

Hampshire Country Club Planned Residential Development  
Village of Mamaroneck,  
Westchester County, New York  
Draft Environmental Impact Statement

# M Traffic Impact Study



# Hampshire Country Club

## Proposed Residential Development

Village of Mamaroneck, NY

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PREPARED FOR

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# Executive Summary

## Introduction

VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB) has been retained by Hampshire Recreation, LLC to conduct a traffic impact study documenting the potential traffic impacts associated with the proposed Hampshire Country Club Planned Residential Development (PRD) in the Village of Mamaroneck, Westchester County, NY. The traffic impact study quantifies both the existing traffic conditions along area roadways surrounding the site and the projected future traffic conditions expected with and without the proposed development of the site.

This traffic study has been prepared as part of the Draft Environmental Impact Statement (DEIS) for the proposed action and is in accordance with the requirements of the New York State Environmental Quality Review Act (SEQRA) and the Scoping Document (adopted 11/18/2015) for the proposed action. This document provides a detailed description of the study methodology, analysis, and key findings.

## Project Description

The Project site is located on the existing 106.2-acre Hampshire County Club property and is generally bounded by East Cove Road to the east, Eagle Knolls Road to the west, South Cove Road to the south and Old Boston Post Road to the north. The Project Site is currently developed with recreational membership club facilities, including an 18-hole golf course, clubhouse, swimming pool, tennis courts, maintenance facilities, and other support uses. The Village/Town of Mamaroneck municipal boundary line passes through the Project Site, creating a 98.9-acre portion in the Village of Mamaroneck and a smaller 7.3-acre portion within Town of Mamaroneck. The proposed PRD is to consist of 44 single-family homes and 61 townhomes. The existing 18-hole golf course would be downsized to a 9-hole course to facilitate the development of the PRD, which would have approximately 36 acres of common open space.

Access points to the site are currently provided from Cove Road and Eagle Knolls Road. A third access point from Cooper Avenue provides access to the golf course maintenance facility. These three existing access points will be modified as part of the Proposed Action. Cove Road will be relocated and will form the central corridor for the project. Eagle Knolls Road will be relocated from its existing location and will terminate in a cul-de-sac. Cooper Avenue will be extended into the Site and will intersect with Cove Road. This roadway extension is currently envisioned to be a one-way, exit only road for development residents to provide access to Boston Post Road (US Route 1) via Old Boston Post Road.

## Study Locations

Per the Scoping Document, the following 7 key intersections were identified as requiring analysis:

- 1) Boston Post Road (US Route 1) and Hommocks Road/Weaver Street (signalized)
- 2) Hommocks Road and Eagle Knolls Road (unsignalized)
- 3) Orienta Avenue and East Cove Road (unsignalized)
- 4) Boston Post Road (US Route 1) and Orienta Avenue/Delancey Avenue (signalized)
- 5) Old Boston Post Road and Cooper Avenue (unsignalized)
- 6) Boston Post Road (US Route 1) and Old Boston Post Road/Richbell Road (signalized)
- 7) Fairway Lane and Orienta Avenue (unsignalized)

## Existing & Future Traffic Volumes

To assess existing traffic conditions in the vicinity of the Proposed Action, peak period manual turning movement traffic volume counts were recorded at the seven study intersections in March 2016. The intersection counts included tallies of automobiles, trucks, buses, pedestrians and bicyclists. Automatic traffic recorder (ATR) 24-hour counts were also conducted for a one-week period in March 2016 on Boston Post Road, Hommocks Road and Orienta Avenue. The existing traffic volumes were grown to account for anticipated increases in background traffic by the time the project is completed, establishing the future traffic volume conditions without the proposed Project. The future traffic volumes include increases associated with 7 proposed vicinity developments anticipated to be constructed prior to the subject development.

## Project-Development Traffic

Traffic anticipated to be generated by the project was forecast based on published trip generation data. Adjustments were made to the residential trips to account for the reduction of trips due to the smaller 9-hole golf course. The Proposed Action is expected to generate a total of 61 new trips during the AM peak hour, 73 new trips during the PM peak hour and 61 new trips during the Saturday peak hour.

The site-generated traffic volumes were assigned to the area roadways based on the anticipated arrival and departure patterns which were determined based on a review of the existing roadway network, existing traffic patterns and proposed access to the Project.

## Existing and Future Traffic Conditions

Capacity analyses were conducted at the study intersections to assess the quality of traffic flow in the study area under existing conditions and future conditions with and without the proposed action. Under existing conditions, all intersections, with one exception, operate at acceptable levels of service. The exception is the signalized intersection of Boston Post Road and Hommocks Road/Weaver Street which currently operates at an overall level of service "E" during the AM peak hour.

In the future, with the forecast increases in traffic volumes but without the proposed residential development (No-Build conditions), there will be a slight increase in overall delays at the three

signalized intersections along Boston Post Road, generally on the order of 2 seconds or less. The levels of service will remain unchanged from those experienced under existing conditions. At the unsignalized intersections, the minor-street turning movements operate at level of service (LOS) "B" or better during each peak hour.

In the future, with the added traffic from the Proposed Action (Build conditions), there will be a slight increase in overall delays at the three signalized intersections along Boston Post Road, generally on the order of 1 second or less. The levels of service will remain unchanged from those experienced under No-Build conditions. At the unsignalized intersections, the minor-street turning movements will continue to operate at LOS "B" or better during each peak hour with only minor increases in delay of 1.1 seconds or less.

Queuing analyses indicate that the average queues (50<sup>th</sup> percentile) experienced on the turning movements at the three signalized study intersections will be at acceptable lengths under Existing, No-Build and Build conditions. At two of the signalized intersections (Boston Post Road with Hommocks Road/Weaver Street and Boston Post Road with Richbell Road/Old Boston Post Road) some of the maximum (95<sup>th</sup> percentile) queues will exceed the storage lengths.

## Conclusions

Based on the findings above, it is concluded that the proposed PRD will not have a significant adverse impact on area traffic operating conditions. Furthermore, the proposed modifications to the internal roadways including wider roads and the addition of a sidewalk along Cove Road will provide a benefit for residents on either side of the property, including those who travel back and forth to Hommocks Middle School.

