

November 8, 2018

Mr. Barry Medenbach  
4305 US Highway 209  
Stone Ridge, NY 12484

**RE: Traffic Assessment, 850 Route 28, Town of Kingston, Ulster County, New York; CM Project 118-207**

Dear Mr. Medenbach,

Creighton Manning Engineering, LLP (CM) has completed a Traffic Assessment for the construction of approximately 240,000 SF of steel and concrete manufacturing space on a parcel approximately 0.4 miles west of Waughkonk Road on NY Route 28. The project proposes to utilize an existing site driveway to NY Route 28, (near reference marker 28 8601 2045) as shown on the attached Conceptual Development Plan (Attachment A). The following summarizes our assessment of the project.

## **1.0 Introduction and Background**

The project includes the construction of two 120,000 SF buildings, one for structural steel and the other for concrete products. The structural steel facility will receive steel stock and then cut and weld the steel to manufacture plate girders and other structural steel products for the bridge market throughout the northeast as well as commercial application. The concrete facility will receive cement, sand, and aggregate, which will be processed through a mobile batch plant to create the necessary concrete used to manufacture pre-stressed hollow core planks, pre-stressed NEXT Beams, and NEBT girders utilized for rapid bridge construction and other infrastructure projects.

The facilities will operate year round with raw materials arriving by truck and finished products delivered by truck. Each building will employ approximately 30 people (60 total). Most will work on a 6 am to 6 pm shift, with some employees on an overnight shift and some administrative office staff working typical daytime office hours. The project is expected to begin construction in 2019 with the first building operational in 2020, and fully operational in 2022.

## **2.0 Existing Conditions**

### Roadways Serving the Site

NY Route 28 (Onteora Trail) is generally an east-west roadway, but runs north-south in the project vicinity. Adjacent to the project site, NY Route 28 generally provides two 11 to 12-foot wide travel lanes in each direction with 8 to 9-foot wide shoulders and a posted speed limit of 45-mph. There are no sidewalks in the vicinity of the project as bicyclists are accommodated via sharing the travel lane and pedestrians are accommodated via the shoulders. Land uses along NY Route 28 are primarily commercial and/or vacant.

### Site Driveway

The NY Route 28/Site Driveway intersection operates under stop control on the driveway approach. It is a three-leg intersection with two lanes on each of the NY Route 28 approaches,



and one lane on the site driveway.

#### Data Collection

An Automatic Traffic Recorder (ATR) was installed to collect vehicle volumes, classification, and speeds near the site. The ATR was placed on NY Route 28 just north of the site driveway from Friday, October 12, 2018 through Friday, October 19, 2018. The raw data, provided under **Attachment B**, shows that there is approximately 16,000 vehicles per day (vpd) and heavy vehicles account for approximately 7 percent of the traffic. The morning and afternoon peak hours were identified as 8 to 9 am and 4 to 5 pm, and are shown on **Figure 1-1**. Furthermore, the average speed is 53 mph and the 85<sup>th</sup> percentile speed was 58 mph. Ninety-six percent of the vehicles observed exceeded the posted speed limit of 45 mph.

### **3.0 Traffic Forecasts**

#### Background Volumes

To forecast traffic volumes, it is necessary to understand trends in background growth rates, other developments proposed in the area, and the additional traffic generated by the proposed project.

Historical traffic volume data found in the latest version of the *Traffic Data Report*, published by NYSDOT, indicates that traffic volume growth near the site has decreased over the last several years by approximately 2.3 percent per year. Therefore, traffic projections were conservatively prepared for the full build-out (2022) by applying a 0.5 percent per year growth rate for 4 years. In addition, the Town's building department was contacted to identify any other proposed, but not yet completed projects in the area, but none were noted. As such, the 2022 No-Build traffic volumes are shown on **Figure 1-2** and represent future traffic volumes *before* the project is complete.

#### Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from the project site. Trip generation was estimated using site-specific information provided by the applicant for the anticipated operations of the facility. The following is noted regarding the proposed operations:

- Raw material deliveries including steel, sand, gravel, and cement will arrive through the day (6 am – 6 pm). An estimated 22 truckloads per day is expected (2 loads for steel and 20 loads for concrete production).
- Trucks arriving to pick up finished products for delivery will generally occur between noon and 4 am. Outbound deliveries will typically occur between the afternoon (3 pm) and the morning (5 am) to avoid peak traffic conditions at the job site. An estimated 20 truckloads per day is expected (6 loads for steel and 14 loads for concrete production).
- Approximately 60 employees (30 for each building) are expected, with about 30 employees during the day shift (6 am – 6 pm), 20 employees overnight (11 pm – 6 am), and 10 office employees (8 am – 5 pm).



The following assumptions are used in this analysis:

- 20% of the inbound raw materials are delivered in the morning (8-9 am) and afternoon (4-5 pm) peak hours
- 50% of the trucks for overnight product deliveries arrive and depart in the afternoon (4-5 pm) peak hour.
- 100% of the daytime shift and office employees arrive in the morning (8-9 am) and 50% of the daytime shift departs early with the office workers in the afternoon peak hour (4-5 pm); none carpool
- 100% of the overnight shift employees depart in the morning peak hour (8-9 am); none carpool
- Miscellaneous trips like USPS, UPS/FedEx, garbage, etc. occur during the day and are negligible.

Table 1 summarizes the detailed trip generation calculations.

**Table 1 – Peak Hour Trip Generation**

Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Raw material deliveries	4	4	8	4	4	8
Product deliveries	0	0	0	10	10	20
Employees	40	20	60	0	25	25
<b>Total Trips</b>	<b>44</b>	<b>24</b>	<b>68</b>	<b>14</b>	<b>39</b>	<b>53</b>

During the morning peak hour, approximately 68 trips are expected to be generated (44 trips entering, 24 trips exiting), with approximately 53 trips generated (14 trips entering, 39 trips exiting) during the afternoon peak hour. The analysis is very conservative because it assumes that shift workers that would normally arrive and depart at 6 am and 6 pm arrive and depart during the peak hours of traffic on Route 28 (8-9 am and 4-5 pm). In actuality, traffic volumes on Route 28 during the 6 am hour are 55% less than the 8-9 am peak, and 6 pm is 30% less than the 4-5 pm peak. By assuming that employees depart during the peaks, and a high percentage of deliveries occur during the peaks, the analysis assumes worst-case conditions when in fact, only 10 to 15 trips might be generated during the peak hours because deliveries occur later at night, and only 10 office employees will arrive/depart during the peak hours.

Trip Distribution, Assignment, and Build Volumes

The site generated traffic was distributed at the site driveway based on the expected arrival and departure patterns. Sand delivery is expected to arrive from the west on Route 28, while deliveries of cement, gravel, and raw steel is expected from the east. Outbound deliveries of finished steel and concrete products will depart to the east. Employees are predominately expected to travel to and from the east given the population density of Kingston. In total, we estimate that 90% of the trips generated will travel to and from the east on Route 28, with 10% traveling to and from the west.

The trip distribution (**Figure 1-3**) was applied to the trip generation resulting in the trip assignment (**Figure 1-4**). Adding the trip assignment to the No-Build volumes results in the expected traffic conditions *after* the completion of the project, and is shown on **Figure 1-5**.



#### 4.0 Intersection Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection, i.e. the number of lanes provided, permitted turning movements, and traffic control. Intersection evaluations were made using HCS (Version 7.4), which automates the procedures contained in the 6<sup>th</sup> Edition Highway Capacity Manual, the industry standard for evaluating intersection operations. Levels of service range from LOS A to LOS F with LOS A conditions considered excellent with very little vehicle delay while LOS F represents poor conditions with long vehicle delays. **Attachment C** contains detailed descriptions of LOS criteria for unsignalized intersections and the detailed level of service reports. **Table 2** summarizes the results of the level of service calculations.

