236	3	120	0	**359**	0	0	0	386	183	0	**569**	0	0	**1556**
Grand Total	0	0	0	0	**0**	3	2	354	929	0	0	**1285**	0	0	470	5	230	0	**705**	0	0	0	754	371	0	**1125**	0	0	**3115**
% Approach	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	27.5%	72.3%	0.0%	0.0%	**0.0%**	0.0%	0.0%	66.7%	0.7%	32.6%	0.0%	**0.0%**	0.0%	0.0%	0.0%	67.0%	33.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	11.4%	29.8%	0.0%	0.0%	**41.3%**	0.0%	0.0%	15.1%	0.2%	7.4%	0.0%	**22.6%**	0.0%	0.0%	0.0%	24.2%	11.9%	0.0%	**36.1%**	0.0%	0.0%	**0.0%**
Lights	0	0	0	0	**0**	0	0	353	924	0	0	**1277**	0	0	463	5	230	0	**698**	0	0	0	746	370	0	**1116**	0	0	**3091**
% Lights	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	99.7%	99.5%	0.0%	0.0%	**99.4%**	0.0%	0.0%	98.5%	100.0%	100.0%	0.0%	**99.0%**	0.0%	0.0%	0.0%	98.9%	99.7%	0.0%	**99.2%**	0.0%	0.0%	**99.2%**
Trucks	0	0	0	0	**0**	0	0	1	4	0	0	**5**	0	0	5	0	0	0	**5**	0	0	0	3	1	0	**4**	0	0	**14**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.3%	0.4%	0.0%	0.0%	**0.4%**	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.4%	0.3%	0.0%	**0.4%**	0.0%	0.0%	**0.4%**
Buses	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	2	0	0	0	**2**	0	0	0	2	0	0	**2**	0	0	**5**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	2	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot



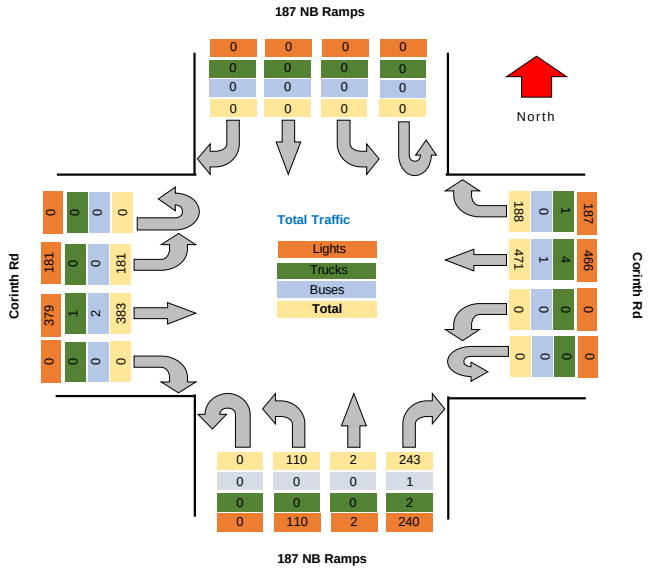


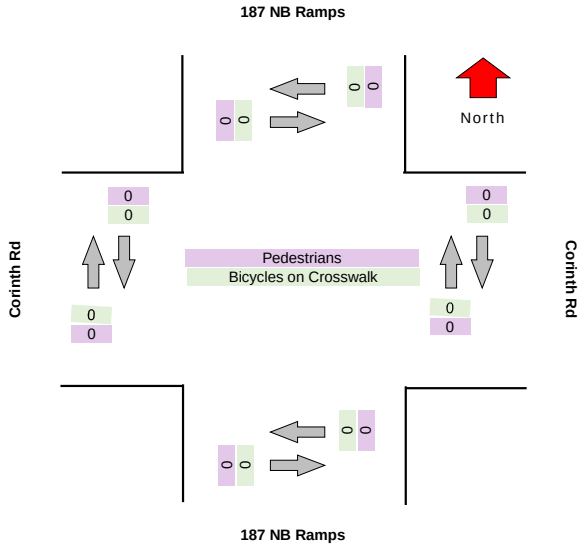
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

11:15:00 AM

Leg	187 NB Ramps							Corinth Rd							187 NB Ramps							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
11:15:00 AM	0	0	0	0	**0**	0	0	63	122	0	0	**185**	0	0	58	1	24	0	**83**	0	0	0	93	44	0	**137**	0	0	**405**
11:30:00 AM	0	0	0	0	**0**	0	0	46	113	0	0	**159**	0	0	65	0	27	0	**92**	0	0	0	98	48	0	**146**	0	0	**397**
11:45:00 AM	0	0	0	0	**0**	0	0	39	105	0	0	**144**	0	0	61	1	30	0	**92**	0	0	0	95	52	0	**147**	0	0	**383**
12:00:00 PM	0	0	0	0	**0**	0	0	40	131	0	0	**171**	0	0	59	0	29	0	**88**	0	0	0	97	37	0	**134**	0	0	**393**
Grand Total	0	0	0	0	**0**	0	0	188	471	0	0	**659**	0	0	243	2	110	0	**355**	0	0	0	383	181	0	**564**	0	0	**1578**
% Approach	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	**0.0%**	0.0%	0.0%	28.5%	71.5%	0.0%	0.0%	**0.0%**	0.0%	0.0%	68.5%	0.6%	31.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	67.9%	32.1%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	11.9%	29.8%	0.0%	0.0%	**41.8%**	0.0%	0.0%	15.4%	0.1%	7.0%	0.0%	**22.5%**	0.0%	0.0%	0.0%	24.3%	11.5%	0.0%	**35.7%**	0.0%	0.0%	
PHF	0.000	0.000	0.000	0.000	**0.000**	0.000	0.000	0.746	0.899	0.000	0.000	**0.891**	0.000	0.000	0.935	0.500	0.917	0.000	**0.965**	0.000	0.000	0.000	0.977	0.870	0.000	**0.959**	0.000	0.000	**0.974**
Lights	0	0	0	0	**0**	0	0	187	466	0	0	**653**	0	0	240	2	110	0	**352**	0	0	0	379	181	0	**560**	0	0	**1565**
% Lights	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	99.5%	98.9%	0.0%	0.0%	**99.1%**	0.0%	0.0%	98.8%	100.0%	100.0%	0.0%	**99.2%**	0.0%	0.0%	0.0%	99.0%	100.0%	0.0%	**99.3%**	0.0%	0.0%	**99.2%**
Trucks	0	0	0	0	**0**	0	0	1	4	0	0	**5**	0	0	2	0	0	0	**2**	0	0	0	1	0	0	**1**	0	0	**8**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.5%	0.8%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	**0.5%**
Buses	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	1	0	0	0	**1**	0	0	0	2	0	0	**2**	0	0	**4**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA TSTData.com

Project	Studio A
Project Code	10733
Site Name	Corinth Rd & I87 SB Ramps
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2022/03/29, Tuesday
Location	Corinth Rd & I87 SB Ramps
Latitude and Longitude	43.297462, -73.680057

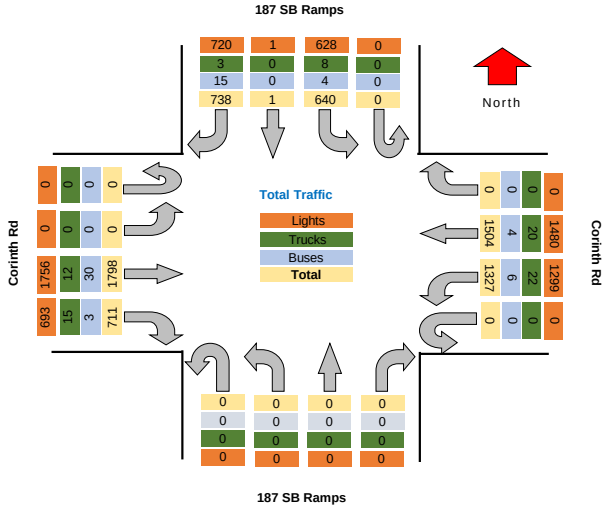
	Start	End	PHF
AM Peak	2022/03/29 07:15:00	2022/03/29 08:15:00	0.92
PM Peak	2022/03/29 16:00:00	2022/03/29 17:00:00	0.96

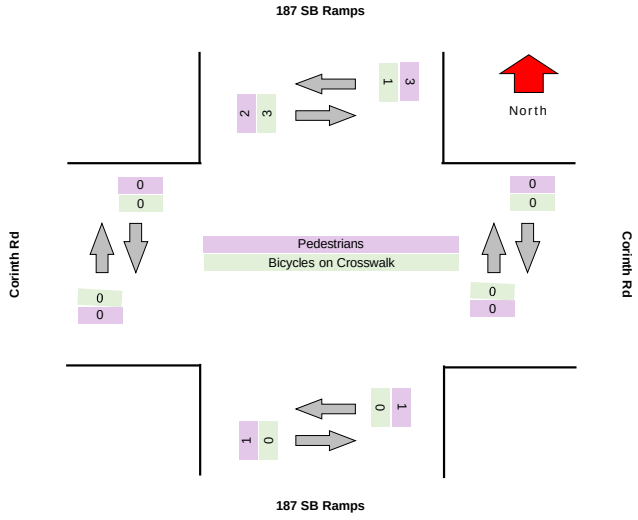
Turning Movement Data

Leg	187 SB Ramps							Corinth Rd							187 SB Ramps							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
7:00:00 AM	33	0	33	0	**66**	0	0	0	69	92	0	**161**	0	0	0	0	0	0	**0**	1	0	46	103	0	0	**149**	0	0	**376**
7:15:00 AM	44	0	39	0	**83**	0	2	0	68	90	0	**160**	0	0	0	0	0	0	**0**	0	0	41	133	0	0	**174**	0	0	**417**
7:30:00 AM	47	0	49	0	**96**	0	0	0	77	105	0	**182**	0	0	0	0	0	0	**0**	0	0	53	114	0	0	**167**	0	0	**445**
7:45:00 AM	58	0	32	0	**90**	0	0	0	99	82	0	**181**	0	0	0	0	0	0	**0**	0	0	57	135	0	0	**192**	0	0	**463**
Hourly Total	182	0	153	0	**335**	0	2	0	313	369	0	**684**	0	0	0	0	0	0	**0**	1	0	197	485	0	0	**682**	0	0	**1701**
8:00:00 AM	58	0	45	0	**103**	0	0	0	73	79	0	**152**	0	0	0	0	0	0	**0**	0	0	42	82	0	0	**124**	0	0	**379**
8:15:00 AM	45	0	44	0	**89**	0	0	0	84	79	0	**163**	0	0	0	0	0	0	**0**	0	0	44	111	0	0	**155**	0	0	**407**
8:30:00 AM	33	0	44	0	**77**	0	0	0	84	78	0	**162**	0	0	0	0	0	0	**0**	0	0	51	117	0	0	**168**	0	0	**407**
8:45:00 AM	33	0	34	0	**67**	0	0	0	69	57	0	**126**	0	0	0	0	0	0	**0**	0	1	43	110	0	0	**153**	0	0	**346**
Hourly Total	169	0	167	0	**336**	0	0	0	310	293	0	**603**	0	0	0	0	0	0	**0**	0	1	180	420	0	0	**600**	0	0	**1539**
4:00:00 PM	53	0	49	0	**102**	1	0	0	106	92	0	**198**	0	0	0	0	0	0	**0**	0	0	57	125	0	0	**182**	0	0	**482**
4:15:00 PM	44	0	54	0	**98**	0	1	0	117	65	0	**182**	0	0	0	0	0	0	**0**	0	0	43	107	0	0	**150**	0	0	**430**
4:30:00 PM	46	0	36	0	**82**	0	0	0	129	90	0	**219**	0	0	0	0	0	0	**0**	0	0	44	141	0	0	**185**	0	0	**486**
4:45:00 PM	51	1	44	0	**96**	4	0	0	116	83	0	**199**	0	0	0	0	0	0	**0**	0	0	38	132	0	0	**170**	0	0	**465**
Hourly Total	194	1	183	0	**378**	5	1	0	468	330	0	**798**	0	0	0	0	0	0	**0**	0	0	182	505	0	0	**687**	0	0	**1863**
5:00:00 PM	54	0	42	0	**96**	0	0	0	106	104	0	**210**	0	0	0	0	0	0	**0**	0	0	45	119	0	0	**164**	0	0	**470**
5:15:00 PM	49	0	45	0	**94**	0	1	0	104	94	0	**198**	0	0	0	0	0	0	**0**	0	0	41	90	0	0	**131**	0	0	**423**
5:30:00 PM	48	0	27	0	**75**	0	0	0	96	85	0	**181**	0	0	0	0	0	0	**0**	0	0	40	100	0	0	**140**	0	0	**396**
5:45:00 PM	42	0	23	0	**65**	0	0	0	107	52	0	**159**	0	0	0	0	0	0	**0**	0	0	26	79	0	0	**105**	0	0	**329**
Hourly Total	193	0	137	0	**330**	0	1	0	413	335	0	**748**	0	0	0	0	0	0	**0**	0	0	152	388	0	0	**540**	0	0	**1618**
Grand Total	738	1	640	0	**1379**	5	4	0	1504	1327	0	**2833**	0	0	0	0	0	0	**0**	1	1	711	1798	0	0	**2509**	0	0	**6721**
% Approach	53.5%	0.1%	46.4%	0.0%	**0.0%**	0.0%	0.0%	0.0%	53.1%	46.8%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	28.3%	71.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	11.0%	0.0%	9.5%	0.0%	**20.5%**	0.0%	0.0%	0.0%	22.4%	19.7%	0.0%	**42.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	10.6%	26.8%	0.0%	0.0%	**37.3%**	0.0%	0.0%	**0.0%**
Lights	720	1	628	0	**1349**	0	0	0	1480	1299	0	**2779**	0	0	0	0	0	0	**0**	0	0	693	1756	0	0	**2449**	0	0	**6577**
% Lights	97.6%	100.0%	98.1%	0.0%	**97.8%**	0.0%	0.0%	0.0%	98.4%	97.9%	0.0%	**98.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	97.5%	97.7%	0.0%	0.0%	**97.6%**	0.0%	0.0%	**97.9%**
Trucks	3	0	8	0	**11**	0	0	0	20	22	0	**42**	0	0	0	0	0	0	**0**	0	0	15	12	0	0	**27**	0	0	**80**
% Trucks	0.4%	0.0%	1.3%	0.0%	**0.8%**	0.0%	0.0%	0.0%	1.3%	1.7%	0.0%	**1.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	2.1%	0.7%	0.0%	0.0%	**1.1%**	0.0%	0.0%	**1.2%**
Buses	15	0	4	0	**19**	0	0	0	4	6	0	**10**	0	0	0	0	0	0	**0**	0	0	3	30	0	0	**33**	0	0	**62**
% Buses	2.0%	0.0%	0.6%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.5%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.4%	1.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	0	**0**	2	3	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	40.0%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	3	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	60.0%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot



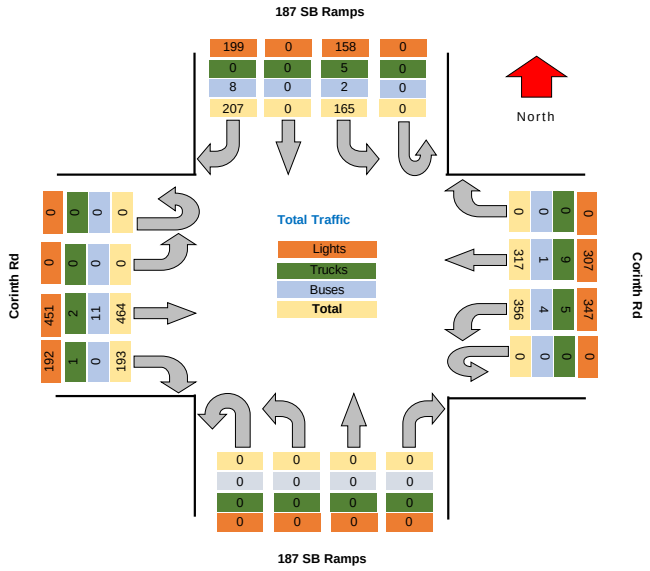


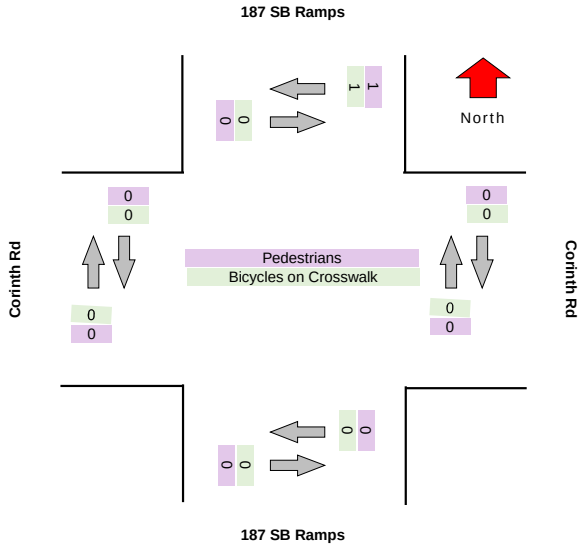
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

7:15:00 AM

Leg	187 SB Ramps							Corinth Rd							187 SB Ramps							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:15:00 AM	44	0	39	0	**83**	0	2	0	68	90	0	**160**	0	0	0	0	0	0	**0**	0	0	41	133	0	0	**174**	0	0	**417**
7:30:00 AM	47	0	49	0	**96**	0	0	0	77	105	0	**182**	0	0	0	0	0	0	**0**	0	0	53	114	0	0	**167**	0	0	**445**
7:45:00 AM	58	0	32	0	**90**	0	0	0	99	82	0	**181**	0	0	0	0	0	0	**0**	0	0	57	135	0	0	**192**	0	0	**463**
8:00:00 AM	58	0	45	0	**103**	0	0	0	73	79	0	**152**	0	0	0	0	0	0	**0**	0	0	42	82	0	0	**124**	0	0	**379**
Grand Total	207	0	165	0	**372**	0	2	0	317	356	0	**675**	0	0	0	0	0	0	**0**	0	0	193	464	0	0	**657**	0	0	**1704**
% Approach	55.6%	0.0%	44.4%	0.0%	**0.0%**	0.0%	0.0%	0.0%	47.0%	52.7%	0.0%	**0.0%**	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	**0.0%**	0.0%	0.0%	29.4%	70.6%	0.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	12.1%	0.0%	9.7%	0.0%	**21.8%**	0.0%	0.0%	0.0%	18.6%	20.9%	0.0%	**39.6%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	11.3%	27.2%	0.0%	0.0%	**38.6%**	0.0%	0.0%	
PHF	0.892	0.000	0.842	0.000	**0.903**	0.000	0.000	0.000	0.801	0.848	0.000	**0.927**	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	0.000	0.000	0.846	0.859	0.000	0.000	**0.855**	0.000	0.000	**0.920**
Lights	199	0	158	0	**357**	0	0	0	307	347	0	**654**	0	0	0	0	0	0	**0**	0	0	192	451	0	0	**643**	0	0	**1654**
% Lights	96.1%	0.0%	95.8%	0.0%	**96.0%**	0.0%	0.0%	0.0%	96.8%	97.5%	0.0%	**96.9%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	99.5%	97.2%	0.0%	0.0%	**97.9%**	0.0%	0.0%	**97.1%**
Trucks	0	0	5	0	**5**	0	0	0	9	5	0	**14**	0	0	0	0	0	0	**0**	0	0	1	2	0	0	**3**	0	0	**22**
% Trucks	0.0%	0.0%	3.0%	0.0%	**1.3%**	0.0%	0.0%	0.0%	2.8%	1.4%	0.0%	**2.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.5%	0.4%	0.0%	0.0%	**0.5%**	0.0%	0.0%	**1.3%**
Buses	8	0	2	0	**10**	0	0	0	1	4	0	**5**	0	0	0	0	0	0	**0**	0	0	0	11	0	0	**11**	0	0	**26**
% Buses	3.9%	0.0%	1.2%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	1.1%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**1.5%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



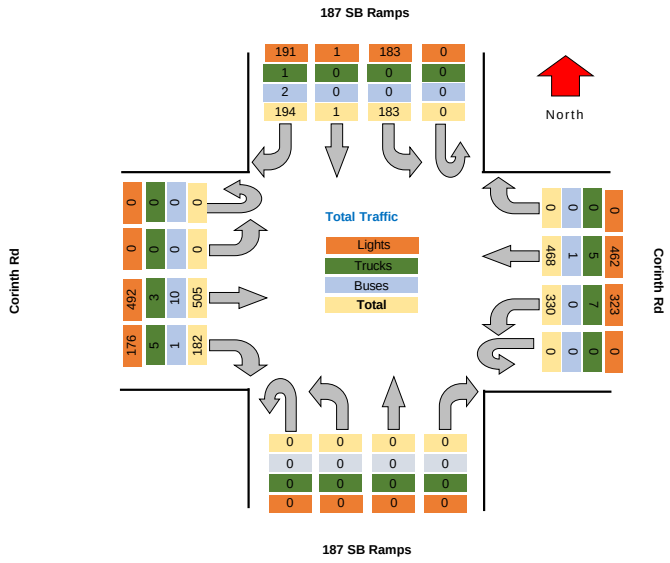


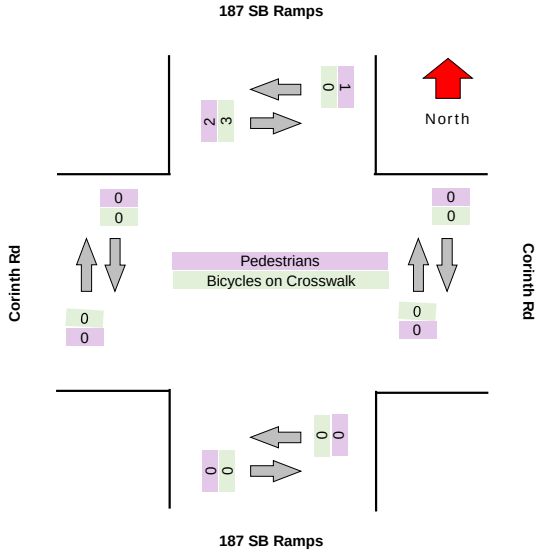
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (PM)

4:00:00 PM

Leg	187 SB Ramps							Corinth Rd							187 SB Ramps							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:00:00 PM	53	0	49	0	**102**	1	0	0	106	92	0	**198**	0	0	0	0	0	0	**0**	0	0	57	125	0	0	**182**	0	0	**482**
4:15:00 PM	44	0	54	0	**98**	0	1	0	117	65	0	**182**	0	0	0	0	0	0	**0**	0	0	43	107	0	0	**150**	0	0	**430**
4:30:00 PM	46	0	36	0	**82**	0	0	0	129	90	0	**219**	0	0	0	0	0	0	**0**	0	0	44	141	0	0	**185**	0	0	**486**
4:45:00 PM	51	1	44	0	**96**	4	0	0	116	83	0	**199**	0	0	0	0	0	0	**0**	0	0	38	132	0	0	**170**	0	0	**465**
Grand Total	194	1	183	0	**378**	5	1	0	468	330	0	**798**	0	0	0	0	0	0	**0**	0	0	182	505	0	0	**687**	0	0	**1863**
% Approach	51.3%	0.3%	48.4%	0.0%	**0.0%**	0.0%	0.0%	0.0%	58.6%	41.4%	0.0%	**0.0%**	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	**0.0%**	0.0%	0.0%	26.5%	73.5%	0.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	10.4%	0.1%	9.8%	0.0%	**20.3%**	0.0%	0.0%	0.0%	25.1%	17.7%	0.0%	**42.8%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	9.8%	27.1%	0.0%	0.0%	**36.9%**	0.0%	0.0%	
PHF	0.915	0.250	0.847	0.000	**0.926**	0.000	0.000	0.000	0.907	0.897	0.000	**0.911**	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	0.000	0.000	0.798	0.895	0.000	0.000	**0.928**	0.000	0.000	**0.958**
Lights	191	1	183	0	**375**	0	0	0	462	323	0	**785**	0	0	0	0	0	0	**0**	0	0	176	492	0	0	**668**	0	0	**1828**
% Lights	98.5%	100.0%	100.0%	0.0%	**99.2%**	0.0%	0.0%	0.0%	98.7%	97.9%	0.0%	**98.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	96.7%	97.4%	0.0%	0.0%	**97.2%**	0.0%	0.0%	**98.1%**
Trucks	1	0	0	0	**1**	0	0	0	5	7	0	**12**	0	0	0	0	0	0	**0**	0	0	5	3	0	0	**8**	0	0	**21**
% Trucks	0.5%	0.0%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	1.1%	2.1%	0.0%	**1.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	2.7%	0.6%	0.0%	0.0%	**1.2%**	0.0%	0.0%	**1.1%**
Buses	2	0	0	0	**2**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	1	10	0	0	**11**	0	0	**14**
% Buses	1.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	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%	0.0%	0.5%	2.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.8%**
Pedestrians	0	0	0	0	**0**	2	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	40.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	3	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA TSTData.com

Project	Studio A
Project Code	10733
Site Name	Corinth Rd & I87 SB Ramps
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2022/03/26, Saturday
Location	Corinth Rd & I87 SB Ramps
Latitude and Longitude	43.297462, -73.680057

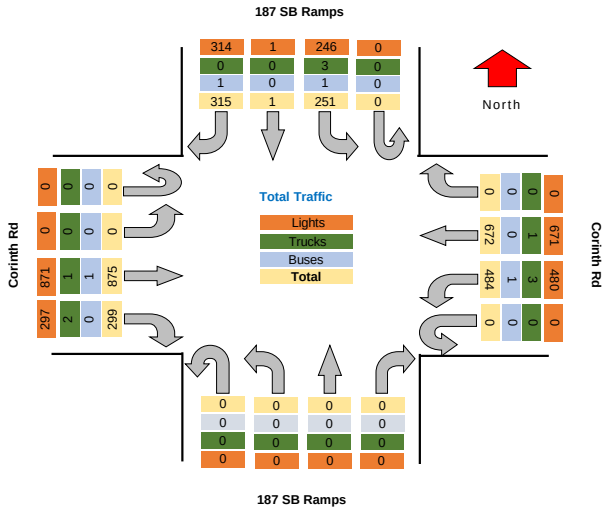
	Start	End	PHF
AM Peak	2022/03/26 12:00:00	2022/03/26 13:00:00	0.98

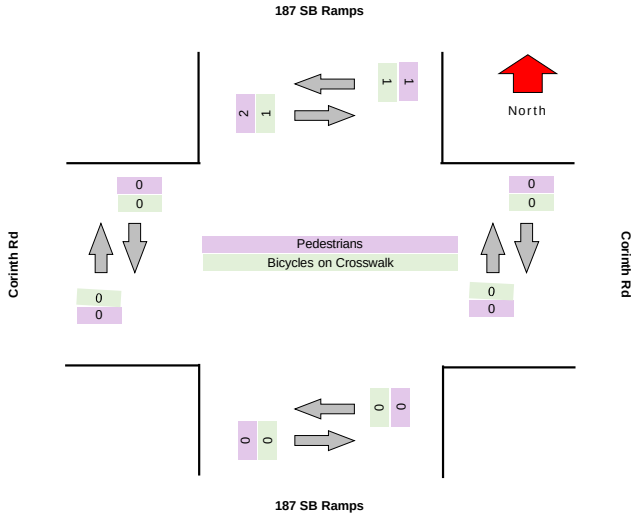
Turning Movement Data

Leg	187 SB Ramps							Corinth Rd							187 SB Ramps							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
11:00:00 AM	31	0	32	0	**63**	1	1	0	84	64	0	**149**	0	0	0	0	0	0	**0**	0	0	39	102	0	0	**141**	0	0	**353**
11:15:00 AM	32	0	36	0	**68**	0	0	0	86	65	0	**151**	0	0	0	0	0	0	**0**	0	0	44	100	0	0	**144**	0	0	**363**
11:30:00 AM	44	0	39	0	**83**	0	0	0	75	56	0	**131**	0	0	0	0	0	0	**0**	0	0	38	103	0	0	**141**	0	0	**355**
11:45:00 AM	42	0	21	0	**63**	0	0	0	96	42	0	**138**	0	0	0	0	0	0	**0**	0	0	34	123	0	0	**157**	0	0	**358**
Hourly Total	149	0	128	0	**277**	1	1	0	341	227	0	**569**	0	0	0	0	0	0	**0**	0	0	155	428	0	0	**583**	0	0	**1429**
12:00:00 PM	33	1	42	0	**76**	0	0	0	97	67	0	**164**	0	0	0	0	0	0	**0**	0	0	35	94	0	0	**129**	0	0	**369**
12:15:00 PM	45	0	33	0	**78**	2	0	0	78	71	0	**149**	0	0	0	0	0	0	**0**	0	0	41	108	0	0	**149**	0	0	**376**
12:30:00 PM	42	0	25	0	**67**	0	1	0	72	69	0	**142**	0	0	0	0	0	0	**0**	0	0	33	122	0	0	**155**	0	0	**364**
12:45:00 PM	46	0	23	0	**69**	0	0	0	84	50	0	**134**	0	0	0	0	0	0	**0**	0	0	35	123	0	0	**158**	0	0	**361**
Hourly Total	166	1	123	0	**290**	2	1	0	331	257	0	**589**	0	0	0	0	0	0	**0**	0	0	144	447	0	0	**591**	0	0	**1470**
Grand Total	315	1	251	0	**567**	3	2	0	672	484	0	**1158**	0	0	0	0	0	0	**0**	0	0	299	875	0	0	**1174**	0	0	**2899**
% Approach	55.6%	0.2%	44.3%	0.0%	**0.0%**	0.0%	0.0%	0.0%	58.0%	41.8%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	25.5%	74.5%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	10.9%	0.0%	8.7%	0.0%	**19.6%**	0.0%	0.0%	0.0%	23.2%	16.7%	0.0%	**39.9%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	10.3%	30.2%	0.0%	0.0%	**40.5%**	0.0%	0.0%	**0.0%**
Lights	314	1	246	0	**561**	0	0	0	671	480	0	**1151**	0	0	0	0	0	0	**0**	0	0	297	871	0	0	**1168**	0	0	**2880**
% Lights	99.7%	100.0%	98.0%	0.0%	**98.9%**	0.0%	0.0%	0.0%	99.9%	99.2%	0.0%	**99.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	99.3%	99.5%	0.0%	0.0%	**99.5%**	0.0%	0.0%	**99.3%**
Trucks	0	0	3	0	**3**	0	0	0	1	3	0	**4**	0	0	0	0	0	0	**0**	0	0	2	1	0	0	**3**	0	0	**10**
% Trucks	0.0%	0.0%	1.2%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.1%	0.6%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.7%	0.1%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.3%**
Buses	1	0	1	0	**2**	0	0	0	0	1	0	**1**	0	0	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	**4**
% Buses	0.3%	0.0%	0.4%	0.0%	**0.0%**	0.0%	0.0%	0.0%	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%	0.0%	0.1%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	2	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot





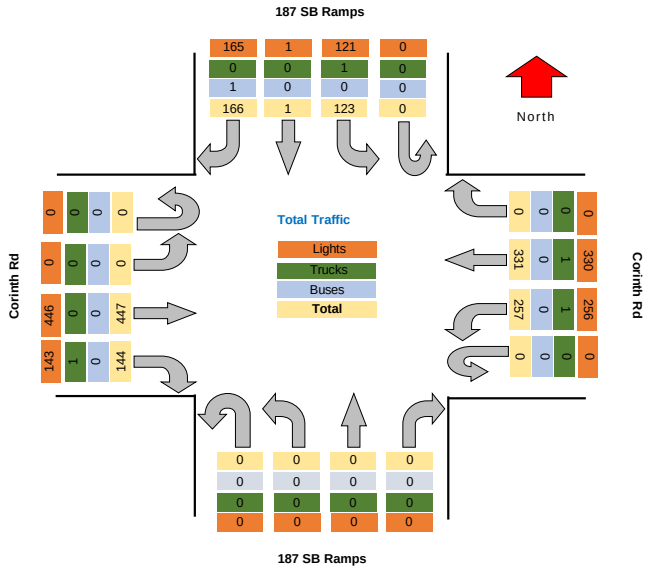
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

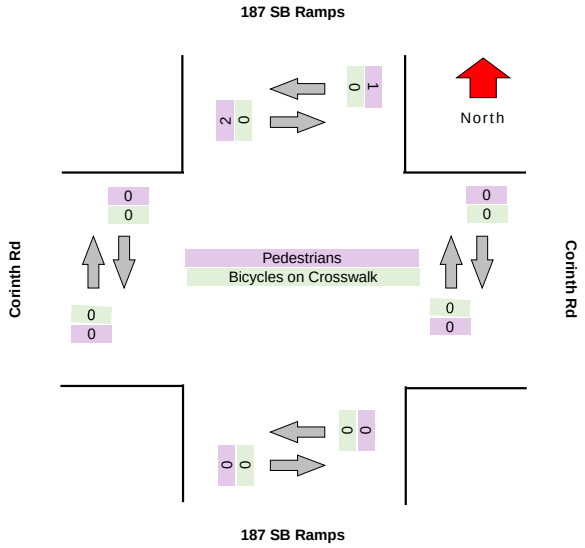
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

12:00:00 PM

Leg	187 SB Ramps							Corinth Rd							187 SB Ramps							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00 PM	33	1	42	0	**76**	0	0	0	97	67	0	**164**	0	0	0	0	0	0	**0**	0	0	35	94	0	0	**129**	0	0	**369**
12:15:00 PM	45	0	33	0	**78**	2	0	0	78	71	0	**149**	0	0	0	0	0	0	**0**	0	0	41	108	0	0	**149**	0	0	**376**
12:30:00 PM	42	0	25	0	**67**	0	1	0	72	69	0	**142**	0	0	0	0	0	0	**0**	0	0	33	122	0	0	**155**	0	0	**364**
12:45:00 PM	46	0	23	0	**69**	0	0	0	84	50	0	**134**	0	0	0	0	0	0	**0**	0	0	35	123	0	0	**158**	0	0	**361**
Grand Total	166	1	123	0	**290**	2	1	0	331	257	0	**589**	0	0	0	0	0	0	**0**	0	0	144	447	0	0	**591**	0	0	**1470**
% Approach	57.2%	0.3%	42.4%	0.0%	**0.0%**	0.0%	0.0%	0.0%	56.2%	43.6%	0.0%	**0.0%**	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	**0.0%**	0.0%	0.0%	24.4%	75.6%	0.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	11.3%	0.1%	8.4%	0.0%	**19.7%**	0.0%	0.0%	0.0%	22.5%	17.5%	0.0%	**40.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	9.8%	30.4%	0.0%	0.0%	**40.2%**	0.0%	0.0%	
PHF	0.902	0.250	0.732	0.000	**0.929**	0.000	0.000	0.000	0.853	0.905	0.000	**0.898**	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	0.000	0.000	0.878	0.909	0.000	0.000	**0.935**	0.000	0.000	**0.977**
Lights	165	1	121	0	**287**	0	0	0	330	256	0	**586**	0	0	0	0	0	0	**0**	0	0	143	446	0	0	**589**	0	0	**1462**
% Lights	99.4%	100.0%	98.4%	0.0%	**99.0%**	0.0%	0.0%	0.0%	99.7%	99.6%	0.0%	**99.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	99.3%	99.8%	0.0%	0.0%	**99.7%**	0.0%	0.0%	**99.5%**
Trucks	0	0	1	0	**1**	0	0	0	1	1	0	**2**	0	0	0	0	0	0	**0**	0	0	1	0	0	0	**1**	0	0	**4**
% Trucks	0.0%	0.0%	0.8%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.3%	0.4%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	**0.2%**	0.0%	0.0%	**0.3%**
Buses	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**	0	0	**1**
% Buses	0.6%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	2	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA TSTData.com

Project	Studio A
Project Code	10733
Site Name	Corinth Rd & Big Bay Rd & P
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2022/03/22, Tuesday
Location	Corinth Rd & Big Bay Rd & P
Latitude and Longitude	43.297136, -73.682821

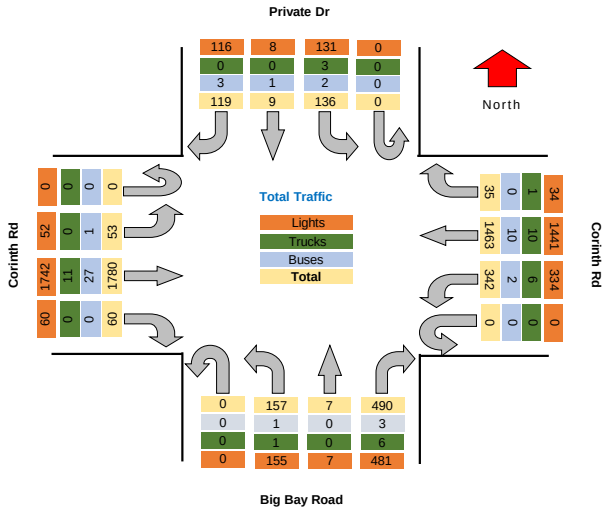
	Start	End	PHF
AM Peak	2022/03/22 07:15:00	2022/03/22 08:15:00	0.87
PM Peak	2022/03/22 16:00:00	2022/03/22 17:00:00	0.95

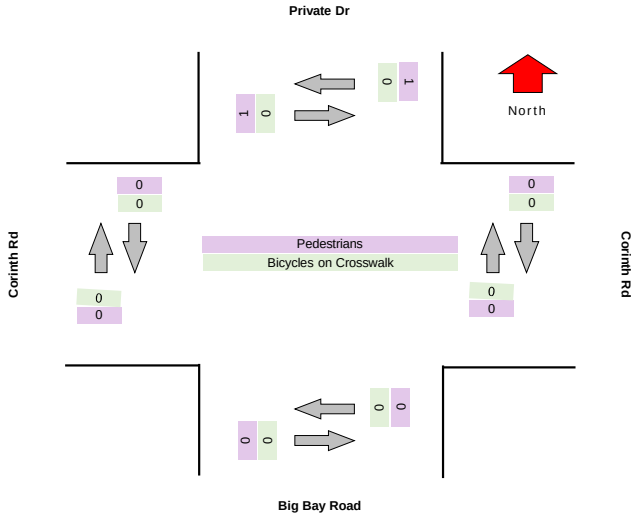
Turning Movement Data

Leg	Private Dr							Corinth Rd							Big Bay Road							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
7:00:00 AM	3	0	5	0	**8**	0	0	0	52	29	0	**81**	0	0	30	0	7	0	**37**	0	0	4	93	3	0	**100**	0	0	**226**
7:15:00 AM	6	0	7	0	**13**	1	0	2	56	28	0	**86**	0	0	41	0	11	0	**52**	0	0	6	125	3	0	**134**	0	0	**285**
7:30:00 AM	2	2	8	0	**12**	0	0	0	74	23	0	**97**	0	0	41	1	5	0	**47**	0	0	2	129	2	0	**133**	0	0	**289**
7:45:00 AM	5	1	16	0	**22**	0	0	1	114	25	0	**140**	0	0	27	2	10	0	**39**	0	0	7	122	6	0	**135**	0	0	**336**
Hourly Total	16	3	36	0	**55**	1	0	3	296	105	0	**404**	0	0	139	3	33	0	**175**	0	0	19	469	14	0	**502**	0	0	**1136**
8:00:00 AM	9	1	6	0	**16**	0	0	0	83	29	0	**112**	0	0	26	0	8	0	**34**	0	0	1	100	2	0	**103**	0	0	**265**
8:15:00 AM	8	1	14	0	**23**	0	0	3	81	19	0	**103**	0	0	36	2	8	0	**46**	0	0	2	96	7	0	**105**	0	0	**277**
8:30:00 AM	10	0	12	0	**22**	0	0	1	59	28	0	**88**	0	0	39	1	8	0	**48**	0	0	3	110	4	0	**117**	0	0	**275**
8:45:00 AM	8	1	10	0	**19**	0	0	1	89	24	0	**114**	0	0	33	0	8	0	**41**	0	0	2	105	1	0	**108**	0	0	**282**
Hourly Total	35	3	42	0	**80**	0	0	5	312	100	0	**417**	0	0	134	3	32	0	**169**	0	0	8	411	14	0	**433**	0	0	**1099**
4:00:00 PM	13	2	6	0	**21**	0	0	3	106	13	0	**122**	0	0	51	0	13	0	**64**	0	0	4	112	5	0	**121**	0	0	**328**
4:15:00 PM	6	0	5	0	**11**	0	1	0	111	19	0	**130**	0	0	34	1	13	0	**48**	0	0	4	122	3	0	**129**	0	0	**318**
4:30:00 PM	9	0	11	0	**20**	0	0	5	125	21	0	**151**	0	0	29	0	15	0	**44**	0	0	4	121	3	0	**128**	0	0	**343**
4:45:00 PM	10	0	12	0	**22**	0	0	4	105	16	0	**125**	0	0	23	0	8	0	**31**	0	0	4	119	8	0	**131**	0	0	**309**
Hourly Total	38	2	34	0	**74**	0	1	12	447	69	0	**528**	0	0	137	1	49	0	**187**	0	0	16	474	19	0	**509**	0	0	**1298**
5:00:00 PM	9	0	5	0	**14**	0	0	1	103	16	0	**120**	0	0	34	0	14	0	**48**	0	0	2	135	4	0	**141**	0	0	**323**
5:15:00 PM	8	0	7	0	**15**	0	0	8	116	16	0	**140**	0	0	19	0	7	0	**26**	0	0	8	89	1	0	**98**	0	0	**279**
5:30:00 PM	8	0	7	0	**15**	0	0	5	92	21	0	**118**	0	0	15	0	7	0	**22**	0	0	3	117	1	0	**121**	0	0	**276**
5:45:00 PM	5	1	5	0	**11**	0	0	1	97	15	0	**113**	0	0	12	0	15	0	**27**	0	0	4	85	0	0	**89**	0	0	**240**
Hourly Total	30	1	24	0	**55**	0	0	15	408	68	0	**491**	0	0	80	0	43	0	**123**	0	0	17	426	6	0	**449**	0	0	**1118**
Grand Total	119	9	136	0	**264**	1	1	35	1463	342	0	**1840**	0	0	490	7	157	0	**654**	0	0	60	1780	53	0	**1893**	0	0	**4651**
% Approach	45.1%	3.4%	51.5%	0.0%	**0.0%**	0.0%	0.0%	1.9%	79.5%	18.6%	0.0%	**0.0%**	0.0%	0.0%	74.9%	1.1%	24.0%	0.0%	**0.0%**	0.0%	0.0%	3.2%	94.0%	2.8%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	2.6%	0.2%	2.9%	0.0%	**5.7%**	0.0%	0.0%	0.8%	31.5%	7.4%	0.0%	**39.6%**	0.0%	0.0%	10.5%	0.2%	3.4%	0.0%	**14.1%**	0.0%	0.0%	1.3%	38.3%	1.1%	0.0%	**40.7%**	0.0%	0.0%	**0.0%**
Lights	116	8	131	0	**255**	0	0	34	1441	334	0	**1809**	0	0	481	7	155	0	**643**	0	0	60	1742	52	0	**1854**	0	0	**4561**
% Lights	97.5%	88.9%	96.3%	0.0%	**96.6%**	0.0%	0.0%	97.1%	98.5%	97.7%	0.0%	**98.3%**	0.0%	0.0%	98.2%	100.0%	98.7%	0.0%	**98.3%**	0.0%	0.0%	100.0%	97.9%	98.1%	0.0%	**97.9%**	0.0%	0.0%	**98.1%**
Trucks	0	0	3	0	**3**	0	0	1	10	6	0	**17**	0	0	6	0	1	0	**7**	0	0	0	11	0	0	**11**	0	0	**38**
% Trucks	0.0%	0.0%	2.2%	0.0%	**1.1%**	0.0%	0.0%	2.9%	0.7%	1.8%	0.0%	**0.9%**	0.0%	0.0%	1.2%	0.0%	0.6%	0.0%	**1.1%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.6%**	0.0%	0.0%	**0.8%**
Buses	3	1	2	0	**6**	0	0	0	10	2	0	**12**	0	0	3	0	1	0	**4**	0	0	0	27	1	0	**28**	0	0	**50**
% Buses	2.5%	11.1%	1.5%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.7%	0.6%	0.0%	**0.0%**	0.0%	0.0%	0.6%	0.0%	0.6%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.5%	1.9%	0.0%	**0.0%**	0.0%	0.0%	**1.1%**
Pedestrians	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TSTData.com