# 1

## Introduction

VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB) has been retained by Hampshire Recreation, LLC to conduct a traffic impact study documenting the potential traffic impacts associated with the proposed Hampshire Country Club Planned Residential Development (PRD) in the Village of Mamaroneck, Westchester County, NY. The traffic impact study quantifies both the existing traffic conditions along area roadways surrounding the site and the projected future traffic conditions expected with and without the proposed development of the site.

This traffic study has been prepared as part of the Draft Environmental Impact Statement (DEIS) for the proposed action and is in accordance with the requirements of the New York State Environmental Quality Review Act (SEQRA) and the Scoping Document (adopted 11/18/2015) for the proposed action. This document provides a detailed description of the study methodology, analysis, and key findings.

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### Project Description

The Project site, as depicted on **Exhibit 1**, is located on the existing 106.2-acre Hampshire County Club property and is generally bounded by East Cove Road to the east, Eagle Knolls Road to the west, South Cove Road to the south and Old Boston Post Road to the north. The Project Site is currently developed with recreational membership club facilities, including an 18-hole golf course, clubhouse, swimming pool, tennis courts, maintenance facilities, and other support uses. The Village/Town of Mamaroneck municipal boundary line passes through the Project Site, creating a 98.9-acre portion in the Village of Mamaroneck and a smaller 7.3-acre portion within Town of Mamaroneck. The proposed PRD is to consist of 44 single-family homes and 61 townhomes. The existing 18-hole golf course would be downsized to a 9-hole course to facilitate the development of the PRD, which would have approximately 36 acres of common open space.





**Hampshire Country Club - PRD**

| Village of Mamaroneck, NY

**1** Study Locations

**Study Locations**

Access points to the site are currently provided from Cove Road and Eagle Knolls Road. A third access point from Cooper Avenue provides access to the golf course maintenance facility. These three existing access points will be modified as part of the Proposed Action. Cove Road will be relocated and will form the central corridor for the project. Eagle Knolls Road will be relocated from its existing location and will terminate in a cul-de-sac. Cooper Avenue will be extended into the Site and will intersect with Cove Road. This roadway extension is currently envisioned to be a one-way, exit only road for development residents to provide access to Boston Post Road (US Route 1) via Old Boston Post Road.

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## Study Methodology

The focus of this study was to evaluate traffic flows and operating conditions on the roadways and intersections projected to be used by motorists traveling to and from the proposed development and to quantify the potential traffic impacts on these roadways and intersections.

As identified in the Scoping Document, the project study area consists of the 7 intersections listed below.

- 1) Boston Post Road (US Route 1) and Hommocks Road/Weaver Street
- 2) Hommocks Road and Eagle Knolls Road
- 3) Orienta Avenue and East Cove Road
- 4) Boston Post Road (US Route 1) and Orienta Avenue/Delancey Avenue Halstead Avenue (CR 54) and Surface Lot # 2 (MTA)
- 5) Old Boston Post Road and Cooper Avenue
- 6) Boston Post Road (US Route 1) and Old Boston Post Road/Richbell Road
- 7) Fairway Lane and Orienta Avenue

Traffic operating conditions at the study intersections were analyzed during the weekday AM and PM peak hours and the Saturday midday peak hour, representing the periods when the greatest cumulative impacts of project-related traffic are likely to occur.



## Existing Conditions

Evaluation of the traffic impacts associated with the proposed Project requires a thorough understanding of the existing roadway system in the vicinity of the site. The existing conditions observed in the study area include an inventory of roadway, sidewalk and intersection geometry, traffic control devices, traffic signal timings, and the collection of traffic volumes. This information is provided in the following section.

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### Study Roadways and Intersections

***Boston Post Road***, designated as US Route 1, is a north-south urban principal arterial under the jurisdiction of the New York State Department of Transportation (NYSDOT). It runs west of the project site and provides two travel lanes in each direction with additional turn lanes at key intersections. The roadway is relatively straight and level with horizontal radii of generally 1,100 feet or greater and vertical grades of two percent or less.

Within the study area, travel lanes measure 10 to 11 feet wide and concrete curbs and sidewalks are provided along each side of the roadway. The sidewalk varies in width from 5 feet to 15 feet. The pavement is in generally fair to good condition with some surface distress. Parking is permitted, with some restrictions, along the east (northbound) side of Boston Post Road from a point just north of the intersection with Old Boston Post Road/Richbell Road to Rockland Avenue. Along the southbound side of the road, parking is permitted between Orienta Avenue and the northern driveway to Mamaroneck High School. The posted speed limit on this section of roadway is 30 miles per hour (mph).

A 2016 Automatic Traffic Recorder (ATR) count on Boston Post Road near Mamaroneck High School indicates a daily traffic volume of 19,320 on weekdays and 18,549 on Saturdays.

***Hommocks Road***, is a local road which runs east from Boston Post Road and serves the Hommocks Middle School, Hommocks Pool and Ice Rink and the residences further to the east. The western portion of the road is in the Town of Mamaroneck and is posted with the 30 mph Town speed limit. The eastern portion of the road is in the Village of Mamaroneck. Hommocks



Road provides one travel lane measuring 11 to 12-feet wide in each direction. The roadway is generally level with grades of one percent or less. Hommocks Road has an “S” curve near the Middle School; otherwise, the roadway is generally straight within the study area.

A sidewalk is provided along the south side of the road from Boston Post Road to and extending along the frontage of the middle school with sidewalk widths ranging from 5 feet to 10 feet. On the north side of the roadway, a sidewalk is provided between Boston Post Road and the Middle School main driveway with widths varying from 5 feet near the Middle School to 20 feet adjacent to Walgreens. Except for an area along the south side of the road in front of the Middle School, which permits one-hour parking on weekdays, there is no on-street parking. The roadway’s asphalt pavement is in fair condition.

An Automatic Traffic Recorder count indicated that the average weekday traffic volume on Hommocks Road, just north of Eagle Knolls Road, is 708 vehicles.

**Weaver Street**, designated as NYS Route 125, is a State principal arterial roadway that connects White Plains to the north to Boston Post Road in Mamaroneck to the south. Within the study area, Weaver Street provides two 12-foot travel lanes and has a posted speed limit of 30 mph. There are areas of the roadway with horizontal curves, with the sharpest curve in the study area located near Howell Avenue and having a radius of 425 feet. As it approaches Boston Post Road, Weaver Street has a two percent downhill grade.