**Table 2 – Unsignalized Level of Service Summary**

Intersection	2022 Build	
	AM Peak Hour	PM Peak Hour
NY Route 28/Site Driveway		
Site Driveway WB   LR	C (21.0)	D (32.6)
NY Route 28 SB   LT	A (8.9)	B (13.7)

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)

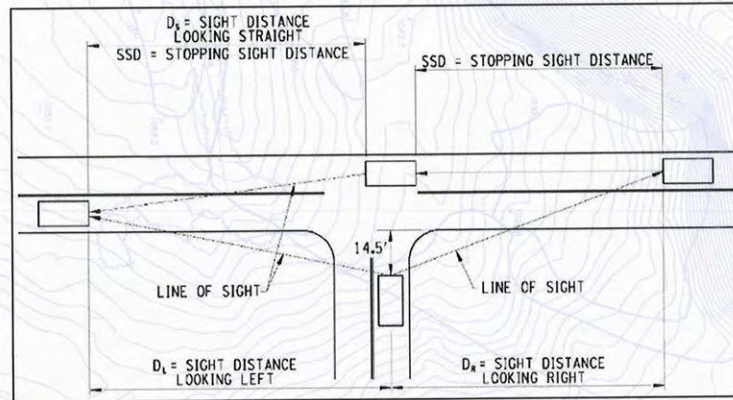
With the conservative assumptions above, the unsignalized site driveway will operate at LOS C during the AM peak hour and LOS D during the PM peak hour. These are acceptable peak hour operations and will otherwise operate at better during off-peak hours and when the shift workers actually arrive and depart (6 am and 6 pm). No capacity related improvements are necessary at the site driveway, but the entrance will need to be designed to meet NYSOT standards and truck turning radii.

#### 5.0 Sight Distance

Sight distance evaluations were completed at the proposed site driveway located along NY Route 28. CM measured the available *intersection* sight distances from the perspective of a passenger car and a truck exiting the site. In addition, the sight distance for vehicles (passenger cars and trucks) traveling southbound along Route 28 looking straight ahead to turn left into the driveway was measured. The available intersection sight distance on a side street or driveway should provide drivers a sufficient view of the intersecting highway to allow vehicles to enter or exit the intersection without excessively slowing vehicles traveling at or near the operating speed on the intersecting mainline.

CM also measured the *stopping* sight distance at the proposed intersection. 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 following diagram illustrates these sight distance measurements.





**Sight Distance Measurements**

Travel speed data collected by CM approximately 120 feet north of the site driveway indicates an 85<sup>th</sup>-percentile speed of 58-mph, with an average speed of 53 mph. Given the excessive speeds in relation to the posted speed limit, the sight distances measured in the field were compared to the guidelines presented in *A Policy on Geometric Design of Highways and Streets, 2011* published by the American Association of State Highway Transportation Officials (AASHTO) and NYSDOT design guidance (EB 17-007) for a 55-mph design speed. The results of the analysis are summarized in **Table 3**.

**Table 3 – Sight Distance Summary (feet)**

Intersection		Intersection Sight Distance <sup>1</sup>				Stopping Sight Distance <sup>2</sup>	
		Right Turn from Driveway	Left Turns from Driveway		Left-Turn from NY Route 28 (D <sub>s</sub> )	SSD <sub>NB</sub>	SSD <sub>SB</sub>
		Left (D <sub>L</sub> )	Left (D <sub>L</sub> )	Right (D <sub>R</sub> )			
NY Route 28	Available for Passenger Cars	920	920	1100+	800	870	1075+
	Recommended for Passenger Cars	530	650	650	490	455	455
	Available for Trucks	970	970	1100+	800	870	1075+
	Recommended for Single Unit Trucks Tractor-trailers	690 850	825 990	825 990	585 665	455	455

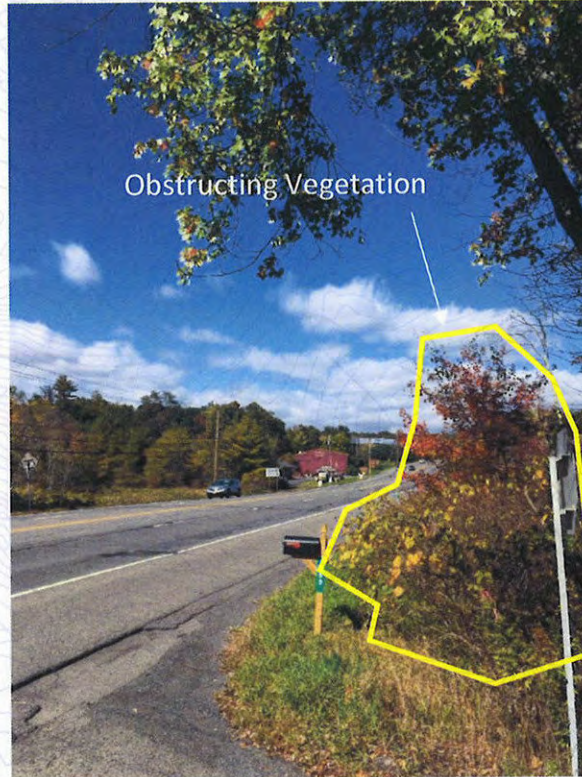
<sup>1</sup> Intersection sight distance is measured 14.5 feet back from the travel way at an object height of 3.5 feet and an eye height of 3.5 feet for a passenger car and 7.5 feet for heavy vehicles.  
<sup>2</sup> Stopping sight distance measured for a 2-foot object located in the path of northbound and southbound vehicles on Rt 28 at an eye height of 3.5 feet.

The following summarizes the results of the sight distance analysis:

- **NY Route 28/Site Driveway: Passenger Cars** – Trees and brush immediately to the north of the site driveway limits the sight distance looking right from the driveway (see photo below), but clearing this vegetation will provide the necessary sight distance shown in the Table 3. No other improvements are necessary for passenger cars.
- **NY Route 28/Site Driveway: Trucks** – The trees and brush immediately north of the site driveway obstruct truck sight distance. Removal will provide the necessary sight



distances looking to the right for trucks. The sight distance looking to the left is adequate for single-unit trucks and only 20 feet shy of the desirable distance for tractor-trailers. Given that the available stopping sight distance well exceeds the recommendations, no other sight distance mitigation is necessary.



## 6.0 Construction Impacts

A detailed construction plan hasn't been developed yet, but the preliminary grading plans suggest the site will need a cut and will require removing material from the site to make it buildable. According to Medenbach and Eggers, the site designers, approximately 150,000 cubic yards (CY) of material will require removal. Assuming 12 CY trucks, removal will require approximately 12,500 truckloads, which will be spread out over 7 to 8 months. On a daily basis, this equates to approximately 70 to 80 truckloads, or about eight to ten loads per hour assuming an eight-hour workday, five days a week. With a truckload generating two trips (one entering, one exiting), 16 to 20 trips will be generated per hour.

This level of traffic is significantly less than the trip generation studied above as part of this analysis. Therefore, during construction, the site driveway will operate and conditions better than LOS C/D. Considering that the construction trips are temporary, no capacity improvements are necessary. However, the site driveway will need to be constructed to NYSDOT standards and follow Department policy and conditions as they relate to construction entrances.



## 7.0 Conclusions

The proposed steel and concrete fabrication facility will not be a significant source of traffic in comparison to traffic already on Route 28. Even with conservative assumptions, the unsignalized site driveway will operate at an acceptable LOS D or better during the peak hours. The driveway sight distances all meet or exceed the recommended sight distances for cars, single-unit, and tractor-trailer trucks, assuming the removal of vegetation immediately north of the driveway. In addition, construction related traffic is expected to be no worse than typical operations; therefore, no other capacity or sight distance mitigation is necessary.