Turning Movement Data Plot



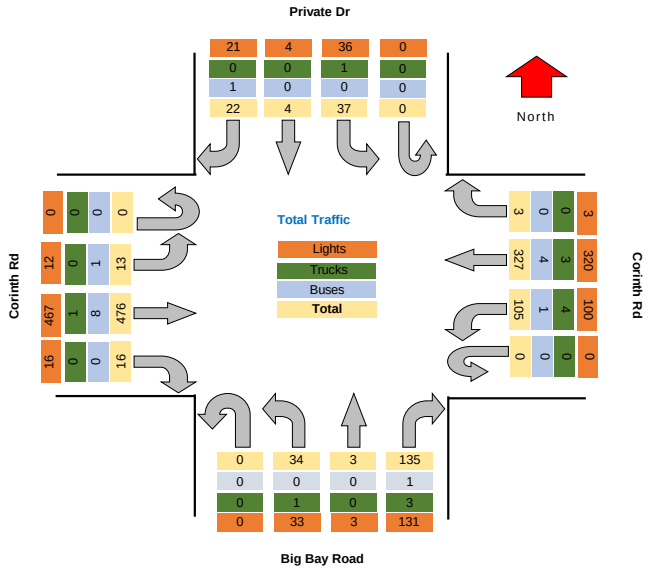


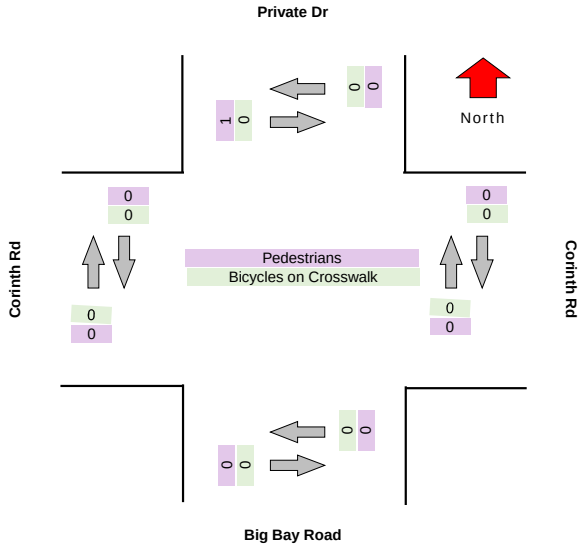
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

7:15:00 AM

Leg	Private Dr							Corinth Rd							Big Bay Road							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:15:00 AM	6	0	7	0	**13**	1	0	2	56	28	0	**86**	0	0	41	0	11	0	**52**	0	0	6	125	3	0	**134**	0	0	**285**
7:30:00 AM	2	2	8	0	**12**	0	0	0	74	23	0	**97**	0	0	41	1	5	0	**47**	0	0	2	129	2	0	**133**	0	0	**289**
7:45:00 AM	5	1	16	0	**22**	0	0	1	114	25	0	**140**	0	0	27	2	10	0	**39**	0	0	7	122	6	0	**135**	0	0	**336**
8:00:00 AM	9	1	6	0	**16**	0	0	0	83	29	0	**112**	0	0	26	0	8	0	**34**	0	0	1	100	2	0	**103**	0	0	**265**
Grand Total	22	4	37	0	**63**	1	0	3	327	105	0	**435**	0	0	135	3	34	0	**172**	0	0	16	476	13	0	**505**	0	0	**1175**
% Approach	34.9%	6.3%	58.7%	0.0%	**0.0%**	0.0%	0.0%	0.7%	75.2%	24.1%	0.0%	**0.0%**	0.0%	0.0%	78.5%	1.7%	19.8%	0.0%	**0.0%**	0.0%	0.0%	3.2%	94.3%	2.6%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.9%	0.3%	3.1%	0.0%	**5.4%**	0.0%	0.0%	0.3%	27.8%	8.9%	0.0%	**37.0%**	0.0%	0.0%	11.5%	0.3%	2.9%	0.0%	**14.6%**	0.0%	0.0%	1.4%	40.5%	1.1%	0.0%	**43.0%**	0.0%	0.0%	
PHF	0.611	0.500	0.578	0.000	**0.716**	0.000	0.000	0.375	0.717	0.905	0.000	**0.777**	0.000	0.000	0.823	0.375	0.773	0.000	**0.827**	0.000	0.000	0.571	0.922	0.542	0.000	**0.935**	0.000	0.000	**0.874**
Lights	21	4	36	0	**61**	0	0	3	320	100	0	**423**	0	0	131	3	33	0	**167**	0	0	16	467	12	0	**495**	0	0	**1146**
% Lights	95.5%	100.0%	97.3%	0.0%	**96.8%**	0.0%	0.0%	100.0%	97.9%	95.2%	0.0%	**97.2%**	0.0%	0.0%	97.0%	100.0%	97.1%	0.0%	**97.1%**	0.0%	0.0%	100.0%	98.1%	92.3%	0.0%	**98.0%**	0.0%	0.0%	**97.5%**
Trucks	0	0	1	0	**1**	0	0	0	3	4	0	**7**	0	0	3	0	1	0	**4**	0	0	0	1	0	0	**1**	0	0	**13**
% Trucks	0.0%	0.0%	2.7%	0.0%	**1.6%**	0.0%	0.0%	0.0%	0.9%	3.8%	0.0%	**1.6%**	0.0%	0.0%	2.2%	0.0%	2.9%	0.0%	**2.3%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	**1.1%**
Buses	1	0	0	0	**1**	0	0	0	4	1	0	**5**	0	0	1	0	0	0	**1**	0	0	0	8	1	0	**9**	0	0	**16**
% Buses	4.5%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.2%	1.0%	0.0%	**0.0%**	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.7%	7.7%	0.0%	**0.0%**	0.0%	0.0%	**1.4%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



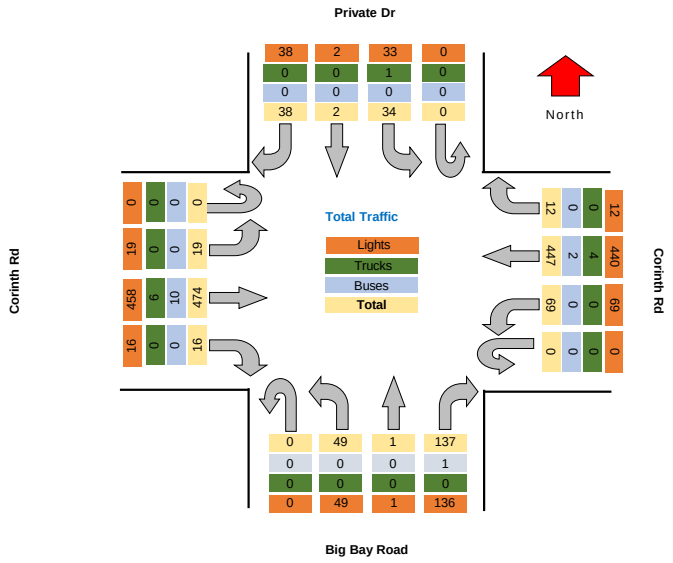


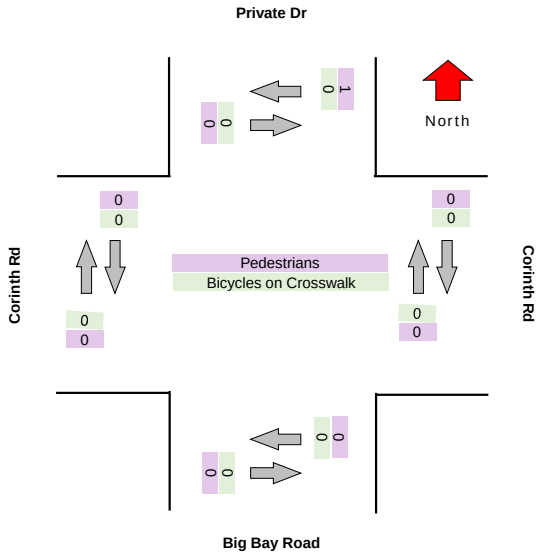
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (PM)

4:00:00 PM

Leg	Private Dr							Corinth Rd							Big Bay Road							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:00:00 PM	13	2	6	0	**21**	0	0	3	106	13	0	**122**	0	0	51	0	13	0	**64**	0	0	4	112	5	0	**121**	0	0	**328**
4:15:00 PM	6	0	5	0	**11**	0	1	0	111	19	0	**130**	0	0	34	1	13	0	**48**	0	0	4	122	3	0	**129**	0	0	**318**
4:30:00 PM	9	0	11	0	**20**	0	0	5	125	21	0	**151**	0	0	29	0	15	0	**44**	0	0	4	121	3	0	**128**	0	0	**343**
4:45:00 PM	10	0	12	0	**22**	0	0	4	105	16	0	**125**	0	0	23	0	8	0	**31**	0	0	4	119	8	0	**131**	0	0	**309**
Grand Total	38	2	34	0	**74**	0	1	12	447	69	0	**528**	0	0	137	1	49	0	**187**	0	0	16	474	19	0	**509**	0	0	**1298**
% Approach	51.4%	2.7%	45.9%	0.0%	**0.0%**	0.0%	0.0%	2.3%	84.7%	13.1%	0.0%	**0.0%**	0.0%	0.0%	73.3%	0.5%	26.2%	0.0%	**0.0%**	0.0%	0.0%	3.1%	93.1%	3.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	2.9%	0.2%	2.6%	0.0%	**5.7%**	0.0%	0.0%	0.9%	34.4%	5.3%	0.0%	**40.7%**	0.0%	0.0%	10.6%	0.1%	3.8%	0.0%	**14.4%**	0.0%	0.0%	1.2%	36.5%	1.5%	0.0%	**39.2%**	0.0%	0.0%	
PHF	0.731	0.250	0.708	0.000	**0.841**	0.000	0.000	0.600	0.894	0.821	0.000	**0.874**	0.000	0.000	0.672	0.250	0.817	0.000	**0.730**	0.000	0.000	1.000	0.971	0.594	0.000	**0.971**	0.000	0.000	**0.946**
Lights	38	2	33	0	**73**	0	0	12	440	69	0	**521**	0	0	136	1	49	0	**186**	0	0	16	458	19	0	**493**	0	0	**1273**
% Lights	100.0%	100.0%	97.1%	0.0%	**98.6%**	0.0%	0.0%	100.0%	98.4%	100.0%	0.0%	**98.7%**	0.0%	0.0%	99.3%	100.0%	100.0%	0.0%	**99.5%**	0.0%	0.0%	100.0%	96.6%	100.0%	0.0%	**96.9%**	0.0%	0.0%	**98.1%**
Trucks	0	0	1	0	**1**	0	0	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	0	6	0	0	**6**	0	0	**11**
% Trucks	0.0%	0.0%	2.9%	0.0%	**1.4%**	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	**1.2%**	0.0%	0.0%	**0.8%**
Buses	0	0	0	0	**0**	0	0	0	2	0	0	**2**	0	0	1	0	0	0	**1**	0	0	0	10	0	0	**10**	0	0	**13**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**1.0%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA TSTData.com

Project	Studio A
Project Code	10733
Site Name	Corinth Rd & Big Bay Rd & P
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2022/03/19, Saturday
Location	Corinth Rd & Big Bay Rd & P
Latitude and Longitude	43.297136, -73.682821

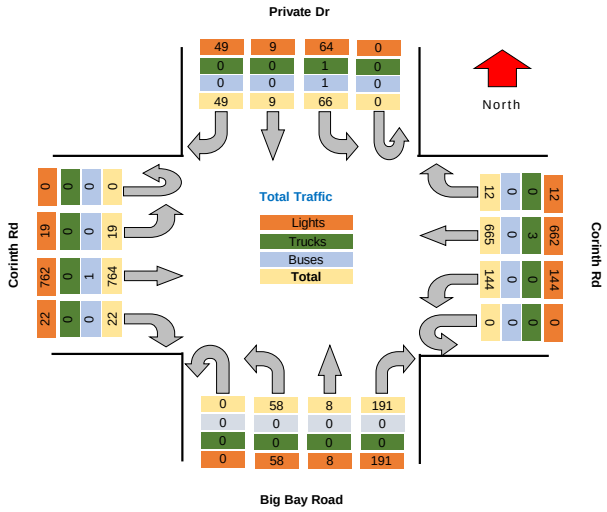
	Start	End	PHF
AM Peak	2022/03/19 11:00:00	2022/03/19 12:00:00	0.92

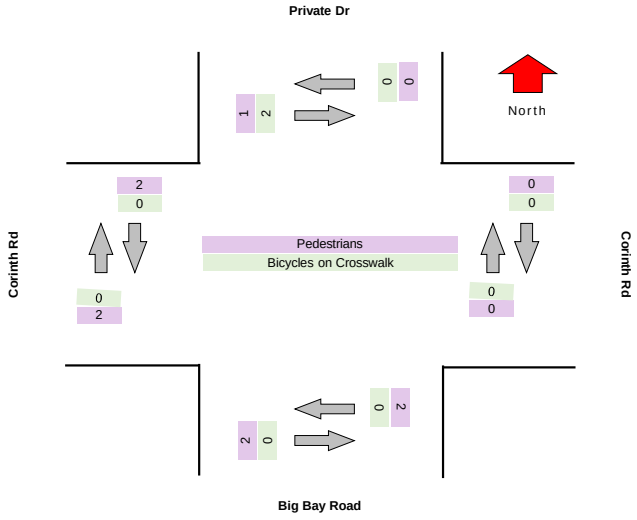
Turning Movement Data

Leg	Private Dr							Corinth Rd							Big Bay Road							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
11:00:00 AM	10	2	6	0	**18**	0	0	1	72	19	0	**92**	0	0	15	2	10	0	**27**	0	0	2	98	3	0	**103**	0	0	**240**
11:15:00 AM	7	0	11	0	**18**	2	0	2	97	18	0	**117**	0	0	28	0	6	0	**34**	0	0	2	99	2	0	**103**	0	0	**272**
11:30:00 AM	6	1	5	0	**12**	0	0	0	77	18	0	**95**	0	0	22	0	5	0	**27**	0	0	5	94	1	0	**100**	0	0	**234**
11:45:00 AM	6	1	9	0	**16**	0	0	1	99	24	0	**124**	0	0	32	2	7	0	**41**	0	0	0	95	3	0	**98**	0	0	**279**
Hourly Total	29	4	31	0	**64**	2	0	4	345	79	0	**428**	0	0	97	4	28	0	**129**	0	0	9	386	9	0	**404**	0	0	**1025**
12:00:00 PM	5	0	13	0	**18**	0	0	3	76	14	0	**93**	0	0	22	0	8	0	**30**	0	0	3	92	2	0	**97**	0	0	**238**
12:15:00 PM	7	3	2	0	**12**	1	0	3	78	19	0	**100**	0	0	35	1	8	0	**44**	2	0	6	100	3	0	**109**	2	0	**265**
12:30:00 PM	4	1	10	0	**15**	0	0	0	79	13	0	**92**	0	0	22	2	7	0	**31**	0	2	2	96	3	0	**101**	0	2	**239**
12:45:00 PM	4	1	10	0	**15**	0	0	2	87	19	0	**108**	0	0	15	1	7	0	**23**	0	0	2	90	2	0	**94**	0	0	**240**
Hourly Total	20	5	35	0	**60**	1	0	8	320	65	0	**393**	0	0	94	4	30	0	**128**	2	2	13	378	10	0	**401**	2	2	**982**
Grand Total	49	9	66	0	**124**	3	0	12	665	144	0	**821**	0	0	191	8	58	0	**257**	2	2	22	764	19	0	**805**	2	2	**2007**
% Approach	39.5%	7.3%	53.2%	0.0%	**0.0%**	0.0%	0.0%	1.5%	81.0%	17.5%	0.0%	**0.0%**	0.0%	0.0%	74.3%	3.1%	22.6%	0.0%	**0.0%**	0.0%	0.0%	2.7%	94.9%	2.4%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	2.4%	0.4%	3.3%	0.0%	**6.2%**	0.0%	0.0%	0.6%	33.1%	7.2%	0.0%	**40.9%**	0.0%	0.0%	9.5%	0.4%	2.9%	0.0%	**12.8%**	0.0%	0.0%	1.1%	38.1%	0.9%	0.0%	**40.1%**	0.0%	0.0%	**0.0%**
Lights	49	9	64	0	**122**	0	0	12	662	144	0	**818**	0	0	191	8	58	0	**257**	0	0	22	762	19	0	**803**	0	0	**2000**
% Lights	100.0%	100.0%	97.0%	0.0%	**98.4%**	0.0%	0.0%	100.0%	99.5%	100.0%	0.0%	**99.6%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	99.7%	100.0%	0.0%	**99.8%**	0.0%	0.0%	**99.7%**
Trucks	0	0	1	0	**1**	0	0	0	3	0	0	**3**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**4**
% Trucks	0.0%	0.0%	1.5%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Buses	0	0	1	0	**1**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	**2**
% Buses	0.0%	0.0%	1.5%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**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%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	2	2	0	0	0	0	**0**	2	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	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	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot



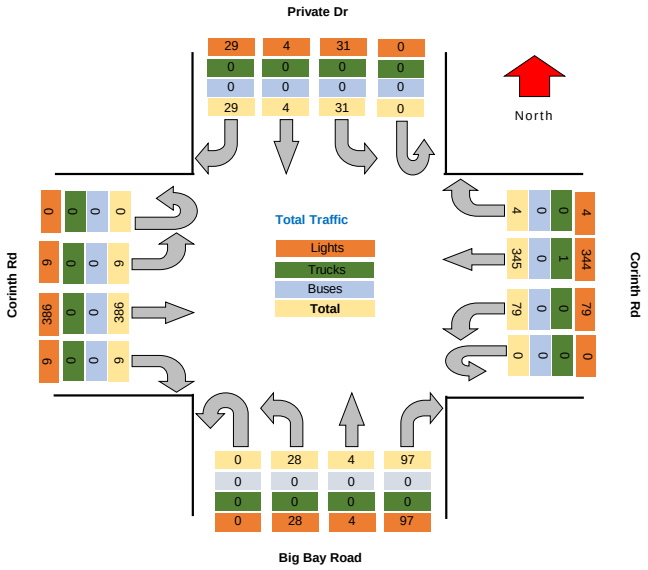


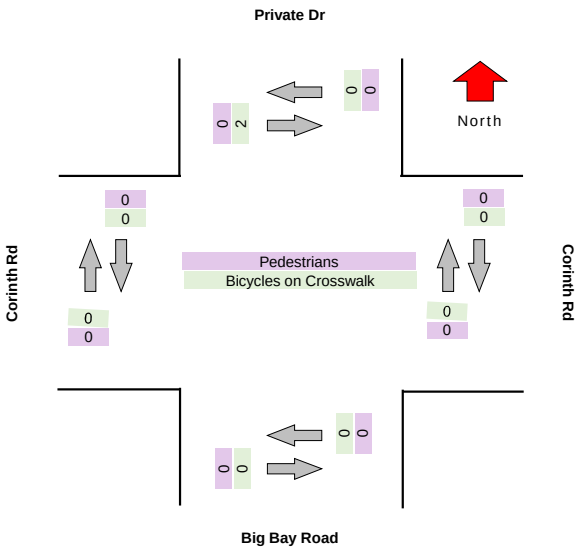
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

11:00:00 AM

Leg	Private Dr							Corinth Rd							Big Bay Road							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
11:00:00 AM	10	2	6	0	**18**	0	0	1	72	19	0	**92**	0	0	15	2	10	0	**27**	0	0	2	98	3	0	**103**	0	0	**240**
11:15:00 AM	7	0	11	0	**18**	2	0	2	97	18	0	**117**	0	0	28	0	6	0	**34**	0	0	2	99	2	0	**103**	0	0	**272**
11:30:00 AM	6	1	5	0	**12**	0	0	0	77	18	0	**95**	0	0	22	0	5	0	**27**	0	0	5	94	1	0	**100**	0	0	**234**
11:45:00 AM	6	1	9	0	**16**	0	0	1	99	24	0	**124**	0	0	32	2	7	0	**41**	0	0	0	95	3	0	**98**	0	0	**279**
Grand Total	29	4	31	0	**64**	2	0	4	345	79	0	**428**	0	0	97	4	28	0	**129**	0	0	9	386	9	0	**404**	0	0	**1025**
% Approach	45.3%	6.3%	48.4%	0.0%	**0.0%**	0.0%	0.0%	0.9%	80.6%	18.5%	0.0%	**0.0%**	0.0%	0.0%	75.2%	3.1%	21.7%	0.0%	**0.0%**	0.0%	0.0%	2.2%	95.5%	2.2%	0.0%	**0.0%**	0.0%	0.0%	
% Total	2.8%	0.4%	3.0%	0.0%	**6.2%**	0.0%	0.0%	0.4%	33.7%	7.7%	0.0%	**41.8%**	0.0%	0.0%	9.5%	0.4%	2.7%	0.0%	**12.6%**	0.0%	0.0%	0.9%	37.7%	0.9%	0.0%	**39.4%**	0.0%	0.0%	
PHF	0.725	0.500	0.705	0.000	**0.889**	0.000	0.000	0.500	0.871	0.823	0.000	**0.863**	0.000	0.000	0.758	0.500	0.700	0.000	**0.787**	0.000	0.000	0.450	0.975	0.750	0.000	**0.981**	0.000	0.000	**0.918**
Lights	29	4	31	0	**64**	0	0	4	344	79	0	**427**	0	0	97	4	28	0	**129**	0	0	9	386	9	0	**404**	0	0	**1024**
% Lights	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	99.7%	100.0%	0.0%	**99.8%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.9%**
Trucks	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**1**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.0%	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%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Buses	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	2	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA TSTData.com

Project	Studio A
Project Code	10733
Site Name	Vandusen Road & Corinth Rd
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2022/03/22, Tuesday
Location	Vandusen Road & Corinth Rd
Latitude and Longitude	43.294252, -73.708012

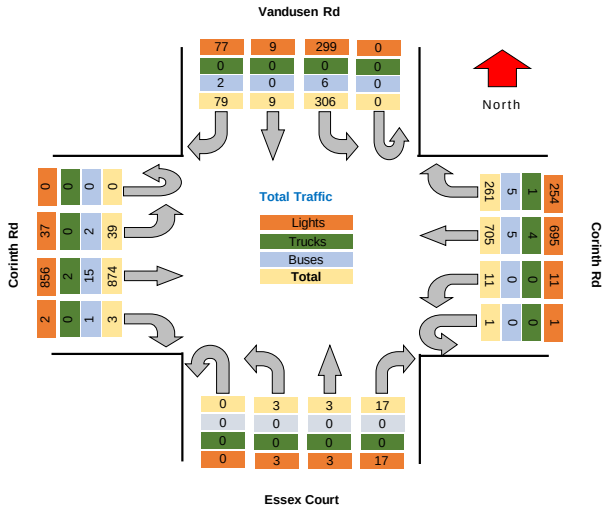
	Start	End	PHF
AM Peak	2022/03/22 07:15:00	2022/03/22 08:15:00	0.84
PM Peak	2022/03/22 16:15:00	2022/03/22 17:15:00	0.97

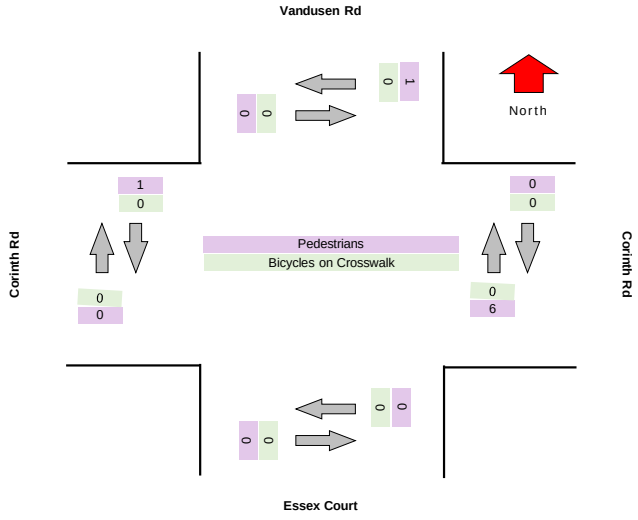
Turning Movement Data

Leg	Vandusen Rd							Corinth Rd							Essex Court							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
7:00:00 AM	2	0	24	0	**26**	0	0	5	20	2	0	**27**	0	0	2	0	0	0	**2**	0	0	0	62	3	0	**65**	0	0	**120**
7:15:00 AM	1	0	34	0	**35**	0	0	6	24	0	0	**30**	0	0	0	0	0	0	**0**	0	0	0	91	2	0	**93**	0	0	**158**
7:30:00 AM	2	0	25	0	**27**	0	0	11	16	0	0	**27**	0	0	0	0	0	0	**0**	0	0	0	67	1	0	**68**	0	0	**122**
7:45:00 AM	1	0	15	0	**16**	0	0	8	21	0	1	**30**	0	0	1	1	0	0	**2**	0	0	0	75	2	0	**77**	0	0	**125**
Hourly Total	6	0	98	0	**104**	0	0	30	81	2	1	**114**	0	0	3	1	0	0	**4**	0	0	0	295	8	0	**303**	0	0	**525**
8:00:00 AM	1	1	25	0	**27**	0	0	9	26	0	0	**35**	0	0	3	1	0	0	**4**	0	0	0	52	5	0	**57**	0	0	**123**
8:15:00 AM	2	0	17	0	**19**	0	0	12	23	1	0	**36**	0	0	3	0	0	0	**3**	0	0	0	52	4	0	**56**	0	0	**114**
8:30:00 AM	4	0	21	0	**25**	0	0	5	20	1	0	**26**	0	0	2	0	0	0	**2**	0	0	1	43	5	0	**49**	0	0	**102**
8:45:00 AM	2	0	17	0	**19**	0	0	9	41	0	0	**50**	0	0	0	0	0	0	**0**	0	0	0	48	0	0	**48**	0	0	**117**
Hourly Total	9	1	80	0	**90**	0	0	35	110	2	0	**147**	0	0	8	1	0	0	**9**	0	0	1	195	14	0	**210**	0	0	**456**
4:00:00 PM	8	1	17	0	**26**	0	0	19	62	1	0	**82**	0	6	1	0	0	0	**1**	0	0	1	59	2	0	**62**	0	0	**171**
4:15:00 PM	8	0	14	0	**22**	0	0	30	76	2	0	**108**	0	0	1	0	1	0	**2**	0	0	0	44	2	0	**46**	0	0	**178**
4:30:00 PM	10	1	13	0	**24**	0	1	25	69	0	0	**94**	0	0	1	0	0	0	**1**	0	0	0	46	3	0	**49**	0	1	**168**
4:45:00 PM	10	2	16	0	**28**	0	0	30	54	1	0	**85**	0	0	1	1	0	0	**2**	0	0	0	55	2	0	**57**	0	0	**172**
Hourly Total	36	4	60	0	**100**	0	1	104	261	4	0	**369**	0	6	4	1	1	0	**6**	0	0	1	204	9	0	**214**	0	1	**689**
5:00:00 PM	6	2	24	0	**32**	0	0	26	71	1	0	**98**	0	0	0	0	0	0	**0**	0	0	0	42	4	0	**46**	0	0	**176**
5:15:00 PM	7	0	14	0	**21**	0	0	28	69	1	0	**98**	0	0	0	0	1	0	**1**	0	0	1	50	4	0	**55**	0	0	**175**
5:30:00 PM	8	0	14	0	**22**	0	0	20	54	0	0	**74**	0	0	1	0	0	0	**1**	0	0	0	46	0	0	**46**	0	0	**143**
5:45:00 PM	7	2	16	0	**25**	0	0	18	59	1	0	**78**	0	0	1	0	1	0	**2**	0	0	0	42	0	0	**42**	0	0	**147**
Hourly Total	28	4	68	0	**100**	0	0	92	253	3	0	**348**	0	0	2	0	2	0	**4**	0	0	1	180	8	0	**189**	0	0	**641**
Grand Total	79	9	306	0	**394**	0	1	261	705	11	1	**978**	0	6	17	3	3	0	**23**	0	0	3	874	39	0	**916**	0	1	**2311**
% Approach	20.1%	2.3%	77.7%	0.0%	**0.0%**	0.0%	0.0%	26.7%	72.1%	1.1%	0.1%	**0.0%**	0.0%	0.0%	73.9%	13.0%	13.0%	0.0%	**0.0%**	0.0%	0.0%	0.3%	95.4%	4.3%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	3.4%	0.4%	13.2%	0.0%	**17.0%**	0.0%	0.0%	11.3%	30.5%	0.5%	0.0%	**42.3%**	0.0%	0.0%	0.7%	0.1%	0.1%	0.0%	**1.0%**	0.0%	0.0%	0.1%	37.8%	1.7%	0.0%	**39.6%**	0.0%	0.0%	**0.0%**
Lights	77	9	299	0	**385**	0	0	254	695	11	1	**961**	0	0	17	3	3	0	**23**	0	0	2	856	37	0	**895**	0	0	**2264**
% Lights	97.5%	100.0%	97.7%	0.0%	**97.7%**	0.0%	0.0%	97.3%	98.6%	100.0%	100.0%	**98.3%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	66.7%	97.9%	94.9%	0.0%	**97.7%**	0.0%	0.0%	**98.0%**
Trucks	0	0	0	0	**0**	0	0	1	4	0	0	**5**	0	0	0	0	0	0	**0**	0	0	0	2	0	0	**2**	0	0	**7**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.4%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	**0.3%**
Buses	2	0	6	0	**8**	0	0	5	5	0	0	**10**	0	0	0	0	0	0	**0**	0	0	1	15	2	0	**18**	0	0	**36**
% Buses	2.5%	0.0%	2.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	33.3%	1.7%	5.1%	0.0%	**0.0%**	0.0%	0.0%	**1.6%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	6	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot



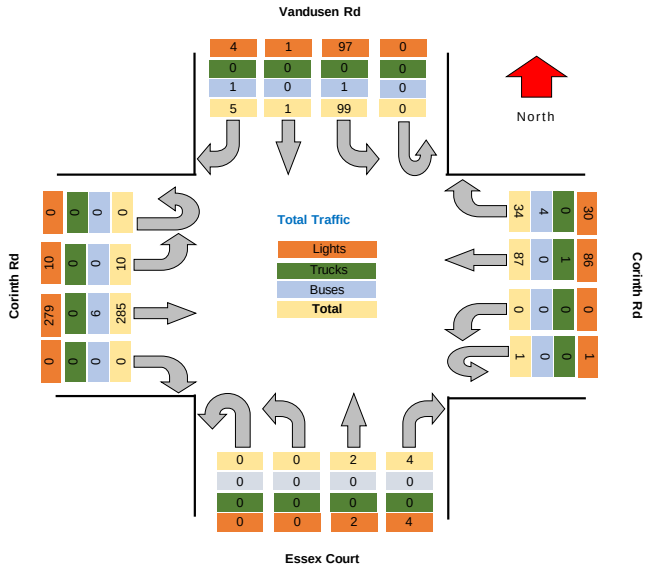


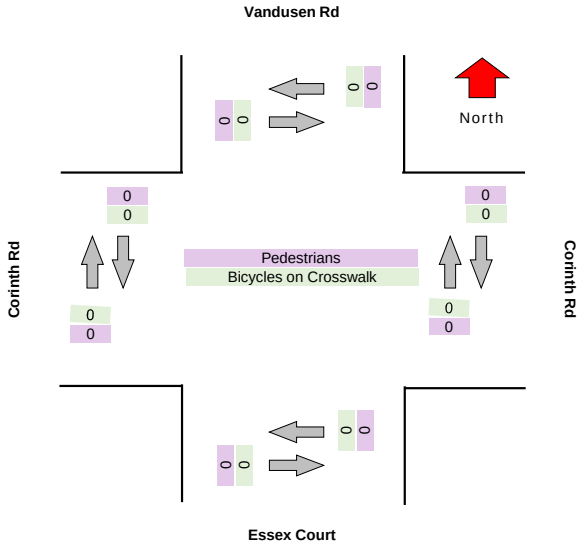
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

7:15:00 AM

Leg	Vandusen Rd							Corinth Rd							Essex Court							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:15:00 AM	1	0	34	0	**35**	0	0	6	24	0	0	**30**	0	0	0	0	0	0	**0**	0	0	0	91	2	0	**93**	0	0	**158**
7:30:00 AM	2	0	25	0	**27**	0	0	11	16	0	0	**27**	0	0	0	0	0	0	**0**	0	0	0	67	1	0	**68**	0	0	**122**
7:45:00 AM	1	0	15	0	**16**	0	0	8	21	0	1	**30**	0	0	1	1	0	0	**2**	0	0	0	75	2	0	**77**	0	0	**125**
8:00:00 AM	1	1	25	0	**27**	0	0	9	26	0	0	**35**	0	0	3	1	0	0	**4**	0	0	0	52	5	0	**57**	0	0	**123**
Grand Total	5	1	99	0	**105**	0	0	34	87	0	1	**122**	0	0	4	2	0	0	**6**	0	0	0	285	10	0	**295**	0	0	**528**
% Approach	4.8%	1.0%	94.3%	0.0%	**0.0%**	0.0%	0.0%	27.9%	71.3%	0.0%	0.8%	**0.0%**	0.0%	0.0%	66.7%	33.3%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	96.6%	3.4%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.9%	0.2%	18.8%	0.0%	**19.9%**	0.0%	0.0%	6.4%	16.5%	0.0%	0.2%	**23.1%**	0.0%	0.0%	0.8%	0.4%	0.0%	0.0%	**1.1%**	0.0%	0.0%	0.0%	54.0%	1.9%	0.0%	**55.9%**	0.0%	0.0%	
PHF	0.625	0.250	0.728	0.000	**0.750**	0.000	0.000	0.773	0.837	0.000	0.250	**0.871**	0.000	0.000	0.333	0.500	0.000	0.000	**0.375**	0.000	0.000	0.000	0.783	0.500	0.000	**0.793**	0.000	0.000	**0.835**
Lights	4	1	97	0	**102**	0	0	30	86	0	1	**117**	0	0	4	2	0	0	**6**	0	0	0	279	10	0	**289**	0	0	**514**
% Lights	80.0%	100.0%	98.0%	0.0%	**97.1%**	0.0%	0.0%	88.2%	98.9%	0.0%	100.0%	**95.9%**	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	**100.0%**	0.0%	0.0%	0.0%	97.9%	100.0%	0.0%	**98.0%**	0.0%	0.0%	**97.3%**
Trucks	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**1**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Buses	1	0	1	0	**2**	0	0	4	0	0	0	**4**	0	0	0	0	0	0	**0**	0	0	0	6	0	0	**6**	0	0	**12**
% Buses	20.0%	0.0%	1.0%	0.0%	**0.0%**	0.0%	0.0%	11.8%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**2.3%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



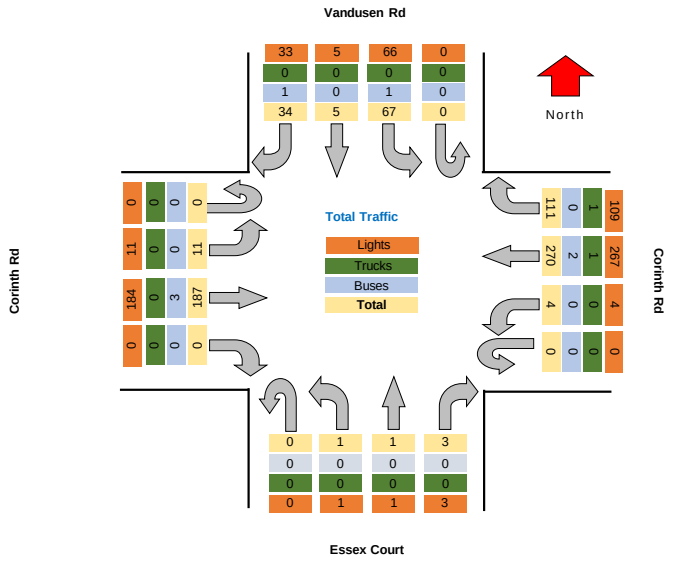


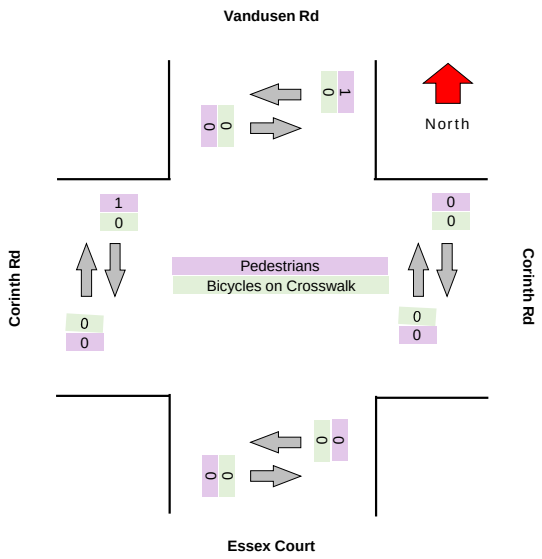
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Vandusen Rd							Corinth Rd							Essex Court							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	8	0	14	0	**22**	0	0	30	76	2	0	**108**	0	0	1	0	1	0	**2**	0	0	0	44	2	0	**46**	0	0	**178**
4:30:00 PM	10	1	13	0	**24**	0	1	25	69	0	0	**94**	0	0	1	0	0	0	**1**	0	0	0	46	3	0	**49**	0	1	**168**
4:45:00 PM	10	2	16	0	**28**	0	0	30	54	1	0	**85**	0	0	1	1	0	0	**2**	0	0	0	55	2	0	**57**	0	0	**172**
5:00:00 PM	6	2	24	0	**32**	0	0	26	71	1	0	**98**	0	0	0	0	0	0	**0**	0	0	0	42	4	0	**46**	0	0	**176**
Grand Total	34	5	67	0	**106**	0	1	111	270	4	0	**385**	0	0	3	1	1	0	**5**	0	0	0	187	11	0	**198**	0	1	**694**
% Approach	32.1%	4.7%	63.2%	0.0%	**0.0%**	0.0%	0.0%	28.8%	70.1%	1.0%	0.0%	**0.0%**	0.0%	0.0%	60.0%	20.0%	20.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	94.4%	5.6%	0.0%	**0.0%**	0.0%	0.0%	
% Total	4.9%	0.7%	9.7%	0.0%	**15.3%**	0.0%	0.0%	16.0%	38.9%	0.6%	0.0%	**55.5%**	0.0%	0.0%	0.4%	0.1%	0.1%	0.0%	**0.7%**	0.0%	0.0%	0.0%	26.9%	1.6%	0.0%	**28.5%**	0.0%	0.0%	
PHF	0.850	0.625	0.698	0.000	**0.828**	0.000	0.000	0.925	0.888	0.500	0.000	**0.891**	0.000	0.000	0.750	0.250	0.250	0.000	**0.625**	0.000	0.000	0.000	0.850	0.688	0.000	**0.868**	0.000	0.000	**0.975**
Lights	33	5	66	0	**104**	0	0	109	267	4	0	**380**	0	0	3	1	1	0	**5**	0	0	0	184	11	0	**195**	0	0	**684**
% Lights	97.1%	100.0%	98.5%	0.0%	**98.1%**	0.0%	0.0%	98.2%	98.9%	100.0%	0.0%	**98.7%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	0.0%	98.4%	100.0%	0.0%	**98.5%**	0.0%	0.0%	**98.6%**
Trucks	0	0	0	0	**0**	0	0	1	1	0	0	**2**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**2**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.9%	0.4%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Buses	1	0	1	0	**2**	0	0	0	2	0	0	**2**	0	0	0	0	0	0	**0**	0	0	0	3	0	0	**3**	0	0	**7**
% Buses	2.9%	0.0%	1.5%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**1.0%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA TSTData.com