Sidewalks ranging in width from 4-feet to 8-feet are provided on both sides of the road in the vicinity of its intersection with Boston Post Road. Parking is prohibited on both sides of the roadway and the pavement is in generally good condition.

The NYSDOT count on Weaver Street shows a 2015 AADT estimate of 8,755 vehicles.

**Eagle Knolls Road** is a local public roadway between its terminus at Hommocks Road and extending to the east to the Proposed Action’s property line. Within the site, Eagle Knolls Road is a private roadway. The western portion of the roadway is in the Town of Mamaroneck and the eastern portion is part of the Village of Mamaroneck. Eagle Knolls Road provides one 10 to 11-foot travel lane in each direction. The pavement in the public portion of the roadway is in fair condition; while the pavement within the private section is in poor condition.

Sidewalks are not provided along Eagle Knolls Road and public parking is not permitted as “No Parking” signs are posted on the private portion of the road.

**East Cove Road** is a private road and connects Orienta Avenue to private residences and the Hampshire Country Club. It provides one 10-foot travel lane per direction with varying pavement conditions. Between its intersection with Orienta Avenue and the entrance to the Hampshire County Club property, the pavement is in generally fair to good condition. Within the Country Club property, the pavement is in fair to poor condition. Sidewalks are not provided and parking is not permitted on the portion of the roadway within the Hampshire Country Club property.

The roadway has generally level terrain with grades of two percent or less. The horizontal curvature of East Cove Road is generally straight with some curves; the sharpest curve is located approximately 300 feet to the west of Orienta Avenue and has a radius of 75-feet.

**Orienta Avenue** is a collector roadway that extends from Boston Post Road to Flagler Drive and is under the jurisdiction of the Village of Mamaroneck. A 15-foot wide service road is provided to the east of Orienta Avenue, in the area between Bleeker Avenue and Protano Lane. The service road is also designated as a bike path for use by pedestrians and bicyclists. Orienta Avenue provides two 10-foot travel lanes in each direction and has a posted speed limit of 25 mph. Sidewalks are provided in the section between Boston Post Road and Rushmore Avenue, between Old Boston Post Road and the service road and between the service road and Bleeker Avenue. Parking is prohibited on both sides of the roadway and the pavement is in generally fair to good condition.

A 2016 Automatic Traffic Recorder (ATR) count on Orienta Avenue to the north of Rushmore Avenue indicates a daily traffic volume of 6,818 on weekdays and 5,682 on Saturdays. Further to the east of this location, a NYSDOT ATR count on Orienta Avenue near Fairway Lane estimates an average daily traffic volume of 3,052 vehicles.

**Delancey Avenue** is a two-lane, 30-foot wide local roadway extending from Boston Post Road through a residential area to its terminus near the Metro-North Railroad tracks. The pavement is generally in good condition. Within the study area, parking is permitted along the north side of Delancey Avenue. Sidewalks, measuring 4-feet wide, are provided on both sides of the road between Boston Post Road and Palmer Avenue; sidewalks are not provided to the west of Palmer Avenue. Truck traffic is not permitted along Delancey Avenue.

Delancey Avenue has a 7 percent decrease in elevation traveling from Munro Avenue to Boston Post Road. Elsewhere the roadway is fairly level. The horizontal alignment of the roadway is relatively straight.

**Cooper Avenue** is a two-lane local road extending a short distance through a residential area from Old Boston Post Road to its terminus at the driveway to the Hampshire Country Club's maintenance facility. The roadway width varies from 16 feet to 18 feet and parking is permitted on the east side of the road. The pavement is in poor condition with obvious signs of surface distress. Traveling from Old Boston Post Road, the elevation decreases approximately 5 percent. The horizontal roadway alignment is generally straight. Although there is no posted speed limit, the Village speed limit of 30 mph would be in effect.

**Fairway Lane** is a two-lane local road extending from Orienta Avenue through a small residential area to its terminus in a cul-de-sac. The roadway width varies from 15 feet to 18 feet and parking is permitted on both sides of the road. The pavement is in fair condition with some signs of surface distress. Traveling from Orienta Avenue to the cul-de-sac, the vertical elevation decreases approximately 3 percent. The roadway has a straight horizontal alignment. There are no sidewalks along Fairway Lane. Although there is no posted speed limit, the Village speed limit of 30 mph would be in effect.

**Old Boston Post Road** is a one-lane, local road that provides one-way travel in the southbound direction from Orienta Avenue in the north to its terminus at Boston Post Road (US Route 1), opposite Richbell Road to the south. The roadway width varies from 20 feet to 33 feet and parking is permitted on the west side of the road in some areas. Old Boston Post Road has a posted speed limit of 25 mph and the pavement is in generally good condition. A sidewalk is

provided on the west side of the road across the frontage of the Orienta Gardens apartment complex. A 6-foot striped pedestrian walkway is provided on the eastern edge of the road starting at the Old Boston Post Road Cut-off near Orienta Avenue and continuing to the McDonald's exit driveway, near Boston Post Road.

Old Boston Post Road has a 2.6 percent increase in elevation traveling from Orienta Avenue to Old Post Lane. Between Old Post Lane and Boston Post Road, the elevation decreases by 1.5 percent. The horizontal curvature of Old Boston Post Road is generally straight with some curves; the sharpest curves are located near Fairway Green and near the roadway terminus at Boston Post Road.

Descriptions of the 7 study locations are provided below.

1) Boston Post Road (US Route 1) and Hommocks Road/Weaver Street

Boston Post Road provides two through lanes and an exclusive left turn lane in each direction at this signalized, four-way intersection. The eastbound Weaver Street and westbound Hommocks Road approaches each provide an exclusive left turn lane, a shared through/right turn lane and one receiving lane. Crosswalks and pedestrian displays are provided on each leg and the intersection is controlled by a multi-phase traffic signal, which includes a protected phase for the left turn movements on Boston Post Road and a separate, actuated pedestrian-only phase.

2) Hommocks Road and Eagle Knolls Road

The unsignalized intersection of Hommocks Road & Eagle Knolls Road is a three-legged T-intersection. One lane per direction is provided on each roadway. The intersection is controlled by stop signs on each approach.

3) Orienta Avenue and East Cove Road

The unsignalized intersection of Orienta Avenue with East Cove Road is a three-legged T-intersection. Each roadway provides one approach lane and one receiving lane. Stop signs are provided on each approach to control traffic.