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

Respectfully submitted,  
**Creighton Manning Engineering, LLP**



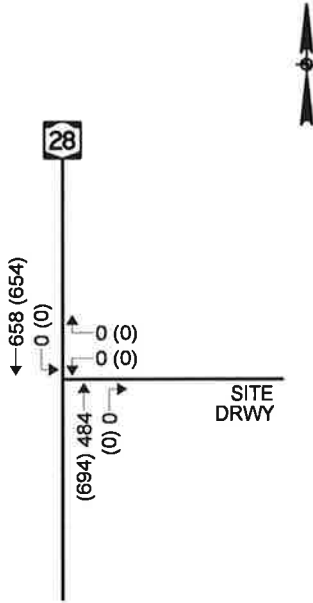
Kenneth Wersted, PE, PTOE  
Associate

Attachments



①

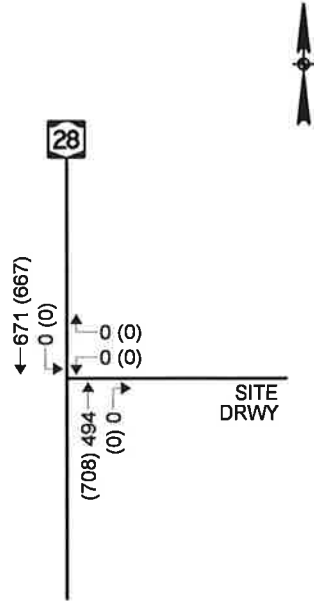
EXISTING 2018



AM PEAK HOUR (PM PEAK HOUR)

②

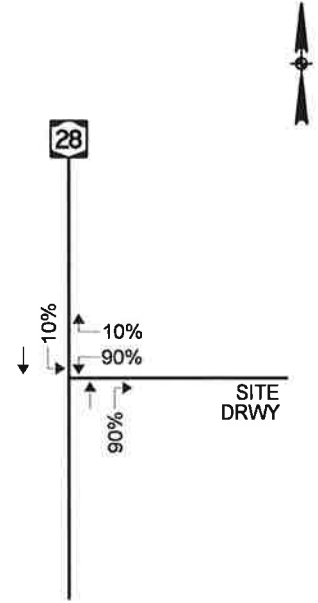
NO-BUILD 2022



AM PEAK HOUR (PM PEAK HOUR)

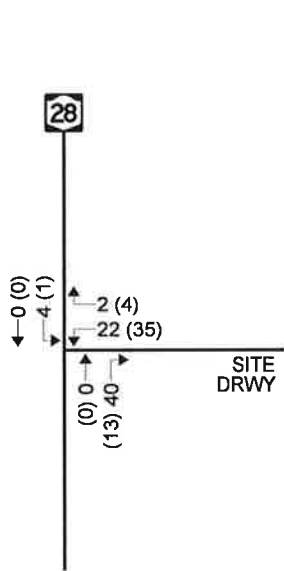
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TRIP DISTRIBUTION



④

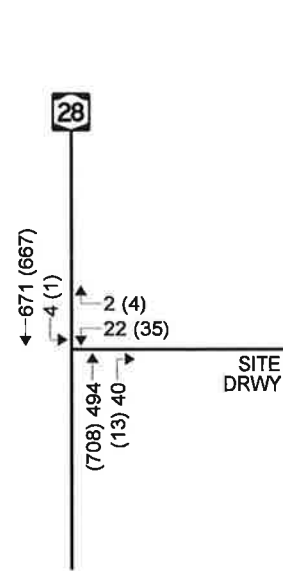
TRIP ASSIGNMENT



AM PEAK HOUR (PM PEAK HOUR)

⑤

BUILD 2022



AM PEAK HOUR (PM PEAK HOUR)