Project	Creighton
Project Code	10733
Site Name	Vandusen Rd & Corinth Rd &
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2022/03/19, Saturday
Location	Vandusen Rd & Corinth Rd &
Latitude and Longitude	43.294252, -73.708012

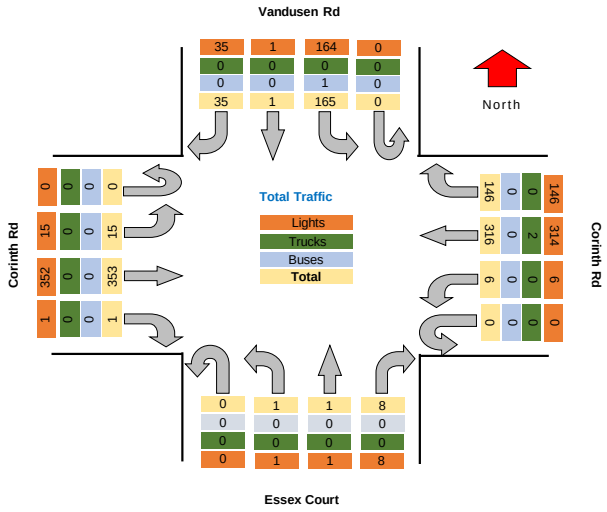
	Start	End	PHF
AM Peak	2022/03/19 11:30:00	2022/03/19 12:30:00	0.95

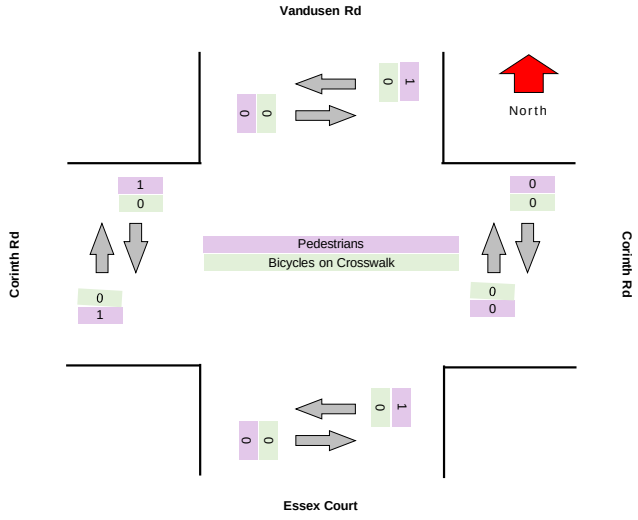
Turning Movement Data

Leg	Vandusen Rd							Corinth Rd							Essex Court							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
11:00:00 AM	5	0	19	0	**24**	0	0	20	38	1	0	**59**	0	0	2	0	0	0	**2**	0	0	0	46	1	0	**47**	1	0	**132**
11:15:00 AM	6	0	21	0	**27**	0	0	15	34	0	0	**49**	0	0	1	0	0	0	**1**	1	0	0	42	0	0	**42**	0	0	**119**
11:30:00 AM	8	1	18	0	**27**	0	0	19	43	0	0	**62**	0	0	1	0	0	0	**1**	0	0	0	41	5	0	**46**	0	0	**136**
11:45:00 AM	3	0	23	0	**26**	0	1	29	28	1	0	**59**	0	0	0	0	0	0	**0**	0	0	0	48	1	0	**49**	0	1	**134**
Hourly Total	22	1	81	0	**104**	0	1	83	143	2	0	**229**	0	0	4	0	0	0	**4**	1	0	0	177	7	0	**184**	1	1	**521**
12:00:00 PM	1	0	23	0	**24**	0	0	15	49	0	0	**64**	0	0	0	1	0	0	**1**	0	0	0	36	4	0	**40**	0	0	**129**
12:15:00 PM	3	0	23	0	**26**	0	0	22	36	2	0	**60**	0	0	1	0	0	0	**1**	0	0	0	54	2	0	**56**	0	0	**143**
12:30:00 PM	3	0	11	0	**14**	0	0	14	41	0	0	**55**	0	0	1	0	0	0	**1**	0	0	1	39	0	0	**40**	0	0	**110**
12:45:00 PM	6	0	27	0	**33**	0	0	12	47	2	0	**61**	0	0	2	0	1	0	**3**	0	0	0	47	2	0	**49**	0	0	**146**
Hourly Total	13	0	84	0	**97**	0	0	63	173	4	0	**240**	0	0	4	1	1	0	**6**	0	0	1	176	8	0	**185**	0	0	**528**
Grand Total	35	1	165	0	**201**	0	1	146	316	6	0	**469**	0	0	8	1	1	0	**10**	1	0	1	353	15	0	**369**	1	1	**1049**
% Approach	17.4%	0.5%	82.1%	0.0%	**0.0%**	0.0%	0.0%	31.1%	67.4%	1.3%	0.0%	**0.0%**	0.0%	0.0%	80.0%	10.0%	10.0%	0.0%	**0.0%**	0.0%	0.0%	0.3%	95.7%	4.1%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	3.3%	0.1%	15.7%	0.0%	**19.2%**	0.0%	0.0%	13.9%	30.1%	0.6%	0.0%	**44.7%**	0.0%	0.0%	0.8%	0.1%	0.1%	0.0%	**1.0%**	0.0%	0.0%	0.1%	33.7%	1.4%	0.0%	**35.2%**	0.0%	0.0%	**0.0%**
Lights	35	1	164	0	**200**	0	0	146	314	6	0	**466**	0	0	8	1	1	0	**10**	0	0	1	352	15	0	**368**	0	0	**1044**
% Lights	100.0%	100.0%	99.4%	0.0%	**99.5%**	0.0%	0.0%	100.0%	99.4%	100.0%	0.0%	**99.4%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	99.7%	100.0%	0.0%	**99.7%**	0.0%	0.0%	**99.5%**
Trucks	0	0	0	0	**0**	0	0	0	2	0	0	**2**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**2**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Buses	0	0	1	0	**1**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**1**
% Buses	0.0%	0.0%	0.6%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	1	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot



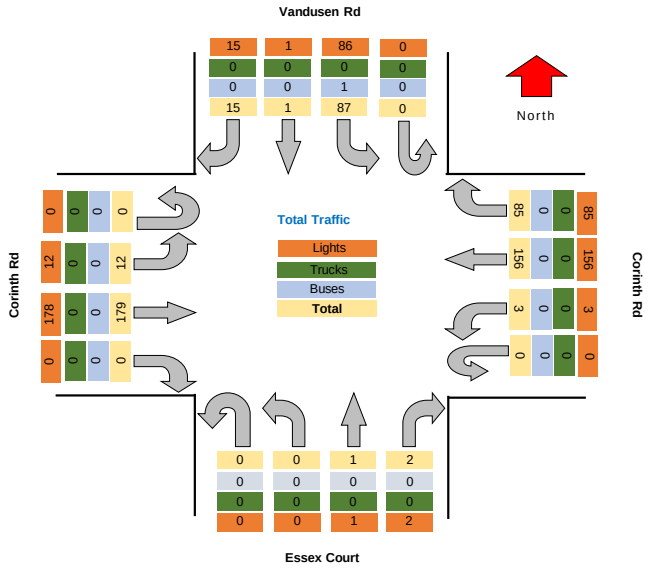


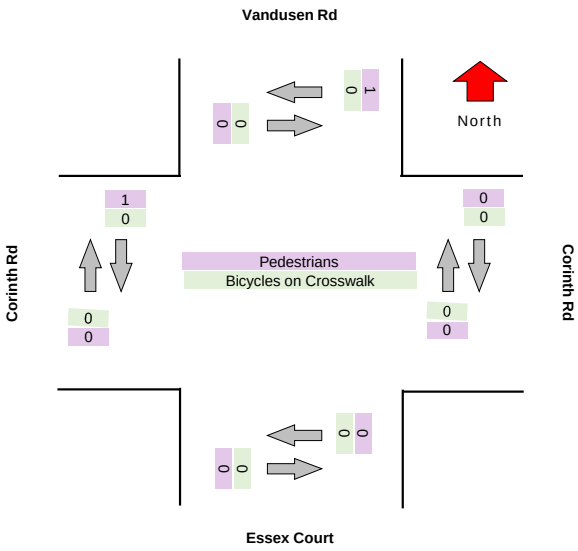
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

11:30:00 AM

Leg	Vandusen Rd							Corinth Rd							Essex Court							Corinth Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
11:30:00 AM	8	1	18	0	**27**	0	0	19	43	0	0	**62**	0	0	1	0	0	0	**1**	0	0	0	41	5	0	**46**	0	0	**136**
11:45:00 AM	3	0	23	0	**26**	0	1	29	28	1	0	**59**	0	0	0	0	0	0	**0**	0	0	0	48	1	0	**49**	0	1	**134**
12:00:00 PM	1	0	23	0	**24**	0	0	15	49	0	0	**64**	0	0	0	1	0	0	**1**	0	0	0	36	4	0	**40**	0	0	**129**
12:15:00 PM	3	0	23	0	**26**	0	0	22	36	2	0	**60**	0	0	1	0	0	0	**1**	0	0	0	54	2	0	**56**	0	0	**143**
Grand Total	15	1	87	0	**103**	0	1	85	156	3	0	**245**	0	0	2	1	0	0	**3**	0	0	0	179	12	0	**191**	0	1	**542**
% Approach	14.6%	1.0%	84.5%	0.0%	**0.0%**	0.0%	0.0%	34.7%	63.7%	1.2%	0.0%	**0.0%**	0.0%	0.0%	66.7%	33.3%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	93.7%	6.3%	0.0%	**0.0%**	0.0%	0.0%	
% Total	2.8%	0.2%	16.1%	0.0%	**19.0%**	0.0%	0.0%	15.7%	28.8%	0.6%	0.0%	**45.2%**	0.0%	0.0%	0.4%	0.2%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	33.0%	2.2%	0.0%	**35.2%**	0.0%	0.0%	
PHF	0.469	0.250	0.946	0.000	**0.954**	0.000	0.000	0.733	0.796	0.375	0.000	**0.957**	0.000	0.000	0.500	0.250	0.000	0.000	**0.750**	0.000	0.000	0.000	0.829	0.600	0.000	**0.853**	0.000	0.000	**0.948**
Lights	15	1	86	0	**102**	0	0	85	156	3	0	**244**	0	0	2	1	0	0	**3**	0	0	0	178	12	0	**190**	0	0	**539**
% Lights	100.0%	100.0%	98.9%	0.0%	**99.0%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**99.6%**	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	**100.0%**	0.0%	0.0%	0.0%	99.4%	100.0%	0.0%	**99.5%**	0.0%	0.0%	**99.4%**
Trucks	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Buses	0	0	1	0	**1**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	**1**
% Buses	0.0%	0.0%	1.1%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

Project	Studio A
Project Code	10733
Site Name	Pitcher Road & Vandusen Road
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2022-03-22, Tuesday
Location	Pitcher Road & Vandusen Road
Latitude and Longitude	43.295355, -73.708220

	Start	End	PHF
AM Peak	2022/03/22 07:15:00	2022/03/22 08:15:00	0.8894
PM Peak	2022/03/22 16:15:00	2022/03/22 17:15:00	0.9324

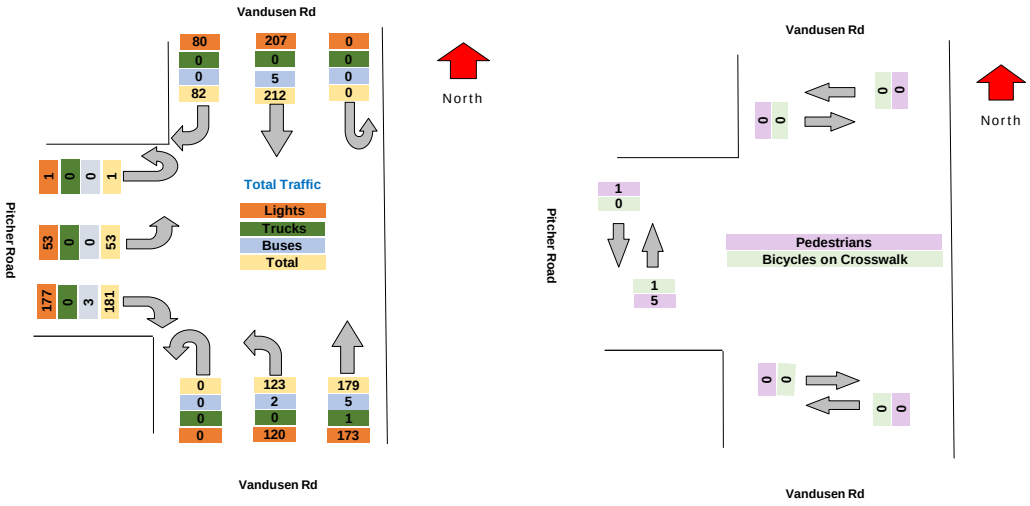
Turning Movement Data

Leg	**Vandusen Rd**						**Vandusen Rd**						**Pitcher Road**						
Direction	**Southbound**						**NorthBound**						**Eastbound**						
Start Time	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
7:00:00 AM	2	14	0	**16**	0	0	4	4	0	**8**	0	0	14	1	0	**15**	0	0	**39**
7:15:00 AM	2	13	0	**15**	0	0	3	4	0	**7**	0	0	20	10	0	**30**	0	0	**52**
7:30:00 AM	5	17	0	**22**	0	0	7	6	0	**13**	0	0	10	4	0	**14**	0	0	**49**
7:45:00 AM	2	8	0	**10**	0	0	8	3	0	**11**	0	0	8	6	0	**14**	0	0	**35**
Hourly Total	11	52	0	**63**	0	0	22	17	0	**39**	0	0	52	21	0	**73**	0	0	**175**
8:00:00 AM	2	9	0	**11**	0	0	7	6	0	**13**	0	0	17	8	0	**25**	0	0	**49**
8:15:00 AM	2	9	0	**11**	0	0	13	5	0	**18**	0	0	11	1	0	**12**	0	0	**41**
8:30:00 AM	6	12	0	**18**	0	0	8	2	0	**10**	0	0	12	3	1	**16**	0	0	**44**
8:45:00 AM	2	9	0	**11**	0	0	5	3	0	**8**	0	0	10	3	0	**13**	0	0	**32**
Hourly Total	12	39	0	**51**	0	0	33	16	0	**49**	0	0	50	15	1	**66**	0	0	**166**
Hourly Total	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
4:00:00 PM	6	14	0	**20**	0	0	13	7	0	**20**	0	0	13	1	0	**14**	5	0	**54**
4:15:00 PM	7	16	0	**23**	0	0	18	13	0	**31**	0	0	6	3	0	**9**	0	0	**63**
4:30:00 PM	10	14	0	**24**	0	0	16	14	0	**30**	0	0	10	2	0	**12**	0	1	**66**
4:45:00 PM	11	21	0	**32**	0	0	15	17	0	**32**	0	0	8	2	0	**10**	1	0	**74**
Hourly Total	34	65	0	**99**	0	0	62	51	0	**113**	0	0	37	8	0	**45**	6	1	**257**
5:00:00 PM	8	17	0	**25**	0	0	17	15	0	**32**	0	0	14	2	0	**16**	0	0	**73**
5:15:00 PM	4	11	0	**15**	0	0	21	10	0	**31**	0	0	10	1	0	**11**	0	0	**57**
5:30:00 PM	5	15	0	**20**	0	0	12	9	0	**21**	0	0	7	3	0	**10**	0	0	**51**
5:45:00 PM	8	13	0	**21**	0	0	12	5	0	**17**	0	0	11	3	0	**14**	0	0	**52**
Hourly Total	25	56	0	**81**	0	0	62	39	0	**101**	0	0	42	9	0	**51**	0	0	**233**
Grand Total	82	212	0	**294**	0	0	179	123	0	**302**	0	0	181	53	1	**235**	6	1	**831**
% Approach	27.9%	72.1%	0.0%	**0.0%**	0.0%	0.0%	59.3%	40.7%	0.0%	**0.0%**	0.0%	0.0%	77.0%	22.6%	0.4%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	9.9%	25.5%	0.0%	**35.4%**	0.0%	0.0%	21.5%	14.8%	0.0%	**36.3%**	0.0%	0.0%	21.8%	6.4%	0.1%	**28.3%**	0.0%	0.0%	**0.0%**
Lights	80	207	0	**287**	0	0	173	120	0	**293**	0	0	177	53	1	**231**	0	0	**811**
% Lights	97.6%	97.6%	0.0%	**97.6%**	0.0%	0.0%	96.6%	97.6%	0.0%	**97.0%**	0.0%	0.0%	97.8%	100.0%	100.0%	**98.3%**	0.0%	0.0%	**97.6%**
Trucks	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	**1**
% Trucks	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.6%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Buses	0	5	0	**5**	0	0	5	2	0	**7**	0	0	3	0	0	**3**	0	0	**15**
% Buses	0.0%	2.4%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.6%	0.0%	**0.0%**	0.0%	0.0%	1.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**1.8%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	5	1	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	83.3%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	16.7%	0.0%	**0.0%**

Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

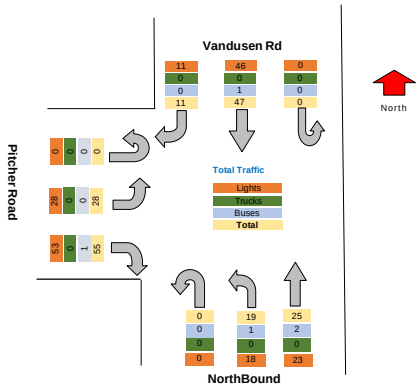
Turning Movement Data Plot

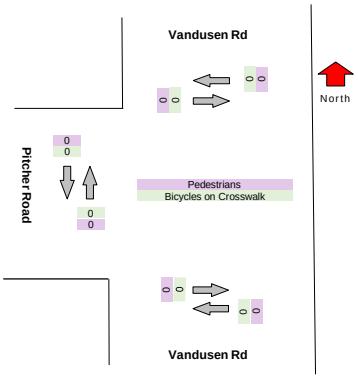


Turning Movement Peak Hour Data (AM)

7:15:00 AM

Leg	Vandusen Rd						Vandusen Rd						Pitcher Road						
Direction	Southbound						NorthBound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:15:00 AM	2	13	0	**15**	0	0	3	4	0	**7**	0	0	20	10	0	**30**	0	0	**52**
7:30:00 AM	5	17	0	**22**	0	0	7	6	0	**13**	0	0	10	4	0	**14**	0	0	**49**
7:45:00 AM	2	8	0	**10**	0	0	8	3	0	**11**	0	0	8	6	0	**14**	0	0	**35**
8:00:00 AM	2	9	0	**11**	0	0	7	6	0	**13**	0	0	17	8	0	**25**	0	0	**49**
Grand Total	11	47	0	**58**	0	0	25	19	0	**44**	0	0	55	28	0	**83**	0	0	**185**
% Approach	19.0%	81.0%	0.0%	**0.0%**	0.0%	0.0%	56.8%	43.2%	0.0%	**0.0%**	0.0%	0.0%	66.3%	33.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	5.9%	25.4%	0.0%	**31.4%**	0.0%	0.0%	13.5%	10.3%	0.0%	**23.8%**	0.0%	0.0%	29.7%	15.1%	0.0%	**44.9%**	0.0%	0.0%	
PHF	0.550	0.691	0.000	**0.659**	0.000	0.000	0.781	0.792	0.000	**0.846**	0.000	0.000	0.688	0.700	0.000	**0.692**	0.000	0.000	**0.889**
Lights	11	46	0	**57**	0	0	23	18	0	**41**	0	0	53	28	0	**81**	0	0	**179**
% Lights	100.0%	97.9%	0.0%	**98.3%**	0.0%	0.0%	92.0%	94.7%	0.0%	**93.2%**	0.0%	0.0%	96.4%	100.0%	0.0%	**97.6%**	0.0%	0.0%	**96.8%**
Trucks	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Trucks	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Buses	0	1	0	**1**	0	0	2	1	0	**3**	0	0	1	0	0	**1**	0	0	**5**
% Buses	0.0%	2.1%	0.0%	**0.0%**	0.0%	0.0%	8.0%	5.3%	0.0%	**0.0%**	0.0%	0.0%	1.8%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**2.7%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

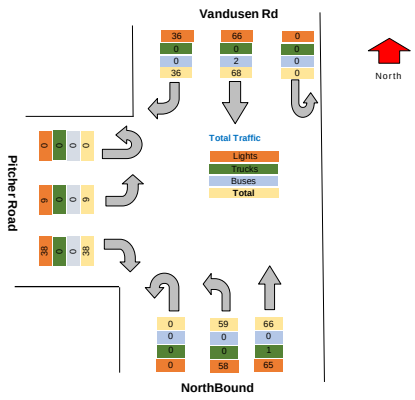


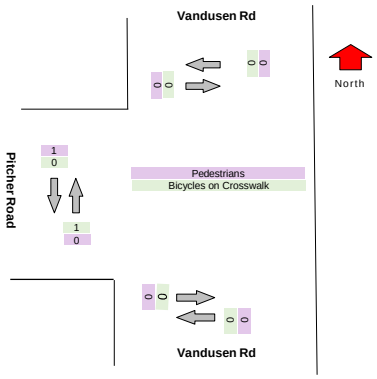


Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Vandusen Rd						Vandusen Rd						Pitcher Road						
Direction	Southbound						NorthBound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	7	16	0	**23**	0	0	18	13	0	**31**	0	0	6	3	0	**9**	0	0	**63**
4:30:00 PM	10	14	0	**24**	0	0	16	14	0	**30**	0	0	10	2	0	**12**	0	1	**66**
4:45:00 PM	11	21	0	**32**	0	0	15	17	0	**32**	0	0	8	2	0	**10**	1	0	**74**
5:00:00 PM	8	17	0	**25**	0	0	17	15	0	**32**	0	0	14	2	0	**16**	0	0	**73**
Grand Total	36	68	0	**104**	0	0	66	59	0	**125**	0	0	38	9	0	**47**	1	1	**276**
% Approach	34.6%	65.4%	0.0%	**0.0%**	0.0%	0.0%	52.8%	47.2%	0.0%	**0.0%**	0.0%	0.0%	80.9%	19.1%	0.0%	**0.0%**	0.0%	0.0%	
% Total	13.0%	24.6%	0.0%	**37.7%**	0.0%	0.0%	23.9%	21.4%	0.0%	**45.3%**	0.0%	0.0%	13.8%	3.3%	0.0%	**17.0%**	0.0%	0.0%	
PHF	0.818	0.810	0.000	**0.813**	0.000	0.000	0.917	0.868	0.000	**0.977**	0.000	0.000	0.679	0.750	0.000	**0.734**	0.000	0.000	**0.932**
Lights	36	66	0	**102**	0	0	65	58	0	**123**	0	0	38	9	0	**47**	0	0	**272**
% Lights	100.0%	97.1%	0.0%	**98.1%**	0.0%	0.0%	98.5%	98.3%	0.0%	**98.4%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**98.6%**
Trucks	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	**1**
% Trucks	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.5%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Buses	0	2	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**2**
% Buses	0.0%	2.9%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.7%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**





Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TSTData.com

Project	Studio A
Project Code	10733
Site Name	Pitcher Rd & Vandusen Rd
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2022-03-19, Saturday
Location	Pitcher Rd & Vandusen Rd
Latitude and Longitude	43.295355, -73.708220

	Start	End	PHF
AM Peak	2022/03/19 11:30:00	2022/03/19 12:30:00	0.8711

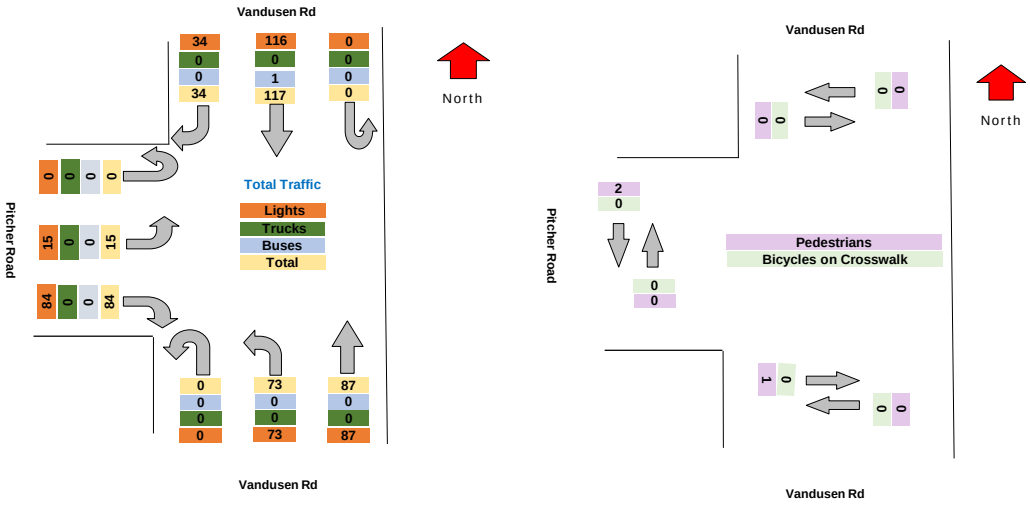
Turning Movement Data

Leg	**Vandusen Rd**						**Vandusen Rd**						**Pitcher Road**						
Direction	**Southbound**						**NorthBound**						**Eastbound**						
Start Time	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
11:00:00 AM	5	13	0	**18**	0	0	9	11	0	**20**	0	0	11	0	0	**11**	0	1	**49**
11:15:00 AM	3	14	0	**17**	0	0	12	4	0	**16**	0	0	13	3	0	**16**	0	0	**49**
11:30:00 AM	3	21	0	**24**	0	0	12	8	0	**20**	0	0	7	1	0	**8**	0	0	**52**
11:45:00 AM	5	11	0	**16**	0	0	20	12	0	**32**	0	1	14	1	0	**16**	0	1	**64**
Hourly Total	16	59	0	**75**	0	0	53	35	0	**88**	0	1	45	5	0	**51**	0	2	**214**
12:00:00 PM	1	11	0	**12**	0	0	12	9	0	**21**	0	0	12	1	0	**13**	0	0	**46**
12:15:00 PM	7	15	0	**22**	0	0	14	10	0	**24**	0	0	11	4	0	**15**	0	0	**61**
12:30:00 PM	5	11	0	**16**	0	0	3	9	0	**12**	0	0	3	1	0	**4**	0	0	**32**
12:45:00 PM	5	21	0	**26**	0	0	5	10	0	**15**	0	0	13	4	0	**17**	0	0	**58**
Hourly Total	18	58	0	**76**	0	0	34	38	0	**72**	0	0	39	10	0	**49**	0	0	**197**
Grand Total	34	117	0	**151**	0	0	87	73	0	**160**	0	1	84	15	0	**100**	0	2	**411**
% Approach	22.5%	77.5%	0.0%	**0.0%**	0.0%	0.0%	54.4%	45.6%	0.0%	**0.0%**	0.0%	0.0%	84.0%	15.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	8.3%	28.5%	0.0%	**36.7%**	0.0%	0.0%	21.2%	17.8%	0.0%	**38.9%**	0.0%	0.0%	20.4%	3.6%	0.0%	**24.3%**	0.0%	0.0%	**0.0%**
Lights	34	116	0	**150**	0	0	87	73	0	**160**	0	0	84	15	0	**99**	0	0	**409**
% Lights	100.0%	99.1%	0.0%	**99.3%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	0.0%	**99.0%**	0.0%	0.0%	**99.5%**
Trucks	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Trucks	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Buses	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**1**
% Buses	0.0%	0.9%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**0**	0	2	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

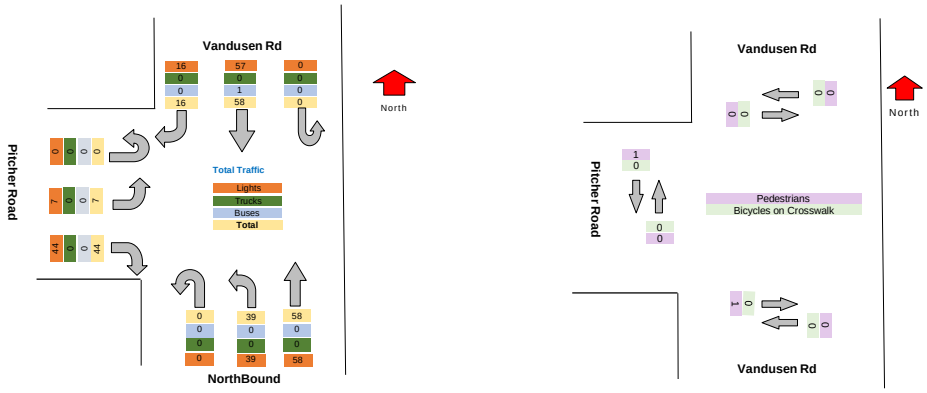
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

11:30:00 AM

Leg	Vandusen Rd						Vandusen Rd						Pitcher Road						
Direction	Southbound						NorthBound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
11:30:00 AM	3	21	0	**24**	0	0	12	8	0	**20**	0	0	7	1	0	**8**	0	0	**52**
11:45:00 AM	5	11	0	**16**	0	0	20	12	0	**32**	0	1	14	1	0	**16**	0	1	**64**
12:00:00 PM	1	11	0	**12**	0	0	12	9	0	**21**	0	0	12	1	0	**13**	0	0	**46**
12:15:00 PM	7	15	0	**22**	0	0	14	10	0	**24**	0	0	11	4	0	**15**	0	0	**61**
Grand Total	16	58	0	**74**	0	0	58	39	0	**97**	0	1	44	7	0	**52**	0	1	**223**
% Approach	21.6%	78.4%	0.0%	**0.0%**	0.0%	0.0%	59.8%	40.2%	0.0%	**0.0%**	0.0%	0.0%	84.6%	13.5%	0.0%	**0.0%**	0.0%	0.0%	
% Total	7.2%	26.0%	0.0%	**33.2%**	0.0%	0.0%	26.0%	17.5%	0.0%	**43.5%**	0.0%	0.0%	19.7%	3.1%	0.0%	**23.3%**	0.0%	0.0%	
PHF	0.571	0.690	0.000	**0.771**	0.000	0.000	0.725	0.813	0.000	**0.758**	0.000	0.000	0.786	0.438	0.000	**0.813**	0.000	0.000	**0.871**
Lights	16	57	0	**73**	0	0	58	39	0	**97**	0	0	44	7	0	**51**	0	0	**221**
% Lights	100.0%	98.3%	0.0%	**98.6%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	0.0%	**98.1%**	0.0%	0.0%	**99.1%**
Trucks	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Trucks	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Buses	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**1**
% Buses	0.0%	1.7%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**0**	0	1	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



Project	Studio A
Project Code	10733
Site Name	Corinth Road & W Mountain Road
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	22-03-2022, Tuesday
Location	Corinth Road & W Mountain Road
Latitude and Longitude	43.281298, -73.720944

	Start	End	PHF
AM Peak	2022/03/22 07:00:00	2022/03/22 08:00:00	0.954
PM Peak	2022/03/22 16:30:00	2022/03/22 17:30:00	0.9226

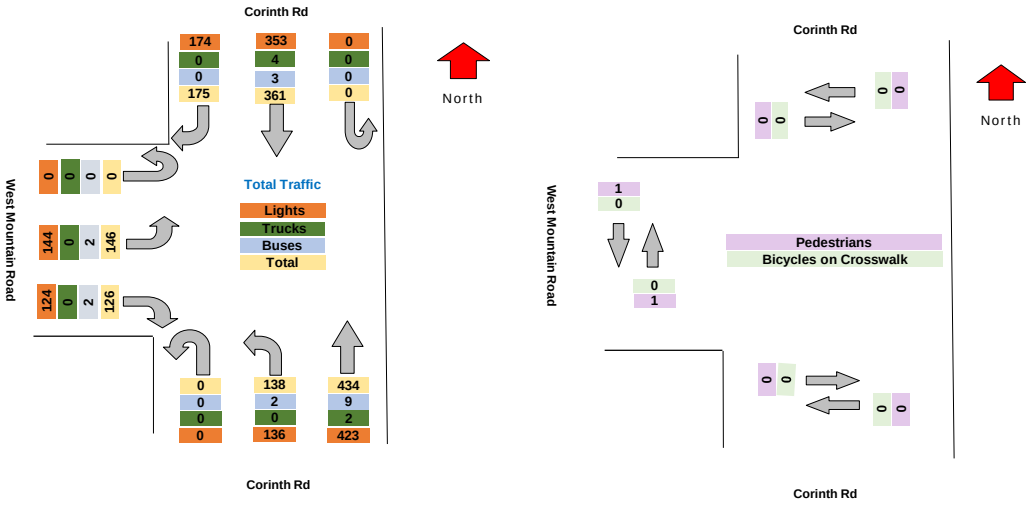
Turning Movement Data

Leg	**Corinth Rd**						**Corinth Rd**						**West Mountain Road**						
Direction	**Southbound**						**NorthBound**						**Eastbound**						
Start Time	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
7:00:00 AM	4	18	0	**22**	0	0	42	10	0	**52**	0	0	3	3	0	**6**	0	0	**80**
7:15:00 AM	12	11	0	**23**	0	0	48	6	0	**54**	0	0	4	5	0	**9**	0	0	**86**
7:30:00 AM	8	14	0	**22**	0	0	32	14	0	**46**	0	0	10	9	0	**19**	0	0	**87**
7:45:00 AM	13	10	0	**23**	0	0	33	12	0	**45**	0	0	6	5	0	**11**	0	0	**79**
Hourly Total	37	53	0	**90**	0	0	155	42	0	**197**	0	0	23	22	0	**45**	0	0	**332**
8:00:00 AM	6	12	0	**18**	0	0	31	6	0	**37**	0	0	6	7	0	**13**	0	0	**68**
8:15:00 AM	12	10	0	**22**	0	0	27	10	0	**37**	0	0	4	6	0	**10**	0	0	**69**
8:30:00 AM	10	7	0	**17**	0	0	23	9	0	**32**	0	0	3	5	0	**8**	0	0	**57**
8:45:00 AM	17	13	0	**30**	0	0	18	14	0	**32**	0	0	4	5	0	**9**	0	0	**71**
Hourly Total	45	42	0	**87**	0	0	99	39	0	**138**	0	0	17	23	0	**40**	0	0	**265**
4:00:00 PM	10	40	0	**50**	0	0	22	2	0	**24**	0	0	15	15	0	**30**	0	0	**104**
4:15:00 PM	12	35	0	**47**	0	0	21	7	0	**28**	0	0	12	14	0	**26**	0	0	**101**
4:30:00 PM	17	39	0	**56**	0	0	21	6	0	**27**	0	0	13	12	0	**25**	0	0	**108**
4:45:00 PM	8	31	0	**39**	0	0	30	12	0	**42**	0	0	10	12	0	**22**	0	0	**103**
Hourly Total	47	145	0	**192**	0	0	94	27	0	**121**	0	0	50	53	0	**103**	0	0	**416**
5:00:00 PM	13	41	0	**54**	0	0	15	5	0	**20**	0	0	7	12	0	**19**	1	1	**93**
5:15:00 PM	12	34	0	**46**	0	0	27	10	0	**37**	0	0	15	15	0	**30**	0	0	**113**
5:30:00 PM	7	24	0	**31**	0	0	25	5	0	**30**	0	0	5	9	0	**14**	0	0	**75**
5:45:00 PM	14	22	0	**36**	0	0	19	10	0	**29**	0	0	9	12	0	**21**	0	0	**86**
Hourly Total	46	121	0	**167**	0	0	86	30	0	**116**	0	0	36	48	0	**84**	1	1	**367**
Grand Total	175	361	0	**536**	0	0	434	138	0	**572**	0	0	126	146	0	**272**	1	1	**1380**
% Approach	32.6%	67.4%	0.0%	**0.0%**	0.0%	0.0%	75.9%	24.1%	0.0%	**0.0%**	0.0%	0.0%	46.3%	53.7%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	12.7%	26.2%	0.0%	**38.8%**	0.0%	0.0%	31.4%	10.0%	0.0%	**41.4%**	0.0%	0.0%	9.1%	10.6%	0.0%	**19.7%**	0.0%	0.0%	**0.0%**
Lights	174	353	0	**527**	0	0	423	136	0	**559**	0	0	124	144	0	**268**	0	0	**1354**
% Lights	99.4%	97.8%	0.0%	**98.3%**	0.0%	0.0%	97.5%	98.6%	0.0%	**97.7%**	0.0%	0.0%	98.4%	98.6%	0.0%	**98.5%**	0.0%	0.0%	**98.1%**
Trucks	0	4	0	**4**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	**6**
% Trucks	0.0%	1.1%	0.0%	**0.7%**	0.0%	0.0%	0.5%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Buses	0	3	0	**3**	0	0	9	2	0	**11**	0	0	2	2	0	**4**	0	0	**18**
% Buses	0.0%	0.8%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.4%	0.0%	**0.0%**	0.0%	0.0%	1.6%	1.4%	0.0%	**0.0%**	0.0%	0.0%	**1.3%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	1	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

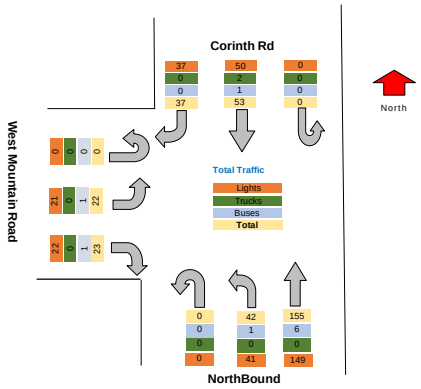
Turning Movement Data Plot

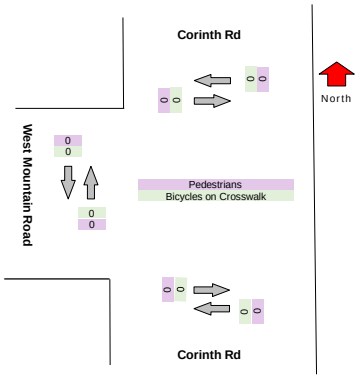


Turning Movement Peak Hour Data (AM)

7:00:00 AM

Leg	Corinth Rd						Corinth Rd						West Mountain Road						
Direction	Southbound						NorthBound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	4	18	0	**22**	0	0	42	10	0	**52**	0	0	3	3	0	**6**	0	0	**80**
7:15:00 AM	12	11	0	**23**	0	0	48	6	0	**54**	0	0	4	5	0	**9**	0	0	**86**
7:30:00 AM	8	14	0	**22**	0	0	32	14	0	**46**	0	0	10	9	0	**19**	0	0	**87**
7:45:00 AM	13	10	0	**23**	0	0	33	12	0	**45**	0	0	6	5	0	**11**	0	0	**79**
Grand Total	37	53	0	**90**	0	0	155	42	0	**197**	0	0	23	22	0	**45**	0	0	**332**
% Approach	41.1%	58.9%	0.0%	**0.0%**	0.0%	0.0%	78.7%	21.3%	0.0%	**0.0%**	0.0%	0.0%	51.1%	48.9%	0.0%	**0.0%**	0.0%	0.0%	
% Total	11.1%	16.0%	0.0%	**27.1%**	0.0%	0.0%	46.7%	12.7%	0.0%	**59.3%**	0.0%	0.0%	6.9%	6.6%	0.0%	**13.6%**	0.0%	0.0%	
PHF	0.712	0.736	0.000	**0.978**	0.000	0.000	0.807	0.750	0.000	**0.912**	0.000	0.000	0.575	0.611	0.000	**0.592**	0.000	0.000	**0.954**
Lights	37	50	0	**87**	0	0	149	41	0	**190**	0	0	22	21	0	**43**	0	0	**320**
% Lights	100.0%	94.3%	0.0%	**96.7%**	0.0%	0.0%	96.1%	97.6%	0.0%	**96.4%**	0.0%	0.0%	95.7%	95.5%	0.0%	**95.6%**	0.0%	0.0%	**96.4%**
Trucks	0	2	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**2**
% Trucks	0.0%	3.8%	0.0%	**2.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.6%**
Buses	0	1	0	**1**	0	0	6	1	0	**7**	0	0	1	1	0	**2**	0	0	**10**
% Buses	0.0%	1.9%	0.0%	**0.0%**	0.0%	0.0%	3.9%	2.4%	0.0%	**0.0%**	0.0%	0.0%	4.3%	4.5%	0.0%	**0.0%**	0.0%	0.0%	**3.0%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