4) Boston Post Road (US Route 1) and Orienta Avenue/Delancey Avenue

Boston Post Road provides two through lanes in each direction at this signalized, four-way intersection. Delancey Avenue and Orienta Avenue are offset from each other by 130 feet. Delancey Avenue forms the eastbound approach and provides a left turn lane and a right turn lane and one receiving lane. At Delancey Avenue, pedestrian crosswalks are provided on the north and west legs of the intersection. The westbound Orienta Avenue approach consists of exclusive left turn and right turn lanes and one receiving lane. At Orienta Avenue, pedestrian crosswalks are provided on the south and east legs of the intersection. The intersection is controlled by a four-phase traffic signal.

5) Old Boston Post Road and Cooper Avenue

The unsignalized intersection of Old Boston Post Road and Cooper Avenue is a three-legged T-intersection. Old Boston Post Road is a one-way roadway in the southbound direction with one travel lane. Cooper Avenue provides one left-turn lane. The intersection is controlled by a stop sign on the Cooper Avenue approach. A sidewalk is provided on the west side of Old Boston Post Road along the frontage of the Orienta Gardens apartment complex. Along the east side of the Old Boston Post Road, there is a striped pedestrian lane. Crosswalks are not provided at this intersection.

6) Boston Post Road (US Route 1) and Old Boston Post Road/Richbell Road

Boston Post Road provides two through lanes in each direction and an exclusive left turn lane in the northbound direction at this signalized, four-way intersection. Old Boston Post Road is a one-way westbound roadway with an exclusive left-turn lane and a shared through/right-turn lane. The eastbound Richbell Road approach has one left-turn lane and one right-turn lane. Pedestrian displays and crosswalks are provided on each leg. The intersection is controlled by a multi-phase traffic signal, which includes a protected phase for the northbound left turn movement on Boston Post Road and a separate, actuated pedestrian-only phase.

7) Fairway Lane and Orienta Avenue

The unsignalized intersection of Orienta Avenue with Fairway Lane is a three-legged T-intersection. Each roadway provides one approach lane and one receiving lane. A Stop sign is provided on the Fairway Lane approach. There are no sidewalks or pedestrian crosswalks at this intersection.

### Existing Pedestrian Crossings

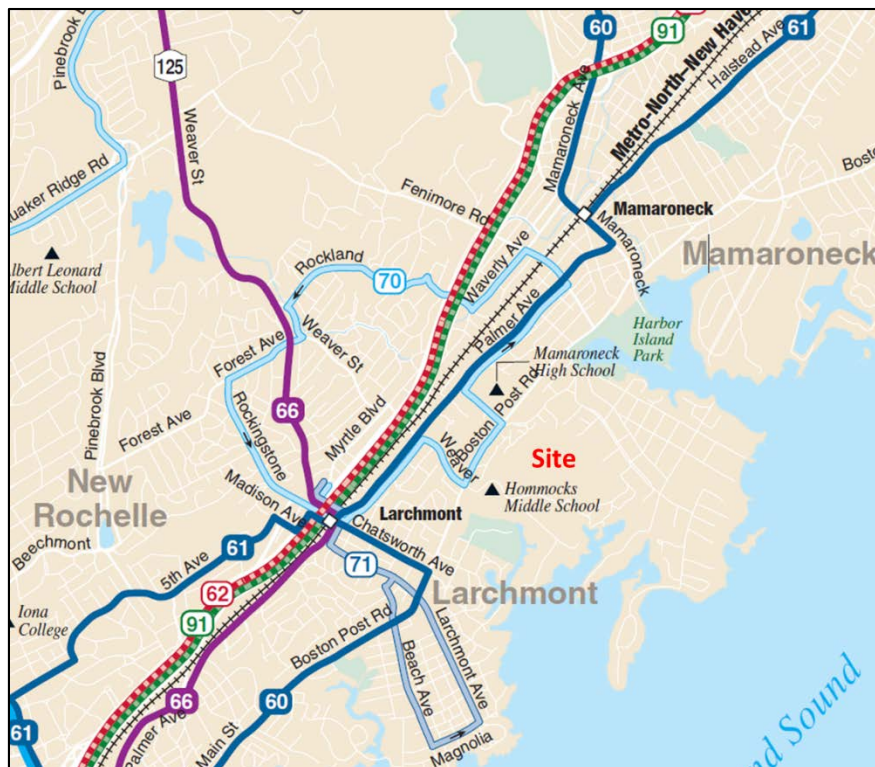
Sidewalks are provided connecting all of the businesses on Boston Post Road between Hommocks Road/Weaver Street and Orienta Avenue/Delancey Avenue. Signalized crossings of Boston Post Road are provided at Hommocks Road/Weaver Street, Richbell Road/Old Boston Post Road, the High School driveway and Orienta Avenue/Delancey Avenue. All of the intersections were observed to be properly marked to accommodate pedestrians and appeared to be functioning safely. Crossing guards were provided at the intersections of Boston Post Road with Hommocks Road/Weaver Street and with Richbell Road/Old Boston Post Road.

Sidewalks are provided on both sides of Hommocks Road from Boston Post Road to the driveway to the school's main parking lot where there are unsignalized crosswalks. These crosswalks are staffed by a crossing guard during morning and afternoon school dismissal periods. East of the parking lot driveway, a sidewalk continues on the school side of Hommocks Road all the way to the school's rear driveway, allowing students complete access to the campus from Boston Post Road without having to walk in the street.

## Public Transit

The site is afforded convenient access to public transit, including rail and bus service. The MTA's Metro-North Railroad's New Haven line runs parallel with Boston Post Road and has two stations in proximity to the project site, the Mamaroneck and Larchmont rail stations. The New Haven line provides service between Grand Central Terminal in New York City and New Haven, CT. Connections to Amtrak service are also available along the New Haven line at the New Rochelle and Stamford, CT stations. There are 91 Metro North trains each weekday on the New Haven line between New York City and the Mamaroneck and Larchmont stations (46 southbound trains, 45 northbound trains). On weekends, there are 75 trains on Saturdays (37 southbound; 38 northbound) and 63 trains on Sundays (31 southbound; 32 northbound).