TRAFFIC VOLUMES

850 ROUTE 28, LLC  
TOWN OF KINGSTON  
ULSTER COUNTY, NEW YORK



K:\p\proj\118-207-650 Rt. 28\cad\tdg\fig\figs\118-207-fig-traffic-template.dgn

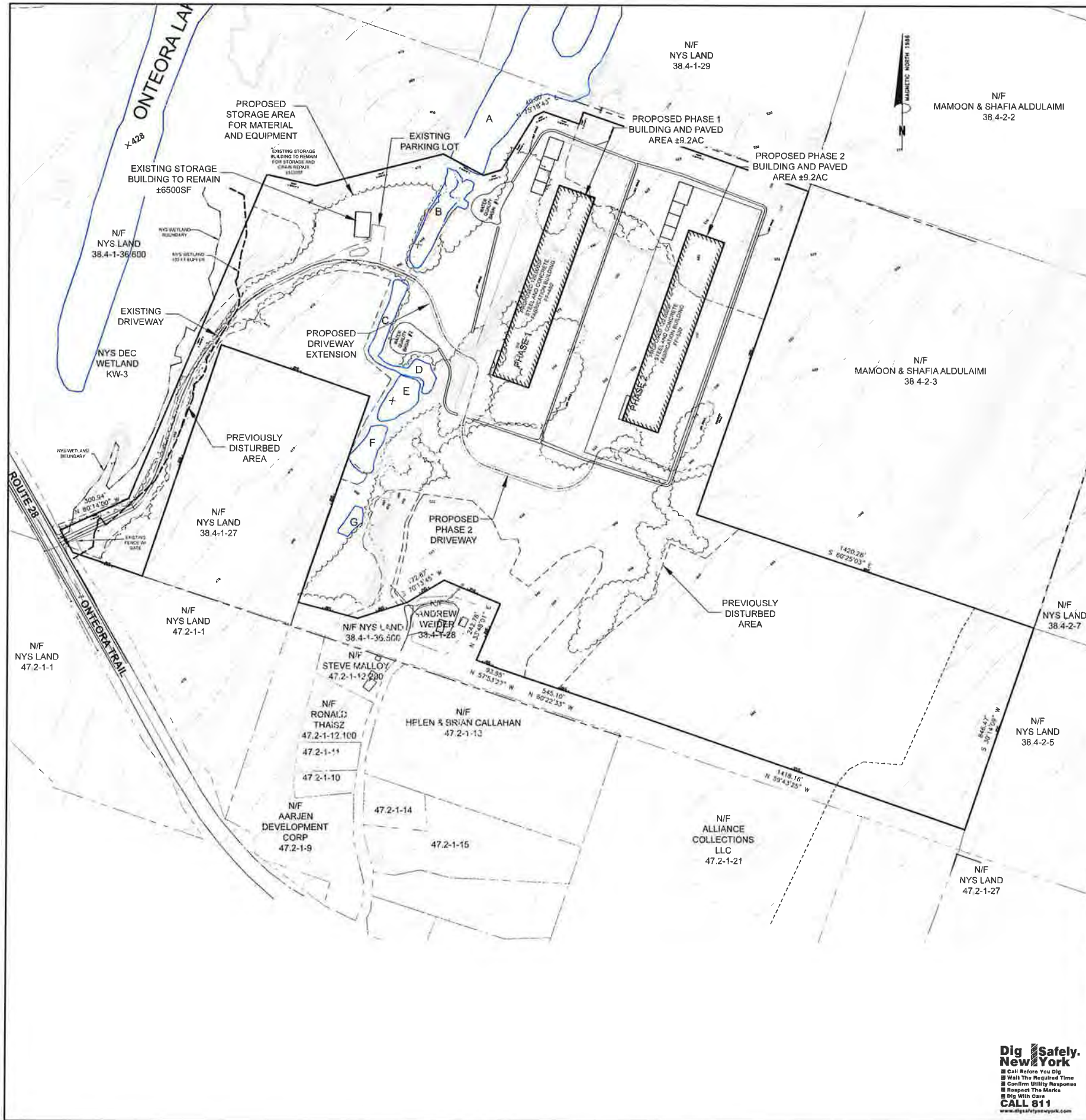


# **Attachment A**

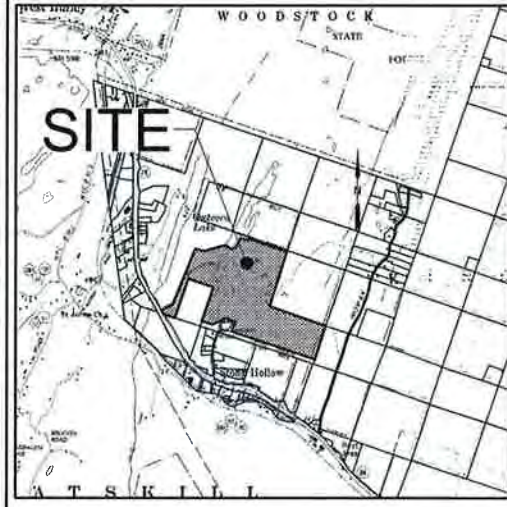
## **Site Plan**

**Traffic Impact Assessment  
850 Route 28, LLC  
Town of Kingston, New York**





- PLAN LEGEND**
- PROPOSED PARCEL BOUNDARY
  - ADJACENT PARCEL BOUNDARY
  - ▨ PROPOSED STRUCTURE
  - EXISTING STRUCTURE
  - ELV — EXISTING 2 FOOT CONTOUR
  - ELV — EXISTING 10 FOOT CONTOUR
  - ELV — PROPOSED 10 FOOT CONTOUR
  - PROPOSED CURBING
  - EXISTING CURBING
  - PROPOSED RELOCATED LIGHT FIXTURE
  - EXISTING FENCE
  - PROPOSED GUIDE RAIL
  - EXISTING GUIDE RAIL
  - PROPOSED RETAINING WALL
  - PROPOSED STORM DRAIN
  - PROPOSED CATCH BASIN
  - SPOT ELV — PROPOSED SPOT ELEVATION
  - ⊙ SW — PROPOSED STORMWATER MANHOLE
  - EXISTING STORM DRAIN
  - EXISTING CATCH BASIN
  - PROPOSED SANITARY SEWER
  - ⊙ SS — PROPOSED SANITARY MANHOLE
  - EXISTING SANITARY SEWER
  - ⊙ SS — EXISTING SANITARY MANHOLE
  - PROPOSED WATER MAIN (X=DIA.)
  - EXISTING WATER MAIN (X=DIA.)
  - ⊙ — PROPOSED WATER VALVE
  - ⊙ — EXISTING WATER VALVE
  - ⊙ — EXISTING HYDRANT
  - OHUL — PROPOSED OVERHEAD UTILITY
  - — PROPOSED UTILITY POLE
  - CUL — EXISTING OVERHEAD UTILITY
  - ⊙ — EXISTING UTILITY POLE
  - G — PROPOSED GAS LINE
  - EXISTING GAS LINE
  - UGE — PROPOSED UNDERGROUND ELECTRIC
  - UGCV — PROPOSED UNDERGROUND CATV
  - UGT — PROPOSED UNDERGROUND TELEPHONE
  - LOD — LIMIT OF DISTURBANCE



PROPERTY BOUNDARIES ARE PER DEED DESCRIPTION AND FM# 8235.  
 TOPOGRAPHIC DATA PROVIDED BY HZH DATED 11/2017 FROM AREAL SURVEY.

**SHEET INDEX**

SHEET	TITLE
I-1	1 OF 13 INDEX SHEET
SP-1	2 OF 13 SITE PLAN
GP-1	4 OF 13 GRADING AND UTILITY PLAN 1
GP-2	5 OF 13 GRADING AND UTILITY PLAN 2
RP-1	6 OF 13 ROAD PROFILE 1
RP-2	7 OF 13 ROAD PROFILE 2
SESC-1	8 OF 13 SOIL EROSION AND SEDIMENT CONTROL
D-1	9 OF 13 SITE DETAILS
D-2	10 OF 13 DRAINAGE DETAILS
D-3	10 OF 13 SOIL EROSION AND SEDIMENT CONTROL DETAILS
D-4	12 OF 13 TRUCK MOVEMENT
ELEV-1	13 OF 13 BUILDING ELEVATIONS
ELEV-2	14 OF 13 BUILDING ELEVATIONS

**ZONING REQUIREMENTS**  
 FOR MU-1 MIXED USE RESIDENTIAL I

	REQUIRED	EXISTING
MINIMUM LOT AREA	2 ACRES	±110.6 A
MINIMUM LOT WIDTH	200 FT.	±353.5 FT.
MINIMUM YARD SETBACKS		
FRONT	50 FT.	>1650 FT. ± FT.
SIDE	20 FT.	±420 FT. ±450 FT.
REAR	30 FT.	±160 FT. ±450 FT.
MAXIMUM BUILDING HEIGHT	35 FT.	±25 FT. ±35 FT.
MAXIMUM LOT COVERAGE	60 %	±0.13% ±5.1%
PARKING REQUIREMENTS (SEE TABLE)	60 SPACES	0 SPACES 60 SPACES
ACCESSIBLE SPACES (4%)	3 SPACES	0 SPACES 4 SPACES
PARKING REQUIREMENTS	1 SPACE PER EVERY EMPLOYER, ESTIMATED MAX 60 EMPLOYEES	

**OWNER/DEVELOPER**  
 850 ROUTE 28 LLC  
 C/O DAN LEFEVER  
 KINGSTON, NY

**TAX MAP ID#**  
 38.4-1-36.100

**LOT AREA**  
 ±110.6 ACRES

**APPROVED BY THE TOWN OF KINGSTON PLANNING BOARD**

DATE \_\_\_\_\_

CHAIRMAN \_\_\_\_\_

MEMBER \_\_\_\_\_

**OWNERS ENDORSEMENT**

I HEREBY GRANT MY APPROVAL TO THIS PLAT AND THE PLANS SHOWN HEREON.

OWNER: \_\_\_\_\_ DATED: \_\_\_\_\_

**MAP REVISION DATES**

DATE	REVISION	BY

**INDEX SHEET**  
 FOR  
**850 ROUTE 28 LLC**  
 TOWN OF KINGSTON  
 ULSTER COUNTY NEW YORK

200 0 200 400 600  
 Scale: 1" = 200'

JUNE 08, 2018

**MEDENBACH & EGGERS**  
 CIVIL ENGINEERING & LAND SURVEYING, P.C.  
 STONE RIDGE, NEW YORK (845) 687-0947

BARRY MEDENBACH, P.E.  
 NEW YORK LIC NO. 60142

I-1  
 E17.064  
 SHEET 1 OF 13





# **Attachment B**

## **ATR Data**

**Traffic Impact Assessment  
850 Route 28, LLC  
Town of Kingston, New York**



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

### VirtWeeklyVehicle-401 -- English (ENU)

#### Datasets:

**Site:** [118-207] NY Route 28 120 ft. north of the center of the site driveway  
**Attribute:** 850 Route 28 LLC  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 11:34 Friday, October 12, 2018 => 8:21 Monday, October 22, 2018,  
**Zone:**  
**File:** 118-207 0 2018-10-22 0822.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (6.91667) (With Exclusions)

#### **Exclusion:**

Vehicles are excluded at the following times:

Monday: 00:00-12:00,

Friday: 12:00-00:00,

Saturday: 00:00-00:00,

Sunday: 00:00-00:00,

The following entire days are excluded:

None

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** North, South (bound), P = North  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 61305 / 113819 (53.86%)



## Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-401

Site: 118-207.0.1NS  
 Description: NY Route 28 120 ft. north of the center of the site driveway  
 Filter time: 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (With Exclusions)  
 Scheme: Vehicle classification (Scheme F3)  
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NS) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	*	64.0	56.0	65.0	82.0	*	*	66.8	66.8
0100-0200	*	25.0	27.0	37.0	24.0	*	*	28.3	28.3
0200-0300	*	21.0	17.0	26.0	19.0	*	*	20.8	20.8
0300-0400	*	32.0	37.0	34.0	25.0	*	*	32.0	32.0
0400-0500	*	74.0	64.0	66.0	56.0	*	*	65.0	65.0
0500-0600	*	196.0	190.0	188.0	187.0	*	*	190.3	190.3
0600-0700	*	503.0	513.0	479.0	501.0	*	*	499.0	499.0
0700-0800	*	932.0	944.0	978.0	901.0	*	*	938.8	938.8
0800-0900	*	<b>1160.0</b>	<b>1138.0</b>	<b>1115.0</b>	1155.0	*	*	<b>1142.0</b>	<b>1142.0</b>
0900-1000	*	1102.0	1074.0	1031.0	1111.0	*	*	1079.5	1079.5
1000-1100	*	1042.0	998.0	1008.0	*	*	*	1016.0	1016.0
1100-1200	*	982.0	950.0	1086.0	*	*	*	1006.0	1006.0
1200-1300	1077.0	1033.0	1093.0	1112.0	*	*	*	1078.8	1078.8
1300-1400	1086.0	1084.0	1103.0	1089.0	*	*	*	1090.5	1090.5
1400-1500	1092.0	1147.0	1155.0	1114.0	*	*	*	1127.0	1127.0
1500-1600	1264.0	1328.0	1289.0	1341.0	*	*	*	1305.5	1305.5
1600-1700	<b>1330.0</b>	<b>1368.0</b>	<b>1304.0</b>	1390.0	*	*	*	<b>1348.0</b>	<b>1348.0</b>
1700-1800	1184.0	1256.0	1242.0	<b>1390.0</b>	*	*	*	1268.0	1268.0
1800-1900	813.0	938.0	910.0	958.0	*	*	*	904.8	904.8
1900-2000	474.0	608.0	555.0	606.0	*	*	*	560.8	560.8
2000-2100	361.0	415.0	411.0	499.0	*	*	*	421.5	421.5
2100-2200	235.0	290.0	359.0	365.0	*	*	*	312.3	312.3
2200-2300	184.0	200.0	187.0	267.0	*	*	*	209.5	209.5
2300-2400	109.0	113.0	122.0	140.0	*	*	*	121.0	121.0
<b>Totals</b>									
0700-1900	*	13372.0	13200.0	13612.0	*	*	*	13304.8	13304.8
0600-2200	*	15188.0	15038.0	15561.0	*	*	*	15098.3	15098.3
0600-0000	*	15501.0	15347.0	15968.0	*	*	*	15428.8	15428.8
0000-0000	*	15913.0	15738.0	16384.0	*	*	*	15831.8	15831.8
AM Peak	*	0800	0800	0800	*	*	*		
	*	1160.0	1138.0	1115.0	*	*	*		
PM Peak	1600	1600	1600	1700	*	*	*		
	1330.0	1368.0	1304.0	1390.0	*	*	*		

\* - No data.