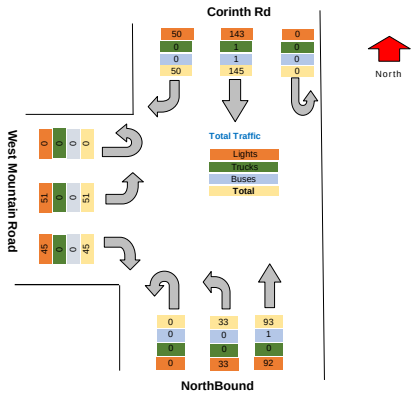


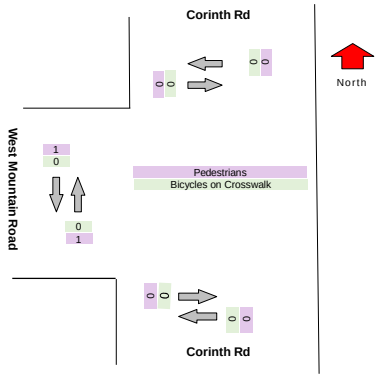


Turning Movement Peak Hour Data (PM)

4:30:00 PM

Leg	Corinth Rd						Corinth Rd						West Mountain Road						
Direction	Southbound						NorthBound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:30:00 PM	17	39	0	**56**	0	0	21	6	0	**27**	0	0	13	12	0	**25**	0	0	**108**
4:45:00 PM	8	31	0	**39**	0	0	30	12	0	**42**	0	0	10	12	0	**22**	0	0	**103**
5:00:00 PM	13	41	0	**54**	0	0	15	5	0	**20**	0	0	7	12	0	**19**	1	1	**93**
5:15:00 PM	12	34	0	**46**	0	0	27	10	0	**37**	0	0	15	15	0	**30**	0	0	**113**
Grand Total	50	145	0	**195**	0	0	93	33	0	**126**	0	0	45	51	0	**96**	1	1	**417**
% Approach	25.6%	74.4%	0.0%	**0.0%**	0.0%	0.0%	73.8%	26.2%	0.0%	**0.0%**	0.0%	0.0%	46.9%	53.1%	0.0%	**0.0%**	0.0%	0.0%	
% Total	12.0%	34.8%	0.0%	**46.8%**	0.0%	0.0%	22.3%	7.9%	0.0%	**30.2%**	0.0%	0.0%	10.8%	12.2%	0.0%	**23.0%**	0.0%	0.0%	
PHF	0.735	0.884	0.000	**0.871**	0.000	0.000	0.775	0.688	0.000	**0.750**	0.000	0.000	0.750	0.850	0.000	**0.800**	0.000	0.000	**0.923**
Lights	50	143	0	**193**	0	0	92	33	0	**125**	0	0	45	51	0	**96**	0	0	**414**
% Lights	100.0%	98.6%	0.0%	**99.0%**	0.0%	0.0%	98.9%	100.0%	0.0%	**99.2%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.3%**
Trucks	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**1**
% Trucks	0.0%	0.7%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Buses	0	1	0	**1**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	**2**
% Buses	0.0%	0.7%	0.0%	**0.0%**	0.0%	0.0%	1.1%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.5%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	1	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TSTData.com

Project	Studio A
Project Code	10733
Site Name	Corinth Rd & W Mountain Rd
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2022-03-19, Saturday
Location	Corinth Rd & W Mountain Rd
Latitude and Longitude	43.281298, -73.720944

	Start	End	PHF
AM Peak	2022/03/19 11:15:00	2022/03/19 12:15:00	0.9051

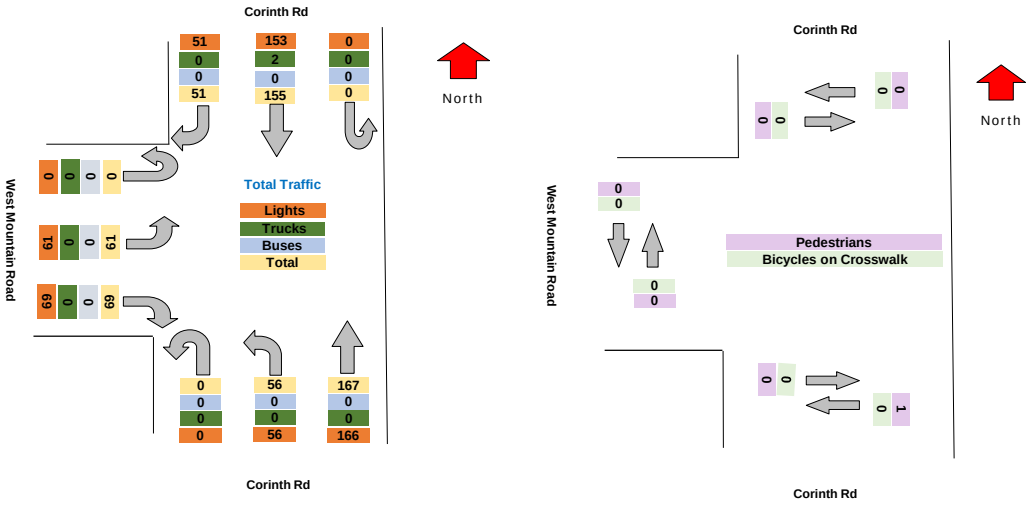
Turning Movement Data

Leg	**Corinth Rd**						**Corinth Rd**						**West Mountain Road**						
Direction	**Southbound**						**NorthBound**						**Eastbound**						
Start Time	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
11:00:00 AM	5	17	0	**22**	0	0	23	7	0	**30**	0	0	8	7	0	**15**	0	0	**67**
11:15:00 AM	10	17	0	**27**	0	0	19	12	0	**31**	0	0	11	6	0	**17**	0	0	**75**
11:30:00 AM	6	20	0	**26**	0	0	22	8	0	**30**	1	0	13	9	0	**23**	0	0	**79**
11:45:00 AM	3	19	0	**22**	0	0	23	7	0	**30**	0	0	3	6	0	**9**	0	0	**61**
Hourly Total	24	73	0	**97**	0	0	87	34	0	**121**	1	0	35	28	0	**64**	0	0	**282**
12:00:00 PM	7	26	0	**33**	0	0	21	6	0	**27**	0	0	4	7	0	**11**	0	0	**71**
12:15:00 PM	7	13	0	**20**	0	0	25	0	0	**25**	0	0	9	7	0	**16**	0	0	**61**
12:30:00 PM	7	20	0	**27**	0	0	16	10	0	**26**	0	0	13	9	0	**22**	0	0	**75**
12:45:00 PM	6	23	0	**29**	0	0	18	6	0	**24**	0	0	8	10	0	**18**	0	0	**71**
Hourly Total	27	82	0	**109**	0	0	80	22	0	**102**	0	0	34	33	0	**67**	0	0	**278**
Grand Total	51	155	0	**206**	0	0	167	56	0	**223**	1	0	69	61	0	**131**	0	0	**560**
% Approach	24.8%	75.2%	0.0%	**0.0%**	0.0%	0.0%	74.9%	25.1%	0.0%	**0.0%**	0.0%	0.0%	52.7%	46.6%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	9.1%	27.7%	0.0%	**36.8%**	0.0%	0.0%	29.8%	10.0%	0.0%	**39.8%**	0.0%	0.0%	12.3%	10.9%	0.0%	**23.4%**	0.0%	0.0%	**0.0%**
Lights	51	153	0	**204**	0	0	166	56	0	**222**	0	0	69	61	0	**130**	0	0	**556**
% Lights	100.0%	98.7%	0.0%	**99.0%**	0.0%	0.0%	99.4%	100.0%	0.0%	**99.6%**	0.0%	0.0%	100.0%	100.0%	0.0%	**99.2%**	0.0%	0.0%	**99.3%**
Trucks	0	2	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**2**
% Trucks	0.0%	1.3%	0.0%	**1.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Buses	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Buses	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

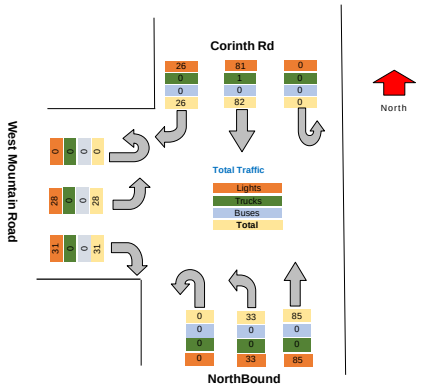
Turning Movement Data Plot

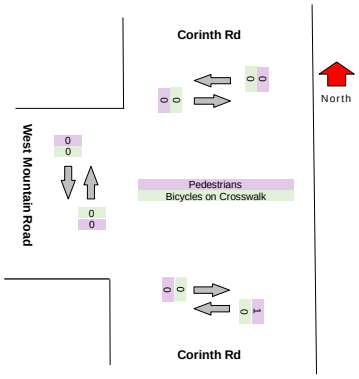


Turning Movement Peak Hour Data (AM)

11:15:00 AM

Leg	Corinth Rd						Corinth Rd						West Mountain Road						
Direction	Southbound						NorthBound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
11:15:00 AM	10	17	0	**27**	0	0	19	12	0	**31**	0	0	11	6	0	**17**	0	0	**75**
11:30:00 AM	6	20	0	**26**	0	0	22	8	0	**30**	1	0	13	9	0	**23**	0	0	**79**
11:45:00 AM	3	19	0	**22**	0	0	23	7	0	**30**	0	0	3	6	0	**9**	0	0	**61**
12:00:00 PM	7	26	0	**33**	0	0	21	6	0	**27**	0	0	4	7	0	**11**	0	0	**71**
Grand Total	26	82	0	**108**	0	0	85	33	0	**118**	1	0	31	28	0	**60**	0	0	**286**
% Approach	24.1%	75.9%	0.0%	**0.0%**	0.0%	0.0%	72.0%	28.0%	0.0%	**0.0%**	0.0%	0.0%	51.7%	46.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	9.1%	28.7%	0.0%	**37.8%**	0.0%	0.0%	29.7%	11.5%	0.0%	**41.3%**	0.0%	0.0%	10.8%	9.8%	0.0%	**21.0%**	0.0%	0.0%	
PHF	0.650	0.788	0.000	**0.818**	0.000	0.000	0.924	0.688	0.000	**0.952**	0.000	0.000	0.596	0.778	0.000	**0.652**	0.000	0.000	**0.905**
Lights	26	81	0	**107**	0	0	85	33	0	**118**	0	0	31	28	0	**59**	0	0	**284**
% Lights	100.0%	98.8%	0.0%	**99.1%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	0.0%	**98.3%**	0.0%	0.0%	**99.3%**
Trucks	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**1**
% Trucks	0.0%	1.2%	0.0%	**0.9%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Buses	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Buses	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

Project	Studio A
Project Code	10733
Site Name	W Mountain Road & Pitcher Road
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2022-03-22, Tuesday
Location	W Mountain Road & Pitcher Road
Latitude and Longitude	43.295113, -73.726643

	Start	End	PHF
AM Peak	2022/03/22 07:15:00	2022/03/22 08:15:00	0.8843
PM Peak	2022/03/22 16:00:00	2022/03/22 17:00:00	0.9113

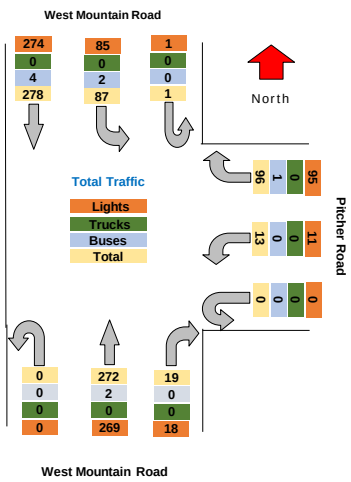
Turning Movement Data

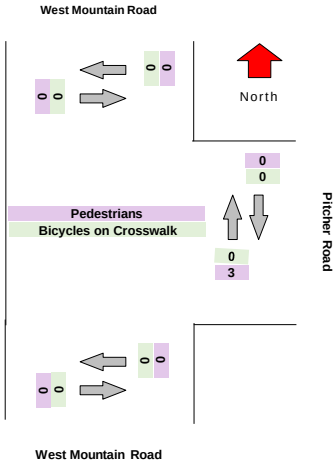
Leg	**West Mountain Road**						**Pitcher Road**						**West Mountain Road**						
Direction	**Southbound**						**Westbound**						**Northbound**						
Start Time	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
7:00:00 AM	10	4	0	**14**	0	0	8	3	0	**11**	0	0	2	13	0	**15**	0	0	**40**
7:15:00 AM	6	3	0	**9**	0	0	11	1	0	**12**	0	0	0	23	0	**23**	0	0	**44**
7:30:00 AM	16	7	0	**23**	0	0	10	0	0	**10**	0	0	1	18	0	**19**	0	0	**52**
7:45:00 AM	17	3	0	**20**	0	0	6	2	0	**8**	0	0	0	26	0	**26**	0	0	**54**
Hourly Total	49	17	0	**66**	0	0	35	6	0	**41**	0	0	3	80	0	**83**	0	0	**190**
8:00:00 AM	14	3	0	**17**	0	0	6	0	0	**6**	0	0	2	16	0	**18**	0	0	**41**
8:15:00 AM	9	2	0	**11**	0	0	5	1	0	**6**	0	0	3	12	0	**15**	0	0	**32**
8:30:00 AM	8	2	0	**10**	0	0	4	0	0	**4**	0	0	3	11	0	**14**	0	0	**28**
8:45:00 AM	16	4	0	**20**	0	0	5	0	0	**5**	0	0	3	18	0	**21**	0	0	**46**
Hourly Total	47	11	0	**58**	0	0	20	1	0	**21**	0	0	11	57	0	**68**	0	0	**147**
4:00:00 PM	27	6	0	**33**	0	0	6	2	0	**8**	0	1	1	18	0	**19**	0	0	**60**
4:15:00 PM	19	8	0	**27**	0	0	5	0	0	**5**	0	0	1	16	0	**17**	0	0	**49**
4:30:00 PM	30	7	1	**38**	0	0	5	0	0	**5**	0	2	1	18	0	**19**	0	0	**62**
4:45:00 PM	29	4	0	**33**	0	0	7	1	0	**8**	0	0	0	14	0	**14**	0	0	**55**
Hourly Total	105	25	1	**131**	0	0	23	3	0	**26**	0	3	3	66	0	**69**	0	0	**226**
5:00:00 PM	17	7	0	**24**	0	0	7	0	0	**7**	0	0	2	16	0	**18**	0	0	**49**
5:15:00 PM	27	10	0	**37**	0	0	3	1	0	**4**	0	0	0	21	0	**21**	0	0	**62**
5:30:00 PM	15	7	0	**22**	0	0	6	2	0	**8**	0	0	0	17	0	**17**	0	0	**47**
5:45:00 PM	18	10	0	**28**	0	0	2	0	0	**2**	0	0	0	15	0	**15**	0	0	**45**
Grand Total	278	87	1	**366**	0	0	96	13	0	**109**	0	3	19	272	0	**291**	0	0	**766**
% Approach	76.0%	23.8%	0.3%	**0.0%**	0.0%	0.0%	88.1%	11.9%	0.0%	**0.0%**	0.0%	0.0%	6.5%	93.5%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	36.3%	11.4%	0.1%	**47.8%**	0.0%	0.0%	12.5%	1.7%	0.0%	**14.2%**	0.0%	0.0%	2.5%	35.5%	0.0%	**38.0%**	0.0%	0.0%	**0.0%**
Lights	274	85	1	**360**	0	0	95	11	0	**106**	0	0	18	269	0	**287**	0	0	**753**
% Lights	98.6%	97.7%	100.0%	**98.4%**	0.0%	0.0%	99.0%	84.6%	0.0%	**97.2%**	0.0%	0.0%	94.7%	98.9%	0.0%	**98.6%**	0.0%	0.0%	**98.3%**
Trucks	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Trucks	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Buses	4	2	0	**6**	0	0	1	0	0	**1**	0	0	0	2	0	**2**	0	0	**9**
% Buses	1.4%	2.3%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.7%	0.0%	**0.0%**	0.0%	0.0%	**1.2%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	3	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

Turning Movement Data Plot

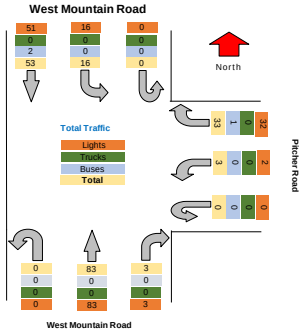


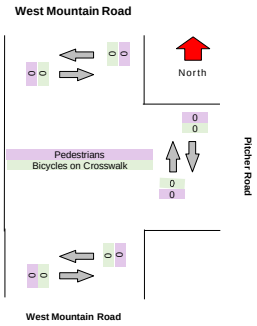


Turning Movement Peak Hour Data (AM)

7:15:00 AM

Leg	West Mountain Road						Pitcher Road						West Mountain Road						
Direction	Southbound						Westbound						Northbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Total
7:15:00 AM	6	3	0	**9**	0	0	11	1	0	**12**	0	0	0	23	0	**23**	0	0	**44**
7:30:00 AM	16	7	0	**23**	0	0	10	0	0	**10**	0	0	1	18	0	**19**	0	0	**52**
7:45:00 AM	17	3	0	**20**	0	0	6	2	0	**8**	0	0	0	26	0	**26**	0	0	**54**
8:00:00 AM	14	3	0	**17**	0	0	6	0	0	**6**	0	0	2	16	0	**18**	0	0	**41**
Grand Total	53	16	0	**69**	0	0	33	3	0	**36**	0	0	3	83	0	**86**	0	0	**191**
% Approach	76.8%	23.2%	0.0%	**0.0%**	0.0%	0.0%	91.7%	8.3%	0.0%	**0.0%**	0.0%	0.0%	3.5%	96.5%	0.0%	**0.0%**	0.0%	0.0%	
% Total	27.7%	8.4%	0.0%	**36.1%**	0.0%	0.0%	17.3%	1.6%	0.0%	**18.8%**	0.0%	0.0%	1.6%	43.5%	0.0%	**45.0%**	0.0%	0.0%	
PHF	0.779	0.571	0.000	**0.750**	0.000	0.000	0.750	0.375	0.000	**0.750**	0.000	0.000	0.375	0.798	0.000	**0.827**	0.000	0.000	**0.884**
Lights	51	16	0	**67**	0	0	32	2	0	**34**	0	0	3	83	0	**86**	0	0	**187**
% Lights	96.2%	100.0%	0.0%	**97.1%**	0.0%	0.0%	97.0%	66.7%	0.0%	**94.4%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**97.9%**
Trucks	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Trucks	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Buses	2	0	0	**2**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	**3**
% Buses	3.8%	0.0%	0.0%	**0.0%**	0.0%	0.0%	3.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**1.6%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

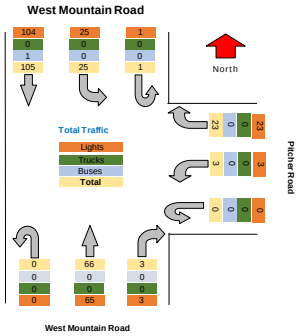


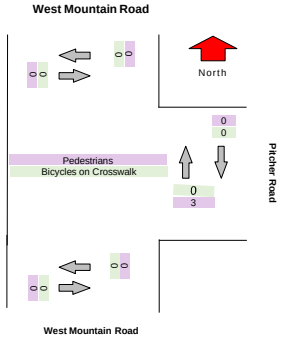


Turning Movement Peak Hour Data (PM)

4:00:00 PM

Leg	West Mountain Road						Pitcher Road						West Mountain Road						
Direction	Southbound						Westbound						Northbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Total
4:00:00 PM	27	6	0	**33**	0	0	6	2	0	**8**	0	1	1	18	0	**19**	0	0	**60**
4:15:00 PM	19	8	0	**27**	0	0	5	0	0	**5**	0	0	1	16	0	**17**	0	0	**49**
4:30:00 PM	30	7	1	**38**	0	0	5	0	0	**5**	0	2	1	18	0	**19**	0	0	**62**
4:45:00 PM	29	4	0	**33**	0	0	7	1	0	**8**	0	0	0	14	0	**14**	0	0	**55**
Grand Total	105	25	1	**131**	0	0	23	3	0	**26**	0	3	3	66	0	**69**	0	0	**226**
% Approach	80.2%	19.1%	0.8%	**0.0%**	0.0%	0.0%	88.5%	11.5%	0.0%	**0.0%**	0.0%	0.0%	4.3%	95.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	46.5%	11.1%	0.4%	**58.0%**	0.0%	0.0%	10.2%	1.3%	0.0%	**11.5%**	0.0%	0.0%	1.3%	29.2%	0.0%	**30.5%**	0.0%	0.0%	
PHF	0.875	0.781	0.250	**0.862**	0.000	0.000	0.821	0.375	0.000	**0.813**	0.000	0.000	0.750	0.917	0.000	**0.908**	0.000	0.000	**0.911**
Lights	104	25	1	**130**	0	0	23	3	0	**26**	0	0	3	65	0	**68**	0	0	**224**
% Lights	99.0%	100.0%	100.0%	**99.2%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	98.5%	0.0%	**98.6%**	0.0%	0.0%	**99.1%**
Trucks	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Trucks	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Buses	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**1**
% Buses	1.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	3	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

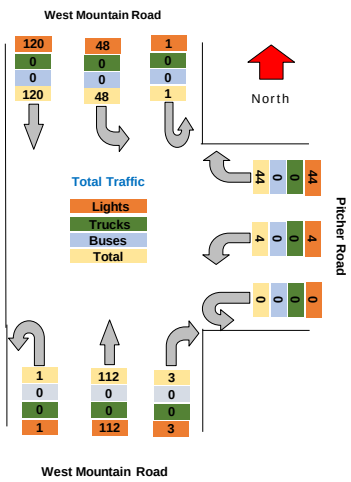
Project	Studio A
Project Code	10733
Site Name	W Mountain Rd & Pitcher Rd
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2022-03-19, Saturday
Location	W Mountain Rd & Pitcher Rd
Latitude and Longitude	43.295113, -73.726643

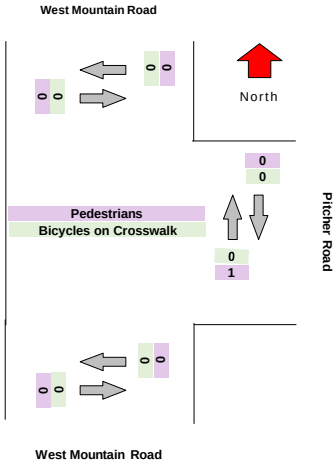
	Start	End	PHF
AM Peak	2022/03/19 11:15:00	2022/03/19 12:15:00	0.88

Turning Movement Data

Leg	**West Mountain Road**						**Pitcher Road**						**West Mountain Road**						
Direction	**Southbound**						**Westbound**						**Northbound**						
Start Time	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
11:00:00 AM	10	6	0	**16**	0	0	4	1	0	**5**	0	1	2	13	1	**17**	0	0	**38**
11:15:00 AM	21	6	0	**27**	0	0	4	0	0	**4**	0	0	0	19	0	**19**	0	0	**50**
11:30:00 AM	18	4	0	**22**	0	0	5	0	0	**5**	0	0	0	18	0	**18**	0	0	**45**
11:45:00 AM	7	6	0	**13**	0	0	9	3	0	**12**	0	0	0	11	0	**11**	0	0	**36**
Hourly Total	56	22	0	**78**	0	0	22	4	0	**26**	0	1	2	61	1	**65**	0	0	**169**
12:00:00 PM	11	13	1	**25**	0	0	5	0	0	**5**	0	0	0	15	0	**15**	0	0	**45**
12:15:00 PM	19	4	0	**23**	0	0	7	0	0	**7**	0	0	0	6	0	**6**	0	0	**36**
12:30:00 PM	21	3	0	**24**	0	0	7	0	0	**7**	0	0	1	19	0	**20**	0	0	**51**
12:45:00 PM	13	6	0	**19**	0	0	3	0	0	**3**	0	0	0	11	0	**11**	0	0	**33**
Hourly Total	64	26	1	**91**	0	0	22	0	0	**22**	0	0	1	51	0	**52**	0	0	**165**
Grand Total	120	48	1	**169**	0	0	44	4	0	**48**	0	1	3	112	1	**117**	0	0	**334**
% Approach	71.0%	28.4%	0.6%	**0.0%**	0.0%	0.0%	91.7%	8.3%	0.0%	**0.0%**	0.0%	0.0%	2.6%	95.7%	0.9%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	35.9%	14.4%	0.3%	**50.6%**	0.0%	0.0%	13.2%	1.2%	0.0%	**14.4%**	0.0%	0.0%	0.9%	33.5%	0.3%	**35.0%**	0.0%	0.0%	**0.0%**
Lights	120	48	1	**169**	0	0	44	4	0	**48**	0	0	3	112	1	**116**	0	0	**333**
% Lights	100.0%	100.0%	100.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	100.0%	**99.1%**	0.0%	0.0%	**99.7%**
Trucks	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Trucks	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Buses	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Buses	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

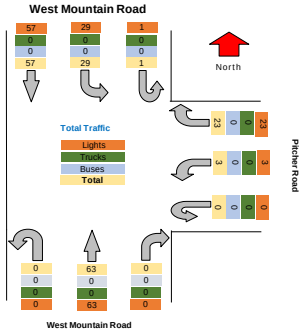


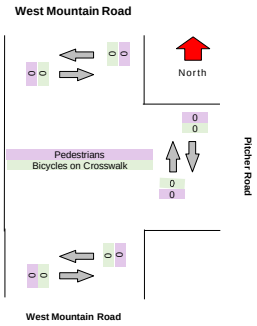


Turning Movement Peak Hour Data (AM)

11:15:00 AM

Leg	West Mountain Road						Pitcher Road						West Mountain Road						
Direction	Southbound						Westbound						Northbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Total
11:15:00 AM	21	6	0	**27**	0	0	4	0	0	**4**	0	0	0	19	0	**19**	0	0	**50**
11:30:00 AM	18	4	0	**22**	0	0	5	0	0	**5**	0	0	0	18	0	**18**	0	0	**45**
11:45:00 AM	7	6	0	**13**	0	0	9	3	0	**12**	0	0	0	11	0	**11**	0	0	**36**
12:00:00 PM	11	13	1	**25**	0	0	5	0	0	**5**	0	0	0	15	0	**15**	0	0	**45**
Grand Total	57	29	1	**87**	0	0	23	3	0	**26**	0	0	0	63	0	**63**	0	0	**176**
% Approach	65.5%	33.3%	1.1%	**0.0%**	0.0%	0.0%	88.5%	11.5%	0.0%	**0.0%**	0.0%	0.0%	0.0%	100.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	32.4%	16.5%	0.6%	**49.4%**	0.0%	0.0%	13.1%	1.7%	0.0%	**14.8%**	0.0%	0.0%	0.0%	35.8%	0.0%	**35.8%**	0.0%	0.0%	
PHF	0.679	0.558	0.250	**0.806**	0.000	0.000	0.639	0.250	0.000	**0.542**	0.000	0.000	0.000	0.829	0.000	**0.829**	0.000	0.000	**0.880**
Lights	57	29	1	**87**	0	0	23	3	0	**26**	0	0	0	63	0	**63**	0	0	**176**
% Lights	100.0%	100.0%	100.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	0.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	#####
Trucks	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Trucks	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Buses	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
% Buses	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Queenbury, New York
Road Name: Corinth Rd
Segment: 0.34 Miles S of Alessia Dr
Date: 03/22/2022

GPS: 43.274053, -73.72712

Start	21-Mar-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	1	6	4	5	6	7	3	16	*	*	4	8
01:00	*	*	*	*	3	5	2	5	2	7	4	8	*	*	3	6
02:00	*	*	*	*	1	3	4	3	2	2	2	3	*	*	2	3
03:00	*	*	*	*	10	2	8	5	8	3	6	5	*	*	8	4
04:00	*	*	*	*	17	1	22	3	14	2	5	2	*	*	14	2
05:00	*	*	*	*	49	20	52	13	48	12	20	7	*	*	42	13
06:00	*	*	*	*	101	30	103	32	116	27	50	15	*	*	92	26
07:00	*	*	*	*	**171**	60	**157**	**76**	**160**	63	54	23	*	*	**136**	56
08:00	*	*	**128**	50	156	64	122	45	143	61	77	30	*	*	125	50
09:00	*	*	128	57	114	**78**	105	68	114	78	109	64	*	*	114	69
10:00	*	*	100	87	98	76	90	70	95	87	107	83	*	*	98	81
11:00	*	*	86	**89**	84	77	95	68	103	**103**	**147**	**95**	*	*	103	**86**
12:00 PM	*	*	93	105	99	101	82	80	84	92	**149**	97	*	*	101	95
01:00	*	*	75	93	93	118	80	94	118	103	105	119	*	*	94	105
02:00	*	*	78	104	110	120	97	103	91	125	96	114	*	*	94	113
03:00	*	*	104	134	**123**	154	**110**	136	127	**163**	85	113	*	*	**110**	140
04:00	*	*	**110**	**197**	76	**190**	84	**170**	**128**	160	106	**121**	*	*	101	**168**
05:00	*	*	110	150	86	154	107	159	112	140	95	101	*	*	102	141
06:00	*	*	62	114	79	98	58	119	77	107	76	75	*	*	70	103
07:00	*	*	40	78	28	58	38	82	43	109	49	81	*	*	40	82
08:00	*	*	27	55	24	68	20	50	37	70	30	55	*	*	28	60
09:00	*	*	22	37	25	46	16	42	22	75	21	74	*	*	21	55
10:00	*	*	14	12	12	21	12	28	17	53	12	51	*	*	13	33
11:00	*	*	3	14	3	15	2	18	11	20	7	17	*	*	5	17
Lane	0	0	1180	1376	1563	1565	1470	1474	1678	1669	1415	1369	0	0	1520	1516
Day	0		2556		3128		2944		3347		2784		0		3036	
AM Peak	-	-	08:00	11:00	07:00	09:00	07:00	07:00	07:00	11:00	11:00	11:00	-	-	07:00	11:00
Vol.	-	-	128	89	171	78	157	76	160	103	147	95	-	-	136	86
PM Peak	-	-	16:00	16:00	15:00	16:00	15:00	16:00	16:00	15:00	12:00	16:00	-	-	15:00	16:00
Vol.	-	-	110	197	123	190	110	170	128	163	149	121	-	-	110	168

Comb. Total	0	2556	3128	2944	3347	2784	0	3036

ADT ADT 3,036 AADT 3,036

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

The Woods at West Mountain PRD

Location: Queensbury, New York
Road Name: W Mountain Rd
Segment: 0.23 Miles S of Northwest Rd
Date: 04/05/2022

GPS: 43.288935, -73.7242

Start	04-Apr-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	1	1	0	3	2	2	2	2	2	7	1	3
01:00	*	*	*	*	1	1	2	1	0	1	1	2	0	4	1	2
02:00	*	*	*	*	0	0	0	0	0	0	1	0	2	0	1	0
03:00	*	*	*	*	1	1	1	0	0	1	0	0	1	2	1	1
04:00	*	*	*	*	1	1	2	3	2	3	2	1	1	0	2	2
05:00	*	*	*	*	6	4	7	7	4	4	3	2	2	2	4	4
06:00	*	*	*	*	29	34	22	22	26	19	12	5	10	6	20	17
07:00	*	*	*	*	**66**	34	**66**	36	**69**	37	22	13	19	8	48	26
08:00	*	*	*	*	65	32	49	43	56	41	20	30	31	22	44	34
09:00	*	*	*	*	38	35	35	37	33	**56**	48	33	62	49	43	42
10:00	*	*	**49**	33	40	33	44	36	44	39	47	36	76	48	50	38
11:00	*	*	39	**38**	40	**45**	42	**45**	52	48	**67**	**49**	**87**	**79**	**54**	**51**
12:00 PM	*	*	41	48	50	50	49	41	55	72	**79**	69	**75**	**88**	58	61
01:00	*	*	52	57	45	53	45	52	59	75	54	59	71	73	54	62
02:00	*	*	39	66	40	67	32	48	50	67	50	53	0	0	35	50
03:00	*	*	56	70	62	80	53	77	55	90	48	56	0	0	46	62
04:00	*	*	**69**	**77**	**63**	**82**	**63**	**81**	**80**	**98**	55	**70**	*	*	**66**	**82**
05:00	*	*	43	76	58	62	44	55	59	74	39	63	*	*	49	66
06:00	*	*	31	47	31	54	21	35	39	42	27	39	*	*	30	43
07:00	*	*	24	38	29	35	18	30	35	43	28	48	*	*	27	39
08:00	*	*	20	20	21	21	10	15	11	27	33	32	*	*	19	23
09:00	*	*	6	20	10	18	8	16	16	22	24	21	*	*	13	19
10:00	*	*	10	10	8	5	5	8	9	19	8	19	*	*	8	12
11:00	*	*	3	7	3	6	0	2	4	8	5	8	*	*	3	6
Lane	0	0	482	607	708	754	618	693	760	888	675	710	439	388	677	745
Day	0		1089		1462		1311		1648		1385		827		1422	
AM Peak	-	-	10:00	11:00	07:00	11:00	07:00	11:00	07:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	49	38	66	45	66	45	69	56	67	49	87	79	54	51
PM Peak	-	-	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	12:00	16:00	12:00	12:00	16:00	16:00
Vol.	-	-	69	77	63	82	63	81	80	98	79	70	75	88	66	82

Comb. Total	0	1089	1462	1311	1648	1385	827	1422

ADT ADT 1,420 AADT 1,420

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

The Woods at West Mountain PRD

Location: Queenbury, New York
Road Name: W Mountain Rd - North Location
Segment: 210' S of Pitcher Rd
Date: 03/22/2022

GPS: 43.294561, -73.72619

Start	21-Mar-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	1	6	0	2	1	4	5	6	*	*	2	4
01:00	*	*	*	*	0	1	1	1	1	2	0	3	*	*	0	2
02:00	*	*	*	*	1	1	0	0	3	0	1	3	*	*	1	1
03:00	*	*	*	*	2	0	1	0	0	1	3	0	*	*	2	0
04:00	*	*	*	*	2	0	2	2	1	2	1	0	*	*	2	1
05:00	*	*	*	*	10	5	6	3	10	4	3	3	*	*	7	4
06:00	*	*	*	*	31	33	29	23	30	18	13	11	*	*	26	21
07:00	*	*	*	*	**90**	41	**68**	35	**77**	39	21	35	*	*	**64**	38
08:00	*	*	**65**	52	78	36	55	32	64	48	43	48	*	*	61	43
09:00	*	*	61	60	52	**67**	43	24	45	44	52	51	*	*	51	49
10:00	*	*	39	43	52	50	49	34	30	52	62	**83**	*	*	46	52
11:00	*	*	46	**73**	47	60	38	**50**	74	**67**	**99**	62	*	*	61	**62**
12:00 PM	*	*	59	78	50	57	46	48	63	56	77	81	*	*	59	64
01:00	*	*	64	51	57	66	53	57	55	72	94	**85**	*	*	65	66
02:00	*	*	55	76	61	68	45	63	50	92	**97**	53	*	*	62	70
03:00	*	*	**94**	82	**79**	**107**	**70**	73	**94**	**110**	63	78	*	*	**80**	**90**
04:00	*	*	73	**105**	69	94	58	78	82	84	72	68	*	*	71	86
05:00	*	*	68	79	61	95	39	**86**	51	87	53	68	*	*	54	83
06:00	*	*	59	60	52	66	38	49	71	68	53	47	*	*	55	58
07:00	*	*	46	50	34	49	27	37	40	65	25	53	*	*	34	51
08:00	*	*	34	30	33	25	15	21	34	31	27	28	*	*	29	27
09:00	*	*	17	20	28	10	9	20	25	26	10	25	*	*	18	20
10:00	*	*	8	9	10	10	6	10	6	20	9	17	*	*	8	13
11:00	*	*	1	1	3	4	0	6	3	8	6	6	*	*	3	5
Lane	0	0	789	869	903	951	698	754	910	1000	889	914	0	0	861	910
Day	0		1658		1854		1452		1910		1803		0		1771	
AM Peak	-	-	08:00	11:00	07:00	09:00	07:00	11:00	07:00	11:00	11:00	10:00	-	-	07:00	11:00
Vol.	-	-	65	73	90	67	68	50	77	67	99	83	-	-	64	62
PM Peak	-	-	15:00	16:00	15:00	15:00	15:00	17:00	15:00	15:00	14:00	13:00	-	-	15:00	15:00
Vol.	-	-	94	105	79	107	70	86	94	110	97	85	-	-	80	90

Comb. Total	0	1658	1854	1452	1910	1803	0	1771

ADT ADT 1,769 AADT 1,769

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Queensbury, New York
Road Name: W Moutain Rd - North Location
Segment: 210' S of Pitcher Rd
Date: 03/22/2022

GPS: 43.294561, -73.72619

NB

Start Time	1 9	10 14	15 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 9999	Total
03/22/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	0	0	0	2	8	17	13	19	6	0	0	0	65
09:00	0	0	0	0	0	4	5	2	29	18	3	0	0	0	61
10:00	0	0	0	0	0	0	4	9	17	4	5	0	0	0	39
11:00	1	0	0	1	2	2	4	11	13	11	1	0	0	0	46
12 PM	1	0	0	0	0	1	2	15	20	16	4	0	0	0	59
13:00	0	0	0	0	0	2	12	19	15	12	3	1	0	0	64
14:00	0	0	0	0	0	1	5	9	16	21	3	0	0	0	55
15:00	0	0	0	0	0	2	7	17	33	29	6	0	0	0	94
16:00	1	0	0	0	1	1	2	16	21	18	12	0	1	0	73
17:00	0	0	0	0	0	1	6	8	28	16	7	2	0	0	68
18:00	0	0	0	0	2	2	6	10	18	17	4	0	0	0	59
19:00	0	0	0	0	0	1	2	9	15	15	4	0	0	0	46
20:00	0	0	0	0	0	1	4	11	13	5	0	0	0	0	34
21:00	0	0	0	0	0	0	2	0	6	5	3	1	0	0	17
22:00	0	0	0	0	0	0	1	2	1	2	1	1	0	0	8
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	0	0	1	5	21	70	155	258	208	62	5	1	0	789

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Queensbury, New York
Road Name: W Moutain Rd - North Location
Segment: 210' S of Pitcher Rd
Date: 03/22/2022

GPS: 43.294561, -73.72619

NB

Start	1	10	15	21	26	31	36	41	46	51	56	61	66	71	
Time	9	14	20	25	30	35	40	45	50	55	60	65	70	9999	Total
03/23/22	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
03:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
05:00	0	0	0	0	0	0	1	1	6	2	0	0	0	0	10
06:00	0	0	0	1	1	4	1	4	9	8	3	0	0	0	31
07:00	1	0	0	0	0	1	5	13	37	19	12	2	0	0	90
08:00	0	0	0	0	0	1	6	16	20	22	13	0	0	0	78
09:00	0	0	0	0	1	4	5	11	20	9	2	0	0	0	52
10:00	0	0	0	0	0	0	4	8	19	19	2	0	0	0	52
11:00	0	0	0	0	1	4	8	6	17	10	1	0	0	0	47
12 PM	1	0	0	0	0	2	5	9	21	9	3	0	0	0	50
13:00	1	0	0	0	1	2	3	13	17	18	0	2	0	0	57
14:00	0	0	1	0	0	4	3	19	23	8	1	2	0	0	61
15:00	1	0	0	0	1	5	3	8	33	26	2	0	0	0	79
16:00	1	0	0	0	3	0	4	11	23	21	6	0	0	0	69
17:00	1	0	0	1	0	2	8	8	24	15	1	1	0	0	61
18:00	0	0	0	0	1	2	2	8	19	16	3	1	0	0	52
19:00	0	0	0	0	0	1	4	13	13	1	2	0	0	0	34
20:00	0	0	0	0	0	0	1	9	17	5	1	0	0	0	33
21:00	0	0	0	0	0	0	1	7	10	8	1	1	0	0	28
22:00	0	0	0	0	0	0	0	4	3	1	2	0	0	0	10
23:00	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
Total	6	0	1	2	9	32	65	171	332	220	56	9	0	0	903

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Queensbury, New York
Road Name: W Moutain Rd - North Location
Segment: 210' S of Pitcher Rd
Date: 03/22/2022

GPS: 43.294561, -73.72619

NB

Start	1	10	15	21	26	31	36	41	46	51	56	61	66	71	
Time	9	14	20	25	30	35	40	45	50	55	60	65	70	9999	Total
03/24/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
05:00	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
06:00	0	0	0	0	1	1	2	5	11	8	1	0	0	0	29
07:00	0	0	0	0	2	0	3	5	31	17	10	0	0	0	68
08:00	0	0	0	0	0	3	3	9	21	17	2	0	0	0	55
09:00	0	0	0	0	0	2	0	11	16	9	5	0	0	0	43
10:00	0	0	0	0	1	2	5	7	19	13	2	0	0	0	49
11:00	0	0	0	0	0	0	2	6	22	6	2	0	0	0	38
12 PM	0	0	0	0	1	2	4	15	11	10	2	1	0	0	46
13:00	0	0	0	1	1	0	4	16	17	13	1	0	0	0	53
14:00	0	0	0	0	0	2	6	5	21	7	3	1	0	0	45
15:00	1	0	0	0	1	1	3	13	23	23	3	2	0	0	70
16:00	1	0	0	0	0	1	5	9	26	14	1	1	0	0	58
17:00	1	0	0	0	1	1	2	8	10	12	4	0	0	0	39
18:00	0	0	0	0	0	1	3	7	14	12	1	0	0	0	38
19:00	0	0	0	0	1	0	1	8	8	8	1	0	0	0	27
20:00	2	0	0	0	0	0	1	4	6	1	2	0	0	0	16
21:00	0	0	0	0	0	0	1	2	5	0	1	0	0	0	9
22:00	0	0	0	0	0	0	0	1	4	1	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	1	9	16	45	136	268	172	42	5	0	0	699