Westchester County runs the Bee-Line Bus Service within the study area. Bus route #70, also known as the Bonnie Briar Commuter, is the only route that operates in vicinity of the Proposed Action. Route #70 provides weekday service that operates in a loop with the starting and ending points at the Larchmont train station. Route #70 travels along Boston Post Road between Weaver Street and Richbell Road and operates 4 buses during the morning peak commuter period and 7 buses during the PM peak period. At the Larchmont station, connections can be made to other Bee-Line buses (#61, #66, and #71).



Map indicating Bee-Line Bus routes within the study area

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## Existing Traffic Data

To assess existing traffic conditions in the vicinity of the Proposed Action, peak period manual turning movement traffic volume counts were recorded at the seven study intersections in March 2016. The intersection counts included tallies of automobiles, trucks, buses, pedestrians and bicyclists. Automatic traffic recorder (ATR) 24-hour counts were also conducted for a one-week period in March 2016 on Boston Post Road, Hommocks Road and Orienta Avenue. The ATR counts collected traffic volumes and vehicle classifications (automobiles, trucks and buses). The manual and ATR count locations are shown on **Exhibit 2**.

In consultation with Village planning staff, the manual counts were recorded during a typical weekday AM peak period (7:00 to 9:15 AM) and a typical weekday PM peak period (2:00 to 6:15 PM) which encompassed the peak arrival and departure periods at the Hommocks Middle School. Manual counts were also conducted in March 2016 during a typical Saturday midday peak period (11:00 AM to 1:00 PM). All counts were conducted during periods with scheduled activities at the Hommocks Park Ice Rink (house league hockey games, group skating lessons or public skating sessions) and Hommocks Pool (early morning swim, open swim, swim lessons or lifeguarding). The count sheets are provided in the Appendix.

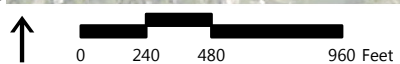
The traffic counts were tabulated and peak hour factors (PHF) were calculated and then applied to the volumes to identify the hour within the weekday and Saturday count periods which had the greatest peak-hour-factored volumes. The hour with the highest factored volumes was chosen for analysis. The peak hours are identified as 7:30 to 8:30 AM, 3:45 to 4:45 PM and 11:45 AM to 12:45 PM for the weekday AM, PM and Saturday midday periods, respectively. The existing peak hour volumes were compared to the ATR counts to confirm their validity and were balanced and increased as needed to provide a conservative approach. The Existing peak hour traffic volumes are shown on **Exhibits 3 and 4**.

A review of the exhibits indicates that overall, the AM, PM and Saturday peak hour volumes are similar. The Saturday peak hour volumes are slightly higher (from 0.4 to 0.9 percent higher) than the AM and PM peak hour volumes, although AM peak hour volumes tend to be more concentrated around the start of the school day at the Hommocks Road school and the high school.





\\vhb\proj\WhitePlains\28677.02 Hampshire Subdivision\GIS\Project Traffic Maps\Traffic Site Location - Aerial\_with out aerial.mxd