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

### VirtWeeklyVehicle-402 -- English (ENU)

#### Datasets:

**Site:** [118-207] NY Route 28 120 ft. north of the center of the site driveway  
**Attribute:** 850 Route 28 LLC  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 11:34 Friday, October 12, 2018 => 8:21 Monday, October 22, 2018,  
**Zone:**  
**File:** 118-207 0 2018-10-22 0822.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (6.91667) (With Exclusions)  
**Exclusion:**

Vehicles are excluded at the following times:

Monday: 00:00-12:00,  
Friday: 12:00-00:00,  
Saturday: 00:00-00:00,  
Sunday: 00:00-00:00,

The following entire days are excluded:  
None

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 30897 / 113819 (27.15%)



## Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-402

Site: 118-207.0.1NS  
 Description: NY Route 28 120 ft. north of the center of the site driveway  
 Filter time: 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (With Exclusions)  
 Scheme: Vehicle classification (Scheme F3)  
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	*	46.0	40.0	44.0	60.0	*	*	47.5	47.5
0100-0200	*	20.0	18.0	22.0	17.0	*	*	19.3	19.3
0200-0300	*	11.0	9.0	15.0	16.0	*	*	12.8	12.8
0300-0400	*	13.0	17.0	13.0	15.0	*	*	14.5	14.5
0400-0500	*	26.0	24.0	24.0	17.0	*	*	22.8	22.8
0500-0600	*	64.0	64.0	75.0	63.0	*	*	66.5	66.5
0600-0700	*	226.0	234.0	210.0	242.0	*	*	228.0	228.0
0700-0800	*	390.0	407.0	413.0	400.0	*	*	402.5	402.5
0800-0900	*	484.0	<b>474.0</b>	444.0	534.0	*	*	484.0	484.0
0900-1000	*	<b>488.0</b>	473.0	474.0	503.0	*	*	484.5	484.5
1000-1100	*	456.0	441.0	453.0	*	*	*	450.0	450.0
1100-1200	*	479.0	434.0	<b>550.0</b>	*	*	*	<b>487.7</b>	<b>487.7</b>
1200-1300	470.0	500.0	560.0	546.0	*	*	*	519.0	519.0
1300-1400	487.0	544.0	518.0	537.0	*	*	*	521.5	521.5
1400-1500	546.0	574.0	551.0	576.0	*	*	*	561.8	561.8
1500-1600	666.0	677.0	651.0	673.0	*	*	*	666.8	666.8
1600-1700	<b>706.0</b>	<b>702.0</b>	<b>678.0</b>	691.0	*	*	*	694.3	694.3
1700-1800	644.0	679.0	672.0	<b>786.0</b>	*	*	*	<b>695.3</b>	<b>695.3</b>
1800-1900	472.0	534.0	498.0	562.0	*	*	*	516.5	516.5
1900-2000	313.0	377.0	361.0	400.0	*	*	*	362.8	362.8
2000-2100	236.0	272.0	293.0	334.0	*	*	*	283.8	283.8
2100-2200	156.0	194.0	235.0	248.0	*	*	*	208.3	208.3
2200-2300	106.0	121.0	123.0	176.0	*	*	*	131.5	131.5
2300-2400	71.0	65.0	74.0	100.0	*	*	*	77.5	77.5
<b>Totals</b>									
0700-1900	*	6507.0	6357.0	6705.0	*	*	*	6483.7	6483.7
0600-2200	*	7576.0	7480.0	7897.0	*	*	*	7566.4	7566.4
0600-0000	*	7762.0	7677.0	8173.0	*	*	*	7775.4	7775.4
0000-0000	*	7942.0	7849.0	8366.0	*	*	*	7958.7	7958.7
<b>AM Peak</b>	*	0900	0800	1100	*	*	*		
	*	488.0	474.0	550.0	*	*	*		
<b>PM Peak</b>	1600	1600	1600	1700	*	*	*		
	706.0	702.0	678.0	786.0	*	*	*		

\* - No data.



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

### VirtWeeklyVehicle-403 -- English (ENU)

#### Datasets:

**Site:** [118-207] NY Route 28 120 ft. north of the center of the site driveway  
**Attribute:** 850 Route 28 LLC  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 11:34 Friday, October 12, 2018 => 8:21 Monday, October 22, 2018,  
**Zone:**  
**File:** 118-207 0 2018-10-22 0822.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (6.91667) (With Exclusions)

**Exclusion:** Vehicles are excluded at the following times:  
Monday: 00:00-12:00,  
Friday: 12:00-00:00,  
Saturday: 00:00-00:00,  
Sunday: 00:00-00:00,  
The following entire days are excluded:  
None

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 30408 / 113819 (26.72%)



## Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-403

Site: 118-207.0.1NS  
 Description: NY Route 28 120 ft. north of the center of the site driveway  
 Filter time: 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (With Exclusions)  
 Scheme: Vehicle classification (Scheme F3)  
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(SB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	*	18.0	16.0	21.0	22.0	*	*	19.3	19.3
0100-0200	*	5.0	9.0	15.0	7.0	*	*	9.0	9.0
0200-0300	*	10.0	8.0	11.0	3.0	*	*	8.0	8.0
0300-0400	*	19.0	20.0	21.0	10.0	*	*	17.5	17.5
0400-0500	*	48.0	40.0	42.0	39.0	*	*	42.3	42.3
0500-0600	*	132.0	126.0	113.0	124.0	*	*	123.8	123.8
0600-0700	*	277.0	279.0	269.0	259.0	*	*	271.0	271.0
0700-0800	*	542.0	537.0	565.0	501.0	*	*	536.3	536.3
0800-0900	*	<b>676.0</b>	<b>664.0</b>	<b>671.0</b>	621.0	*	*	<b>658.0</b>	<b>658.0</b>
0900-1000	*	614.0	601.0	557.0	608.0	*	*	595.0	595.0
1000-1100	*	586.0	557.0	555.0	*	*	*	566.0	566.0
1100-1200	*	503.0	516.0	536.0	*	*	*	518.3	518.3
1200-1300	607.0	533.0	533.0	566.0	*	*	*	559.8	559.8
1300-1400	599.0	540.0	585.0	552.0	*	*	*	569.0	569.0
1400-1500	546.0	573.0	604.0	538.0	*	*	*	565.3	565.3
1500-1600	598.0	651.0	<b>638.0</b>	668.0	*	*	*	638.8	638.8
1600-1700	<b>624.0</b>	<b>666.0</b>	626.0	<b>699.0</b>	*	*	*	<b>653.8</b>	<b>653.8</b>
1700-1800	540.0	577.0	570.0	604.0	*	*	*	572.8	572.8
1800-1900	341.0	404.0	412.0	396.0	*	*	*	388.3	388.3
1900-2000	161.0	231.0	194.0	206.0	*	*	*	198.0	198.0
2000-2100	125.0	143.0	118.0	165.0	*	*	*	137.8	137.8
2100-2200	79.0	96.0	124.0	117.0	*	*	*	104.0	104.0
2200-2300	78.0	79.0	64.0	91.0	*	*	*	78.0	78.0
2300-2400	38.0	48.0	48.0	40.0	*	*	*	43.5	43.5
<b>Totals</b>									
0700-1900	*	6865.0	6843.0	6907.0	*	*	*	6821.1	6821.1
0600-2200	*	7612.0	7558.0	7664.0	*	*	*	7531.8	7531.8
0600-0000	*	7739.0	7670.0	7795.0	*	*	*	7653.3	7653.3
0000-0000	*	7971.0	7889.0	8018.0	*	*	*	7873.1	7873.1
<b>AM Peak</b>	*	0800	0800	0800	*	*	*		
	*	676.0	664.0	671.0	*	*	*		
<b>PM Peak</b>	1600	1600	1500	1600	*	*	*		
	624.0	666.0	638.0	699.0	*	*	*		

\* - No data.