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Queensbury, New York
Road Name: W Moutain Rd - North Location
Segment: 210' S of Pitcher Rd
Date: 03/22/2022

GPS: 43.294561, -73.72619

NB

Start	1	10	15	21	26	31	36	41	46	51	56	61	66	71	
Time	9	14	20	25	30	35	40	45	50	55	60	65	70	9999	Total
03/25/22	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	1	5	1	3	0	0	0	10
06:00	1	0	0	1	1	1	2	5	11	6	1	1	0	0	30
07:00	0	0	0	0	0	2	6	9	28	22	9	1	0	0	77
08:00	0	0	0	0	0	1	14	12	23	9	5	0	0	0	64
09:00	0	0	0	0	0	3	3	14	11	12	2	0	0	0	45
10:00	0	0	0	0	0	0	4	5	11	6	4	0	0	0	30
11:00	0	0	0	0	2	1	5	22	24	14	5	0	1	0	74
12 PM	0	0	0	0	1	1	4	16	23	15	2	0	0	1	63
13:00	0	0	0	0	1	0	2	10	24	18	0	0	0	0	55
14:00	1	0	0	0	0	2	7	5	20	14	1	0	0	0	50
15:00	1	0	0	0	0	7	5	20	36	21	4	0	0	0	94
16:00	0	0	0	1	1	3	3	10	34	28	2	0	0	0	82
17:00	1	0	0	0	0	1	4	7	16	19	3	0	0	0	51
18:00	0	0	0	0	1	0	8	16	28	16	2	0	0	0	71
19:00	0	0	0	0	0	1	2	11	17	9	0	0	0	0	40
20:00	0	0	0	0	1	2	1	13	10	7	0	0	0	0	34
21:00	0	0	0	0	2	5	2	5	7	3	1	0	0	0	25
22:00	0	0	0	0	0	0	0	2	3	1	0	0	0	0	6
23:00	0	0	0	0	0	1	1	0	0	0	1	0	0	0	3
Total	4	0	0	2	10	32	75	184	332	222	45	2	1	1	910

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Queensbury, New York
Road Name: W Moutain Rd - North Location
Segment: 210' S of Pitcher Rd
Date: 03/22/2022

GPS: 43.294561, -73.72619

NB

Start	1	10	15	21	26	31	36	41	46	51	56	61	66	71	
Time	9	14	20	25	30	35	40	45	50	55	60	65	70	9999	Total
03/26/22	0	0	0	0	0	0	0	1	2	2	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
06:00	0	0	1	0	0	1	1	2	4	4	0	0	0	0	13
07:00	0	0	0	0	1	1	1	2	7	8	1	0	0	0	21
08:00	1	0	0	0	0	2	5	9	18	5	2	1	0	0	43
09:00	1	0	0	0	0	1	4	5	22	17	2	0	0	0	52
10:00	0	0	0	0	1	1	3	15	18	14	9	0	1	0	62
11:00	3	0	0	0	1	6	7	26	32	19	5	0	0	0	99
12 PM	1	0	0	0	0	2	10	13	28	16	6	0	0	1	77
13:00	0	0	0	1	0	4	9	21	42	14	2	0	1	0	94
14:00	1	0	0	0	1	4	6	41	32	7	3	2	0	0	97
15:00	0	0	0	0	0	1	6	14	25	15	2	0	0	0	63
16:00	0	0	0	0	1	4	3	11	31	16	6	0	0	0	72
17:00	1	0	0	0	0	2	2	12	21	10	4	1	0	0	53
18:00	0	0	0	0	0	1	5	7	24	14	2	0	0	0	53
19:00	1	0	0	0	1	0	3	6	7	4	3	0	0	0	25
20:00	0	0	0	0	1	0	2	6	9	7	2	0	0	0	27
21:00	0	0	0	0	0	0	2	3	4	1	0	0	0	0	10
22:00	0	0	0	0	0	0	1	3	2	2	0	1	0	0	9
23:00	0	0	0	0	0	0	1	1	3	1	0	0	0	0	6
Total	9	0	1	1	7	30	71	199	332	181	50	5	2	1	889
Grand Total	27	0	2	7	40	131	326	845	1522	1003	255	26	4	2	4190

	15th Percentile :	40 MPH
	50th Percentile :	47 MPH
	85th Percentile :	53 MPH
	95th Percentile :	56 MPH
Statistics	Mean Speed(Average) :	47 MPH
	10 MPH Pace Speed :	46-55 MPH
	Number in Pace :	2525
	Percent in Pace :	60.3%
	Number of Vehicles > 45 MPH :	2812
	Percent of Vehicles > 45 MPH :	67.1%

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Queensbury, New York
Road Name: W Moutain Rd - North Location
Segment: 210' S of Pitcher Rd
Date: 03/22/2022

GPS: 43.294561, -73.72619

Sb

Start	1	10	15	21	26	31	36	41	46	51	56	61	66	71	
Time	9	14	20	25	30	35	40	45	50	55	60	65	70	9999	Total
03/22/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	0	0	0	1	2	7	13	19	9	1	0	0	52
09:00	0	0	0	0	0	2	2	4	22	19	6	3	0	2	60
10:00	1	0	0	0	0	1	1	3	19	16	2	0	0	0	43
11:00	0	0	1	0	0	1	2	8	30	26	5	0	0	0	73
12 PM	1	0	0	0	1	2	4	4	24	24	14	4	0	0	78
13:00	0	0	0	0	1	3	1	6	7	14	14	5	0	0	51
14:00	0	0	0	0	1	2	2	8	19	18	22	4	0	0	76
15:00	0	0	1	0	1	1	6	9	28	19	16	1	0	0	82
16:00	1	0	0	0	0	0	6	17	32	33	14	2	0	0	105
17:00	0	0	0	1	0	0	3	12	20	34	7	2	0	0	79
18:00	0	0	0	0	1	6	5	5	17	18	6	1	1	0	60
19:00	0	0	0	0	0	3	4	10	11	12	8	0	1	1	50
20:00	0	0	0	0	0	0	0	3	12	10	4	1	0	0	30
21:00	0	0	0	1	1	2	1	1	5	7	2	0	0	0	20
22:00	0	0	0	0	0	1	0	3	3	1	1	0	0	0	9
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	0	2	2	6	26	39	100	262	270	130	24	2	3	869

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Queensbury, New York
Road Name: W Moutain Rd - North Location
Segment: 210' S of Pitcher Rd
Date: 03/22/2022

GPS: 43.294561, -73.72619

Sb

Start	1	10	15	21	26	31	36	41	46	51	56	61	66	71	
Time	9	14	20	25	30	35	40	45	50	55	60	65	70	9999	Total
03/23/22	0	0	0	0	1	1	0	1	0	2	0	1	0	0	6
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	1	2	0	1	0	0	5
06:00	1	0	0	0	1	2	0	5	8	10	5	1	0	0	33
07:00	1	0	0	0	1	0	3	6	11	11	5	2	1	0	41
08:00	0	0	0	0	0	1	1	5	16	11	1	1	0	0	36
09:00	0	0	0	1	1	1	2	15	20	19	7	1	0	0	67
10:00	0	0	0	0	0	1	3	7	17	18	3	0	1	0	50
11:00	0	0	0	0	0	2	1	16	19	13	8	1	0	0	60
12 PM	0	0	0	0	1	0	4	5	18	18	8	2	1	0	57
13:00	1	0	0	0	1	4	5	6	17	22	6	3	1	0	66
14:00	0	0	0	1	0	2	1	9	32	14	8	1	0	0	68
15:00	0	0	1	0	1	1	5	16	43	27	11	1	1	0	107
16:00	0	0	0	0	1	1	5	18	31	33	5	0	0	0	94
17:00	0	0	0	0	1	1	10	8	21	35	13	6	0	0	95
18:00	0	0	0	0	1	3	2	9	21	22	7	1	0	0	66
19:00	0	0	0	0	1	2	7	6	14	17	2	0	0	0	49
20:00	0	0	0	0	0	0	2	5	6	9	2	1	0	0	25
21:00	0	0	0	0	0	0	1	2	5	1	1	0	0	0	10
22:00	0	0	0	0	0	0	0	2	4	4	0	0	0	0	10
23:00	0	0	0	0	0	0	0	0	1	1	1	1	0	0	4
Total	3	0	1	2	12	22	52	143	305	289	93	24	5	0	951

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Queensbury, New York
Road Name: W Moutain Rd - North Location
Segment: 210' S of Pitcher Rd
Date: 03/22/2022

GPS: 43.294561, -73.72619

Sb

Start	1	10	15	21	26	31	36	41	46	51	56	61	66	71	
Time	9	14	20	25	30	35	40	45	50	55	60	65	70	9999	Total
03/24/22	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3
06:00	0	0	0	0	0	1	2	7	7	4	2	0	0	0	23
07:00	0	0	0	0	1	0	4	5	6	13	5	1	0	0	35
08:00	0	0	0	0	0	0	0	5	11	9	7	0	0	0	32
09:00	0	0	0	0	0	0	0	1	9	10	2	2	0	0	24
10:00	1	0	0	0	0	1	4	3	12	6	5	2	0	0	34
11:00	0	0	0	0	0	1	4	6	20	14	5	0	0	0	50
12 PM	0	0	0	0	1	3	2	9	22	9	2	0	0	0	48
13:00	0	0	0	0	0	4	1	9	18	16	7	2	0	0	57
14:00	0	0	0	0	3	0	4	12	22	15	7	0	0	0	63
15:00	0	0	0	0	0	0	8	10	22	22	10	1	0	0	73
16:00	1	0	0	1	0	0	2	8	23	24	17	1	0	1	78
17:00	1	0	0	0	0	6	2	10	26	30	8	3	0	0	86
18:00	0	0	0	0	0	1	1	6	20	9	10	1	1	0	49
19:00	1	0	0	0	0	2	3	6	10	13	2	0	0	0	37
20:00	0	0	0	0	0	0	0	5	8	6	2	0	0	0	21
21:00	0	0	0	0	0	0	0	0	10	4	5	1	0	0	20
22:00	0	0	0	0	0	0	0	2	7	0	1	0	0	0	10
23:00	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6
Total	4	1	0	1	5	19	37	105	260	206	100	14	1	1	754

Tri-State Traffic Data Inc.

184 Baker Rd
Coatesville PA 19320

Serving Transporatation Professionals since 1995

Location: Queensbury, New York
Road Name: W Moutain Rd - North Location
Segment: 210' S of Pitcher Rd
Date: 03/22/2022

GPS: 43.294561, -73.72619

Sb

Start	1	10	15	21	26	31	36	41	46	51	56	61	66	71	
Time	9	14	20	25	30	35	40	45	50	55	60	65	70	9999	Total
03/25/22	0	0	0	0	0	1	0	2	0	1	0	0	0	0	4
01:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
05:00	0	0	0	1	0	0	0	0	1	1	1	0	0	0	4
06:00	1	0	0	0	0	2	1	3	7	3	0	0	1	0	18
07:00	0	0	0	0	0	2	1	6	8	12	8	2	0	0	39
08:00	0	0	0	0	0	1	3	8	14	19	3	0	0	0	48
09:00	0	0	0	0	0	0	0	7	17	11	7	1	0	1	44
10:00	0	0	0	0	0	4	5	7	20	11	5	0	0	0	52
11:00	0	0	0	0	0	1	1	13	30	17	5	0	0	0	67
12 PM	0	0	0	0	0	2	2	7	20	20	5	0	0	0	56
13:00	0	0	0	0	1	4	4	9	23	26	5	0	0	0	72
14:00	1	0	0	1	0	4	3	10	31	29	11	2	0	0	92
15:00	1	0	0	1	1	3	5	12	31	49	7	0	0	0	110
16:00	0	0	0	0	0	1	6	6	34	25	9	3	0	0	84
17:00	1	0	0	0	0	6	4	7	24	33	10	2	0	0	87
18:00	0	0	0	0	1	0	5	10	17	19	11	5	0	0	68
19:00	0	0	0	0	1	1	4	10	29	12	6	2	0	0	65
20:00	0	0	0	0	0	3	1	3	7	14	3	0	0	0	31
21:00	0	0	0	0	2	2	0	3	9	8	2	0	0	0	26
22:00	0	0	0	0	0	1	1	2	10	6	0	0	0	0	20
23:00	0	0	0	0	0	0	0	0	3	3	1	1	0	0	8
Total	4	0	0	3	6	38	46	126	337	321	99	18	1	1	1000

Tri-State Traffic Data Inc.

184 Baker Rd
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Location: Queensbury, New York
Road Name: W Moutain Rd - North Location
Segment: 210' S of Pitcher Rd
Date: 03/22/2022

GPS: 43.294561, -73.72619

Sb

Start	1	10	15	21	26	31	36	41	46	51	56	61	66	71	
Time	9	14	20	25	30	35	40	45	50	55	60	65	70	9999	Total
03/26/22	0	0	0	0	0	0	0	0	4	1	1	0	0	0	6
01:00	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3
02:00	0	0	0	0	0	1	0	0	1	0	1	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
06:00	0	0	0	0	1	0	1	2	3	4	0	0	0	0	11
07:00	0	0	0	0	0	0	2	3	11	15	3	0	1	0	35
08:00	0	0	0	0	0	0	1	8	14	17	5	3	0	0	48
09:00	1	0	0	0	1	3	2	7	24	12	1	0	0	0	51
10:00	2	0	0	1	0	3	8	4	23	26	12	3	2	0	84
11:00	2	0	0	0	0	0	3	10	21	19	5	1	1	0	62
12 PM	2	0	0	0	0	2	1	10	26	34	6	1	0	0	82
13:00	1	0	0	0	2	0	1	12	36	22	7	4	0	0	85
14:00	1	0	0	0	0	1	1	10	20	14	6	0	0	0	53
15:00	0	0	0	1	0	3	1	10	28	21	11	3	0	0	78
16:00	0	0	0	0	0	1	1	10	21	24	9	2	0	0	68
17:00	2	0	0	0	0	2	2	8	25	18	11	0	0	0	68
18:00	0	0	0	0	0	3	2	10	16	16	0	0	0	0	47
19:00	0	0	0	0	0	3	2	8	15	18	6	1	0	0	53
20:00	0	0	0	0	0	0	2	6	9	6	4	1	0	0	28
21:00	0	0	0	0	0	1	1	5	7	9	2	0	0	0	25
22:00	0	0	0	0	0	0	0	2	5	9	1	0	0	0	17
23:00	0	0	0	0	0	0	0	2	3	0	0	0	1	0	6
Total	11	0	0	2	4	23	31	127	314	287	92	20	5	0	916
Grand Total	25	1	3	10	33	128	205	601	1478	1373	514	100	14	5	4490

15th Percentile :	42 MPH
50th Percentile :	49 MPH
85th Percentile :	54 MPH
95th Percentile :	58 MPH

Statistics

Mean Speed(Average) :	49 MPH
10 MPH Pace Speed :	46-55 MPH
Number in Pace :	2851
Percent in Pace :	63.5%
Number of Vehicles > 45 MPH :	3484
Percent of Vehicles > 45 MPH :	77.6%

Attachment D
Other Development Information

West Mountain PPD
Town of Queensbury, New York

				Acres	SF/Acres	Trip Generation					
		Proposed in Carey Road Industrial Park				AM Peak Hour			PM Peak Hour		
Section	Number	Name	Address	Size		Entering	Exiting	Total	Entering	Exiting	Total
North	14	Adirondack Radiology Associates Expansion	170 Carey Road	3,040	2.87	Professional Office	5	2	7	1	4	5
North	13	Northway Self Storage Expansion	162 Carey Road	10,000	2.77	Mini-Self Storage	1	0	1	1	1	2
South	1	Native Development Associates Expansion	24 Native Drive	19,320	0.84	Warehouse	5	1	6	3	5	8
South	7,8,10,11,19	Native Development 5-Lot Subdivision	24 Native Drive	300,000	24.73	Warehouse	72	15	87	47	82	129
South	18	Roofing Office Building (Built but Vacant)	44 Carey Road	7,100	2.62	Office	11	4	15	2	10	12
TOTAL			**All**	**339,460**			**94**	**22**	**116**	**54**	**102**	**156**

			Other Areas Around the Carey Road Industrial Park				AM Peak Hour			PM Peak Hour		
Section	Number	Name	Address	Size			Entering	Exiting	Total	Entering	Exiting	Total
West												
	3	Hacker Boat Storage	315 Corinth Road	10,000	6.39	Showroom	0	0	0	0	0	0
	f	Halcyon Properties, Inc.	377 Corinth Road	195,477	22.20	Industrial (LUC 130)	53	13	66	14	52	66
	5	Honey Do Storage	442 Corinth Road	960	0.69	None	0	0	0	0	0	0
	12	Burch Bottle Plant	428 Corinth Road	75,000	12.00	Manufacturing (LUC 140)	10	25	35	25	8	33
	34	Seaton Property Firewood Processing	308, 310, 334 Corinth Road	15,000	66.60	Manufacturing (LUC 140)	14	5	19	3	8	11
North												
	6	Tracey Equipement	280 Corinth Road	0	3.93	Equipement Storage	0	0	0	0	0	0
	j	Luzerne Mixed Use Development	120 Luzerne Road	49,600	13.59	Manufac/Office/Warehouse (LUC 150 & 710)	47	7	54	9	44	53
East												
	g	NDC Realty LLC	249 Corinth Road	121,336	13.78	Industrial (LUC 130)	33	8	41	9	32	41
	17	Skyzone Storage	235 Corinth Road	1,800	6.20	None	0	0	0	0	0	0
	49	Parker Hamnond Development (Lot Clearing)	0 Silver Circle	69,209	7.86	Industrial (LUC 130)	19	5	24	5	19	24
	23	North County Ice/Snow Removal	415 Big Bay Road	5,400	1.72	Servce (LUC 180)	7	2	9	3	7	10
	4	Gross Property	407 Big Bay Road	16,000	1.62	Office (LUC 710)	31	4	35	6	30	36
	2	Silver Circle LLC	33 Silver Circle	32,000	7.78	Warehouse (LUC 150)	21	6	27	8	22	30
	16	Adirondack Winery	395 Big Bay Road	11,100 WH/2,400 Office/2,920 Wine Tasting	2.07	Wine Tasting (LUC 140, 172, 970)	13	5	18	14	20	34

Attachment E
Level of Service Calculations

West Mountain PPD
Town of Queensbury, New York

LOS Definitions

The following is an excerpt from the Highway Capacity Manual, 6th 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 ≤ 1.0	v/c ≥ 1.0
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	448	0	0	622	189	160	0	420	0	0	0
Future Volume (vph)	281	448	0	0	622	189	160	0	420	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	0.95			
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.97		1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1752	1845			3368		1703	1490	1490			
Flt Permitted	0.20	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	369	1845			3368		1703	1490	1490			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	312	498	0	0	691	210	178	0	467	0	0	0
RTOR Reduction (vph)	0	0	0	0	28	0	0	189	188	0	0	0
Lane Group Flow (vph)	312	498	0	0	873	0	178	45	45	0	0	0
Confl. Peds. (#/hr)	1		1	1		1						
Heavy Vehicles (%)	3%	3%	0%	0%	2%	6%	6%	0%	3%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	1 6			5			7				
Permitted Phases	1						7		7			
Actuated Green, G (s)	41.6	41.6			31.7		14.4	14.4	14.4			
Effective Green, g (s)	41.6	41.6			31.7		14.4	14.4	14.4			
Actuated g/C Ratio	0.56	0.56			0.42		0.19	0.19	0.19			
Clearance Time (s)	5.0				5.0		5.0	5.0	5.0			
Vehicle Extension (s)	2.0				4.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	456	1028			1431		328	287	287			
v/s Ratio Prot	c0.12	0.27			0.26			0.03				
v/s Ratio Perm	c0.26						c0.10		0.03			
v/c Ratio	0.68	0.48			0.61		0.54	0.16	0.16			
Uniform Delay, d1	19.0	10.0			16.7		27.1	25.1	25.0			
Progression Factor	0.96	0.85			1.00		1.00	1.00	1.00			
Incremental Delay, d2	3.3	0.5			0.9		1.0	0.1	0.1			
Delay (s)	21.6	9.0			17.5		28.1	25.1	25.1			
Level of Service	C	A			B		C	C	C			
Approach Delay (s)		13.9			17.5			26.0			0.0	
Approach LOS		B			B			C			A	

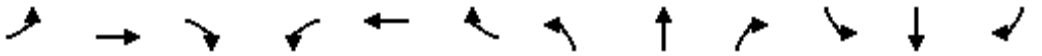
Intersection Summary			
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	534	222	409	365	0	0	0	0	190	0	238
Future Volume (vph)	0	534	222	409	365	0	0	0	0	190	0	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.95	1.00	1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3505	1599	1752	1845						1736	1553
Flt Permitted		1.00	1.00	0.37	1.00						0.95	1.00
Satd. Flow (perm)		3505	1599	686	1845						1736	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	580	241	445	397	0	0	0	0	207	0	259
RTOR Reduction (vph)	0	0	150	0	0	0	0	0	0	0	0	209
Lane Group Flow (vph)	0	580	91	445	397	0	0	0	0	0	207	50
Confl. Peds. (#/hr)	2					2						
Heavy Vehicles (%)	0%	3%	1%	3%	3%	0%	0%	0%	0%	4%	0%	4%
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		1		2	2 5						3	
Permitted Phases			1	5						3		3
Actuated Green, G (s)		28.1	28.1	48.8	48.8						14.4	14.4
Effective Green, g (s)		28.1	28.1	48.8	48.8						14.4	14.4
Actuated g/C Ratio		0.38	0.38	0.65	0.65						0.19	0.19
Clearance Time (s)		5.0	5.0	5.0							5.0	5.0
Vehicle Extension (s)		4.0	4.0	2.0							2.0	2.0
Lane Grp Cap (vph)		1320	602	693	1206						335	299
v/s Ratio Prot		0.17		c0.15	0.22							
v/s Ratio Perm			0.06	c0.27							0.12	0.03
v/c Ratio		0.44	0.15	0.64	0.33						0.62	0.17
Uniform Delay, d1		17.4	15.4	12.0	5.7						27.6	25.1
Progression Factor		1.00	1.00	0.86	0.83						1.00	1.00
Incremental Delay, d2		0.3	0.2	1.3	0.1						2.4	0.1
Delay (s)		17.7	15.5	11.7	4.8						30.0	25.2
Level of Service		B	B	B	A						C	C
Approach Delay (s)		17.1			8.4			0.0			27.3	
Approach LOS		B			A			A			C	

Intersection Summary					
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.67				
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	15.0		
Intersection Capacity Utilization	60.4%	ICU Level of Service	B		
Analysis Period (min)	15				

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	547	18	121	376	3	39	3	155	43	5	25
Future Volume (veh/h)	15	547	18	121	376	3	39	3	155	43	5	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1870	1900	1826	1870	1900	1856	1900	1856	1930	1976	1826
Adj Flow Rate, veh/h	17	629	21	139	432	3	45	3	178	49	6	29
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	8	2	0	5	2	0	3	0	3	3	0	5
Cap, veh/h	79	772	25	509	1144	8	124	24	240	339	35	295
Arrive On Green	0.44	0.44	0.44	0.08	0.62	0.62	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	18	1767	58	1739	1855	13	213	126	1258	1093	183	1547
Grp Volume(v), veh/h	667	0	0	139	0	435	226	0	0	55	0	29
Grp Sat Flow(s),veh/h/ln	1843	0	0	1739	0	1868	1597	0	0	1276	0	1547
Q Serve(g_s), s	2.5	0.0	0.0	2.0	0.0	6.0	3.7	0.0	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s	16.4	0.0	0.0	2.0	0.0	6.0	6.9	0.0	0.0	1.8	0.0	0.8
Prop In Lane	0.03		0.03	1.00		0.01	0.20		0.79	0.89		1.00
Lane Grp Cap(c), veh/h	877	0	0	509	0	1152	387	0	0	374	0	295
V/C Ratio(X)	0.76	0.00	0.00	0.27	0.00	0.38	0.58	0.00	0.00	0.15	0.00	0.10
Avail Cap(c_a), veh/h	1342	0	0	699	0	1296	722	0	0	657	0	626
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	5.5	0.0	5.0	19.7	0.0	0.0	17.7	0.0	17.3
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.3	0.0	0.2	1.4	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	0.5	0.0	1.2	2.3	0.0	0.0	0.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	0.0	5.8	0.0	5.2	21.1	0.0	0.0	17.9	0.0	17.5
LnGrp LOS	B	A	A	A	A	A	C	A	A	B	A	B
Approach Vol, veh/h		667			574			226			84	
Approach Delay, s/veh		14.2			5.3			21.1			17.7	
Approach LOS		B			A			C			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		14.9	9.3	27.7		14.9		37.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		8.9	4.0	18.4		3.8		8.0				
Green Ext Time (p_c), s		0.9	0.2	4.3		0.3		2.5				

Intersection Summary												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	328	0	0	100	39	0	2	5	114	1	6
Future Vol, veh/h	12	328	0	0	100	39	0	2	5	114	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	2	0	0	1	12	0	0	0	1	0	20
Mvmt Flow	14	390	0	0	119	46	0	2	6	136	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	390	0	0	564	583	390	564	560	142
Stage 1	-	-	-	-	-	-	418	418	-	142	142	-
Stage 2	-	-	-	-	-	-	146	165	-	422	418	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.48
Pot Cap-1 Maneuver	1426	-	-	1180	-	-	439	427	663	438	440	860
Stage 1	-	-	-	-	-	-	616	594	-	863	783	-
Stage 2	-	-	-	-	-	-	861	766	-	611	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1426	-	-	1180	-	-	430	421	663	428	434	860
Mov Cap-2 Maneuver	-	-	-	-	-	-	430	421	-	428	434	-
Stage 1	-	-	-	-	-	-	608	586	-	852	783	-
Stage 2	-	-	-	-	-	-	853	766	-	595	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	11.4	17.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	569	1426	-	-	1180	-	-	439
HCM Lane V/C Ratio	0.015	0.01	-	-	-	-	-	0.328
HCM Control Delay (s)	11.4	7.5	0	-	0	-	-	17.2
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	1.4

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	63	22	29	54	13
Future Vol, veh/h	32	63	22	29	54	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	2	5	8	2	0
Mvmt Flow	36	71	25	33	61	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	152	69	76	0	-	0
Stage 1	69	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.15	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.245	-	-	-
Pot Cap-1 Maneuver	844	994	1504	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	830	994	1504	-	-	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	932	-	-
HCM Lane V/C Ratio	0.016	-	0.115	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	26	48	178	61	43
Future Vol, veh/h	25	26	48	178	61	43
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	95	95	95	95	95	95
Heavy Vehicles, %	5	4	2	4	6	0
Mvmt Flow	26	27	51	187	64	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	376	87	109	0	-	0
Stage 1	87	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.45	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	619	966	1481	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	595	966	1481	-	-	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1481	-	740	-	-
HCM Lane V/C Ratio	0.034	-	0.073	-	-
HCM Control Delay (s)	7.5	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	38	95	3	18	61
Future Vol, veh/h	3	38	95	3	18	61
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	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	0	4
Mvmt Flow	3	43	108	3	20	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	219	110	0	0	111	0
Stage 1	110	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	774	941	-	-	1492	-
Stage 1	920	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	763	941	-	-	1492	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	925	1492	-
HCM Lane V/C Ratio	-	-	0.05	0.014	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	498	0	0	646	239	215	2	494	0	0	0
Future Volume (vph)	235	498	0	0	646	239	215	2	494	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	0.95			
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.96		1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1769	1881			3381		1770	1536	1534			
Flt Permitted	0.20	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	368	1881			3381		1770	1536	1534			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	242	513	0	0	666	246	222	2	509	0	0	0
RTOR Reduction (vph)	0	0	0	0	35	0	0	203	202	0	0	0
Lane Group Flow (vph)	242	513	0	0	877	0	222	54	52	0	0	0
Confl. Peds. (#/hr)	4					4						
Heavy Vehicles (%)	2%	1%	0%	0%	2%	1%	2%	0%	0%	0%	0%	0%
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	1 6			5			7				
Permitted Phases	1						7		7			
Actuated Green, G (s)	38.6	38.6			32.8		15.1	15.1	15.1			
Effective Green, g (s)	38.6	38.6			32.8		15.1	15.1	15.1			
Actuated g/C Ratio	0.52	0.52			0.44		0.20	0.20	0.20			
Clearance Time (s)	5.0				5.0		5.0	5.0	5.0			
Vehicle Extension (s)	2.0				4.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	404	978			1494		360	312	312			
v/s Ratio Prot	c0.09	0.27			c0.26			0.04				
v/s Ratio Perm	0.22						c0.13		0.03			
v/c Ratio	0.60	0.52			0.59		0.62	0.17	0.17			
Uniform Delay, d1	20.0	11.7			15.6		26.9	24.4	24.4			
Progression Factor	1.04	0.77			1.00		1.00	1.00	1.00			
Incremental Delay, d2	1.5	0.6			0.7		2.2	0.1	0.1			
Delay (s)	22.3	9.7			16.3		29.1	24.5	24.4			
Level of Service	C	A			B		C	C	C			
Approach Delay (s)		13.7			16.3			25.9			0.0	
Approach LOS		B			B			C			A	

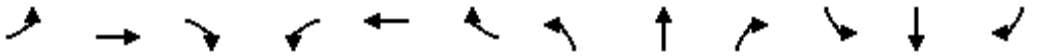
Intersection Summary			
HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	540	195	353	501	0	0	0	0	196	1	208
Future Volume (vph)	0	540	195	353	501	0	0	0	0	196	1	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.95	1.00	1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3505	1568	1770	1881						1810	1583
Flt Permitted		1.00	1.00	0.38	1.00						0.95	1.00
Satd. Flow (perm)		3505	1568	713	1881						1810	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	562	203	368	522	0	0	0	0	204	1	217
RTOR Reduction (vph)	0	0	128	0	0	0	0	0	0	0	0	173
Lane Group Flow (vph)	0	563	75	368	522	0	0	0	0	0	205	44
Confl. Peds. (#/hr)	6					6						
Heavy Vehicles (%)	0%	3%	3%	2%	1%	0%	0%	0%	0%	0%	0%	2%
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		1		2	2 5						3	
Permitted Phases			1	5						3		3
Actuated Green, G (s)		27.3	27.3	49.1	49.1						15.1	15.1
Effective Green, g (s)		27.3	27.3	49.1	49.1						15.1	15.1
Actuated g/C Ratio		0.37	0.37	0.66	0.66						0.20	0.20
Clearance Time (s)		5.0	5.0	5.0							5.0	5.0
Vehicle Extension (s)		4.0	4.0	2.0							2.0	2.0
Lane Grp Cap (vph)		1289	576	711	1244						368	322
v/s Ratio Prot		0.16		c0.12	c0.28							
v/s Ratio Perm			0.05	c0.23							0.11	0.03
v/c Ratio		0.44	0.13	0.52	0.42						0.56	0.14
Uniform Delay, d1		17.7	15.6	10.5	5.9						26.5	24.2
Progression Factor		1.00	1.00	0.67	0.85						1.00	1.00
Incremental Delay, d2		0.3	0.1	0.2	0.1						1.0	0.1
Delay (s)		18.0	15.7	7.2	5.1						27.6	24.3
Level of Service		B	B	A	A						C	C
Approach Delay (s)		17.4			6.0			0.0			25.9	
Approach LOS		B			A			A			C	

Intersection Summary					
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.56				
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	15.0		
Intersection Capacity Utilization	63.0%	ICU Level of Service	B		
Analysis Period (min)	15				

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	507	17	74	478	13	52	1	147	36	2	41
Future Volume (veh/h)	20	507	17	74	478	13	52	1	147	36	2	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1885	1900	1900	1900	1885	1930	1976	1900
Adj Flow Rate, veh/h	21	534	18	78	503	14	55	1	155	38	2	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	0	0	1	0	0	0	1	3	0	0
Cap, veh/h	91	688	23	543	1048	29	158	29	245	425	19	339
Arrive On Green	0.40	0.40	0.40	0.07	0.57	0.57	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	27	1730	57	1810	1825	51	284	137	1164	1301	90	1610
Grp Volume(v), veh/h	573	0	0	78	0	517	211	0	0	40	0	43
Grp Sat Flow(s),veh/h/ln	1814	0	0	1810	0	1876	1584	0	0	1391	0	1610
Q Serve(g_s), s	2.0	0.0	0.0	1.0	0.0	7.5	2.6	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	12.7	0.0	0.0	1.0	0.0	7.5	5.5	0.0	0.0	1.0	0.0	1.0
Prop In Lane	0.04		0.03	1.00		0.03	0.26		0.73	0.95		1.00
Lane Grp Cap(c), veh/h	802	0	0	543	0	1077	431	0	0	444	0	339
V/C Ratio(X)	0.71	0.00	0.00	0.14	0.00	0.48	0.49	0.00	0.00	0.09	0.00	0.13
Avail Cap(c_a), veh/h	1472	0	0	809	0	1455	805	0	0	764	0	728
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	0.0	5.8	0.0	5.8	16.6	0.0	0.0	14.8	0.0	14.9
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.1	0.0	0.3	0.9	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	0.2	0.0	1.5	1.7	0.0	0.0	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.0	0.0	6.0	0.0	6.1	17.4	0.0	0.0	14.9	0.0	15.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		573			595			211			83	
Approach Delay, s/veh		13.4			6.1			17.4			15.0	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		14.8	8.2	23.5		14.8		31.6				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		7.5	3.0	14.7		3.0		9.5				
Green Ext Time (p_c), s		0.9	0.1	3.8		0.3		3.1				

Intersection Summary												
HCM 6th Ctrl Delay			11.1									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	200	0	4	289	119	1	1	3	72	5	36
Future Vol, veh/h	12	200	0	4	289	119	1	1	3	72	5	36
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	1	1	0	0	0	2	0	3
Mvmt Flow	12	206	0	4	298	123	1	1	3	74	5	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	422	0	0	206	0	0	620	660	206	601	599	362
Stage 1	-	-	-	-	-	-	230	230	-	369	369	-
Stage 2	-	-	-	-	-	-	390	430	-	232	230	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.327
Pot Cap-1 Maneuver	1148	-	-	1377	-	-	403	386	840	412	418	680
Stage 1	-	-	-	-	-	-	777	718	-	651	624	-
Stage 2	-	-	-	-	-	-	638	587	-	771	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1147	-	-	1377	-	-	372	379	840	404	411	679
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	379	-	404	411	-
Stage 1	-	-	-	-	-	-	768	709	-	643	621	-
Stage 2	-	-	-	-	-	-	595	584	-	758	709	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	11.5	15.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	562	1147	-	-	1377	-	-	464
HCM Lane V/C Ratio	0.009	0.011	-	-	0.003	-	-	0.251
HCM Control Delay (s)	11.5	8.2	0	-	7.6	0	-	15.3
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	41	63	71	73	39
Future Vol, veh/h	10	41	63	71	73	39
Conflicting Peds, #/hr	0	0	1	0	0	1
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	3	0
Mvmt Flow	11	44	68	76	78	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	312	100	121	0	-	0
Stage 1	100	-	-	-	-	-
Stage 2	212	-	-	-	-	-
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	685	961	1479	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	651	960	1478	-	-	-
Mov Cap-2 Maneuver	651	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	3.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	878	-	-
HCM Lane V/C Ratio	0.046	-	0.062	-	-
HCM Control Delay (s)	7.6	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	48	35	100	155	54
Future Vol, veh/h	55	48	35	100	155	54
Conflicting Peds, #/hr	0	0	2	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	60	52	38	109	168	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	385	200	229	0	-	0
Stage 1	200	-	-	-	-	-
Stage 2	185	-	-	-	-	-
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	622	846	1351	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	601	844	1348	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	850	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	694	-	-
HCM Lane V/C Ratio	0.028	-	0.161	-	-
HCM Control Delay (s)	7.7	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	25	71	3	27	112
Future Vol, veh/h	3	25	71	3	27	112
Conflicting Peds, #/hr	0	0	0	3	3	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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	3	27	78	3	30	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	266	83	0	0	84	0
Stage 1	83	-	-	-	-	-
Stage 2	183	-	-	-	-	-
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	727	982	-	-	1526	-
Stage 1	945	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	710	979	-	-	1522	-
Mov Cap-2 Maneuver	710	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	941	1522	-
HCM Lane V/C Ratio	-	-	0.033	0.019	-
HCM Control Delay (s)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

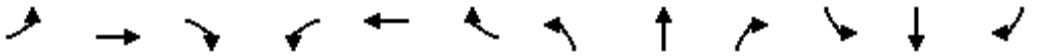
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	410	0	0	504	201	118	2	260	0	0	0
Future Volume (vph)	194	410	0	0	504	201	118	2	260	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	0.95			
Frt	1.00	1.00			0.96		1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1805	1881			3422		1805	1523	1519			
Flt Permitted	0.31	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	589	1881			3422		1805	1523	1519			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	200	423	0	0	520	207	122	2	268	0	0	0
RTOR Reduction (vph)	0	0	0	0	41	0	0	109	109	0	0	0
Lane Group Flow (vph)	200	423	0	0	686	0	122	27	25	0	0	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	0%	1%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	1 6			5			7				
Permitted Phases	1						7		7			
Actuated Green, G (s)	29.5	29.5			23.7		10.5	10.5	10.5			
Effective Green, g (s)	29.5	29.5			23.7		10.5	10.5	10.5			
Actuated g/C Ratio	0.52	0.52			0.42		0.19	0.19	0.19			
Clearance Time (s)	5.0				5.0		5.0	5.0	5.0			
Vehicle Extension (s)	2.0				4.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	464	982			1435		335	283	282			
v/s Ratio Prot	0.06	c0.22			c0.20			0.02				
v/s Ratio Perm	0.17						c0.07		0.02			
v/c Ratio	0.43	0.43			0.48		0.36	0.10	0.09			
Uniform Delay, d1	11.7	8.3			11.9		20.1	19.1	19.0			
Progression Factor	0.89	0.49			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.2	0.4			0.3		0.2	0.1	0.0			
Delay (s)	10.6	4.5			12.3		20.3	19.1	19.1			
Level of Service	B	A			B		C	B	B			
Approach Delay (s)		6.5			12.3			19.5			0.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	56.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	478	154	275	354	0	0	0	0	132	1	178
Future Volume (vph)	0	478	154	275	354	0	0	0	0	132	1	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.95	1.00	1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3610	1599	1805	1900						1792	1599
Flt Permitted		1.00	1.00	0.46	1.00						0.95	1.00
Satd. Flow (perm)		3610	1599	874	1900						1792	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	488	157	281	361	0	0	0	0	135	1	182
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	0	0	148
Lane Group Flow (vph)	0	488	62	281	361	0	0	0	0	0	136	34
Confl. Peds. (#/hr)	3					3						
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	1%
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		1		2	2 5						3	
Permitted Phases			1	5						3		3
Actuated Green, G (s)		22.2	22.2	32.5	32.5						10.5	10.5
Effective Green, g (s)		22.2	22.2	32.5	32.5						10.5	10.5
Actuated g/C Ratio		0.39	0.39	0.58	0.58						0.19	0.19
Clearance Time (s)		5.0	5.0	5.0							5.0	5.0
Vehicle Extension (s)		4.0	4.0	2.0							2.0	2.0
Lane Grp Cap (vph)		1418	628	647	1092						333	297
v/s Ratio Prot		0.14		c0.07	0.19							
v/s Ratio Perm			0.04	c0.18							0.08	0.02
v/c Ratio		0.34	0.10	0.43	0.33						0.41	0.11
Uniform Delay, d1		12.0	10.8	7.9	6.3						20.3	19.1
Progression Factor		1.00	1.00	0.49	0.55						1.00	1.00
Incremental Delay, d2		0.2	0.1	0.2	0.1						0.3	0.1
Delay (s)		12.2	10.9	4.0	3.5						20.6	19.2
Level of Service		B	B	A	A						C	B
Approach Delay (s)		11.9			3.7			0.0			19.8	
Approach LOS		B			A			A			B	

Intersection Summary					
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.44				
Actuated Cycle Length (s)	56.5	Sum of lost time (s)	15.0		
Intersection Capacity Utilization	50.1%	ICU Level of Service	A		
Analysis Period (min)	15				

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	413	10	85	369	4	30	4	104	33	4	31
Future Volume (veh/h)	10	413	10	85	369	4	30	4	104	33	4	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1900	1900	1900	1900	1900	1976	1976	1900
Adj Flow Rate, veh/h	11	449	11	92	401	4	33	4	113	36	4	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	94	617	15	597	1010	10	151	43	269	468	44	349
Arrive On Green	0.34	0.34	0.34	0.08	0.54	0.54	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	15	1819	44	1810	1878	19	203	194	1211	1366	199	1573
Grp Volume(v), veh/h	471	0	0	92	0	405	150	0	0	40	0	34
Grp Sat Flow(s),veh/h/ln	1878	0	0	1810	0	1897	1608	0	0	1566	0	1573
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	9.1	0.0	0.0	1.2	0.0	5.2	3.2	0.0	0.0	0.7	0.0	0.7
Prop In Lane	0.02		0.02	1.00		0.01	0.22		0.75	0.90		1.00
Lane Grp Cap(c), veh/h	725	0	0	597	0	1020	463	0	0	512	0	349
V/C Ratio(X)	0.65	0.00	0.00	0.15	0.00	0.40	0.32	0.00	0.00	0.08	0.00	0.10
Avail Cap(c_a), veh/h	1699	0	0	889	0	1639	903	0	0	905	0	793
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	0.0	0.0	6.3	0.0	5.7	13.8	0.0	0.0	12.9	0.0	12.9
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.1	0.0	0.3	0.4	0.0	0.0	0.1	0.0	0.1
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	3.1	0.0	0.0	0.3	0.0	1.0	0.9	0.0	0.0	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	6.4	0.0	5.9	14.2	0.0	0.0	12.9	0.0	13.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		471			497			150			74	
Approach Delay, s/veh		13.1			6.0			14.2			13.0	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		14.3	8.3	19.1		14.3		27.4				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		5.2	3.2	11.1		2.7		7.2				
Green Ext Time (p_c), s		0.6	0.1	3.0		0.2		2.3				