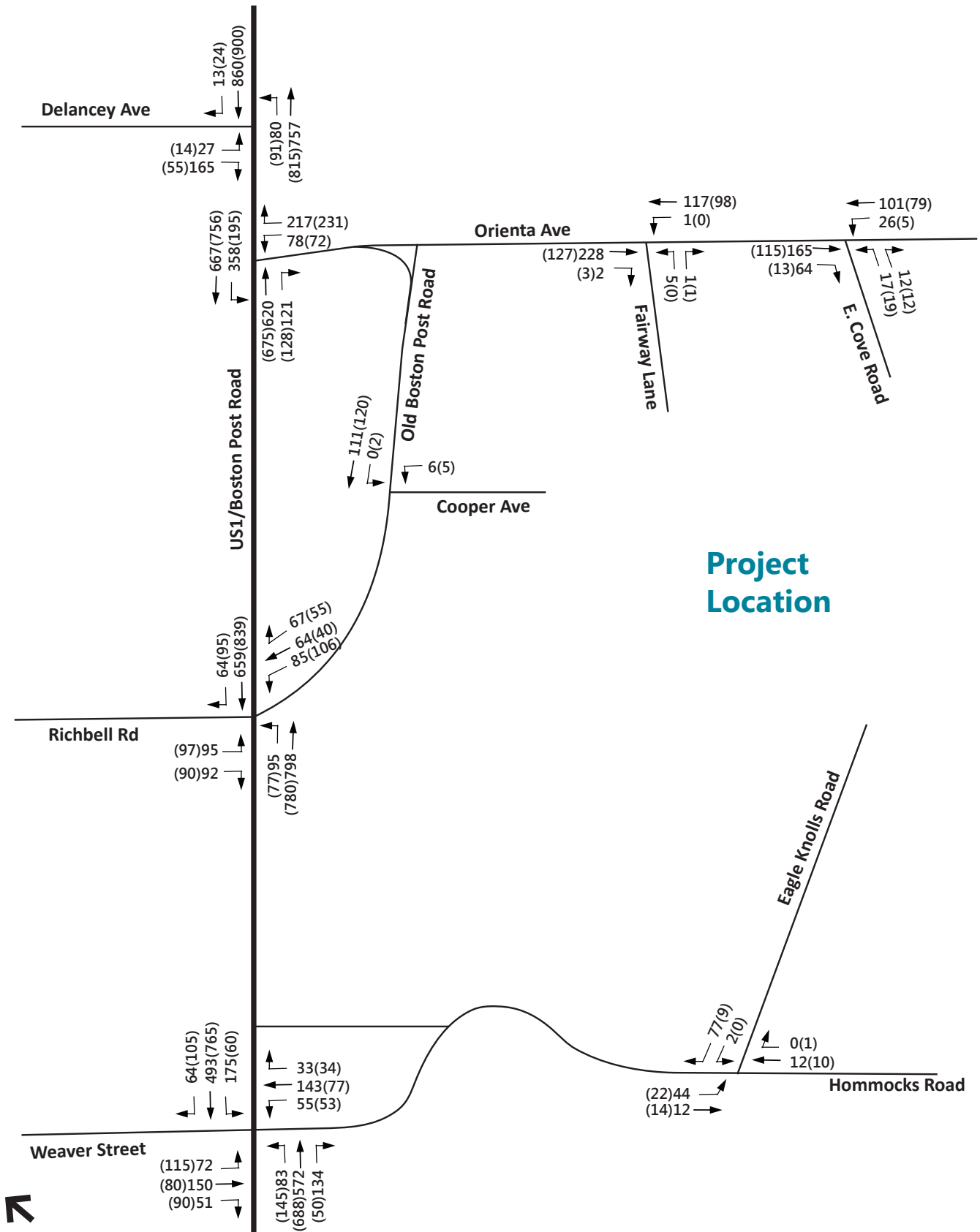


**Hampshire Country Club - PRD**

| Village of Mamaroneck, NY

- 1 Intersection Manual Count Location
- ATR Count Location

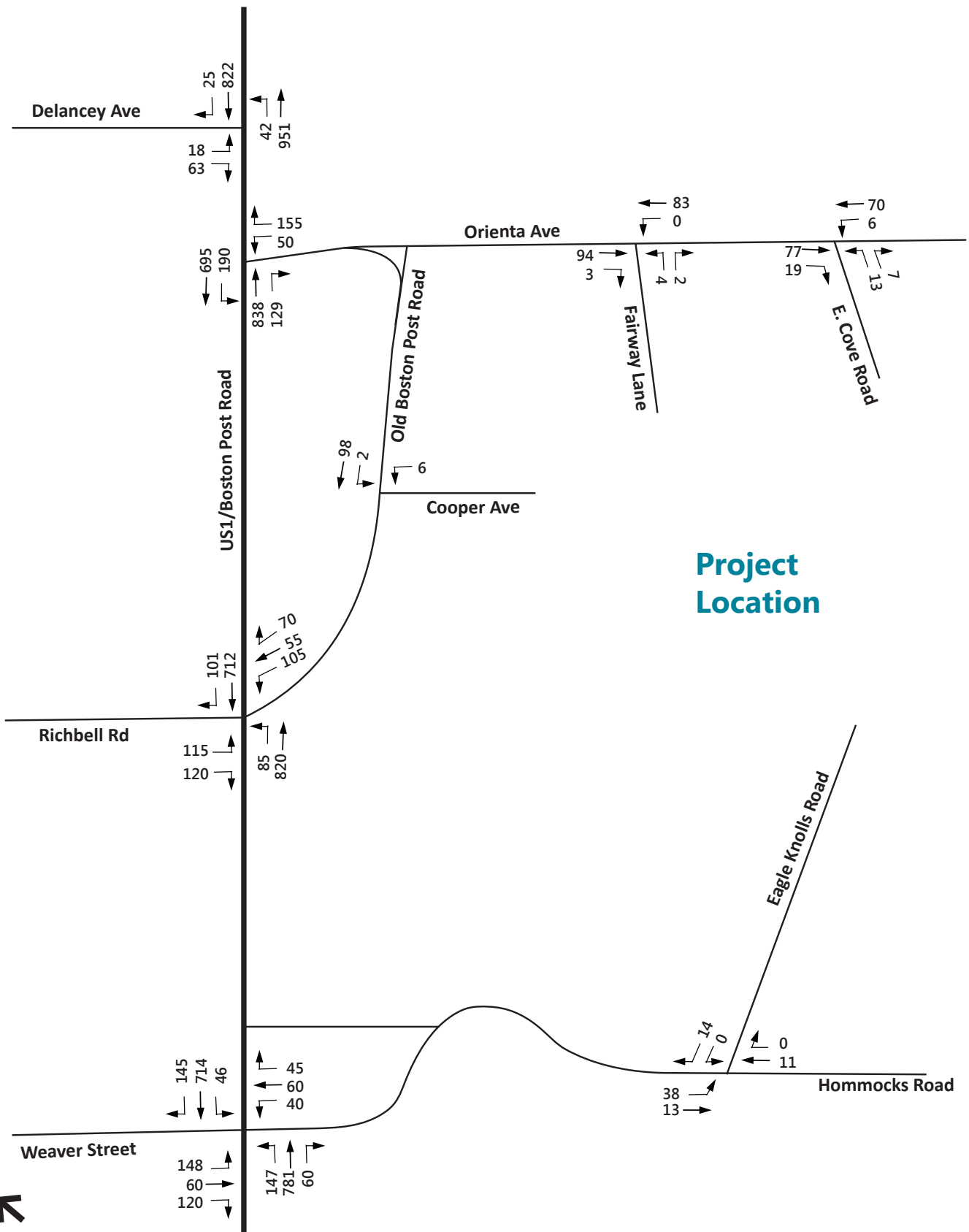
**Count Locations**



**Hampshire Country Club - PRD | Village of Mamaroneck, NY**

**Existing Weekday Peak Hour  
Traffic Volumes**





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### Pedestrian and Bicyclist Activity

The intersection counts included tallies of pedestrians and bicyclists, which are summarized in **Table 1**, below.

**Table 1: Summary of Pedestrian and Bicyclist Peak Hour Counts**

Intersection	AM Peds/Bikes	PM Peds/Bikes	Sat Peds/Bikes
Boston Post Road (US Route 1) and Hommocks Road/Weaver Street	245/6	64/4	74/9
Hommocks Road and Eagle Knolls Road	11/10	4/6	16/0
Orienta Avenue and East Cove Road	2/4	1/6	13/1
Boston Post Road (US Route 1) and Orienta Avenue/Delancey Avenue	24/6	31/0	43/11
Old Boston Post Road and Cooper Avenue	16/0	5/0	19/0
Boston Post Road (US Route 1) and Old Boston Post Road/Richbell Road	106/5	80/0	51/12
Fairway Lane and Orienta Avenue	2/6	2/2	2/2

As indicated in the table, pedestrian activity was at its greatest during the AM peak hour, with the highest concentration of pedestrians at the intersection of Boston Post Road and Hommocks Road/Weaver Street. At this intersection, a total of 245 pedestrians were counted during the AM peak hour, the majority of which were students walking to Hommocks Middle School. A total of 64 pedestrians were counted at this intersection during the PM peak hour and 74 pedestrians were observed during the Saturday peak hour. At the Boston Post Road intersection with Old Boston Post Road and Richbell Road, a total of 106 pedestrians were counted during the AM peak hour, 80 during the PM peak hour and 51 during the Saturday peak hour. All other study intersections had fewer pedestrians with the least amount observed at the Orienta Avenue intersections with East Cove Road and Fairway Lane. Only a handful of bicyclists (12 or fewer) were observed at any study location, with the highest number (11 and 12) occurring during the Saturday peak hour at the intersections of Boston Post Road with Old Boston Post Road/Richbell Road and Orienta Avenue/Delancey Avenue.