## MetroCount Traffic Executive Daily Classes

### DailyClass-333 -- English (ENU)

#### Datasets:

**Site:** [118-207] NY Route 28 120 ft. north of the center of the site driveway  
**Attribute:** 850 Route 28 LLC  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 11:34 Friday, October 12, 2018 => 8:21 Monday, October 22, 2018,  
**Zone:**  
**File:** 118-207 0 2018-10-22 0822.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (6.91667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** North, South (bound), P = North  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 112731 / 113819 (99.04%)



## Daily Classes

**DailyClass-333**

**Site:** 118-207.0.1NS  
**Description:** NY Route 28 120 ft. north of the center of the site driveway  
**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NS) Sp(5,100) Headway(>0) Span(0 - 300)

Monday, October 08, 2018

	1	2	3	4	5	6	7	8	9	10	11	12	13
<b>Total</b>													
<b>Mon*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Tue*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Wed*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Thu*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Fri*</b>	46	10410	2034	96	327	42	51	20	27	4	2	0	19
13078													
(%)	0.4	79.6	15.6	0.7	2.5	0.3	0.4	0.2	0.2	0.0	0.0	0.0	0.1
<b>Sat</b>	45	13301	2568	82	363	34	42	27	19	6	1	0	9
16497													
(%)	0.3	80.6	15.6	0.5	2.2	0.2	0.3	0.2	0.1	0.0	0.0	0.0	0.1
<b>Sun</b>	142	12936	2412	48	277	15	43	40	7	1	3	0	18
15942													
(%)	0.9	81.1	15.1	0.3	1.7	0.1	0.3	0.3	0.0	0.0	0.0	0.0	0.1

**Average daily volume**

**Entire week**

	93	13118	2489	65	319	24	42	33	12	3	2	0	13
16219													
(%)	0.6	80.9	15.3	0.4	2.0	0.1	0.3	0.2	0.1	0.0	0.0	0.0	0.1

**Weekdays** No complete days.

**Weekend**

	93	13118	2489	65	319	24	42	33	12	3	2	0	13
16219													
(%)	0.6	80.9	15.3	0.4	2.0	0.1	0.3	0.2	0.1	0.0	0.0	0.0	0.1

\* - Incomplete



## Daily Classes

**DailyClass-333**

**Site:** 118-207.0.1NS  
**Description:** NY Route 28 120 ft. north of the center of the site driveway  
**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NS) Sp(5,100) Headway(>0) Span(0 - 300)

**Monday, October 15, 2018**

	1	2	3	4	5	6	7	8	9	10	11	12	13
<b>Total</b>													
<b>Mon</b> 15118 (%)	16	11216	2820	204	526	95	73	43	81	19	2	0	23
	0.1	74.2	18.7	1.3	3.5	0.6	0.5	0.3	0.5	0.1	0.0	0.0	0.2
<b>Tue</b> 15913 (%)	43	11824	2926	223	560	102	82	41	76	17	0	3	16
	0.3	74.3	18.4	1.4	3.5	0.6	0.5	0.3	0.5	0.1	0.0	0.0	0.1
<b>Wed</b> 15738 (%)	33	11480	3022	230	603	110	79	52	86	13	2	0	28
	0.2	72.9	19.2	1.5	3.8	0.7	0.5	0.3	0.5	0.1	0.0	0.0	0.2
<b>Thu</b> 16384 (%)	21	12040	3037	274	629	97	92	45	99	13	4	1	32
	0.1	73.5	18.5	1.7	3.8	0.6	0.6	0.3	0.6	0.1	0.0	0.0	0.2
<b>Fri*</b> 4061 (%)	7	2750	885	80	203	44	23	13	42	8	0	1	5
	0.2	67.7	21.8	2.0	5.0	1.1	0.6	0.3	1.0	0.2	0.0	0.0	0.1
<b>Sat*</b> 0 (%)	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Sun*</b> 0 (%)	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Average daily volume**

<b>Entire week</b> 15787 (%)	27	11639	2951	232	578	100	81	44	85	15	1	0	24
	0.2	73.7	18.7	1.5	3.7	0.6	0.5	0.3	0.5	0.1	0.0	0.0	0.2
<b>Weekdays</b> 15787 (%)	27	11639	2951	232	578	100	81	44	85	15	1	0	24
	0.2	73.7	18.7	1.5	3.7	0.6	0.5	0.3	0.5	0.1	0.0	0.0	0.2

**Weekend** No complete days.

**\* - Incomplete**

## MetroCount Traffic Executive Daily Classes

### DailyClass-334 -- English (ENU)

#### Datasets:

**Site:** [118-207] NY Route 28 120 ft. north of the center of the site driveway  
**Attribute:** 850 Route 28 LLC  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 11:34 Friday, October 12, 2018 => 8:21 Monday, October 22, 2018,  
**Zone:**  
**File:** 118-207 0 2018-10-22 0822.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (6.91667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 56424 / 113819 (49.57%)



## Daily Classes

**DailyClass-334**

**Site:** 118-207.0.1NS  
**Description:** NY Route 28 120 ft. north of the center of the site driveway  
**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NB) Sp(5,100) Headway(>0) Span(0 - 300)

Monday, October 08, 2018

	1	2	3	4	5	6	7	8	9	10	11	12	13
<u>Total</u>													
<b>Mon*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Tue*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Wed*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Thu*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Fri*</b>	26	6278	1212	43	201	19	36	11	16	0	1	0	12
7855													
(%)	0.3	79.9	15.4	0.5	2.6	0.2	0.5	0.1	0.2	0.0	0.0	0.0	0.2
<b>Sat</b>	13	6888	1431	44	213	19	21	15	9	4	0	0	5
8662													
(%)	0.2	79.5	16.5	0.5	2.5	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.1
<b>Sun</b>	73	5326	1046	26	122	8	12	14	0	1	0	0	6
6634													
(%)	1.1	80.3	15.8	0.4	1.8	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.1

Average daily volume

**Entire week**

	43	6107	1238	35	167	13	16	14	4	2	0	0	5
7648													
(%)	0.6	79.9	16.2	0.5	2.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.1

**Weekdays** No complete days.

**Weekend**

	43	6107	1238	35	167	13	16	14	4	2	0	0	5
7648													
(%)	0.6	79.9	16.2	0.5	2.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.1

\* - Incomplete

## Daily Classes

**DailyClass-334**

**Site:** 118-207.0.1NS  
**Description:** NY Route 28 120 ft. north of the center of the site driveway  
**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NB) Sp(5,100) Headway(>0) Span(0 - 300)

Monday, October 15, 2018

	1	2	3	4	5	6	7	8	9	10	11	12	13
<b>Total</b>													
<b>Mon</b>	10	5356	1376	106	259	22	53	9	38	11	0	0	9
7249													
(%)	0.1	73.9	19.0	1.5	3.6	0.3	0.7	0.1	0.5	0.2	0.0	0.0	0.1
<b>Tue</b>	23	5857	1499	113	292	35	54	21	31	11	0	2	4
7942													
(%)	0.3	73.7	18.9	1.4	3.7	0.4	0.7	0.3	0.4	0.1	0.0	0.0	0.1
<b>Wed</b>	19	5722	1511	119	301	40	52	17	45	7	1	0	15
7849													
(%)	0.2	72.9	19.3	1.5	3.8	0.5	0.7	0.2	0.6	0.1	0.0	0.0	0.2
<b>Thu</b>	11	6206	1523	135	311	29	65	19	40	7	1	1	18
8366													
(%)	0.1	74.2	18.2	1.6	3.7	0.3	0.8	0.2	0.5	0.1	0.0	0.0	0.2
<b>Fri*</b>	6	1181	457	49	107	13	19	5	24	5	0	0	1
1867													
(%)	0.3	63.3	24.5	2.6	5.7	0.7	1.0	0.3	1.3	0.3	0.0	0.0	0.1
<b>Sat*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Sun*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Average daily volume**

**Entire week**

15	5785	1477	118	290	31	56	16	38	9	0	0	11	
7851													
(%)	0.2	73.7	18.8	1.5	3.7	0.4	0.7	0.2	0.5	0.1	0.0	0.0	0.1