Intersection Summary												
HCM 6th Ctrl Delay			10.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	192	0	3	167	91	0	1	2	93	1	16
Future Vol, veh/h	13	192	0	3	167	91	0	1	2	93	1	16
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	0	0
Mvmt Flow	14	202	0	3	176	96	0	1	2	98	1	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	202	0	0	470	509	202	463	461	226
Stage 1	-	-	-	-	-	-	230	230	-	231	231	-
Stage 2	-	-	-	-	-	-	240	279	-	232	230	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.3
Pot Cap-1 Maneuver	1302	-	-	1382	-	-	507	470	844	511	500	818
Stage 1	-	-	-	-	-	-	777	718	-	774	717	-
Stage 2	-	-	-	-	-	-	768	683	-	773	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1382	-	-	490	462	844	502	492	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	490	462	-	502	492	-
Stage 1	-	-	-	-	-	-	768	709	-	764	714	-
Stage 2	-	-	-	-	-	-	748	680	-	761	709	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	10.5	13.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	1301	-	-	1382	-	-	532
HCM Lane V/C Ratio	0.005	0.011	-	-	0.002	-	-	0.218
HCM Control Delay (s)	10.5	7.8	0	-	7.6	0	-	13.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	47	42	62	62	17
Future Vol, veh/h	7	47	42	62	62	17
Conflicting Peds, #/hr	0	1	1	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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	8	54	48	71	71	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	249	83	92	0	-	0
Stage 1	82	-	-	-	-	-
Stage 2	167	-	-	-	-	-
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	744	982	1515	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	718	980	1514	-	-	-
Mov Cap-2 Maneuver	718	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1514	-	936	-	-
HCM Lane V/C Ratio	0.032	-	0.066	-	-
HCM Control Delay (s)	7.5	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	33	35	91	88	28
Future Vol, veh/h	30	33	35	91	88	28
Conflicting Peds, #/hr	0	1	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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	33	36	38	100	97	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	289	114	128	0	-	0
Stage 1	113	-	-	-	-	-
Stage 2	176	-	-	-	-	-
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	706	944	1470	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	687	943	1470	-	-	-
Mov Cap-2 Maneuver	687	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	801	-	-
HCM Lane V/C Ratio	0.026	-	0.086	-	-
HCM Control Delay (s)	7.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	25	67	0	31	61
Future Vol, veh/h	3	25	67	0	31	61
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	28	76	0	35	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	215	76	0	0	76	0
Stage 1	76	-	-	-	-	-
Stage 2	139	-	-	-	-	-
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	778	991	-	-	1536	-
Stage 1	952	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	759	991	-	-	1536	-
Mov Cap-2 Maneuver	759	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	872	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	2.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1536	-
HCM Lane V/C Ratio	-	-	0.033	0.023	-
HCM Control Delay (s)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	490	0	0	683	194	218	0	431	0	0	0
Future Volume (vph)	324	490	0	0	683	194	218	0	431	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	0.95			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.97		1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1752	1845			3376		1703	1490	1490			
Flt Permitted	0.16	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	294	1845			3376		1703	1490	1490			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	360	544	0	0	759	216	242	0	479	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	191	190	0	0	0
Lane Group Flow (vph)	360	544	0	0	950	0	242	49	49	0	0	0
Confl. Peds. (#/hr)	1		1	1		1						
Heavy Vehicles (%)	3%	3%	0%	0%	2%	6%	6%	0%	3%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	1 6			5			7				
Permitted Phases	1						7		7			
Actuated Green, G (s)	48.4	48.4			35.6		17.2	17.2	17.2			
Effective Green, g (s)	48.4	48.4			35.6		17.2	17.2	17.2			
Actuated g/C Ratio	0.57	0.57			0.42		0.20	0.20	0.20			
Clearance Time (s)	5.0				5.0		5.0	5.0	5.0			
Vehicle Extension (s)	2.0				4.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	456	1056			1422		346	303	303			
v/s Ratio Prot	c0.16	0.29			0.28			0.03				
v/s Ratio Perm	c0.30						c0.14		0.03			
v/c Ratio	0.79	0.52			0.67		0.70	0.16	0.16			
Uniform Delay, d1	23.1	10.9			19.7		31.2	27.7	27.7			
Progression Factor	0.95	0.96			1.00		1.00	1.00	1.00			
Incremental Delay, d2	7.8	0.5			1.3		4.9	0.1	0.1			
Delay (s)	29.8	11.1			21.0		36.2	27.8	27.8			
Level of Service	C	B			C		D	C	C			
Approach Delay (s)		18.5			21.0			30.6			0.0	
Approach LOS		B			C			C			A	

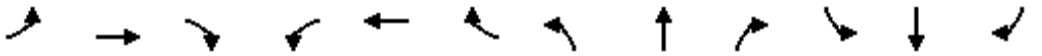
Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	84.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	596	241	412	482	0	0	0	0	212	0	372
Future Volume (vph)	0	596	241	412	482	0	0	0	0	212	0	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.95	1.00	1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3505	1599	1752	1845						1736	1553
Flt Permitted		1.00	1.00	0.32	1.00						0.95	1.00
Satd. Flow (perm)		3505	1599	594	1845						1736	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	648	262	448	524	0	0	0	0	230	0	404
RTOR Reduction (vph)	0	0	164	0	0	0	0	0	0	0	0	304
Lane Group Flow (vph)	0	648	98	448	524	0	0	0	0	0	230	100
Confl. Peds. (#/hr)	2					2						
Heavy Vehicles (%)	0%	3%	1%	3%	3%	0%	0%	0%	0%	4%	0%	4%
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		1		2	2 5						3	
Permitted Phases			1	5						3		3
Actuated Green, G (s)		31.7	31.7	56.2	56.2						17.2	17.2
Effective Green, g (s)		31.7	31.7	56.2	56.2						17.2	17.2
Actuated g/C Ratio		0.38	0.38	0.67	0.67						0.20	0.20
Clearance Time (s)		5.0	5.0	5.0							5.0	5.0
Vehicle Extension (s)		4.0	4.0	2.0							2.0	2.0
Lane Grp Cap (vph)		1314	599	677	1227						353	316
v/s Ratio Prot		0.18		c0.16	0.28							
v/s Ratio Perm			0.06	c0.28							0.13	0.06
v/c Ratio		0.49	0.16	0.66	0.43						0.65	0.32
Uniform Delay, d1		20.2	17.6	14.2	6.6						30.9	28.6
Progression Factor		1.00	1.00	0.85	0.92						1.00	1.00
Incremental Delay, d2		0.4	0.2	1.5	0.1						3.3	0.2
Delay (s)		20.6	17.8	13.5	6.1						34.2	28.9
Level of Service		C	B	B	A						C	C
Approach Delay (s)		19.8			9.5			0.0			30.8	
Approach LOS		B			A			A			C	

Intersection Summary					
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.69				
Actuated Cycle Length (s)	84.5	Sum of lost time (s)	15.0		
Intersection Capacity Utilization	67.6%	ICU Level of Service	C		
Analysis Period (min)	15				

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	612	32	198	553	3	42	3	174	43	5	25
Future Volume (veh/h)	15	612	32	198	553	3	42	3	174	43	5	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1870	1900	1826	1870	1900	1856	1900	1856	1930	1976	1826
Adj Flow Rate, veh/h	17	703	37	228	636	3	48	3	200	49	6	29
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	8	2	0	5	2	0	3	0	3	3	0	5
Cap, veh/h	67	808	42	462	1197	6	110	22	249	289	30	303
Arrive On Green	0.47	0.47	0.47	0.10	0.64	0.64	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	16	1727	90	1739	1860	9	209	115	1271	918	152	1547
Grp Volume(v), veh/h	757	0	0	228	0	639	251	0	0	55	0	29
Grp Sat Flow(s),veh/h/ln	1832	0	0	1739	0	1869	1595	0	0	1070	0	1547
Q Serve(g_s), s	5.6	0.0	0.0	3.8	0.0	11.5	5.6	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	23.1	0.0	0.0	3.8	0.0	11.5	9.3	0.0	0.0	2.7	0.0	1.0
Prop In Lane	0.02		0.05	1.00		0.00	0.19		0.80	0.89		1.00
Lane Grp Cap(c), veh/h	916	0	0	462	0	1202	381	0	0	319	0	303
V/C Ratio(X)	0.83	0.00	0.00	0.49	0.00	0.53	0.66	0.00	0.00	0.17	0.00	0.10
Avail Cap(c_a), veh/h	1117	0	0	576	0	1202	604	0	0	504	0	523
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	5.9	0.0	6.0	23.8	0.0	0.0	21.1	0.0	20.5
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.8	0.0	0.4	1.9	0.0	0.0	0.3	0.0	0.1
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	8.9	0.0	0.0	1.0	0.0	2.7	3.3	0.0	0.0	0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	0.0	0.0	6.7	0.0	6.5	25.7	0.0	0.0	21.4	0.0	20.6
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	C
Approach Vol, veh/h		757			867			251			84	
Approach Delay, s/veh		19.3			6.5			25.7			21.1	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		17.1	10.9	34.1		17.1		45.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		11.3	5.8	25.1		4.7		13.5				
Green Ext Time (p_c), s		0.9	0.2	4.0		0.3		4.0				

Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	350	0	0	105	48	0	2	5	114	1	6
Future Vol, veh/h	12	350	0	0	105	48	0	2	5	114	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	2	0	0	1	12	0	0	0	1	0	20
Mvmt Flow	14	417	0	0	125	57	0	2	6	136	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	182	0	0	417	0	0	603	627	417	603	599	154
Stage 1	-	-	-	-	-	-	445	445	-	154	154	-
Stage 2	-	-	-	-	-	-	158	182	-	449	445	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.48
Pot Cap-1 Maneuver	1405	-	-	1153	-	-	414	403	640	412	418	847
Stage 1	-	-	-	-	-	-	596	578	-	851	774	-
Stage 2	-	-	-	-	-	-	849	753	-	591	578	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1153	-	-	406	398	640	402	413	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	398	-	402	413	-
Stage 1	-	-	-	-	-	-	588	570	-	840	774	-
Stage 2	-	-	-	-	-	-	841	753	-	575	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	11.7	18.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	545	1405	-	-	1153	-	-	413
HCM Lane V/C Ratio	0.015	0.01	-	-	-	-	-	0.349
HCM Control Delay (s)	11.7	7.6	0	-	0	-	-	18.3
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	1.5

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	79	26	33	70	13
Future Vol, veh/h	32	79	26	33	70	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	2	5	8	2	0
Mvmt Flow	36	89	29	37	79	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	182	87	94	0	-	0
Stage 1	87	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.15	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.245	-	-	-
Pot Cap-1 Maneuver	812	971	1481	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	796	971	1481	-	-	-
Mov Cap-2 Maneuver	796	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1481	-	913	-	-
HCM Lane V/C Ratio	0.02	-	0.137	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	26	48	200	66	43
Future Vol, veh/h	25	26	48	200	66	43
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	95	95	95	95	95	95
Heavy Vehicles, %	5	4	2	4	6	0
Mvmt Flow	26	27	51	211	69	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	405	92	114	0	-	0
Stage 1	92	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Critical Hdwy	6.45	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	596	960	1475	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	573	960	1475	-	-	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	735	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1475	-	721	-	-
HCM Lane V/C Ratio	0.034	-	0.074	-	-
HCM Control Delay (s)	7.5	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	42	95	3	34	61
Future Vol, veh/h	3	42	95	3	34	61
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	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	0	4
Mvmt Flow	3	48	108	3	39	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	257	110	0	0	111	0
Stage 1	110	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	736	941	-	-	1492	-
Stage 1	920	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	941	-	-	1492	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	861	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	2.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	922	1492	-
HCM Lane V/C Ratio	-	-	0.055	0.026	-
HCM Control Delay (s)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	568	0	0	687	261	242	2	499	0	0	0
Future Volume (vph)	370	568	0	0	687	261	242	2	499	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	0.95			
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.96		1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1769	1881			3377		1770	1536	1534			
Flt Permitted	0.17	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	314	1881			3377		1770	1536	1534			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	381	586	0	0	708	269	249	2	514	0	0	0
RTOR Reduction (vph)	0	0	0	0	38	0	0	205	205	0	0	0
Lane Group Flow (vph)	381	586	0	0	939	0	249	54	52	0	0	0
Confl. Peds. (#/hr)	4					4						
Heavy Vehicles (%)	2%	1%	0%	0%	2%	1%	2%	0%	0%	0%	0%	0%
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	1 6			5			7				
Permitted Phases	1						7		7			
Actuated Green, G (s)	51.9	51.9			36.1		17.4	17.4	17.4			
Effective Green, g (s)	51.9	51.9			36.1		17.4	17.4	17.4			
Actuated g/C Ratio	0.61	0.61			0.42		0.20	0.20	0.20			
Clearance Time (s)	5.0				5.0		5.0	5.0	5.0			
Vehicle Extension (s)	2.0				4.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	481	1140			1424		359	312	311			
v/s Ratio Prot	c0.16	0.31			0.28			0.04				
v/s Ratio Perm	c0.32						c0.14		0.03			
v/c Ratio	0.79	0.51			0.66		0.69	0.17	0.17			
Uniform Delay, d1	22.1	9.6			19.8		31.6	28.2	28.1			
Progression Factor	0.95	0.78			1.00		1.00	1.00	1.00			
Incremental Delay, d2	7.4	0.5			1.2		4.6	0.1	0.1			
Delay (s)	28.3	8.0			21.1		36.3	28.3	28.2			
Level of Service	C	A			C		D	C	C			
Approach Delay (s)		16.0			21.1			30.9			0.0	
Approach LOS		B			C			C			A	

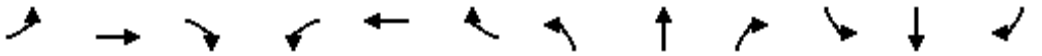
Intersection Summary			
HCM 2000 Control Delay	22.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	85.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	737	255	365	559	0	0	0	0	205	1	272
Future Volume (vph)	0	737	255	365	559	0	0	0	0	205	1	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.95	1.00	1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3505	1568	1770	1881						1810	1583
Flt Permitted		1.00	1.00	0.26	1.00						0.95	1.00
Satd. Flow (perm)		3505	1568	491	1881						1810	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	768	266	380	582	0	0	0	0	214	1	283
RTOR Reduction (vph)	0	0	158	0	0	0	0	0	0	0	0	225
Lane Group Flow (vph)	0	768	108	380	582	0	0	0	0	0	215	58
Confl. Peds. (#/hr)	6					6						
Heavy Vehicles (%)	0%	3%	3%	2%	1%	0%	0%	0%	0%	0%	0%	2%
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		1		2	2 5						3	
Permitted Phases			1	5						3		3
Actuated Green, G (s)		34.8	34.8	54.5	54.5						17.4	17.4
Effective Green, g (s)		34.8	34.8	54.5	54.5						17.4	17.4
Actuated g/C Ratio		0.41	0.41	0.64	0.64						0.20	0.20
Clearance Time (s)		5.0	5.0	5.0							5.0	5.0
Vehicle Extension (s)		4.0	4.0	2.0							2.0	2.0
Lane Grp Cap (vph)		1424	637	587	1197						367	321
v/s Ratio Prot		0.22		c0.14	0.31							
v/s Ratio Perm			0.07	c0.27							0.12	0.04
v/c Ratio		0.54	0.17	0.65	0.49						0.59	0.18
Uniform Delay, d1		19.3	16.2	16.8	8.2						30.8	28.2
Progression Factor		1.00	1.00	0.79	0.95						1.00	1.00
Incremental Delay, d2		0.5	0.2	1.5	0.1						1.5	0.1
Delay (s)		19.8	16.4	14.8	7.9						32.4	28.3
Level of Service		B	B	B	A						C	C
Approach Delay (s)		18.9			10.6			0.0			30.1	
Approach LOS		B			B			A			C	

Intersection Summary					
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.64				
Actuated Cycle Length (s)	85.6	Sum of lost time (s)	15.0		
Intersection Capacity Utilization	73.9%	ICU Level of Service	D		
Analysis Period (min)	15				

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	684	22	105	571	13	67	1	230	36	2	41
Future Volume (veh/h)	20	684	22	105	571	13	67	1	230	36	2	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1885	1900	1900	1900	1885	1930	1976	1900
Adj Flow Rate, veh/h	21	720	23	111	601	14	71	1	242	38	2	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	0	0	1	0	0	0	1	3	0	0
Cap, veh/h	67	816	26	409	1123	26	131	22	285	302	13	377
Arrive On Green	0.47	0.47	0.47	0.07	0.61	0.61	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	21	1741	55	1810	1835	43	269	94	1218	829	57	1610
Grp Volume(v), veh/h	764	0	0	111	0	615	314	0	0	40	0	43
Grp Sat Flow(s),veh/h/ln	1817	0	0	1810	0	1877	1580	0	0	886	0	1610
Q Serve(g_s), s	7.8	0.0	0.0	1.8	0.0	12.3	8.7	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	24.9	0.0	0.0	1.8	0.0	12.3	12.3	0.0	0.0	2.5	0.0	1.4
Prop In Lane	0.03		0.03	1.00		0.02	0.23		0.77	0.95		1.00
Lane Grp Cap(c), veh/h	908	0	0	409	0	1149	438	0	0	316	0	377
V/C Ratio(X)	0.84	0.00	0.00	0.27	0.00	0.54	0.72	0.00	0.00	0.13	0.00	0.11
Avail Cap(c_a), veh/h	1060	0	0	567	0	1149	576	0	0	424	0	520
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	6.5	0.0	7.3	23.7	0.0	0.0	19.9	0.0	19.6
Incr Delay (d2), s/veh	5.5	0.0	0.0	0.4	0.0	0.5	2.9	0.0	0.0	0.2	0.0	0.1
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	9.8	0.0	0.0	0.5	0.0	3.3	4.4	0.0	0.0	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	0.0	6.9	0.0	7.8	26.6	0.0	0.0	20.1	0.0	19.7
LnGrp LOS	C	A	A	A	A	A	C	A	A	C	A	B
Approach Vol, veh/h		764			726			314			83	
Approach Delay, s/veh		21.2			7.6			26.6			19.9	
Approach LOS		C			A			C			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		20.2	9.3	35.4		20.2		44.8				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		14.3	3.8	26.9		4.5		14.3				
Green Ext Time (p_c), s		1.0	0.1	3.6		0.3		3.7				

Intersection Summary												
HCM 6th Ctrl Delay			16.8									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	209	0	4	309	150	1	1	3	86	5	36
Future Vol, veh/h	12	209	0	4	309	150	1	1	3	86	5	36
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	1	1	0	0	0	2	0	3
Mvmt Flow	12	215	0	4	319	155	1	1	3	89	5	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	475	0	0	215	0	0	666	722	215	647	645	399
Stage 1	-	-	-	-	-	-	239	239	-	406	406	-
Stage 2	-	-	-	-	-	-	427	483	-	241	239	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.327
Pot Cap-1 Maneuver	1098	-	-	1367	-	-	376	355	830	384	393	649
Stage 1	-	-	-	-	-	-	769	711	-	622	601	-
Stage 2	-	-	-	-	-	-	610	556	-	762	711	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1097	-	-	1367	-	-	346	349	830	377	386	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	346	349	-	377	386	-
Stage 1	-	-	-	-	-	-	760	702	-	614	598	-
Stage 2	-	-	-	-	-	-	567	553	-	749	702	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	11.8	17.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	534	1097	-	-	1367	-	-	428
HCM Lane V/C Ratio	0.01	0.011	-	-	0.003	-	-	0.306
HCM Control Delay (s)	11.8	8.3	0	-	7.6	0	-	17.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	1.3

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	48	78	86	80	39
Future Vol, veh/h	10	48	78	86	80	39
Conflicting Peds, #/hr	0	0	1	0	0	1
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	3	0
Mvmt Flow	11	52	84	92	86	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	368	108	129	0	-	0
Stage 1	108	-	-	-	-	-
Stage 2	260	-	-	-	-	-
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	636	951	1469	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	597	950	1468	-	-	-
Mov Cap-2 Maneuver	597	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	3.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1468	-	862	-	-
HCM Lane V/C Ratio	0.057	-	0.072	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	48	35	100	155	54
Future Vol, veh/h	55	48	35	100	155	54
Conflicting Peds, #/hr	0	0	2	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	60	52	38	109	168	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	385	200	229	0	-	0
Stage 1	200	-	-	-	-	-
Stage 2	185	-	-	-	-	-
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	622	846	1351	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	601	844	1348	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	850	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	694	-	-
HCM Lane V/C Ratio	0.028	-	0.161	-	-
HCM Control Delay (s)	7.7	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	40	71	3	34	112
Future Vol, veh/h	3	40	71	3	34	112
Conflicting Peds, #/hr	0	0	0	3	3	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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	3	44	78	3	37	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	280	83	0	0	84	0
Stage 1	83	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	714	982	-	-	1526	-
Stage 1	945	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	693	979	-	-	1522	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	952	1522	-
HCM Lane V/C Ratio	-	-	0.05	0.025	-
HCM Control Delay (s)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

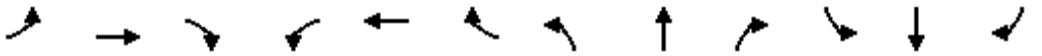
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	472	0	0	550	207	158	2	265	0	0	0
Future Volume (vph)	314	472	0	0	550	207	158	2	265	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	0.95			
Frt	1.00	1.00			0.96		1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1805	1881			3428		1805	1523	1519			
Flt Permitted	0.28	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	527	1881			3428		1805	1523	1519			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	324	487	0	0	567	213	163	2	273	0	0	0
RTOR Reduction (vph)	0	0	0	0	38	0	0	112	111	0	0	0
Lane Group Flow (vph)	324	487	0	0	742	0	163	27	25	0	0	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	0%	1%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	1 6			5			7				
Permitted Phases	1						7		7			
Actuated Green, G (s)	39.5	39.5			27.8		12.1	12.1	12.1			
Effective Green, g (s)	39.5	39.5			27.8		12.1	12.1	12.1			
Actuated g/C Ratio	0.60	0.60			0.42		0.18	0.18	0.18			
Clearance Time (s)	5.0				5.0		5.0	5.0	5.0			
Vehicle Extension (s)	2.0				4.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	530	1125			1443		330	279	278			
v/s Ratio Prot	c0.10	0.26			0.22			0.02				
v/s Ratio Perm	c0.26						c0.09		0.02			
v/c Ratio	0.61	0.43			0.51		0.49	0.10	0.09			
Uniform Delay, d1	13.9	7.2			14.1		24.2	22.4	22.4			
Progression Factor	0.94	0.49			1.00		1.00	1.00	1.00			
Incremental Delay, d2	1.4	0.4			0.4		0.4	0.1	0.1			
Delay (s)	14.5	3.9			14.5		24.6	22.5	22.4			
Level of Service	B	A			B		C	C	C			
Approach Delay (s)		8.2			14.5			23.3			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	654	207	280	437	0	0	0	0	140	1	270
Future Volume (vph)	0	654	207	280	437	0	0	0	0	140	1	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.95	1.00	1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3610	1599	1805	1900						1792	1599
Flt Permitted		1.00	1.00	0.34	1.00						0.95	1.00
Satd. Flow (perm)		3610	1599	645	1900						1792	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	667	211	286	446	0	0	0	0	143	1	276
RTOR Reduction (vph)	0	0	120	0	0	0	0	0	0	0	0	225
Lane Group Flow (vph)	0	667	91	286	446	0	0	0	0	0	144	51
Confl. Peds. (#/hr)	3					3						
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	1%
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		1		2	2 5						3	
Permitted Phases			1	5						3		3
Actuated Green, G (s)		28.4	28.4	38.3	38.3						12.1	12.1
Effective Green, g (s)		28.4	28.4	38.3	38.3						12.1	12.1
Actuated g/C Ratio		0.43	0.43	0.58	0.58						0.18	0.18
Clearance Time (s)		5.0	5.0	5.0							5.0	5.0
Vehicle Extension (s)		4.0	4.0	2.0							2.0	2.0
Lane Grp Cap (vph)		1553	688	558	1102						328	293
v/s Ratio Prot		0.18		c0.08	0.23							
v/s Ratio Perm			0.06	c0.22							0.08	0.03
v/c Ratio		0.43	0.13	0.51	0.40						0.44	0.17
Uniform Delay, d1		13.1	11.4	12.3	7.6						23.9	22.7
Progression Factor		1.00	1.00	0.82	0.66						1.00	1.00
Incremental Delay, d2		0.3	0.1	0.3	0.1						0.3	0.1
Delay (s)		13.4	11.5	10.5	5.1						24.3	22.8
Level of Service		B	B	B	A						C	C
Approach Delay (s)		12.9			7.2			0.0			23.3	
Approach LOS		B			A			A			C	

Intersection Summary					
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.49				
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	15.0		
Intersection Capacity Utilization	60.5%	ICU Level of Service	B		
Analysis Period (min)	15				

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	570	20	142	488	4	43	4	175	33	4	31
Future Volume (veh/h)	10	570	20	142	488	4	43	4	175	33	4	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1900	1900	1900	1900	1900	1976	1976	1900
Adj Flow Rate, veh/h	11	620	22	154	530	4	47	4	190	36	4	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	75	766	27	530	1146	9	125	25	248	342	32	310
Arrive On Green	0.42	0.42	0.42	0.09	0.61	0.61	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	10	1803	63	1810	1883	14	209	129	1259	1060	161	1572
Grp Volume(v), veh/h	653	0	0	154	0	534	241	0	0	40	0	34
Grp Sat Flow(s),veh/h/ln	1877	0	0	1810	0	1897	1597	0	0	1221	0	1572
Q Serve(g_s), s	1.0	0.0	0.0	2.2	0.0	7.9	4.1	0.0	0.0	0.0	0.0	0.9
Cycle Q Clear(g_c), s	15.7	0.0	0.0	2.2	0.0	7.9	7.3	0.0	0.0	1.3	0.0	0.9
Prop In Lane	0.02		0.03	1.00		0.01	0.20		0.79	0.90		1.00
Lane Grp Cap(c), veh/h	869	0	0	530	0	1155	398	0	0	374	0	310
V/C Ratio(X)	0.75	0.00	0.00	0.29	0.00	0.46	0.61	0.00	0.00	0.11	0.00	0.11
Avail Cap(c_a), veh/h	1378	0	0	725	0	1328	729	0	0	649	0	642
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	0.0	5.7	0.0	5.5	19.5	0.0	0.0	17.1	0.0	16.9
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.3	1.5	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	0.0	0.5	0.0	1.6	2.4	0.0	0.0	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	0.0	6.0	0.0	5.8	20.9	0.0	0.0	17.2	0.0	17.1
LnGrp LOS	B	A	A	A	A	A	C	A	A	B	A	B
Approach Vol, veh/h		653			688			241			74	
Approach Delay, s/veh		14.3			5.8			20.9			17.1	
Approach LOS		B			A			C			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		15.1	9.4	26.9		15.1		36.3				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		9.3	4.2	17.7		3.3		9.9				
Green Ext Time (p_c), s		1.0	0.2	4.2		0.2		3.2				

Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	203	0	3	182	117	0	1	2	114	1	16
Future Vol, veh/h	13	203	0	3	182	117	0	1	2	114	1	16
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	0	0
Mvmt Flow	14	214	0	3	192	123	0	1	2	120	1	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	316	0	0	214	0	0	512	564	214	505	503	256
Stage 1	-	-	-	-	-	-	242	242	-	261	261	-
Stage 2	-	-	-	-	-	-	270	322	-	244	242	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.3
Pot Cap-1 Maneuver	1256	-	-	1368	-	-	476	438	831	479	474	788
Stage 1	-	-	-	-	-	-	766	709	-	746	696	-
Stage 2	-	-	-	-	-	-	740	655	-	762	709	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1255	-	-	1368	-	-	459	431	831	471	466	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	459	431	-	471	466	-
Stage 1	-	-	-	-	-	-	756	700	-	736	693	-
Stage 2	-	-	-	-	-	-	720	652	-	749	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	10.7	15.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	635	1255	-	-	1368	-	-	495
HCM Lane V/C Ratio	0.005	0.011	-	-	0.002	-	-	0.279
HCM Control Delay (s)	10.7	7.9	0	-	7.6	0	-	15.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	1.1

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	56	55	75	71	17
Future Vol, veh/h	7	56	55	75	71	17
Conflicting Peds, #/hr	0	1	1	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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	8	64	63	86	82	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	305	94	103	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	212	-	-	-	-	-
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	691	968	1502	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	659	966	1501	-	-	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1501	-	918	-	-
HCM Lane V/C Ratio	0.042	-	0.079	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	33	35	102	103	28
Future Vol, veh/h	30	33	35	102	103	28
Conflicting Peds, #/hr	0	1	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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	33	36	38	112	113	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	317	130	144	0	-	0
Stage 1	129	-	-	-	-	-
Stage 2	188	-	-	-	-	-
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	680	925	1451	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	661	924	1451	-	-	-
Mov Cap-2 Maneuver	661	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1451	-	777	-	-
HCM Lane V/C Ratio	0.027	-	0.089	-	-
HCM Control Delay (s)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	38	67	0	40	61
Future Vol, veh/h	3	38	67	0	40	61
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	43	76	0	45	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	235	76	0	0	76	0
Stage 1	76	-	-	-	-	-
Stage 2	159	-	-	-	-	-
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	758	991	-	-	1536	-
Stage 1	952	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	735	991	-	-	1536	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	2.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	966	1536	-
HCM Lane V/C Ratio	-	-	0.048	0.03	-
HCM Control Delay (s)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	331	490	0	0	683	194	247	0	431	0	0	0
Future Volume (vph)	331	490	0	0	683	194	247	0	431	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	0.95			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.97		1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1752	1845			3376		1703	1490	1490			
Flt Permitted	0.16	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	287	1845			3376		1703	1490	1490			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	368	544	0	0	759	216	274	0	479	0	0	0
RTOR Reduction (vph)	0	0	0	0	26	0	0	188	187	0	0	0
Lane Group Flow (vph)	368	544	0	0	949	0	274	52	52	0	0	0
Confl. Peds. (#/hr)	1		1	1		1						
Heavy Vehicles (%)	3%	3%	0%	0%	2%	6%	6%	0%	3%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	1 6			5			7				
Permitted Phases	1						7		7			
Actuated Green, G (s)	49.9	49.9			36.1		18.9	18.9	18.9			
Effective Green, g (s)	49.9	49.9			36.1		18.9	18.9	18.9			
Actuated g/C Ratio	0.57	0.57			0.41		0.22	0.22	0.22			
Clearance Time (s)	5.0				5.0		5.0	5.0	5.0			
Vehicle Extension (s)	2.0				4.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	453	1055			1397		369	322	322			
v/s Ratio Prot	c0.16	0.29			0.28			0.03				
v/s Ratio Perm	c0.30						c0.16		0.03			
v/c Ratio	0.81	0.52			0.68		0.74	0.16	0.16			
Uniform Delay, d1	24.3	11.3			20.8		31.9	27.7	27.7			
Progression Factor	0.92	0.98			1.00		1.00	1.00	1.00			
Incremental Delay, d2	9.6	0.5			1.5		6.9	0.1	0.1			
Delay (s)	31.8	11.7			22.3		38.8	27.8	27.8			
Level of Service	C	B			C		D	C	C			
Approach Delay (s)		19.8			22.3			31.8			0.0	
Approach LOS		B			C			C			A	

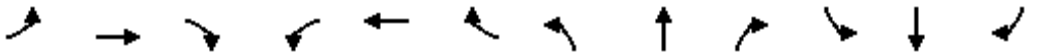
Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	87.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	603	279	412	511	0	0	0	0	212	0	378
Future Volume (vph)	0	603	279	412	511	0	0	0	0	212	0	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.95	1.00	1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3505	1599	1752	1845						1736	1553
Flt Permitted		1.00	1.00	0.31	1.00						0.95	1.00
Satd. Flow (perm)		3505	1599	580	1845						1736	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	655	303	448	555	0	0	0	0	230	0	411
RTOR Reduction (vph)	0	0	189	0	0	0	0	0	0	0	0	281
Lane Group Flow (vph)	0	655	114	448	555	0	0	0	0	0	230	130
Confl. Peds. (#/hr)	2					2						
Heavy Vehicles (%)	0%	3%	1%	3%	3%	0%	0%	0%	0%	4%	0%	4%
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		1		2	2 5						3	
Permitted Phases			1	5						3		3
Actuated Green, G (s)		32.7	32.7	56.7	56.7						18.9	18.9
Effective Green, g (s)		32.7	32.7	56.7	56.7						18.9	18.9
Actuated g/C Ratio		0.38	0.38	0.65	0.65						0.22	0.22
Clearance Time (s)		5.0	5.0	5.0							5.0	5.0
Vehicle Extension (s)		4.0	4.0	2.0							2.0	2.0
Lane Grp Cap (vph)		1314	599	654	1199						376	336
v/s Ratio Prot		0.19		c0.16	c0.30							
v/s Ratio Perm			0.07	c0.28							0.13	0.08
v/c Ratio		0.50	0.19	0.69	0.46						0.61	0.39
Uniform Delay, d1		20.9	18.3	15.6	7.6						30.8	29.2
Progression Factor		1.00	1.00	0.82	1.01						1.00	1.00
Incremental Delay, d2		0.4	0.2	1.9	0.1						2.1	0.3
Delay (s)		21.4	18.5	14.7	7.8						32.9	29.5
Level of Service		C	B	B	A						C	C
Approach Delay (s)		20.5			10.8			0.0			30.7	
Approach LOS		C			B			A			C	

Intersection Summary					
HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.69				
Actuated Cycle Length (s)	87.2	Sum of lost time (s)	15.0		
Intersection Capacity Utilization	69.6%	ICU Level of Service	C		
Analysis Period (min)	15				

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	657	32	198	588	3	42	3	174	43	5	25
Future Volume (veh/h)	15	657	32	198	588	3	42	3	174	43	5	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1870	1900	1826	1870	1900	1856	1900	1856	1930	1976	1826
Adj Flow Rate, veh/h	17	755	37	228	676	3	48	3	200	49	6	29
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	8	2	0	5	2	0	3	0	3	3	0	5
Cap, veh/h	64	842	41	432	1217	5	106	22	246	276	28	299
Arrive On Green	0.49	0.49	0.49	0.09	0.65	0.65	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	15	1734	84	1739	1861	8	211	113	1271	889	147	1547
Grp Volume(v), veh/h	809	0	0	228	0	679	251	0	0	55	0	29
Grp Sat Flow(s),veh/h/ln	1833	0	0	1739	0	1869	1595	0	0	1036	0	1547
Q Serve(g_s), s	7.3	0.0	0.0	3.9	0.0	12.9	6.1	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	26.4	0.0	0.0	3.9	0.0	12.9	9.8	0.0	0.0	3.0	0.0	1.0
Prop In Lane	0.02		0.05	1.00		0.00	0.19		0.80	0.89		1.00
Lane Grp Cap(c), veh/h	946	0	0	432	0	1222	374	0	0	304	0	299
V/C Ratio(X)	0.85	0.00	0.00	0.53	0.00	0.56	0.67	0.00	0.00	0.18	0.00	0.10
Avail Cap(c_a), veh/h	1062	0	0	538	0	1222	574	0	0	470	0	496
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	0.0	5.8	0.0	6.2	25.2	0.0	0.0	22.4	0.0	21.7
Incr Delay (d2), s/veh	6.4	0.0	0.0	1.0	0.0	0.6	2.1	0.0	0.0	0.3	0.0	0.1
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	10.6	0.0	0.0	1.1	0.0	3.1	3.5	0.0	0.0	0.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	6.8	0.0	6.7	27.3	0.0	0.0	22.7	0.0	21.8
LnGrp LOS	C	A	A	A	A	A	C	A	A	C	A	C
Approach Vol, veh/h		809			907			251			84	
Approach Delay, s/veh		21.8			6.7			27.3			22.4	
Approach LOS		C			A			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		17.7	11.0	36.8		17.7		47.8				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		11.8	5.9	28.4		5.0		14.9				
Green Ext Time (p_c), s		0.9	0.2	3.4		0.3		4.2				

Intersection Summary												
HCM 6th Ctrl Delay			15.8									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	350	0	0	105	83	0	2	5	189	1	6
Future Vol, veh/h	12	350	0	0	105	83	0	2	5	189	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	2	0	0	1	12	0	0	0	1	0	20
Mvmt Flow	14	417	0	0	125	99	0	2	6	225	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	224	0	0	417	0	0	624	669	417	624	620	175
Stage 1	-	-	-	-	-	-	445	445	-	175	175	-
Stage 2	-	-	-	-	-	-	179	224	-	449	445	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.48
Pot Cap-1 Maneuver	1357	-	-	1153	-	-	401	381	640	399	407	824
Stage 1	-	-	-	-	-	-	596	578	-	829	758	-
Stage 2	-	-	-	-	-	-	827	722	-	591	578	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1357	-	-	1153	-	-	393	376	640	389	402	824
Mov Cap-2 Maneuver	-	-	-	-	-	-	393	376	-	389	402	-
Stage 1	-	-	-	-	-	-	588	570	-	818	758	-
Stage 2	-	-	-	-	-	-	819	722	-	575	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	11.9	26.4
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	533	1357	-	-	1153	-	-	395
HCM Lane V/C Ratio	0.016	0.011	-	-	-	-	-	0.591
HCM Control Delay (s)	11.9	7.7	0	-	0	-	-	26.4
HCM Lane LOS	B	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	3.7

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	123	60	34	71	25
Future Vol, veh/h	47	123	60	34	71	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	2	5	8	2	0
Mvmt Flow	53	138	67	38	80	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	266	94	108	0	-	0
Stage 1	94	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.15	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.245	-	-	-
Pot Cap-1 Maneuver	727	963	1464	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	693	963	1464	-	-	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	4.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	869	-	-
HCM Lane V/C Ratio	0.046	-	0.22	-	-
HCM Control Delay (s)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	49	66	200	66	43
Future Vol, veh/h	25	49	66	200	66	43
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	95	95	95	95	95	95
Heavy Vehicles, %	5	4	2	4	6	0
Mvmt Flow	26	52	69	211	69	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	441	92	114	0	-	0
Stage 1	92	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.45	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	568	960	1475	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	538	960	1475	-	-	-
Mov Cap-2 Maneuver	538	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	707	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1475	-	759	-	-
HCM Lane V/C Ratio	0.047	-	0.103	-	-
HCM Control Delay (s)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	36	29	8	27	22	42	6	125	33	34	84	28
Future Vol, veh/h	36	29	8	27	22	42	6	125	33	34	84	28
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	0	2	3	2	0	0	0	4	2
Mvmt Flow	41	33	9	31	25	48	7	142	38	39	95	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	401	383	111	385	380	161	127	0	0	180	0	0
Stage 1	189	189	-	175	175	-	-	-	-	-	-	-
Stage 2	212	194	-	210	205	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.23	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.327	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	560	550	942	577	552	881	1459	-	-	1408	-	-
Stage 1	813	744	-	832	754	-	-	-	-	-	-	-
Stage 2	790	740	-	797	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	497	531	942	530	533	881	1459	-	-	1408	-	-
Mov Cap-2 Maneuver	497	531	-	530	533	-	-	-	-	-	-	-
Stage 1	809	722	-	828	750	-	-	-	-	-	-	-
Stage 2	719	736	-	731	710	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	11.6	0.3	1.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1459	-	-	539	651	1408	-	-
HCM Lane V/C Ratio	0.005	-	-	0.154	0.159	0.027	-	-
HCM Control Delay (s)	7.5	0	-	12.9	11.6	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	15	12	105	72	47
Future Vol, veh/h	60	15	12	105	72	47
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	0	0	4	0
Mvmt Flow	68	17	14	119	82	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	256	109	135	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	733	945	1462	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	726	945	1462	-	-	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1462	-	761	-	-
HCM Lane V/C Ratio	0.009	-	0.112	-	-
HCM Control Delay (s)	7.5	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	377	568	0	0	687	261	282	2	499	0	0	0
Future Volume (vph)	377	568	0	0	687	261	282	2	499	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	0.95			
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.96		1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1769	1881			3377		1770	1536	1534			
Flt Permitted	0.16	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	303	1881			3377		1770	1536	1534			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	389	586	0	0	708	269	291	2	514	0	0	0
RTOR Reduction (vph)	0	0	0	0	39	0	0	201	201	0	0	0
Lane Group Flow (vph)	389	586	0	0	938	0	291	58	56	0	0	0
Confl. Peds. (#/hr)	4					4						
Heavy Vehicles (%)	2%	1%	0%	0%	2%	1%	2%	0%	0%	0%	0%	0%
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	1 6			5			7				
Permitted Phases	1						7		7			
Actuated Green, G (s)	53.1	53.1			36.9		19.4	19.4	19.4			
Effective Green, g (s)	53.1	53.1			36.9		19.4	19.4	19.4			
Actuated g/C Ratio	0.60	0.60			0.42		0.22	0.22	0.22			
Clearance Time (s)	5.0				5.0		5.0	5.0	5.0			
Vehicle Extension (s)	2.0				4.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	471	1123			1401		386	335	334			
v/s Ratio Prot	c0.16	0.31			0.28			0.04				
v/s Ratio Perm	c0.33						c0.16		0.04			
v/c Ratio	0.83	0.52			0.67		0.75	0.17	0.17			
Uniform Delay, d1	23.8	10.5			21.1		32.5	28.2	28.2			
Progression Factor	0.92	0.79			1.00		1.00	1.00	1.00			
Incremental Delay, d2	9.6	0.5			1.4		7.2	0.1	0.1			
Delay (s)	31.5	8.8			22.4		39.8	28.3	28.3			
Level of Service	C	A			C		D	C	C			
Approach Delay (s)		17.9			22.4			32.4			0.0	
Approach LOS		B			C			C			A	