### Traffic Circulation Patterns on and surrounding the Site

Primary access to the project site is currently provided from Eagle Knolls Road and East Cove Road; access to the golf course maintenance area is provided through Cooper Avenue. Vehicles from the south generally approach the site via Hommocks Road and Eagle Knolls Road. Vehicles from the north generally approach the site via Orienta Avenue and East Cove Road. Hommocks Road provides access to the Hommocks Middle School and the residences on Eagle Knolls Road, Hommocks Road and Oak Lane. Orienta Avenue provides access to the residences and businesses to the north of the site. Old Boston Post Road provides access to the residences to the west of the site.

Within the Hampshire Country Club's property, Eagle Knolls Road and East Cove Road are private roads. A review of the existing traffic volumes shown on Exhibits 3 and 4 indicates that these roadways are used as a short cut by traffic between Orienta Avenue and Hommocks Road,



most notably on weekday mornings when some residents to the east of the site travel back and forth to the school.

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## Hommocks Middle School

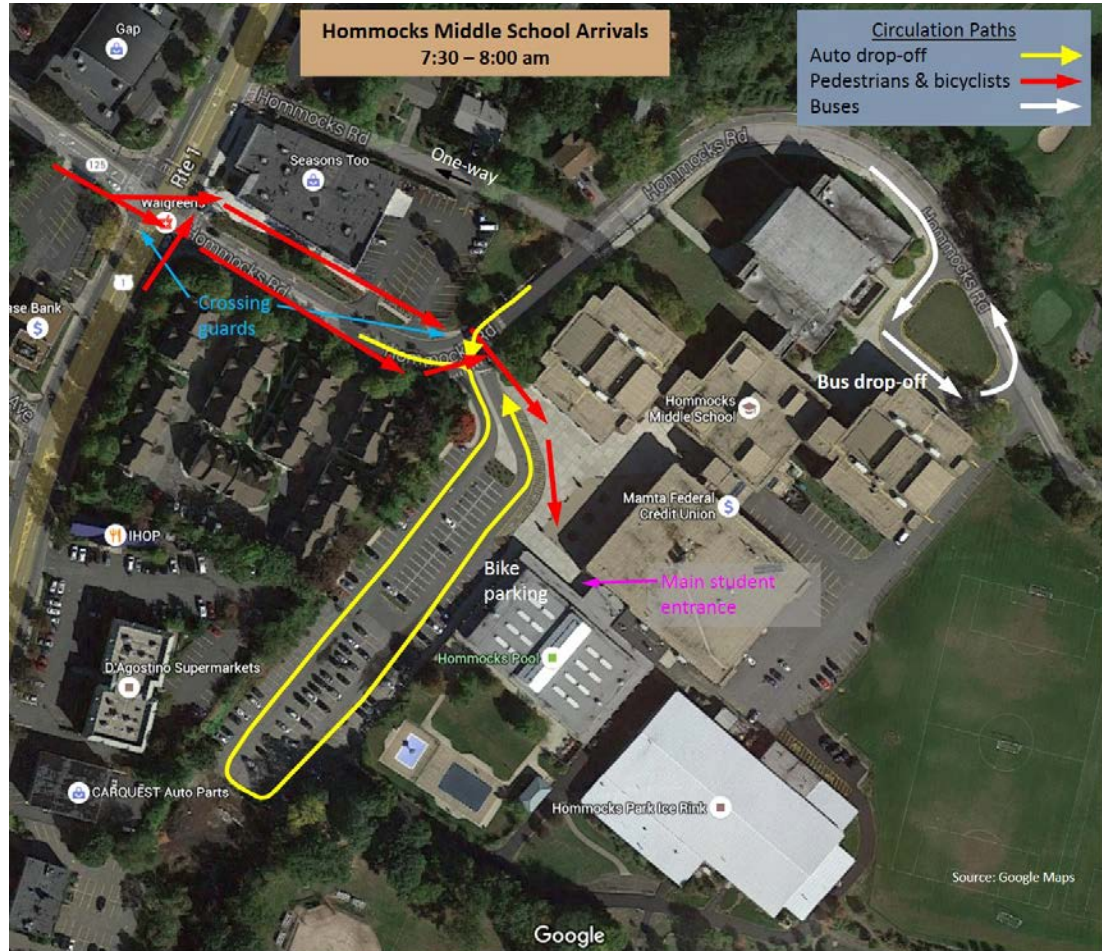
The Hommocks Middle School campus also includes the Hommocks Park Ice Rink and Hommocks Pool. VHB observed vehicular, pedestrian and bicyclist circulation during the peak morning arrival period and during the peak afternoon dismissal period at the Hommocks Middle School. As school bus transportation is provided only for students who live more than 2 miles from the school, the majority of students walk, bike or are driven to school by a parent/guardian. The circulation paths during the peak morning period for walkers, bicyclists, vehicle and bus drop-offs are described below and shown on **Exhibit 5**.

The first bell is at 8:00 AM with most students arriving between 7:30 and 7:55 AM. In the afternoon, dismissal is at 2:57 with most students departing between 3:00 and 3:20 PM. In the morning and afternoon, crossing guards are assigned to the Boston Post Road and Hommocks Road/Weaver Street intersection and at the Boston Post Road and Richbell Road/Old Boston Post Road intersection. At these two signalized intersections, crosswalks are provided on each approach leg and the traffic signals have an exclusive pedestrian phase during which all vehicular traffic is stopped. A crossing guard is also assigned on Hommocks Road in front of the School. Crosswalks are provided on the main school driveway and on Hommocks Road to the east of the school driveway. The majority of students walking or biking to/from the school from Boston Post Road use the sidewalk adjacent to Walgreen's and then cross Hommocks Road when directed by the crossing guard.

Motorists dropping off or picking up students enter the main school driveway and circulate around to the drop-off/pick-up area in front of the school entrance. Drivers then exit the driveway onto Hommocks Road when directed to by the crossing guard. School buses travel along Hommocks Road to the bus drop-off/pick-up area located on the northern part of the campus.