**Weekdays**

15	5785	1477	118	290	31	56	16	38	9	0	0	11	
7851													
(%)	0.2	73.7	18.8	1.5	3.7	0.4	0.7	0.2	0.5	0.1	0.0	0.0	0.1

**Weekend** No complete days.

\* - Incomplete



## MetroCount Traffic Executive Daily Classes

### DailyClass-335 -- English (ENU)

#### Datasets:

**Site:** [118-207] NY Route 28 120 ft. north of the center of the site driveway  
**Attribute:** 850 Route 28 LLC  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 11:34 Friday, October 12, 2018 => 8:21 Monday, October 22, 2018,  
**Zone:**  
**File:** 118-207 0 2018-10-22 0822.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (6.91667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 56307 / 113819 (49.47%)

## Daily Classes

**DailyClass-335**

**Site:** 118-207.0.1NS  
**Description:** NY Route 28 120 ft. north of the center of the site driveway  
**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(SB) Sp(5,100) Headway(>0) Span(0 - 300)

Monday, October 08, 2018

	1	2	3	4	5	6	7	8	9	10	11	12	13
<u>Total</u>													
<b>Mon*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Tue*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Wed*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Thu*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Fri*</b>	20	4132	822	53	126	23	15	9	11	4	1	0	7
5223													
(%)	0.4	79.1	15.7	1.0	2.4	0.4	0.3	0.2	0.2	0.1	0.0	0.0	0.1
<b>Sat</b>	32	6413	1137	38	150	15	21	12	10	2	1	0	4
7835													
(%)	0.4	81.9	14.5	0.5	1.9	0.2	0.3	0.2	0.1	0.0	0.0	0.0	0.1
<b>Sun</b>	69	7610	1366	22	155	7	31	26	7	0	3	0	12
9308													
(%)	0.7	81.8	14.7	0.2	1.7	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.1

Average daily volume

**Entire week**

50	7011	1251	30	152	11	26	19	8	1	2	0	8	
8571													
(%)	0.6	81.8	14.6	0.4	1.8	0.1	0.3	0.2	0.1	0.0	0.0	0.0	0.1

**Weekdays** No complete days.

**Weekend**

50	7011	1251	30	152	11	26	19	8	1	2	0	8	
8571													
(%)	0.6	81.8	14.6	0.4	1.8	0.1	0.3	0.2	0.1	0.0	0.0	0.0	0.1

\* - Incomplete



## Daily Classes

**DailyClass-335**

**Site:** 118-207.0.1NS  
**Description:** NY Route 28 120 ft. north of the center of the site driveway  
**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(SB) Sp(5,100) Headway(>0) Span(0 - 300)

Monday, October 15, 2018

	1	2	3	4	5	6	7	8	9	10	11	12	13
<b>Total</b>													
<b>Mon</b>	6	5860	1444	98	267	73	20	34	43	8	2	0	14
7869													
(%)	0.1	74.5	18.4	1.2	3.4	0.9	0.3	0.4	0.5	0.1	0.0	0.0	0.2
<b>Tue</b>	20	5967	1427	110	268	67	28	20	45	6	0	1	12
7971													
(%)	0.3	74.9	17.9	1.4	3.4	0.8	0.4	0.3	0.6	0.1	0.0	0.0	0.2
<b>Wed</b>	14	5758	1511	111	302	70	27	35	41	6	1	0	13
7889													
(%)	0.2	73.0	19.2	1.4	3.8	0.9	0.3	0.4	0.5	0.1	0.0	0.0	0.2
<b>Thu</b>	10	5834	1514	139	318	68	27	26	59	6	3	0	14
8018													
(%)	0.1	72.8	18.9	1.7	4.0	0.8	0.3	0.3	0.7	0.1	0.0	0.0	0.2
<b>Fri*</b>	1	1569	428	31	96	31	4	8	18	3	0	1	4
2194													
(%)	0.0	71.5	19.5	1.4	4.4	1.4	0.2	0.4	0.8	0.1	0.0	0.0	0.2
<b>Sat*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Sun*</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
0													
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Average daily volume**

**Entire week**

12	5854	1474	114	288	69	25	28	47	6	1	0	13	
7936													
(%)	0.2	73.8	18.6	1.4	3.6	0.9	0.3	0.4	0.6	0.1	0.0	0.0	0.2

**Weekdays**

12	5854	1474	114	288	69	25	28	47	6	1	0	13	
7936													
(%)	0.2	73.8	18.6	1.4	3.6	0.9	0.3	0.4	0.6	0.1	0.0	0.0	0.2

**Weekend** No complete days.

\* - Incomplete

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-336 -- English (ENU)

#### Datasets:

**Site:** [118-207] NY Route 28 120 ft. north of the center of the site driveway  
**Attribute:** 850 Route 28 LLC  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 11:34 Friday, October 12, 2018 => 8:21 Monday, October 22, 2018,  
**Zone:**  
**File:** 118-207 0 2018-10-22 0822.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (6.91667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** North, South (bound), P = North  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 112731 / 113819 (99.04%)



## Speed Statistics

**SpeedStat-336**

**Site:** 118-207.0.1NS  
**Description:** NY Route 28 120 ft. north of the center of the site driveway  
**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NS) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 112731

Posted speed limit = 40 mph, Exceeding = 111769 (99.15%), Mean Exceeding = 53.12 mph

Maximum = 98.7 mph, Minimum = 8.8 mph, Mean = 53.0 mph

85% Speed = 57.7 mph, 95% Speed = 61.3 mph, Median = 52.6 mph

10 mph Pace = 47 - 57, Number in Pace = 81836 (72.59%)

Variance = 25.71, Standard Deviation = 5.07 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	112731 100.0%	0.00	0.00	0.00
5 - 10	1 0.0%	1 0.0%	112730 100.0%	0.00	0.00	0.00
10 - 15	5 0.0%	6 0.0%	112725 100.0%	0.00	0.00	0.00
15 - 20	9 0.0%	15 0.0%	112716 100.0%	0.00	0.00	0.00
20 - 25	21 0.0%	36 0.0%	112695 100.0%	0.00	0.00	0.00
25 - 30	46 0.0%	82 0.1%	112649 99.9%	0.00	0.00	0.00
30 - 35	179 0.2%	261 0.2%	112470 99.8%	0.00	0.00	0.00
35 - 40	701 0.6%	962 0.9%	111769 99.1%	0.00	0.00	0.00
40 - 45	3656 3.2%	4618 4.1%	108113 95.9%	0.00	0.00	0.00
45 - 50	25224 22.4%	29842 26.5%	82889 73.5%	0.00	0.00	0.00
50 - 55	47688 42.3%	77530 68.8%	35201 31.2%	0.00	0.00	0.00
55 - 60	26242 23.3%	103772 92.1%	8959 7.9%	0.00	0.00	0.00
60 - 65	7204 6.4%	110976 98.4%	1755 1.6%	0.00	0.00	0.00
65 - 70	1437 1.3%	112413 99.7%	318 0.3%	0.00	0.00	0.00
70 - 75	241 0.2%	112654 99.9%	77 0.1%	0.00	0.00	0.00
75 - 80	48 0.0%	112702 100.0%	29 0.0%	0.00	0.00	0.00
80 - 85	15 0.0%	112717 100.0%	14 0.0%	0.00	0.00	0.00
85 - 90	7 0.0%	112724 100.0%	7 0.0%	0.00	0.00	0.00
90 - 95	2 0.0%	112726 100.0%	5 0.0%	0.00	0.00	0.00
95 - 100	5 0.0%	112731 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   40 (PSL)	962 0.9%	111769 99.1%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-337 -- English (ENU)

#### Datasets:

**Site:** [118-207] NY Route 28 120 ft. north of the center of the site driveway  
**Attribute:** 850 Route 28 LLC  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 11:34 Friday, October 12, 2018 => 8:21 Monday, October 22, 2018,  
**Zone:**  
**File:** 118-207 0 2018-10-22 0822.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (6.91667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 56424 / 113819 (49.57%)



## Speed Statistics

**SpeedStat-337**

**Site:** 118-207.0.1NS  
**Description:** NY Route 28 120 ft. north of the center of the site driveway  
**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NB) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 56424

Posted speed limit = 40 mph, Exceeding = 56126 (99.47%), Mean Exceeding = 53.55 mph

Maximum = 96.8 mph, Minimum = 11.3 mph, Mean = 53.4 mph

85% Speed = 58.2 mph, 95% Speed = 62.0 mph, Median = 53.0 mph

10 mph Pace = 48 - 58, Number in Pace = 41051 (72.75%)