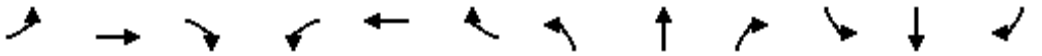
Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	88.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	744	291	365	599	0	0	0	0	205	1	280
Future Volume (vph)	0	744	291	365	599	0	0	0	0	205	1	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.95	1.00	1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3505	1568	1770	1881						1810	1583
Flt Permitted		1.00	1.00	0.25	1.00						0.95	1.00
Satd. Flow (perm)		3505	1568	475	1881						1810	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	775	303	380	624	0	0	0	0	214	1	292
RTOR Reduction (vph)	0	0	182	0	0	0	0	0	0	0	0	228
Lane Group Flow (vph)	0	775	121	380	624	0	0	0	0	0	215	64
Confl. Peds. (#/hr)	6					6						
Heavy Vehicles (%)	0%	3%	3%	2%	1%	0%	0%	0%	0%	0%	0%	2%
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		1		2	2 5						3	
Permitted Phases			1	5						3		3
Actuated Green, G (s)		35.5	35.5	55.9	55.9						19.4	19.4
Effective Green, g (s)		35.5	35.5	55.9	55.9						19.4	19.4
Actuated g/C Ratio		0.40	0.40	0.63	0.63						0.22	0.22
Clearance Time (s)		5.0	5.0	5.0							5.0	5.0
Vehicle Extension (s)		4.0	4.0	2.0							2.0	2.0
Lane Grp Cap (vph)		1399	626	575	1182						394	345
v/s Ratio Prot		0.22		c0.14	0.33							
v/s Ratio Perm			0.08	c0.27							0.12	0.04
v/c Ratio		0.55	0.19	0.66	0.53						0.55	0.18
Uniform Delay, d1		20.6	17.4	18.2	9.2						30.8	28.3
Progression Factor		1.00	1.00	0.77	1.08						1.00	1.00
Incremental Delay, d2		0.6	0.2	1.7	0.2						0.8	0.1
Delay (s)		21.2	17.6	15.7	10.0						31.7	28.4
Level of Service		C	B	B	B						C	C
Approach Delay (s)		20.2			12.2			0.0			29.8	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	88.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	727	22	105	619	13	67	1	230	36	2	41
Future Volume (veh/h)	20	727	22	105	619	13	67	1	230	36	2	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1885	1900	1900	1900	1885	1930	1976	1900
Adj Flow Rate, veh/h	21	765	23	111	652	14	71	1	242	38	2	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	0	0	1	0	0	0	1	3	0	0
Cap, veh/h	64	843	25	382	1142	25	128	21	282	290	13	374
Arrive On Green	0.48	0.48	0.48	0.06	0.62	0.62	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	20	1745	52	1810	1839	39	271	91	1217	807	56	1610
Grp Volume(v), veh/h	809	0	0	111	0	666	314	0	0	40	0	43
Grp Sat Flow(s),veh/h/ln	1817	0	0	1810	0	1878	1580	0	0	862	0	1610
Q Serve(g_s), s	9.7	0.0	0.0	1.9	0.0	14.2	9.3	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	28.1	0.0	0.0	1.9	0.0	14.2	12.9	0.0	0.0	2.7	0.0	1.4
Prop In Lane	0.03		0.03	1.00		0.02	0.23		0.77	0.95		1.00
Lane Grp Cap(c), veh/h	932	0	0	382	0	1166	431	0	0	303	0	374
V/C Ratio(X)	0.87	0.00	0.00	0.29	0.00	0.57	0.73	0.00	0.00	0.13	0.00	0.12
Avail Cap(c_a), veh/h	1014	0	0	532	0	1166	550	0	0	397	0	497
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	6.5	0.0	7.6	24.9	0.0	0.0	21.0	0.0	20.6
Incr Delay (d2), s/veh	7.7	0.0	0.0	0.4	0.0	0.7	3.5	0.0	0.0	0.2	0.0	0.1
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	11.6	0.0	0.0	0.6	0.0	3.9	4.7	0.0	0.0	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	0.0	6.9	0.0	8.2	28.5	0.0	0.0	21.2	0.0	20.7
LnGrp LOS	C	A	A	A	A	A	C	A	A	C	A	C
Approach Vol, veh/h		809			777			314			83	
Approach Delay, s/veh		23.9			8.1			28.5			21.0	
Approach LOS		C			A			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		20.8	9.4	37.9		20.8		47.2				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		14.9	3.9	30.1		4.7		16.2				
Green Ext Time (p_c), s		0.9	0.1	2.8		0.3		4.0				

Intersection Summary												
HCM 6th Ctrl Delay			18.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	209	0	4	309	198	1	1	3	129	5	36
Future Vol, veh/h	12	209	0	4	309	198	1	1	3	129	5	36
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	1	1	0	0	0	2	0	3
Mvmt Flow	12	215	0	4	319	204	1	1	3	133	5	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	524	0	0	215	0	0	690	771	215	671	669	423
Stage 1	-	-	-	-	-	-	239	239	-	430	430	-
Stage 2	-	-	-	-	-	-	451	532	-	241	239	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.327
Pot Cap-1 Maneuver	1053	-	-	1367	-	-	362	333	830	370	381	629
Stage 1	-	-	-	-	-	-	769	711	-	603	587	-
Stage 2	-	-	-	-	-	-	592	529	-	762	711	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	1367	-	-	332	327	830	363	374	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	327	-	363	374	-
Stage 1	-	-	-	-	-	-	759	702	-	595	584	-
Stage 2	-	-	-	-	-	-	549	526	-	748	702	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	12	20.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	516	1052	-	-	1367	-	-	399
HCM Lane V/C Ratio	0.01	0.012	-	-	0.003	-	-	0.439
HCM Control Delay (s)	12	8.5	0	-	7.6	0	-	20.9
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	2.2

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	89	125	87	82	55
Future Vol, veh/h	24	89	125	87	82	55
Conflicting Peds, #/hr	0	0	1	0	0	1
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	3	0
Mvmt Flow	26	96	134	94	88	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	481	119	148	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	362	-	-	-	-	-
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	548	938	1446	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	493	937	1445	-	-	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	4.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1445	-	787	-	-
HCM Lane V/C Ratio	0.093	-	0.154	-	-
HCM Control Delay (s)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	69	59	109	175	54
Future Vol, veh/h	55	69	59	109	175	54
Conflicting Peds, #/hr	0	0	2	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	60	75	64	118	190	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	468	222	251	0	-	0
Stage 1	222	-	-	-	-	-
Stage 2	246	-	-	-	-	-
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	557	823	1326	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	526	821	1323	-	-	-
Mov Cap-2 Maneuver	526	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	2.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1323	-	657	-	-
HCM Lane V/C Ratio	0.048	-	0.205	-	-
HCM Control Delay (s)	7.9	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	41	30	7	35	34	37	9	96	31	31	142	44
Future Vol, veh/h	41	30	7	35	34	37	9	96	31	31	142	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	3	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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	0	1	2
Mvmt Flow	45	33	8	38	37	41	10	105	34	34	156	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	429	410	180	414	417	125	204	0	0	142	0	0
Stage 1	248	248	-	145	145	-	-	-	-	-	-	-
Stage 2	181	162	-	269	272	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	536	531	863	552	527	931	1368	-	-	1453	-	-
Stage 1	756	701	-	863	777	-	-	-	-	-	-	-
Stage 2	821	764	-	741	685	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	471	511	863	505	507	928	1368	-	-	1449	-	-
Mov Cap-2 Maneuver	471	511	-	505	507	-	-	-	-	-	-	-
Stage 1	750	682	-	854	768	-	-	-	-	-	-	-
Stage 2	741	756	-	680	667	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	12.4	0.5	1.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1368	-	-	507	601	1449	-	-
HCM Lane V/C Ratio	0.007	-	-	0.169	0.194	0.024	-	-
HCM Control Delay (s)	7.7	0	-	13.5	12.4	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.7	0.1	-	-

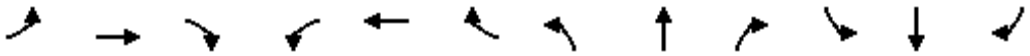
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	63	24	26	72	113	72
Future Vol, veh/h	63	24	26	72	113	72
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	0	0	1	0
Mvmt Flow	69	26	29	79	124	79

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	301	164	203	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	691	881	1381	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	676	881	1381	-	-	-
Mov Cap-2 Maneuver	676	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1381	-	722	-	-
HCM Lane V/C Ratio	0.021	-	0.132	-	-
HCM Control Delay (s)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-



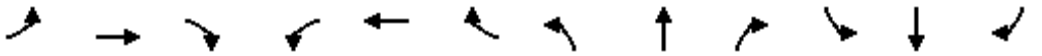
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	472	0	0	550	207	201	2	265	0	0	0
Future Volume (vph)	324	472	0	0	550	207	201	2	265	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	0.95			
Frt	1.00	1.00			0.96		1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1805	1881			3428		1805	1523	1519			
Flt Permitted	0.27	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	522	1881			3428		1805	1523	1519			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	334	487	0	0	567	213	207	2	273	0	0	0
RTOR Reduction (vph)	0	0	0	0	38	0	0	110	109	0	0	0
Lane Group Flow (vph)	334	487	0	0	742	0	207	29	27	0	0	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	0%	1%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	1 6			5			7				
Permitted Phases	1						7		7			
Actuated Green, G (s)	41.4	41.4			28.9		13.8	13.8	13.8			
Effective Green, g (s)	41.4	41.4			28.9		13.8	13.8	13.8			
Actuated g/C Ratio	0.60	0.60			0.42		0.20	0.20	0.20			
Clearance Time (s)	5.0				5.0		5.0	5.0	5.0			
Vehicle Extension (s)	2.0				4.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	524	1126			1433		360	304	303			
v/s Ratio Prot	c0.11	0.26			0.22			0.02				
v/s Ratio Perm	c0.28						c0.11		0.02			
v/c Ratio	0.64	0.43			0.52		0.57	0.10	0.09			
Uniform Delay, d1	14.8	7.5			14.9		25.0	22.6	22.5			
Progression Factor	0.90	0.51			1.00		1.00	1.00	1.00			
Incremental Delay, d2	1.8	0.4			0.4		1.4	0.1	0.0			
Delay (s)	15.2	4.2			15.3		26.4	22.6	22.6			
Level of Service	B	A			B		C	C	C			
Approach Delay (s)		8.7			15.3			24.2			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	69.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	664	256	280	480	0	0	0	0	140	1	279
Future Volume (vph)	0	664	256	280	480	0	0	0	0	140	1	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.95	1.00	1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3610	1599	1805	1900						1792	1599
Flt Permitted		1.00	1.00	0.33	1.00						0.95	1.00
Satd. Flow (perm)		3610	1599	627	1900						1792	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	678	261	286	490	0	0	0	0	143	1	285
RTOR Reduction (vph)	0	0	148	0	0	0	0	0	0	0	0	228
Lane Group Flow (vph)	0	678	113	286	490	0	0	0	0	0	144	57
Confl. Peds. (#/hr)	3					3						
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	1%
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		1		2	2 5						3	
Permitted Phases			1	5						3		3
Actuated Green, G (s)		30.0	30.0	39.2	39.2						13.8	13.8
Effective Green, g (s)		30.0	30.0	39.2	39.2						13.8	13.8
Actuated g/C Ratio		0.43	0.43	0.57	0.57						0.20	0.20
Clearance Time (s)		5.0	5.0	5.0							5.0	5.0
Vehicle Extension (s)		4.0	4.0	2.0							2.0	2.0
Lane Grp Cap (vph)		1567	694	531	1077						357	319
v/s Ratio Prot		0.19		c0.08	0.26							
v/s Ratio Perm			0.07	c0.22							0.08	0.04
v/c Ratio		0.43	0.16	0.54	0.45						0.40	0.18
Uniform Delay, d1		13.6	11.9	14.0	8.7						24.1	22.9
Progression Factor		1.00	1.00	0.81	0.82						1.00	1.00
Incremental Delay, d2		0.3	0.2	0.5	0.1						0.3	0.1
Delay (s)		13.9	12.1	11.8	7.2						24.3	23.0
Level of Service		B	B	B	A						C	C
Approach Delay (s)		13.4			8.9			0.0			23.5	
Approach LOS		B			A			A			C	

Intersection Summary					
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.49				
Actuated Cycle Length (s)	69.1	Sum of lost time (s)	15.0		
Intersection Capacity Utilization	63.4%	ICU Level of Service	B		
Analysis Period (min)	15				

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	629	20	142	540	4	43	4	175	33	4	31
Future Volume (veh/h)	10	629	20	142	540	4	43	4	175	33	4	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1900	1900	1900	1900	1900	1976	1976	1900
Adj Flow Rate, veh/h	11	684	22	154	587	4	47	4	190	36	4	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	819	26	495	1178	8	119	25	244	321	30	305
Arrive On Green	0.45	0.45	0.45	0.08	0.62	0.62	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	9	1811	58	1810	1885	13	211	127	1259	1017	154	1572
Grp Volume(v), veh/h	717	0	0	154	0	591	241	0	0	40	0	34
Grp Sat Flow(s),veh/h/ln	1878	0	0	1810	0	1898	1596	0	0	1171	0	1572
Q Serve(g_s), s	1.7	0.0	0.0	2.2	0.0	9.4	4.5	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	18.5	0.0	0.0	2.2	0.0	9.4	7.8	0.0	0.0	1.5	0.0	1.0
Prop In Lane	0.02		0.03	1.00		0.01	0.20		0.79	0.90		1.00
Lane Grp Cap(c), veh/h	915	0	0	495	0	1186	388	0	0	351	0	305
V/C Ratio(X)	0.78	0.00	0.00	0.31	0.00	0.50	0.62	0.00	0.00	0.11	0.00	0.11
Avail Cap(c_a), veh/h	1286	0	0	674	0	1238	680	0	0	594	0	598
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	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	5.6	0.0	5.6	21.0	0.0	0.0	18.5	0.0	18.3
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.4	0.0	0.3	1.6	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	0.0	0.6	0.0	2.0	2.7	0.0	0.0	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	0.0	5.9	0.0	6.0	22.7	0.0	0.0	18.6	0.0	18.5
LnGrp LOS	B	A	A	A	A	A	C	A	A	B	A	B
Approach Vol, veh/h		717			745			241			74	
Approach Delay, s/veh		15.5			6.0			22.7			18.6	
Approach LOS		B			A			C			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		15.7	9.5	30.0		15.7		39.5				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	10.0	36.0		21.0		36.0				
Max Q Clear Time (g_c+I1), s		9.8	4.2	20.5		3.5		11.4				
Green Ext Time (p_c), s		0.9	0.2	4.4		0.2		3.6				

Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	203	0	3	182	169	0	1	2	173	1	16
Future Vol, veh/h	13	203	0	3	182	169	0	1	2	173	1	16
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	0	0
Mvmt Flow	14	214	0	3	192	178	0	1	2	182	1	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	371	0	0	214	0	0	539	619	214	532	530	283
Stage 1	-	-	-	-	-	-	242	242	-	288	288	-
Stage 2	-	-	-	-	-	-	297	377	-	244	242	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.3
Pot Cap-1 Maneuver	1199	-	-	1368	-	-	456	407	831	460	457	761
Stage 1	-	-	-	-	-	-	766	709	-	722	677	-
Stage 2	-	-	-	-	-	-	716	619	-	762	709	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1198	-	-	1368	-	-	439	400	831	452	449	760
Mov Cap-2 Maneuver	-	-	-	-	-	-	439	400	-	452	449	-
Stage 1	-	-	-	-	-	-	756	700	-	712	674	-
Stage 2	-	-	-	-	-	-	696	617	-	749	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	10.9	18.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	611	1198	-	-	1368	-	-	468
HCM Lane V/C Ratio	0.005	0.011	-	-	0.002	-	-	0.427
HCM Control Delay (s)	10.9	8	0	-	7.6	0	-	18.3
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	2.1

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	113	105	77	73	35
Future Vol, veh/h	27	113	105	77	73	35
Conflicting Peds, #/hr	0	1	1	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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	31	130	121	89	84	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	436	106	125	0	-	0
Stage 1	105	-	-	-	-	-
Stage 2	331	-	-	-	-	-
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	581	954	1474	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	530	952	1473	-	-	-
Mov Cap-2 Maneuver	530	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	4.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	825	-	-
HCM Lane V/C Ratio	0.082	-	0.195	-	-
HCM Control Delay (s)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	63	61	102	103	28
Future Vol, veh/h	30	63	61	102	103	28
Conflicting Peds, #/hr	0	1	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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	33	69	67	112	113	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	375	130	144	0	-	0
Stage 1	129	-	-	-	-	-
Stage 2	246	-	-	-	-	-
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	630	925	1451	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	599	924	1451	-	-	-
Mov Cap-2 Maneuver	599	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	800	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	2.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1451	-	786	-	-
HCM Lane V/C Ratio	0.046	-	0.13	-	-
HCM Control Delay (s)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	53	41	10	38	35	36	9	102	39	37	94	47
Future Vol, veh/h	53	41	10	38	35	36	9	102	39	37	94	47
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	0	0	2
Mvmt Flow	60	47	11	43	40	41	10	116	44	42	107	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	417	398	134	405	402	138	160	0	0	160	0	0
Stage 1	218	218	-	158	158	-	-	-	-	-	-	-
Stage 2	199	180	-	247	244	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	546	540	915	560	537	916	1419	-	-	1432	-	-
Stage 1	784	723	-	849	767	-	-	-	-	-	-	-
Stage 2	803	750	-	761	704	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	476	518	915	500	516	916	1419	-	-	1432	-	-
Mov Cap-2 Maneuver	476	518	-	500	516	-	-	-	-	-	-	-
Stage 1	778	700	-	842	761	-	-	-	-	-	-	-
Stage 2	721	744	-	679	681	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	12.6	0.5	1.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1419	-	-	516	595	1432	-	-
HCM Lane V/C Ratio	0.007	-	-	0.229	0.208	0.029	-	-
HCM Control Delay (s)	7.6	0	-	14	12.6	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	29	26	67	65	77
Future Vol, veh/h	83	29	26	67	65	77
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	94	33	30	76	74	88

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	254	118	162	0	-	0
Stage 1	118	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	735	934	1429	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	719	934	1429	-	-	-
Mov Cap-2 Maneuver	719	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1429	-	765	-	-
HCM Lane V/C Ratio	0.021	-	0.166	-	-
HCM Control Delay (s)	7.6	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Attachment J
Market and Regional Demand Report

See Section A. Need and Market Demand
and
Confidential Market Study by Revpar International
(Not available to the public)

Attachment K
Confirmation with Town Comprehensive Plan

CONFIRMATION WITH TOWN COMPREHENSIVE PLAN

The proposed Woods at West Mountain is compatible with the goals and objectives, specifically Recommendation G.2., promotion of "smart growth," of the Town of Queensbury Comprehensive Plan, dated August 6, 2007, for the following reasons:

1. Located near Infrastructure

a. Transportation

The Woods at West Mountain is located on West Mountain Road (County Route 58) which is accessed from the Northway I-87 via Corinth Mountain Road (County Route 28). A traffic report and analysis was completed for the proposed project and verified that the existing interstate and county road system is capable of accommodating the anticipated vehicular traffic for the project without reduction in level of service at intersections, roadway capacity, or safety.

b. Potable Water Service

The Woods at West Mountain is serviced by the Town of Queensbury Municipal Water System. A 16-inch water main exists in West Mountain Road which is capable of providing adequate water service for the project.

c. Wastewater Service

While the Woods at West Mountain project site is not located on or proximate to a municipal sewer service system, it is capable of providing on-site wastewater treatment for the development. The proposed wastewater treatment system is a package treatment plant which will discharge to the Hudson River. Off-site wastewater utility lines will be located within adjacent County Road rights-of-ways and discharge in a location downriver from the Town of Queensbury Municipal Waste Treatment Plant.

2. Promotes Walkability

The proposed Woods at West Mountain is specifically designed to accommodate pedestrian connectivity within the site. All of the various uses within the PRD are connected via on-site walkways and paths to promote internal site circulation without the need for travel by automobile. Furthermore, all proposed uses are essentially "ski-in/ski-out" which allows for winter-time site circulation between the various components of the project and ski trail infrastructure.

No off-site pedestrian connectivity is proposed since there are no pedestrian destination points in the immediate vicinity of the project.

3. Reflects Appropriate Design/History

West Mountain has existed as a recreational ski and sports amenity in the Town of Queensbury for well over 50 years. As such, the proposed Woods at West Mountain project is supportive of the mountain and a vital component in ensuring its continued viability.

The proposed components of the Woods at West Mountain are those typical of a contemporary destination all-season resort at a ski area. Typically, a mix of housing types provide a stable population of users to a ski area and are supplemented by the provision of light retail/commercial support facilities as well as additional year-round recreational amenities. The proposed project architecture is designed to be reflective of "mountain-ski area" type development which is compatible with the existing mountains architectural character. As such, the project is an appropriately designed community which is reflective of the site's history as a ski area.

4. Attracts High-Quality Jobs

Management and operation of the Woods at West Mountain will require a staff of professional and trained technicians to maintain the proposed uses and amenities.

The hotel will require a hotel manager. All of the commercial/retail uses will require sales managers and staff. The housing components will be managed by a property management company with professional employees. In addition, all infrastructure, recreational amenities, and facilities will require a team of maintenance

technicians and managers. As such, the proposed Woods at West Mountain will attract a variety of jobs from technicians/maintenance staff to managers.

5. Promotes a Mix of Uses

The proposed Woods at West Mountain is a "mixed-use" development by definition. It includes a variety of housing types (single-family residential, townhouses, apartments, and condominiums), retail and commercial facilities and a hotel with conference center in an integrated cluster development. In addition, a variety of all-season recreational amenities are proposed.

6. Provides Housing Options

As stated in Response 5 above, the proposed Woods at West Mountain includes a variety of housing types including single-family residences, twin townhouses, apartments, and condominiums. In addition, a full-service hotel is proposed.

The mix of housing types will provide a variety of price-points for purchase of housing units as well as a variety of short-term rental options for resort guests. The mix of housing types are expected to attract both full-time residential occupants as well as those interested in a vacation house and/or investment home.

7. Preserves Open Space

The proposed Woods at West Mountain is a planned cluster-designed project. As such, all components are consolidated in the northeast corner of the overall 415 acres of West Mountain land holdings on 254.0 acres of land. As such, a vast majority of the overall West Mountain Ski Area will remain open space including its ski trails and intermingled forested lands within the trail system.

The densest portion of the proposed project, the "Base Area Alpine Village," is located proximate to West Mountain Road at the lowest elevation of the site, thereby preserving vast areas of the ski area's upper elevations as open space.

8. Protects the Environment

The proposed Woods at West Mountain is designed to be compatible with the environmental resources of the site. As stated in Response 7 above, the project design is a cluster development which consolidates the densest development at the lower elevations of the site adjacent to West Mountain Road on areas with relatively flat to level terrain with deep sandy soils.

Design of the land plan, as such, allows for the proper accommodation of stormwater management practices on the most appropriate terrain and soil conditions of the site. It also allows for the most intensive land development to occur on the most environmentally compatible locations on the site. As the project development climbs in elevation, the density of development decreases in response to environmental resource limitations. As such, the project design avoids critical environmental resources and is protective of existing on-site environmental conditions.

9. Provides Community Amenities

The proposed Woods at West Mountain is located on the historic West Mountain Ski area property. As such, the existing ski area is already a vital recreational amenity for the community.

The proposed uses and recreational amenities in the PRD will greatly expand and increase the resort's offering of amenities to the residents of the Queensbury/Glens Falls community as well as neighboring communities and visitors alike. Both winter ski area amenities and year-round amenities are proposed in the resort, including additional downhill ski trails and a new high-speed chair lift, cross country ski trails, mountain bike trails, an outdoor performance area, festival grounds, indoor and outdoor swimming pools, snowtubing, ice skating, and a variety of other recreational amenities which will be available for both resort guests, owners, and the community at-large.

Attachment L
Applicants Physical and Financial Competence

This project will be completed by Project Developer, Luizzi Companies and Project Construction Manager, BBL. These companies have worked extensively together in the past on various successful local projects. The following pages contain further information about these two companies and project examples.

About Us

Luizzi Companies is a family owned and operated entity headquartered in Albany, NY that encompasses ***Four Unique Divisions*** of expertise that can be detailed as Civil Site / Asphalt Construction, Building Construction / Development and Property Management. The natural progression of growth is due solely to the drive and initiative of the President, Peter Luizzi Jr. Under his direction these companies have all experienced incredible successes. It is his vision that leads us and guides us towards the future.

Of the first entities under Luizzi Companies is the original, ***Peter Luizzi & Bros Contracting, Inc.*** The company that was started by the late Peter Luizzi & his wife Carole, is currently carried on by his son Peter Luizzi Jr. The scope of work has evolved over the years from residential and small commercial paving projects to the full spectrum that it is today. With a work force of over one hundred employees in peak season this is by far the largest of the entities in terms of employment.

In the late 1980's Peter Luizzi Jr started purchasing parcels of real estate and then in the early 1990s began developing new properties. From these investments came a natural progression to the management of these properties. The management division, ***Luizzi Property Management, Corp.*** has grown to include both residential rental units and commercial rental buildings in the Capital Region. With an experienced staff dedicated to its management and maintenance, it is a proud accomplishment of Luizzi Companies.

The newest and most interesting venture is a full-service construction company. ***Luizzi Construction Services, LLC*** is making a grand entrance with multiple projects that include both renovations and new construction. With the experience and support of the parent company, Luizzi Construction Services, LLC is slated for amazing results both locally and beyond.

Our first union company also came on board this year introducing a full-service concrete flatwork company. ***Upstate Concrete and Construction, LLC***. specializes in flatwork concrete, slipform concrete curb, and granite curb installations. Adding a much needed competitive tool for our upcoming public works and development.

The future is bright for Luizzi Companies! With rapid changes in the industry and economy Luizzi Companies will draw its stability from years of experience, steady growth patterns, diversity and of course its people. We welcome you to explore all that Luizzi Companies has to offer.

LCS

Luizzi Construction Services, LLC

Luizzi Companies

LUIZZI PROPERTY MANAGEMENT CORP.

UPSTATE CONCRETE & CONSTRUCTION, LLC

A Few of Our Properties

CEDARVIEW LANE APARTMENTS – LATHAM NY

http://www.cedarviewlane.com/

Maintenance free living in a luxury home sized apartment. Our Cedarview Lane Apartment - Latham represent a lifestyle of home like modern luxury living in the Capital District located just east of Latham and Shaker High School. We offer maintenance free living in the North Colonie School District just minutes from Latham Farms, Fresh Market Commons, and Siena College with easy access to I-87, 787, and I-90.

111 LIBERTY ST APARTMENTS – SCHENECTADY NY

http://one11liberty.com/

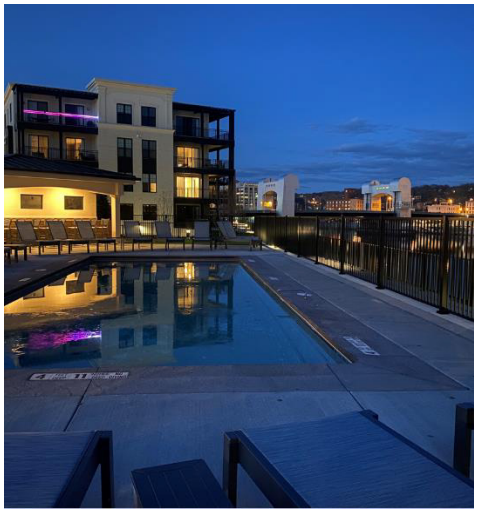
Welcome to Schenectady's newest addition to the Stockade Neighborhood. Located just a short walk to entertainment and downtown Schenectady and minutes from 890. Visit one of the great new restaurants like Mexican Radio or see a show at Proctor's Theater. Walk around Jay Street or shop within walking distance. A quick commute to Union College or Schenectady Community College.

STONELEDGE TERRACE APARTMENTS – TROY NY

http://stoneledgeterraceapartments.com/

Stoneledge Terrace Apartments, nestled in a private, wooded location in the City of Troy, is one of the capital region's most luxurious rental apartment communities. Located just 10 minutes to downtown Albany and 20 minutes to Saratoga Springs

STARBUCK ISLAND LUXURY APARTMENT COMMUNITY – GREEN ISLAND NY



https://www.starbuckisland.com/

Located on the Hudson River, between the Village of Green Island and the City of Troy NY, Starbuck Island is within minutes of local restaurants and breweries, a bustling farmers market, live music, and all the best the Capital Region has to offer, yet it provides residents with a welcome escape from the noise and hurried metropolitan life. Surrounded by stunning views, tranquil waters, and unparalleled luxury, Starbuck Island is miles away from ordinary.

COMING SOON!

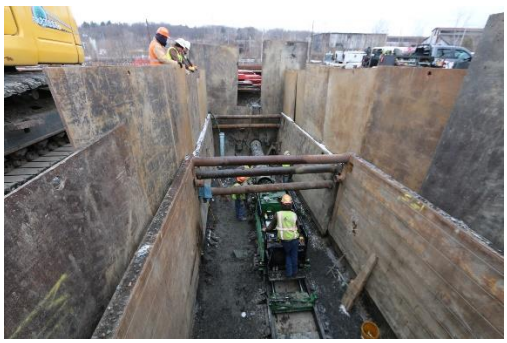
RIVERSLEDGE LUXURY APARTMENT

COMMUNITY – NISKAYUNA NY

COMMERCIAL WAREHOUSING / OFFICES – COLONIE NY

COMING SOON!

LINCOLN AVENUE INDUSTRIAL COMPLEX – WATERVLIET NY



518-452-8200

About Us

Overview

Ranked among the top contractors in the U.S., BBL is an industry leading construction firm, offering a complete scope of services both locally and nationally, for clients across a wide variety of markets. With over 49 years of experience in the industry, we have grown to be subject matter experts in every aspect of construction. From our integrated full-service design-build process to our general contracting and construction management services, BBL offers versatility, expertise and commitment to quality that ensures successful results on all projects regardless of size, type, or complexity.

Our Mission & Core Values

All BBL projects begin with a common goal of client satisfaction. We listen to our clients needs, we understand their goals, and we deliver quality projects that exceed their expectations and add value to their business. It is our enduring client relationships and dedication to the values on which the company was founded that have defined our success.

Teamwork – We strive to facilitate a team approach on every project. We work collaboratively with building partners to identify the best way to build and manage the Owners resources.

Integrity – Remaining true to our founder's message of "do the right thing", we conduct business with highest levels of honesty and fairness. We stand behind our work and honor all of our commitments.

Quality – From the services we provide to the buildings we construct, everything is done with the highest standard of quality.

People – Our experienced and professional staff is the cornerstone of our business. We understand that without them we wouldn't be where we are today.

National Experience Local Commitment

Since our founding in 1973, BBL has grown to be a nationally respected firm. Not forgetting our roots as a small local mason, we pride ourselves as being a national firm with strong local presence. Though many of our projects are now spread across the U.S, we remain deeply involved and engaged in the communities where we work.

Our Divisions

BBL is uniquely structured into five core divisions, allowing us to offer diverse product lines and services to our clients, while being able to focus and specialize in specific markets such as healthcare, campus facilities, and hospitality.

BBL Construction Services®

Design-build, general contractor, and construction management offerings across diverse projects and industries. **LEARN MORE ▸**

BBL Medical Facilities®

Single-source solutions for all healthcare facilities, including acute, ambulatory, long-term care, and physician practice environments. **LEARN MORE ▸**

BBL Campus Facilities®

Full service design-build for innovative and cost-effective student housing, higher education, and senior housing facilities. **LEARN MORE ▸**

BBL Management Group

Property management specialists providing services to over 50 properties, 300 tenants, and over three million square feet of commercial real estate. **LEARN MORE ▸**

BBL Hospitality

Hospitality and restaurant management services, from design-build to facility operations and ownership. **LEARN MORE ▸**

Attachment M
Draft Amendment to the Zoning Ordinance

DRAFT AMENDMENT TO ZONING ORDINANCE

Components of the proposed Draft Amendment to the Zoning Ordinance for the Woods at West Mountain include a list of allowed uses, maximum building heights, allocated number of parking spaces, and total number of residential units and commercial/retail space. The following table includes a summary of the above elements which will be incorporated into the Final Amendment to the Zoning Ordinance as project review proceeds for approval of the PRD. Note: Section 179-12B-020 (Base Residential Density in a PRD) and Article XI of Chapter A183 of Town Code (Subdivision of Land) do not apply to the Proposed Woods at West Mountain PRD. See "Notes" for additional requirements or clarifications.

PERMITTED USES										
USE	DENSITY MAX # ALLOWABLE UNITS	ALLOWABLE LOT SIZE (MIN AND MAX)	MINIMUM SETBACKS (FEET)			MINIMUM % PERMEABILITY	MAXIMUM ALLOWED BUILDING COVER %	MAXIMUM BUILDING HEIGHT	ALLOCATED PARKING	MAXIMUM SQ FEET ALLOWABLE SPACE
			FRONT	EACH SIDE	REAR					
Alpine Village								45 feet	300 spaces	
Ski Lodge	1	N/A	N/A	N/A	N/A	0	100	45 feet	shared w/ Alpine Village	16,000 SF (3 story)
Restaurant	N/A	N/A	N/A	N/A	N/A	0	100	1st floor	shared w/ Alpine Village	29,800 SF
Retail Shops	N/A	N/A	N/A	N/A	N/A	0	100	1st floor	shared w/ Alpine Village	
Business/Professional Office	N/A	N/A	N/A	N/A	N/A	0	100	1st floor	shared w/ Alpine Village	
Apartments (2nd & 3rd Floor)	126	N/A	N/A	N/A	N/A	0	100	2nd/3rd floor	shared w/ Alpine Village	1,400 sf / unit
Food Kiosk (Free Standing)	N/A	N/A	N/A	N/A	N/A	0	100	10 feet	shared w/ Alpine Village	N/A
Residential										
Single Family	65	11,000 SF min.	30	15	20	50	40	40 feet	2 in gar/2 on site/per unit	N/A
Townhouse	46 (23 Duplex Buildings)	3200 SF (6400 SF Duplex max.)	20	10	N/A	50	100	28 feet	2 in gar/2 on site/per unit	3200 SF (6400 SF / Duplex)
Condominium	64	2200 SF / unit max	0	0	0	N/A	100	44 feet	75 spaces	2200 SF / unit
Apartment (free standing)	126	1400 SF / unit max	0	0	0	N/A	100	38 feet	216 spaces	1200-1400 SF/unit
Hotel	80 rooms	N/A	0	0	0	N/A	100	50 feet	112-120 spaces	45,000 SF
Banquet/Conference Center	1	N/A	0	0	0	N/A	100	30 feet	shared w/ hotel	18,000 SF
Exercise/Spa/Health Center	1	N/A	0	0	0	N/A	100	30 feet	shared w/ hotel	8,000 SF
Indoor Gymnasium/Sports	1	N/A	0	0	0	N/A	100	40 feet	shared w/ hotel	12,000 SF
Outdoor Performance Amphitheater	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	shared w/ Day Lodge	N/A
Festival Area	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	shared w/ Alpine Village	N/A
Alpine Skiing	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	shared	N/A
XC Skiing	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	shared	N/A
Snowshoeing	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	shared	N/A
Mountian Biking	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	shared	N/A
ACCESSORY USES										
Swimming Pool/Hot Tub	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	shared	N/A
Day-Use Ski Lodge	1	N/A	N/A	N/A	N/A	0	100	24 feet	85 spaces	10,000 SF
Ski School	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	shared	N/A
Service/Delivery Dock	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Notes:
1- No minimum road frontage requirement is proposed for any land use type.
2- No shoreline setback requirement is proposed for any land use type.

Attachment N
Fiscal Impact Analysis

FISCAL IMPACT ANALYSIS FOR *THE WOODS AT WEST MOUNTAIN*

Updated Draft 6/20/23

Submitted By: Tracey M. Clothier, AICP, CEP
President, Clothier Planning & Consulting

1. Introduction

The Town of Queensbury has requested the preparation of a fiscal impact analysis for the project known as *The Woods at West Mountain*. The project will generate both revenues and costs related to its development. These revenues and costs will be generated based upon a number of assumptions that occur in a snapshot of time and are projected over a 10-year project buildout. The fiscal impact analysis identifies and estimates these revenues and costs to inform the Queensbury Planning Board during the planning and approval process. According to experts in the field Robert Burchell and David Listokin, fiscal impact analysis is the "projection of the direct, current, public costs, and revenues associated with residential or nonresidential growth to the local jurisdiction(s) in which this growth is taking place." (Burchell, 1978. Source: http://www.transactionpub.com/title/The- The Fiscal Impact Handbook). In this case, the Town of Queensbury and the Queensbury Union Free School District will receive additional annual funds related to real property taxes, and incur costs related to the provision of municipal and educational services for new year-round residents and school children.

2. Project Summary

The Woods at West Mountain is a proposed destination resort that will offer year-round residential activities and accommodations for vacationers as well as the potential for year-round occupancy by residents. The new resort focuses on ski-winter recreation as well as offer year-round attractions, living accommodations and services. On the residential side, a total of 437 units consisting of 252 apartments, 64 condominiums, 56 duplex units, and 65 single-family residences are planned in 5 phases over a period of approximately 10 years.

3. Methodology

The *Per Capita Multiplier Method* was selected for the fiscal impact analysis since it is primarily used for residential development. To estimate the costs of a new development, this technique uses average government per person cost and average per pupil cost multiplied by a projection of the expected number of new people and students. The recommended multipliers for population and enrollment changes are derived using US Census, municipal and school district data. The fiscal costs are derived from school expenditures, government operating expenses, capital improvement costs, traffic improvement expenditures, debt financing, and other factors. Costs are allocated between residential and non-residential uses. The fiscal benefits are derived from real property tax revenues, local wage tax revenues, sales tax revenues, occupancy taxes, other levies, user charges, fees and fines, and other factors. The fiscal costs are subtracted from the total revenues to disclose the net fiscal impacts from the development project.

4. Assumptions

This fiscal impact analysis assumes project will be constructed over 5 phases in an overall build-out period of 10-years. Projections are represented as a snapshot in time and do not consider inflation and other factors. Table 1 indicates the anticipated allocation of residential units and commercial elements of the project over the 10-year buildout period.

TABLE 1 PROJECTED BUILDOUT

PHASE 1	Years 1-2	252 Apartments, 64 Condos, 16 Duplex Units and Retail
PHASE 2	Years 3-5	40 Duplex Units, Hotel with 80 Rooms, Day Lodge Upgrades
PHASE 3	Years 6-7	46 Single-Family Homes
PHASE 4	Year 8	4 Single-Family Homes
PHASE 5	Years 9-10	15 Single-Family Homes

Table 2 illustrates the estimated finished value of the residential units and non-residential uses.

TABLE 2 PROJECT TYPE, VALUE PER UNIT AND TOTAL VALUE

Development Type	Estimated Development Value Per Unit	Total Value
252 Apartments	$200,000	$ 50,400,000
64 Condos	$400,000 Per Unit	$ 25,600,000
56 Duplex Units	$600,000 Per Unit	$ 33,600,000
65 Single-Family Homes	$1,000,000 Per Unit	$ 65,000,000
80 Rooms Hotel	$14,000,000	$ 14,000,000
Day Lodge	$200,000 (new improvements)	$ 200,000
Retail Space	$4,000,000	$ 4,000,000
		$192,800,000

Table 3 below illustrates the distribution of residential units and commercial development over the 10-year buildout.

TABLE 3 DISTRIBUTION OF RESIDENTIAL UNITS AND COMMERCIAL BUILDOUT BY PHASE AND YEAR

Phases	Development Type	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Totals
PHASE 1	Apartments	126	126									252
Years 1-2	Condos	32	32									64
	Duplex Units	8	8									16
	Day Lodge	-	-									-
	Upgrades	-	-									-
	Retail											
PHASE 2	Duplex Units			13	13	14						40
Years 3-5	Hotel			-	-	-						-
PHASE 3	Single Family						23	23				46
Years 6-7	Homes											
PHASE 4	Single Family								4			4
Year 8	Homes											
PHASE 5	Single Family									7	8	15
Years 9-10	Homes											
	Total Units	**166**	**166**	**13**	**13**	**14**	**23**	**23**	**4**	**7**	**8**	**437**

Table 4 below indicates the estimated value of the project by year over the 10-year period. The total estimated value of the project is 194.4 million dollars.