Variance = 25.41, Standard Deviation = 5.04 mph

**Speed Bins (Partial days)**

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	56424 100.0%	0.00	0.00	0.00
5 - 10	0 0.0%	0 0.0%	56424 100.0%	0.00	0.00	0.00
10 - 15	4 0.0%	4 0.0%	56420 100.0%	0.00	0.00	0.00
15 - 20	7 0.0%	11 0.0%	56413 100.0%	0.00	0.00	0.00
20 - 25	15 0.0%	26 0.0%	56398 100.0%	0.00	0.00	0.00
25 - 30	20 0.0%	46 0.1%	56378 99.9%	0.00	0.00	0.00
30 - 35	42 0.1%	88 0.2%	56336 99.8%	0.00	0.00	0.00
35 - 40	210 0.4%	298 0.5%	56126 99.5%	0.00	0.00	0.00
40 - 45	1405 2.5%	1703 3.0%	54721 97.0%	0.00	0.00	0.00
45 - 50	11403 20.2%	13106 23.2%	43318 76.8%	0.00	0.00	0.00
50 - 55	24095 42.7%	37201 65.9%	19223 34.1%	0.00	0.00	0.00
55 - 60	13872 24.6%	51073 90.5%	5351 9.5%	0.00	0.00	0.00
60 - 65	4246 7.5%	55319 98.0%	1105 2.0%	0.00	0.00	0.00
65 - 70	911 1.6%	56230 99.7%	194 0.3%	0.00	0.00	0.00
70 - 75	154 0.3%	56384 99.9%	40 0.1%	0.00	0.00	0.00
75 - 80	31 0.1%	56415 100.0%	9 0.0%	0.00	0.00	0.00
80 - 85	5 0.0%	56420 100.0%	4 0.0%	0.00	0.00	0.00
85 - 90	3 0.0%	56423 100.0%	1 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	56423 100.0%	1 0.0%	0.00	0.00	0.00
95 - 100	1 0.0%	56424 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

**Speed limit fields (Partial days)**

Limit	Below	Above
0   40 (PSL)	298 0.5%	56126 99.5%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-338 -- English (ENU)

#### Datasets:

**Site:** [118-207] NY Route 28 120 ft. north of the center of the site driveway  
**Attribute:** 850 Route 28 LLC  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 11:34 Friday, October 12, 2018 => 8:21 Monday, October 22, 2018,  
**Zone:**  
**File:** 118-207 0 2018-10-22 0822.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018 (6.91667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 56307 / 113819 (49.47%)

## Speed Statistics

### SpeedStat-338

**Site:** 118-207.0.1NS  
**Description:** NY Route 28 120 ft. north of the center of the site driveway  
**Filter time:** 12:00 Friday, October 12, 2018 => 10:00 Friday, October 19, 2018  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(SB) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 56307

Posted speed limit = 40 mph, Exceeding = 55643 (98.82%), Mean Exceeding = 52.69 mph

Maximum = 98.7 mph, Minimum = 8.8 mph, Mean = 52.5 mph

85% Speed = 57.3 mph, 95% Speed = 60.6 mph, Median = 52.3 mph

10 mph Pace = 47 - 57, Number in Pace = 40906 (72.65%)

Variance = 25.55, Standard Deviation = 5.05 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	56307 100.0%	0.00	0.00	0.00
5 - 10	1 0.0%	1 0.0%	56306 100.0%	0.00	0.00	0.00
10 - 15	1 0.0%	2 0.0%	56305 100.0%	0.00	0.00	0.00
15 - 20	2 0.0%	4 0.0%	56303 100.0%	0.00	0.00	0.00
20 - 25	6 0.0%	10 0.0%	56297 100.0%	0.00	0.00	0.00
25 - 30	26 0.0%	36 0.1%	56271 99.9%	0.00	0.00	0.00
30 - 35	137 0.2%	173 0.3%	56134 99.7%	0.00	0.00	0.00
35 - 40	491 0.9%	664 1.2%	55643 98.8%	0.00	0.00	0.00
40 - 45	2251 4.0%	2915 5.2%	53392 94.8%	0.00	0.00	0.00
45 - 50	13821 24.5%	16736 29.7%	39571 70.3%	0.00	0.00	0.00
50 - 55	23593 41.9%	40329 71.6%	15978 28.4%	0.00	0.00	0.00
55 - 60	12370 22.0%	52699 93.6%	3608 6.4%	0.00	0.00	0.00
60 - 65	2958 5.3%	55657 98.8%	650 1.2%	0.00	0.00	0.00
65 - 70	526 0.9%	56183 99.8%	124 0.2%	0.00	0.00	0.00
70 - 75	87 0.2%	56270 99.9%	37 0.1%	0.00	0.00	0.00
75 - 80	17 0.0%	56287 100.0%	20 0.0%	0.00	0.00	0.00
80 - 85	10 0.0%	56297 100.0%	10 0.0%	0.00	0.00	0.00
85 - 90	4 0.0%	56301 100.0%	6 0.0%	0.00	0.00	0.00
90 - 95	2 0.0%	56303 100.0%	4 0.0%	0.00	0.00	0.00
95 - 100	4 0.0%	56307 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   40 (PSL)	664 1.2%	55643 98.8%



# **Attachment C**

## **Level of Service**

**Traffic Impact Assessment  
850 Route 28, LLC  
Town of Kingston, New York**

## LOS Definitions

The following is an excerpt from the 2010 Highway Capacity Manual (HCM).

### Level of Service Criteria for Unsignalized Intersections

Level of service (LOS) for a Two-way Stop Controlled (TWSC) intersection 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 19-1.

The LOS criteria for TWSC intersections are somewhat different from the criteria used 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.

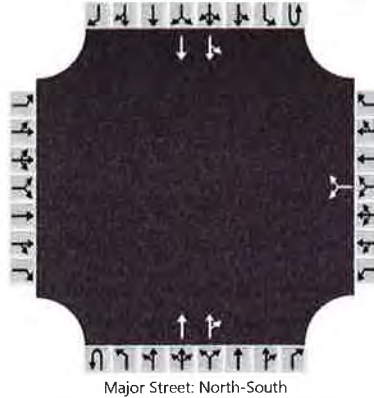
**Exhibit 19-1: Level-of-Service Criteria for TWSC Intersections**

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

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NSB	Intersection	NY Route 28/Site Driveway
Agency/Co.	Creighton Manning	Jurisdiction	Town of Kingston
Date Performed	11/6/2018	East/West Street	Site Driveway
Analysis Year	2022	North/South Street	NY Route 28
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Build		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0	
Configuration							LR				T	TR		LT	T		
Volume (veh/h)						22		2			494	40		4	671		
Percent Heavy Vehicles						17		17						10			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

## Delay, Queue Length, and Level of Service

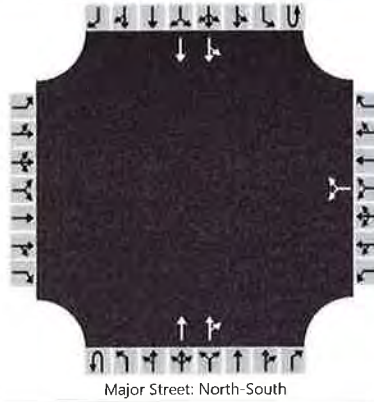
Flow Rate (veh/h)						26								369			
Capacity						251								937			
v/c Ratio						0.10								0.39			
95% Queue Length						0.3								0.0			
Control Delay (s/veh)						21.0								8.9			
Level of Service (LOS)						C								A			
Approach Delay (s/veh)					21.0								0.1				
Approach LOS					C												



# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NSB	Intersection	NY Route 28/Site Driveway
Agency/Co.	Creighton Manning	Jurisdiction	Town of Kingston
Date Performed	11/6/2018	East/West Street	Site Driveway
Analysis Year	2022	North/South Street	NY Route 28
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Build		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	2	0		0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						35		4			708	13		1	667	
Percent Heavy Vehicles						26		26						100		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							42								364		
Capacity							172								414		
v/c Ratio							0.24								0.88		
95% Queue Length							0.9								0.0		
Control Delay (s/veh)							32.6								13.7		
Level of Service (LOS)							D								B		
Approach Delay (s/veh)					32.6								0.0				
Approach LOS					D												