TABLE 4 YEAR TO YEAR VALUE

Year	Apartments	Condos	Duplex Units	Commercial Components	Single- Family Homes	Total Value by Year
Year 1	$25.2M	$12.8M	$ 4.8M	$ 0.2M	-	**$43.0M**
Year 2	$25.2M	$12.8M	$ 4.8M	$ 4.0M	-	**$46.8M**
Year 3	-	-	$ 7.8M	$14.0M	-	**$21.8M**
Year 4	-	-	$ 7.8M	-	-	**$ 7.8M**
Year 5	-	-	$ 8.4M	-	-	**$ 8.4M**
Year 6	-	-	-	-	$23.0M	**$23.0M**
Year 7	-	-	-	-	$23.0M	**$23.0M**
Year 8	-	-	-	-	$ 4.0M	**$ 4.0M**
Year 9	-	-	-	-	$ 7.0M	**$ 7.0M**
Year 10	-	-	-	-	$ 8.0M	**$ 8.0M**
Total Value	**$50.4M**	**$25.6M**	**$33.6M**	**$18.2M**	**$65.0M**	**$192.8M**

5. Projected Project Revenues

Revenues from the project will be primarily generated from real property taxes. A 10-year buildout period has been established as a reasonable anticipation of the construction of residential units and commercial elements of the project. This is shown in the distribution of construction elements by year in Table 3 and the phasing plan in Figure 1. A summary of findings is as follows:

- The total cumulative project value is $192.8 million at buildout (approximately year 10).
- Annual revenues from real property taxes for the Queensbury UF School District will grow from approximately $588,126 in the first year to $2,636,993 at buildout.
- Annual revenues from real property taxes for the Town of Queensbury will grow from approximately $109,760 in the first year to $492,132 at buildout.
- Assumptions are that 2023 equalization rates, tax rates, and property values remain the same over the 10-year period.

TABLE 5 PROJECT REVENUES FROM REAL PROPERTY TAXES BY YEAR AND CUMULATIVE

	Year to Year Value	Total Cumulative Full Value by Year	Queensbury UF School District Cumulative Revenues	Town of Queensbury Cumulative Revenues
Year 1	$43,000,000	$ 43,000,000	$ 588,126	$109,760
Year 2	$46,800,000	$ 89,800,000	$1,228,226	$229,219
Year 3	$21,800,000	$111,600,000	$1,526,392	$284,865
Year 4	$ 7,800,000	$118,400,000	$1,619,398	$302,222
Year 5	$ 8,400,000	$127,800,000	$1,747,965	$326,216
Year 6	$23,000,000	$150,800,000	$2,062,544	$384,924
Year 7	$23,000,000	$173,800,000	$2,377,123	$453,843
Year 8	$ 4,000,000	$177,800,000	$2,431,833	$453,843
Year 9	$ 7,000,000	$184,800,000	$2,527,574	$471,711
Year 10	$ 8,000,000	$192,800,000	$2,636,993	$492,132

Multipliers:
2023 Equalization Rate: 85%.
School Tax Rate: $16.091 and Town Tax Rate: $3.003. Town tax rate includes town, EMS, Fire Protection, Crandall Library, and Queensbury Water taxes;
Source: NYSORPTS

Other annual revenues that would be generated by the project include occupancy tax, mortgage tax, and other miscellaneous revenues. These revenues are highly variable and not counted as part of this analysis.

6. Projected Project Costs

The local fiscal impact generated by the development of the project are estimated by assigning costs separately from the residential portion and non-residential portion of the new development. Residential costs are estimated by using the *Per Capita Multiplier Method,* a classic approach that simply assigns an annual per person and per student cost from the municipality and school district budgets. The estimated number of people living in the project and the estimated number of students going into the school system is multiplied by the average annual cost of providing services to the Town of Queensbury and the Queensbury U.F. School District.

The *Per Capita Multiplier Method* assumes that the current per capital costs and per student costs provide the most accurate estimates of future operating costs and current local service levels are the most accurate indication of future service levels. Non-residential costs are estimated by the average costing approach known as the *Proportional Valuation Method*. This method assigns that a specific share of municipal cost is assigned to new non-residential development. The assumption with this method is that an increase in the intensity of land use and real property value yields an increase in the cost of municipal services (Burchell, 1978).

Omitted from the analysis for the Town are the cost of providing water service since the project is located in the Town of Queensbury Consolidated Water District. The proposed project will pay a fee for potable water service which will defray any operational costs experienced by the Town related to the provision of such services. Since there are no municipal wastewater utility services available to the project site, the project intends to treat wastewater on-site and convey the discharge to the Hudson River via a proposed new sewer line. The cost of this new sewer line will be paid for by the proposed project with no cost to the municipality.

School costs are calculated by totaling the amount that local, state, and federal governments spend on elementary and secondary education, adjusted for the size of the student body.

Annual per capita costs for the Town of Queensbury are approximately **$1,309** based on the 2020 census population of 29,169 and the approved 2023 town budget of $38,170,833.

Annual per student costs for the Queensbury U.F. School District are approximately **$22,806** based on the 2022 enrollment of 3,063 and a 2022-23 approved budget of $69,855,050.

The project is primarily designed as a destination resort. As such, the project is projected to generate only a small number of school age children living full-time on the site and requiring public school services. Based upon current numbers from similar developments, the number of units to generate school-age children has been projected by the developer. The number of school-age children generated by each of these unit types is projected from multipliers from the National Association of Home Builders (https://eyeonhousing.org/2017/02/the-average-number-of-school-age-children-per-home/).

The total number of children to be generated by the project is 12 school-age children.
The following is an explanation of the number of school-age children predicted to be generated by the *Woods at West Mountain*:

- 252 Apartment Units: These units will be transient rental units and are not expected to generate any school-age children.
- 64 Condominium Units: These units will be ownership units in a rental pool and are not expected to generate any school-age children.
- 56 Duplex Units: Approximately 10 percent of these units (6 units) will be utilized by full-time residents who may generate school-age children. These units will therefore generate approximately 2 school-age children (6 units x 0.302).
- 65 Single Family Homes: Approximately 30 percent or 20 homes will be occupied by full-time residents and potentially generate 10 school-age children (20 units X 0.615).

The number of new residents is estimated to project costs for services to the Town. A simple calculation of the number of households in Queensbury (12,236 by 2020 Census) is divided into the 2020 population (29,169) yielding an average of 2.38 persons per household for all unit types. To calculate annual residential costs, it is assumed that none of the apartments or condominiums will generate year-round residents. It is assumed that only 10% of the duplex units and 30% of the single-family homes will generate year-round residents. Costs generated from the project have been estimated over the anticipated 10-year buildout period. This is shown in the distribution of costs by year in Table 6 and the phasing plan in Table 3.

TABLE 6 PROJECT COST OF SERVICES FOR RESIDENTIAL SECTOR

	Number New School-Age Children Generated Per Year	Cumulative Number New School-Age Children Generated	Queensbury UF School District Cumulative Costs	Cumulative # New Residents Generated	Town of Queensbury Cumulative Costs
Year 1	8 duplex units: 0 children	0	0	3 (1 unit)	$ 3,927
Year 2	8 duplex units: 0 children	0 (16 units)	0	4 (16 units)	$ 5,236
Year 3	13 duplex units: 0 children	0 (29 units)	0	7 (29 units)	$ 9,163
Year 4	13 duplex units: 0 children	0 (42 units)	0	10 (42 units)	$13,090
Year 5	14 duplex units: 0 children	2 (56 units)	$45,612	13 (56 units)	$ 17,017
Year 6	23 sf units: 4 children 56 duplex units: 2 children	4 (23 units) 2 (56 units)	$91,224 $45,612	16 (23 units) 13 (56 units)	$20,944 $ 17,017
Year 7	23 sf units: 4 children 56 duplex units: 2 children	8 (46 units) 2 (56 units)	$182,448 $45,612	33 (46 units) 13 (56 units)	$ 43,197 $ 17,017
Year 8	4 sf units: 0 children 56 duplex units: 2 children	8 (50 units) 2 (56 units)	$182,448 $45,612	36 (50 units) 13 (56 units)	$ 47,124 $ 17,017
Year 9	7 sf units: 1 child 56 duplex units: 2 children	9 (57 units) 2 (56 units)	$205,254 $45,612	41 (57 units) 13 (56 units)	$53,669 $ 17,017
Year 10	8 sf units: 1child 56 duplex units: 2 children	10 (65 units) 2 (56 units)	$228,060 $45,612	46 (65 units) 13 (56 units)	$ 60,214 $ 17,017

Note: School-age Children Multipliers: Duplex Units: 10% x 0.302; Single Family Homes: 30% x 0.615; New Resident Multipliers: Duplex Units: 10% x2.38; Single Family Homes: 30% x 2.38; Per capita costs: $1,309 per person.

Table 7 shows the estimated costs of the commercial components of the project on the Town of Queensbury. Non-residential costs for municipal services are estimated by the average costing approach known as the *Proportional Valuation Method*. This method uses a formula to assign a specific share of municipal cost is assigned to new non-residential development.

TABLE 7 PROJECT COST OF TOWN SERVICES FOR NON-RESIDENTIAL SECTOR

	Project Non-Residential Cumulative Value	Town of Queensbury Cumulative Costs
Years 5+	$18,200,000	$26,235

Table 8 summarizes the estimated revenues minus the estimated costs to be generated by the project by year. Town of Queensbury includes both residential and non-residential costs and revenues.

TABLE 8 TOTAL PROJECT REVENUES AND COSTS SUMMARY

Year to Buildout	Net Results	Queensbury UF School District (Cumulative)	Town of Queensbury (Cumulative)
Year 1	Revenues Costs **Net**	$ 588,126 -0- **$ 588,126**	$109,760 $ 3,927 **$ 105,833**
Year 2	Revenues Costs **Net**	$1,228,226 -0- **$1,228,226**	$229,219 $ 5,236 **$ 223,983**
Year 3	Revenues Costs **Net**	$1,526,392 -0- **$1,526,392**	$284,865 $ 9,163 **$275,702**
Year 4	Revenues Costs **Net**	$1,619,398 -0- **$1,619,398**	$302,222 $ 13,090 **$ 289,132**
Year 5	Revenues Costs **Net**	$1,747,965 $ 45,612 **$ 1,702,353**	$326,216 $ 43,252 **$ 282,964**
Year 6	Revenues Costs **Net**	$2,062,544 $ 136,836 **$ 1,925,708**	$384,924 $ 64,196 **$ 346,963**
Year 7	Revenues Costs **Net**	$2,377,123 $228,060 **$2,149,063**	$453,843 $ 60,214 **$ 323,728**
Year 8	Revenues Costs **Net**	$2,431,833 $ 250,866 **$ 2,180,967**	$ 403,813 $ 90,376 **$ 313,437**
Year 9	Revenues Costs **Net**	$2,527,574 $ 250,866 **$ 2,276,708**	$471,711 $ 96,921 **$ 374,790**
Year 10 Buildout	Revenues Costs **Net Revenue**	$2,636,993 $ 273,672 **$ 2,363,321**	$ 492,132 $ 103,466 **$ 388,666**

7. Summary Findings

The *Per Capita Multiplier Method* was selected for the fiscal impact analysis. Table 8 estimates the cumulative net amount of revenues minus the costs for the project over the projected 10-year buildout timeframe for the Town of Queensbury and Queensbury U.F. School District. Revenues and costs are based upon the phasing plan shown in Table 3. This phasing may shift with economic conditions.

The following notes provide a summary of the findings from the fiscal impact analysis:

Queensbury U.F. School District

- Annual revenues for the School District from real property taxes will range from **$484,178** in Year 1 to **$2,636,993** in Year 10.

- School District annual costs will range from **$0** in Year 1 to **$273,672** in Year 10.

- Net benefits will range from **$588,126** in Year 1 to $**2,363,321** in Year 10, significantly outweigh costs throughout the buildout of the project.

- **FINDING: Revenues generated from the *Woods at West Mountain* project will be significantly higher than the cost for providing educational services by the Queensbury U.F. School District to the school-age children generated by *The Woods at West Mountain*.**

Town of Queensbury

- Annual revenues for the Town of Queensbury from real property taxes will range from **$105,833 in Year 1 to $414,901** in Year 10.

- Town of Queensbury annual costs will range from **$3,927 in Year 1 to $103,466** in Year 10.

- Revenues will significantly outweigh costs throughout the buildout of the project.

- Additional revenues that would be generated by the project including occupancy tax, mortgage tax, and other miscellaneous revenues, are not counted as part of this analysis.

- Net fiscal benefits will range from an estimated **$105,833 in Year 1 to $388,666** in Year 10.

- **FINDING: Revenues generated from the *Woods at West Mountain* project will significantly outweigh the cost of providing services and be more than sufficient to cover the Town of Queensbury's operating and capital expenses to serve the year-round residents generated by *The Woods at West Mountain*.**

Attachment O
Full Environmental Assessment Form

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: The Woods at West Mountain		
Project Location (describe, and attach a general location map): 59 West Mountain Road, Queensbury, NY 12804		
Brief Description of Proposed Action (include purpose or need): The Woods at West Mountain will function as an adjunct facility to the existing West Mountain Ski Area. It will offer an alpine village experience with amenities as well as extended stay accommodations and services. Major components of the resort include a base area alpine village with retail shops and food service, townhouse development, condominiums and apartments, hotel/banquet/spa complex/athletic club, day-use lodge area, and single-family home development. Town Board approval will be required for a zoning district change from Recreation Commercial (RC) to Planned Resort Development (PRD).		
Name of Applicant/Sponsor: Apex Capital, LLC and Mountain Top Ventures LLC	Telephone: 518-745-9892 E-Mail: spencer@westmountain.com	
Address: 59 West Mountain Road and 14 Woodridge Rd		
City/PO: Queensbury	State: NY	Zip Code: 12804
Project Contact (if not same as sponsor; give name and title/role): Kirsten Catellier, RLA	Telephone: 518-450-4030 E-Mail: kcatellier@studioadpc.com	
Address: 38 High Rock Ave, Suite 3		
City/PO: Saratoga Springs	State: NY	Zip Code: 12866
Property Owner (if not same as sponsor): (same)	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No	Queensbury Town Board: Planned Resort Development Approval	
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Queensbury Planning Board: Planned Resort Development Advisory Opinion	
c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☐Yes ☑No		
e. County agencies ☑Yes ☐No	Project Review from Warren County Planning Dept.; Curb Cut Permit from County DPW;; sewage effluent line ROW easement	
f. Regional agencies ☐Yes ☑No		
g. State agencies ☑Yes ☐No	DEC-SWPPP, indiv. WWdischarge, H2O withdrawl from river, article 15; DOH - subdivision	
h. Federal agencies ☑Yes ☐No	Nationwide Permit 35	

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes ☑No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☑Yes ☐No

If Yes, identify the plan(s):

2003 Open Space Vision for the Town of Queensbury

_____

_____

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Recreation Commercial

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☑ No

c. Is a zoning change requested as part of the proposed action? ☑ Yes ☐ No
If Yes,
i. What is the proposed new zoning for the site? Planned Resort Development Area

C.4. Existing community services.

a. In what school district is the project site located? Queensbury Union Free School District

b. What police or other public protection forces serve the project site?
Warren County Sheriff, NYS Police

c. Which fire protection and emergency medical services serve the project site?
West Glens Falls Emergency Medical Services, West Glens Falls Fire District

d. What parks serve the project site?
All NYS, County, and Town Parks

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? recreational, commercial, residential, resort

b. a. Total acreage of the site of the proposed action? 254.0 acres
b. Total acreage to be physically disturbed? 102.2 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1427 acres

c. Is the proposed action an expansion of an existing project or use? ☑ Yes ☐ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % N/A Units: 437 housing units + hotel (+/-80 rooms) +29,800SF retail space

d. Is the proposed action a subdivision, or does it include a subdivision? ☑ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
Single-family residential subdivision as part of the project, Ph I&II are mixed use, Phase III, IV & V are single family
ii. Is a cluster/conservation layout proposed? (65 single family lots, 28 duplex lots plus 29,800SF retail space in an unknown # of spaces.) ☑ Yes ☐ No
iii. Number of lots proposed? 65 Plus any lots created for individual commercial facilities
iv. Minimum and maximum proposed lot sizes? Minimum * Maximum *See Proposed Draft Amendment to Zoning Ordinance

e. Will the proposed action be constructed in multiple phases? ☑ Yes ☐ No
i. If No, anticipated period of construction: _____ months
ii. If Yes:
- Total number of phases anticipated 5
- Anticipated commencement date of phase 1 (including demolition) 6 month 24 year
- Anticipated completion date of final phase 9 month 34 year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases:

The alpine village and related retail uses and housing will be constructed first. All other phases will proceed according to market demand.

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase	0	16	0	316
At completion of all phases	65	56	0	316

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 4 at Base Area Village

ii. Dimensions (in feet) of largest proposed structure: 40 height; 102 width; and 115 length

iii. Approximate extent of building space to be heated or cooled: +/- 29,800 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☑ Yes ☐ No

If Yes,

i. Purpose of the impoundment: aesthetic water feature and potential inclusion of water feature into SWM Plan which will require outfall weir

ii. If a water impoundment, the principal source of the water: ☑ Ground water ☑ Surface water streams ☑ Other specify: Stormwater runoff and/or combination of Municipal water for make-up

iii. If other than water, identify the type of impounded/contained liquids and their source.

iv. Approximate size of the proposed impoundment. Volume: TBD million gallons; surface area: TBD acres

v. Dimensions of the proposed dam or impounding structure: N/A height; N/A length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

The pond is a "man-made feature" with impermeable liner and will be dug into the earth (no dam proposed)

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No

If Yes:

i .What is the purpose of the excavation or dredging?

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards):
- Over what duration of time?

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No

If yes, describe.

v. What is the total area to be dredged or excavated? acres

vi. What is the maximum area to be worked at any one time? acres

vii. What would be the maximum depth of excavation or dredging? feet

viii. Will the excavation require blasting? ☐ Yes ☐ No

ix. Summarize site reclamation goals and plan:

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☑ Yes ☐ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): The existing pond is an "isolated wetland" and non-jurisdictional. It will be replaced with a "man-made aesthetic feature" (water feature). The man-made water feature may or may not be included as a component of the stormwater management plan. This will be determined during detailed site engineering in Site Plan Review.

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:
As stated above, the pond is an "isolated wetland" and is non-jurisdictional by the ACOE and DEC. The pond will be replaced with a "man-made aesthetic water feature."

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☑ Yes ☐ No
If Yes, describe: Bottom sediments in the existing pond will be removed.

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☑ No
If Yes: Note: The existing pond "dries-up" during summer months.

- acres of aquatic vegetation proposed to be removed: No aquatic vegetation is known to exist.
- expected acreage of aquatic vegetation remaining after project completion: N/A
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): Construction of a new "man-made aesthetic water feature" in its place.
- proposed method of plant removal: N/A
- if chemical/herbicide treatment will be used, specify product(s): None

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No
If Yes:

i. Total anticipated water usage/demand per day: 104,950 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☑ Yes ☐ No
If Yes:

- Name of district or service area: Town of Queensbury Water Department
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No
- Do existing lines serve the project site? ☑ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☑ No
If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑ No
If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No
If Yes:

i. Total anticipated liquid waste generation per day: 104,950 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): Sanitary wastewater from residential and commercial/institutional uses

iii. Will the proposed action use any existing public wastewater treatment facilities? ☐ Yes ☑ No
If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☐ Yes ☐ No
- Is the project site in the existing district? ☐ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No

- Do existing sewer lines serve the project site? ☐Yes ☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes ☑No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

A decentralized wastewater treatment system will be created comprised of (2) ENVIRO-AIRE package wastewater treatment plant units, Model B-45.0 as manufactured by Delta Treatment System installed in parallel. A force main layout will convey treated effluent to an outfall location on the Hudson River.

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

Recycling or reuse of liquid waste was considered but not deemed feasible at this stage.

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑Yes ☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or 53.2 acres (impervious surface)

_____ Square feet or 254 acres (parcel size)

ii. Describe types of new point sources. Buildings, parking lots, roads, paved paths

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

On-site stormwater management facility/structures and/or man-made features if included in the stormwater management plan.

- If to surface waters, identify receiving water bodies or wetlands: None.
- Will stormwater runoff flow to adjacent properties? ☐Yes ☑No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑Yes ☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑Yes ☐No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

Fleet delivery trucks and customer personal vehicles

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

Temporary structural heating during cold-weather construction

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☑ Yes ☐ No

If Yes:

i. Estimate methane generation in tons/year (metric): TBD during detailed site engineering in Site Plan Review

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): TBD during detailed site engineering in Site Plan Review.

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐ Yes ☑ No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐ Yes ☑ No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐ Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

iii. Parking spaces: Existing 0 Proposed 760 Net increase/decrease +760

iv. Does the proposed action include any shared use parking? ☑ Yes ☐ No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:
Internal circulation will be built to accommodate all recreational/commercial/residential areas will an emphasis on pedestrian circulation after parking

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐ Yes ☑ No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐ Yes ☑ No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☑ Yes ☐ No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑ Yes ☐ No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action:
TBD during detailed site engineering in Site Plan Review

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):
via grid/local utility

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐ Yes ☑ No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 7:30 AM to 5:00 PM
- Saturday: 7:30 AM to 4:00 PM
- Sunday: N/A
- Holidays: N/A

ii. During Operations:

- Monday - Friday: All Day
- Saturday: All Day
- Sunday: All Day
- Holidays: All Day

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☐ Yes ☑ No

If yes:

i. Provide details including sources, time of day and duration:

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe:

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

All outdoor lighting will employ "Dark-Sky" Compliant fixtures to prevent direct glare of interference from lighting with neighboring uses.
Ski trail lighting, as existing, will remain in use, employing LED standard fixtures for such use that may be added from time to time to provide adequate light

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: Proposed uses are to be situated within existing topography and existing vegetation is to be maintained as best as possible.

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities:

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

To be estimated during detailed site engineering during site plan review.

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: TBD tons per TBD (unit of time)
- Operation : TBD tons per TBD (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: TBD
- Operation: TBD

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: TBD
- Operation: TBD

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

_____

_____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

_____

_____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

_____

_____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

_____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

_____

_____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☐ Industrial ☐ Commercial ☑ Residential (suburban) ☑ Rural (non-farm)
☑ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

_____

_____

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	1.5	53.2	+51.7
• Forested	177.4	102.0	-75.4
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	74.5	98.1	+23.6
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (pond) (lakes, ponds, streams, rivers, etc.)	0.6	0.0 (1)	-0.6
• Wetlands (freshwater or tidal)	0	0	0
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: size of man-made water feature _____	0	+0.6	+0.6

(1) The pond is proposed to be re-developed as a "man-made water feature."

c. Is the project site presently used by members of the community for public recreation? ☑ Yes ☐ No

i. If Yes: explain: existing ski facility with year-round outdoor activities

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐ Yes ☑ No

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐ Yes ☑ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☑ No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures:_____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☑ No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

_____

_____

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? 5.01 feet

b. Are there bedrock outcroppings on the project site? ☑ Yes ☐ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? Unknown extent of scattered rock outcrops %

c. Predominant soil type(s) present on project site:

BdE - Bice Very Bouldery Sandy Loa	43.1 %
BeE - Bice-Woodstock very bouldery	19.2 %
WoE - Woodstock-Rock outcrop co	16.8 %

d. What is the average depth to the water table on the project site? Average: >6.6 feet

e. Drainage status of project site soils:
☑ Well Drained: 100 % of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes:
☑ 0-10%: 11.9 % of site
☑ 10-15%: 8.9 % of site
☑ 15% or greater: 79.2 % of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☑ Yes ☐ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑ Yes ☐ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name 941-397 Classification C(T)
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name Federal Waters, Federal Waters, Federal Waters,... Approximate Size N/A
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☑ Yes ☐ No
If Yes:

i. Name of aquifer: Principal Aquifer

m. Identify the predominant wildlife species that occupy or use the project site:
Urban Wildlife

n. Does the project site contain a designated significant natural community? ☑ Yes ☐ No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): Hemlock-Northern Hardwood Forest, Pitch Pine-Scrub Oak Barrens

ii. Source(s) of description or evaluation: DEC EAF Mapper

iii. Extent of community/habitat:

- Currently: 5232.0, 700.0 acres
- Following completion of project as proposed: no change acres
- Gain or loss (indicate + or -): no change acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

If Yes:

i. Species and listing (endangered or threatened):

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:

i. Species and listing:

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No

If yes, give a brief description of how the proposed action may affect that use:

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No

If Yes, provide county plus district name/number:

b. Are agricultural lands consisting of highly productive soils present? ☑ Yes ☐ No

i. If Yes: acreage(s) on project site? 30.12

ii. Source(s) of soil rating(s): NRCS Soil Survey

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent:

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No

If Yes:

i. CEA name:

ii. Basis for designation:

iii. Designating agency and date:

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☑ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐ Yes ☑ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: Adirondack Park

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): State Park

iii. Distance between project and resource: 0 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name _____ Date_____

Signature_____ Title_____

PRINT FORM

EAF Mapper Summary Report

Tuesday, September 6, 2022 1:20 PM

Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	No
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	Yes
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.iv [Surface Water Features - Stream Name]	941-397
E.2.h.iv [Surface Water Features - Stream Classification]	C(T)
E.2.h.iv [Surface Water Features - Wetlands Name]	Federal Waters
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.2.j. [100 Year Floodplain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.

E.2.k. [500 Year Floodplain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer
E.2.n. [Natural Communities]	Yes
E.2.n.i [Natural Communities - Name]	Hemlock-Northern Hardwood Forest, Pitch Pine-Scrub Oak Barrens
E.2.n.i [Natural Communities - Acres]	5232.0, 700.0
E.2.o. [Endangered or Threatened Species]	No
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	No
E.3.i. [Designated River Corridor]	No

Attachment P
Correspondence

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, Bureau of Ecosystem Health, Region 5
232 Golf Course Road, Warrensburg, NY 12885
P: (518) 623-1203 | F: (518) 623-3603
www.dec.ny.gov

Sent Via Email Only

October 13, 2023

Jacquelyn Pitts
Environmental Technician
Gilbert VanGuilder Land Surveyor, PLLC
988 NY-146
Clifton Park, NY 12065
jpitts@gvglandsurveyors.com

Re: Article 15 Protection of Waters Jurisdictional Determination
59 West Mountain Road (Tax ID 307.-1-29)
Queensbury (T), Warren County

Dear Jacquelyn Pitts:

This letter is in response to your July 11, 2023 request for a stream validation located at 59 West Mountain Road (Tax ID 307.-1-29; "Project Site"). DEC regulated stream 941-397 is mapped within the project site. This is a Class C, Standard C(T) stream and is protected by the Department.

Your letter request indicated that you would like DEC staff to perform a site visit to determine whether this stream is protected by the Department. More specifically, your request was for DEC staff to determine whether a "linear ditch" located within the project site thereby omits the stream regulation 941-397 mapped by the Department. Based on our written regulations (6 CRR-NY) and reviewal of aerial imagery, the Department has determined a site visit is not necessary and the linear ditch feature you describe is stream regulation 941-397.

Part 608.1 defines the term protected stream as follows:

(aa) Protected stream: means any stream or particular portion of a stream for which there has been adopted by the department or any of its predecessors any of the following classifications or standards: AA, AA(t), A, A(t), B, B(t), or C(t). Streams designated (t)(trout) also include those more specifically designated (ts) (trout spawning).

Given that DEC stream regulation 941-397 is listed in regulation under part 941.6 as a Class C, Standard C(T) it is thereby protected (See below table excerpt). **Moreover, the Department does not omit segments of a DEC stream regulation.**

Item No.	Waters Index Number	Name	Description	Map Ref. No.	Class	Standards
397	H-343 and tribs. 343-2, 343-6	Clendon Brook and tribs.		G-25 G-24	C	C(T)

DEC stream regulation 941-397 is designated as a Class C fresh surface water, which is described in Part 701.8 as the following:

> *The best usage of Class C waters is fishing. These waters shall be suitable for fish, shellfish and wildlife propagation and survival. The water quality shall be suitable for primary and secondary contact recreation, although other factors may limit the use for these purposes.*

DEC stream regulation 941-397 also has a C(T) standard, which is described in Part 701.25 as the following:

> *(a) The symbol (T), appearing in an entry in the "standards" column in the classification tables of Parts 800 through 941 of this Title, means that the classified waters in that specific item are trout waters. Any water quality standard, guidance value, or thermal criterion that specifically refers to trout or trout waters applies.*

The stream channel located within the project site is a tributary that flows southeast and likely empties into the Hudson River.

As such, the Department will maintain its designation of a Class C, Standard C(T) fresh surface water for DEC regulation 941-397 and thus would have jurisdiction under Article 15 Protection of Waters.

Please note, DEC regional staff have consulted with DEC Central Office (Albany) staff regarding this matter prior to writing this response. We also recognize your intent of this request was to avoid a setback (buffer) of DEC regulated streams enforced by the Town of Queensbury. This is a local level matter and is not the responsibility of the Department.

If you have any further questions regarding DEC regulated aquatic resources and this project, please feel free to contact me at (518) 623-1261 or via e-mail amanda.vescovi@dec.ny.gov.

If you have any permitting questions regarding this project, please reach out to our Division of Environmental Permits at (518) 623-1200.

Thank you,

Amanda Vescovi

Amanda Vescovi, AWB®
Aquatic Ecologist
R5 Bureau of Ecosystem Health

ec: Melissa Neely (DEC, Regional Ecosystem Health Manager)

National Hydrography Dataset Map West Mountain

5/11/2023

Flow Direction

- Connector
- CanalDitch
- Underground Conduit
- StreamRiver
- StreamRiver - Perennial
- StreamRiver - Intermittent
- StreamRiver - Ephemeral
- Pipeline
- Artificial Path
- Flowline - Large Scale
- Perennial
- Intermittent
- Ephemeral
- Artificial Path

1:6,809

0 0.04 0.08 0.16 mi

0 0.05 0.1 0.2 km

USGS TNM – National Hydrography Dataset. Data Refreshed April, 2023., New York State, Maxar

Attachment Q
Draft Petition for Zone Change

TOWN OF QUEENSBURY TOWN BOARD APPLICATION

PETITION FOR CHANGE OF ZONE

Petition No. (Office Use Only): _____

Applicant's Name: Apex Capital LLC and Mountain Top Ventures, LLC

Address: 59 West Mountain Road, Queensbury NY 12804

To the Applicant:

The Queensbury Planning Board will review this Petition and make recommendations to the Town Board. As part of this review, the Planning Board will consider the following questions and submit answers to the Town Board. As the applicant, you will have the option to provide answers for the Boards to consider.

1. What need is being met by the proposed change in zone or new zone?
   The Woods at West Mountain will function as a new community addition to the existing West Mountain Ski Area. It will offer an alpine village experience with amenities as well as extended stay accommodations and services. Town Board approval will be required for a zoning district change from Recreation Commercial (RC) to Planned Resort Development (PRD).
2. What existing zones, if any, can meet the stated need?
   PRD
3. How is the proposed zone compatible with adjacent zones?
   It will enhance the existing ski mountain.
4. What physical characteristics of the site are suitable to the proposed zone?
   Mountainside ski slopes accessible by guests.
5. How will the proposed zone affect public facilities?
   The proposed project would use public water supply and private wastewater treatment facilities. Sufficient capacity exists for the additional public water necessary.
6. Why is the current zone classification not appropriate for the property in question?
   The density calculation that excludes "slopes in excess of 20%" currently is not compatible for ski resort development.
7. What are the environmental impacts of the proposed change?
   The proposed site plan utilizes clustering of the most intensive use components in an area at the base of the mountain.

8. How is the proposal compatible with the relevant portions of the Comprehensive Land Use Master Plan?

Please see answer at bottom of page.

9. How are the wider interests of the Community being served by this proposal?

Significant portions of the wooded hillside on West Mountain are proposed to be preserved by the site layout and orientation of facilities in the Woods at West Mountain PRD. The project provides outdoor recreation to the local community. The proposed project is designed to assure the economic viability of West Mountain into the future so that it can remain a major open space recreational resource that is open to the public and a vital element to the economy of the Town of Queensbury and Warren County.

These questions are based on criteria used to review all zoning amendments.

8. The proposed Woods at West Mountain site plan proposes the consolidation and clustering of the most intensive use components in an area at the base of the mountain on lands with gentle slopes and deep soils. As proposed development proceeds up the mountainside, the intensity and density of uses diminishes. With the excepon of the single family "ski-in skiout" homes, all such development is at the lower elevtiaons of the mountain. "Ski-in, ski out" homesites, by their very definion are slope side and are not on the ridge top area of West Mountain which would detract from the natural ridge line. Development of the 15 lots on the Mountain Top Ventures, LLC parcel are capable of being sited so as to buffer views from off-site receptors.

Application - Petition for Change of Zone

The applicant must submit a fee of $250 with the original & seventeen (17) copies of all documentation requested in this application to the Town Clerk's office. [Copies are distributed as follows: Town Board (5), Town Clerk (1), Town Counsel (1), Planning Board (9), File Copy (1), and Planning Staff (1).

Petition No. (Office Use Only): _____

Date Received by Town Clerk: _____

Date Received by Planning Office: _____

---

1. Application For: (check where applicable)

   Amendment of Zoning Map: X
   Amendment of Zoning Ordinance: _____

2. Current Zoning: RC
   Proposed Zoning: PRD

3. Project Location: 59 West Mountain Road, Queensbury, NY 12804

4. Tax Map ID: _____

5. Applicant: Apex Capital, LLC and Mountain Top Ventures, LLC
   Address: 59 West Mountain Road
   Queensbury, NY 12804
   Phone: 518-745-9892

6. Applicant's Agent: Jon Lapper, Bartlett, Pontiff, Stewart & Rhodes, P.C.
   Address: One Washington Street, Glens Falls, NY 12801
   Phone: 518-792-2117 (O)

7. Property Owner: Apex Capital LLC and Mountain Top Ventures, LLC
   Address: 59 West Mountain Road, Queensbury NY 12804
   Phone: 518-745-9892

8. Directions to Site: At North West Mountain on West Mountain Road

9. Statistics and Data on Property:

   a. Total Area: _____ sq. ft. or 254.0 acres

   b. Dimensions:
      Minimum Width: N/A
      Average Width: N/A
      Minimum Depth: N/A
      Average Depth: N/A

Physical Irregularities (describe): Site is a ski area with steep slopes.

c. Existing use(s): include structures, outdoor uses, rights of way, easements, deeds and limitations to use of property:
North West Mountain Ski Area exists on the parcel with a ski lodge, ski lift, ski trails and parking lot.

d. Adjacent uses within 400 feet: (state direction, location, use, zone & owner):
North: LC-10A - Lois Udall 307.-1-45; RT- James Newbury 307.-2-41; LC-10A - Thomas Washburn 307.-1-46.1; SPLIT - Multiple Zones- Arthur Irrevocable Trust 307.-1-31; South: MDR - Andrew C. Frenyea 315.-1-1.15; West: RC - Mountain Top Ventures, LLC 314.-1-3

e. State, County or Town property within 500 feet:
West Mountain Road

10. A Map/Survey of the property to be rezoned must be submitted with the application; items A through H must be included on the plan and addressed in the submission

A. Map of property at a scale of 1 inch = 40 feet or less with scale, north arrow and topography.
B. Boundaries of property with dimensions in feet, including zoning boundary.
C. Identification of wetlands, watercourses or waterbodies on site.
D. Location of any current structures on site, their exterior dimensions, use and setbacks.
E. Location of any proposed easements and driveways.
F. Location of existing public or private water and sewer facilities.
G. Location of existing and proposed parking and loading facilities.
H. Identification of uses (i.e. residential, commercial, industrial) on property within 500 feet.

11. If Petition is for an amendment to Zoning Ordinance, cite the section(s) to be changed, and wording to be substituted:
The Applicant requests that § A183-26(A)(4) of the Town Code be changed to "Slopes in excess of 20% shall not be subtracted for the density calculation in ski mountain planned recreation districts.

12. In support of this petition, the following statement is made:

13. The following documents are submitted herewith:

Attachment R
Soil Test Pit Data

Deep Hole Test Pit Log

PROJECT: Woods at West Mountain PRD
Project No. 21071
Weather: 70°F Coudy

Date: 10-06-2023

Test Pit #1	
	Elevation ±425
Depth (inches)	Soil Description
0-6”	Topsoil
6-120”	Light Brown Poorly Graded Sand
No Bedrock or Groundwater Encountered	

Photos:

Test Pit #2	
	Elevation ±455
Depth (inches)	Soil Description
0-6”	Topsoil
6-84”	Dark Brown Sandy Loam
No Bedrock Encountered Groundwater Encountered @ 84”	

Photos:

Test Pit #3	
	Elevation ± 487
Depth (inches)	Soil Description
0-6”	Topsoil
6-24”	Yellow Brown Sandy Loam
24-96”	Medium Brown Sandy Loam
No Bedrock Encountered Groundwater Encountered @ 96”	

Photos:

Test Pit #4	
	Elevation ± 495
Depth (inches)	Soil Description
0-6”	Topsoil
6-112”	Medium Brown Sandy Loam w/6”-24” cobbles
No Bedrock or Groundwater Encountered	

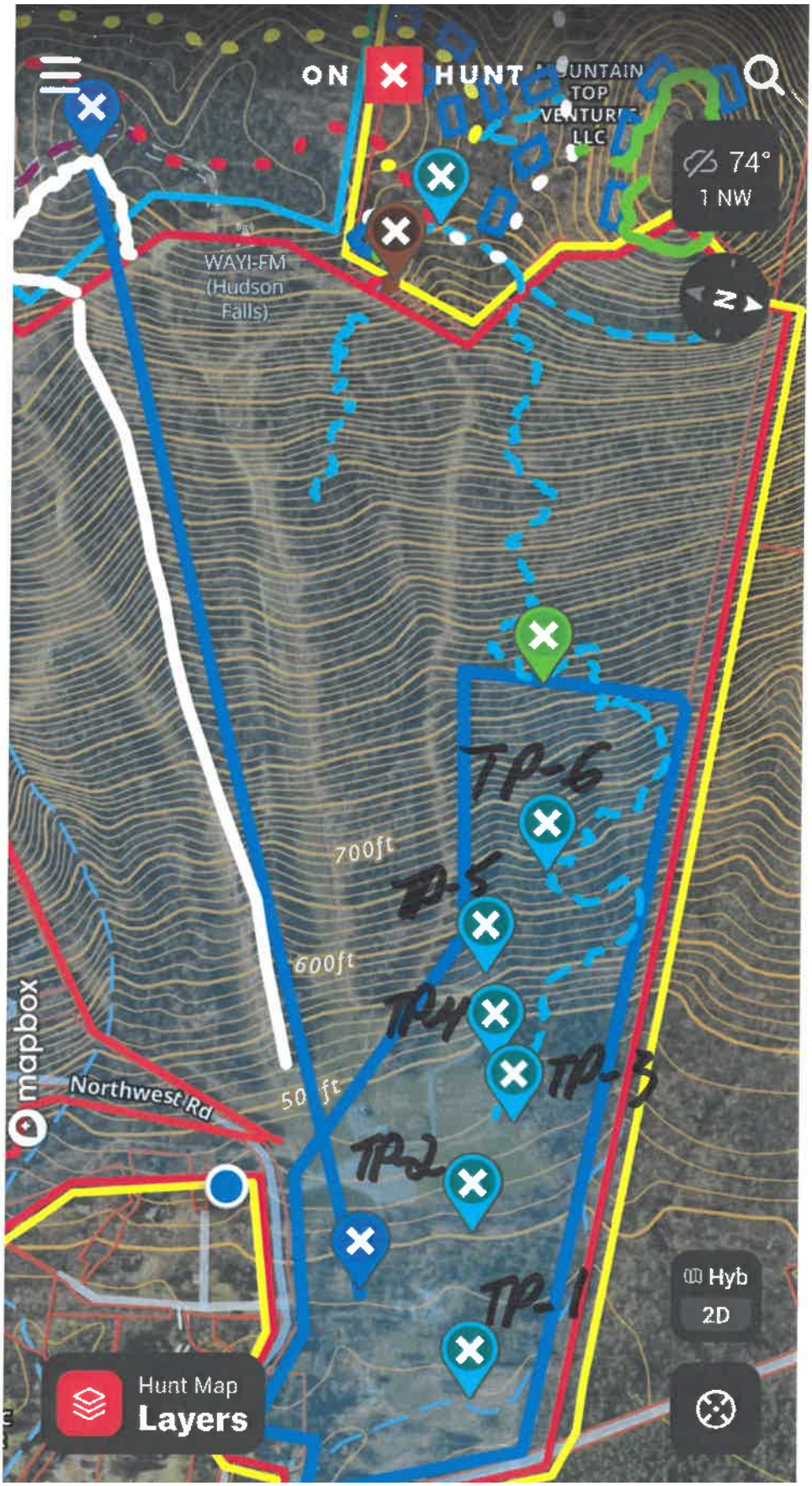
Photos:

Test Pit #5	
	Elevation ±560
Depth (inches)	Soil Description
0-12”	Topsoil and Organics
12-96”	Light Brown Poorly Graded Sand w/6”-24” cobbles
No Bedrock or Groundwater Encountered	

Photos:

Test Pit #6	
	Elevation ± 650
Depth (inches)	Soil Description
0-12”	Topsoil and Organics
12-96”	Yellow Brown Sandy Loam w/6”-24” cobbles
No Bedrock or Groundwater Encountered	

Photos:


ON
HUNT
74°
1 NW
WAYI-FM
(Hudson
Falls)
TP-6
700ft
TP-5
600ft
TP-4
TP-3
50 ft
Northwest Rd
TP-2
TP-1
mapbox
Hyb
2D
Hunt Map
Layers

studioA

LANDSCAPE ARCHITECTURE | ENGINEERING | PLANNING

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Saratoga Springs, NY 12866

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518.450.4030