The Larchmont/Mamaroneck Safe Routes to School Committee (L/M SRTS) was established in 2008 to promote the health and fitness among students by providing safe walking and bicycling routes to area schools. Walking and biking to school is encouraged at all Mamaroneck schools and students and parents are provided tips on biking and pedestrian safety to increase awareness among drivers and pedestrians. At the Hommocks Middle School, per the L/M SRTS, it is quite busy during the arrival and dismissal periods with pedestrians, cyclists, buses and cars. Prior to the beginning of the school year in 2015, the School (with help from law enforcement) established a drop off lane and a "through" lane in the front parking lot to increase efficiency and improve safety. More information on the Safe Routes to School initiatives is provided in the Appendix.

## Exhibit 5 – Hommocks Middle School Circulation Patterns



## Crash History Analysis

Historical crash data for the study intersections were obtained from the New York State Department of Transportation (NYSDOT) for the latest available three-year period from January 1, 2013 to December 31, 2015. The data was reviewed and tabulated according to location, crash severity (fatalities or injuries), crash type (rear-end, right-angle, etc.) and contributing factors. The accident data are summarized by roadway corridor and by intersection in **Tables 2 and 3**, respectively. A detailed breakdown of the crash data, including collision diagrams, is provided in the Appendix.

Table 2 - Accident Summary by Corridor

Corridor	2013	2014	2015	Total 2013 to 2015
Boston Post Road (US Route 1)	34	35	32	<b>101</b>
Orienta Avenue	0	1	1	<b>2</b>
Hommocks Road/Weaver St (NY Route 125)	1	1	2	<b>4</b>
Old Boston Post Road	1	0	0	<b>1</b>
Eagle Knolls Road	0	0	0	<b>0</b>
East Cove Road	0	0	0	<b>0</b>
Fairway Lane	0	0	0	<b>0</b>
Cooper Avenue	0	0	0	<b>0</b>
Richbell Road	0	1	3	<b>4</b>
<b>Total</b>	<b>36</b>	<b>38</b>	<b>38</b>	<b>112</b>

Table 3 - Accident Summary by Study Location

Intersection	Total No. of Accidents	Accident Severity		No. of Accidents involving	
		Fatalities	Injuries	Pedestrians	Bicyclists
Boston Post Road (US Route 1) and Hommocks Road/Weaver Street*	17	0	5	1	1
Hommocks Road and Eagle Knolls Road*	0	0	0	0	0
Orienta Avenue and East Cove Road*	0	0	0	0	0
Boston Post Road (US Route 1) and Orienta Avenue/Delancey Avenue*	19	0	5	1	0
Old Boston Post Road and Cooper Avenue*	0	0	0	0	0
Boston Post Road (US Route 1) and Old Boston Post Road/Richbell Road*	43	0	17	6	2
Fairway Lane and Orienta Avenue*	0	0	0	0	0
Boston Post Road (US Route 1) and Rockland Avenue	14	0	6	0	0
Boston Post Road (US Route 1) and Rockridge Road	14	0	6	0	1
<b>Total</b>	<b>107</b>	<b>0</b>	<b>39</b>	<b>8</b>	<b>4</b>

Note: \* Study location.

As indicated in Table 2, during the three-year period there was a total of 112 crashes with 101 crashes (90 percent) reported on Boston Post Road, 2 crashes on Orienta Avenue, 4 on Hommocks Road/Weaver Street, 1 on Old Boston Post Road and 4 on Richbell Road. No accidents were reported on Eagle Knolls Road, East Cove Road, Fairway Lane or Cooper Avenue. It is noted that there was one (1) accident reported in the Hampshire Country Club parking lot, where one vehicle backed into another and there was no injury.

Of the 112 crashes within the study area, 79 occurred at the study intersections, with the remaining 33 crashes occurring at other locations along the roadway corridors. As shown in Table 3, the highest number of crashes in the 3-year period occurred at the Boston Post Road (US Route 1) and Old Boston Post Road/Richbell Road intersection with a total of 43 crashes. That intersection also had the most crashes involving pedestrians (6) and bicyclists (2). A further tabulation of the accidents was conducted to show the manner of collision, as summarized in Table 4.

**Table 4 - Accident Summary – Manner of Collision**

Intersection	Total No. of Accidents	Manner of Collision								
		Rear End	Right Angle	Left turn	Right Turn	Over-taking	Head-on	Ped	Bike	Other
Boston Post Road (US Route 1) and Hommocks Road/Weaver Street*	17	6	1	2	1	4	1	1	1	0
Hommocks Road and Eagle Knolls Road*	0	-	-	-	-	-	-	-	-	-
Orienta Avenue and East Cove Road*	0	-	-	-	-	-	-	-	-	-
Boston Post Road (US Route 1) and Orienta Ave/Delancey Ave.*	19	8	1	4	-	4	-	1	1	-
Old Boston Post Road and Cooper Avenue*	0	-	-	-	-	-	-	-	-	-
Boston Post Road (US Route 1) and Old Boston Post Road/Richbell Road*	43	4	10	8	3	6	-	6	2	4
Fairway Lane and Orienta Avenue*	0	-	-	-	-	-	-	-	-	-
Boston Post Road (US Route 1) and Rockland Ave	14	5	2	-	-	5	-	-	-	2
Boston Post Road (US Route 1) and Rockridge Rd	14	5	2	3	-	2	-	-	-	2
<b>Total</b>	<b>107</b>	<b>28</b>	<b>16</b>	<b>17</b>	<b>4</b>	<b>21</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>8</b>

Note: \* Study location.

As shown in Table 4, of the 107 crashes at intersections, the most predominant type were rear-end collisions with a total of 28 crashes (26 percent), followed by overtaking (21 crashes/20 percent) and left-turn (17 crashes/16 percent). Collision diagrams for each intersection are provided in the Appendix.



## Future Conditions

An analysis of future conditions, both with and without the proposed development (“Build” and “No-Build” conditions, respectively), was performed for each of the peak hours to evaluate the effect of the proposed action on future traffic in the area. The No-Build condition represents the future traffic conditions that can be expected to occur, if the proposed development does not materialize. The No-Build condition serves as a comparison to the Build condition, which represents expected future traffic conditions resulting from both project and non-project-generated traffic.

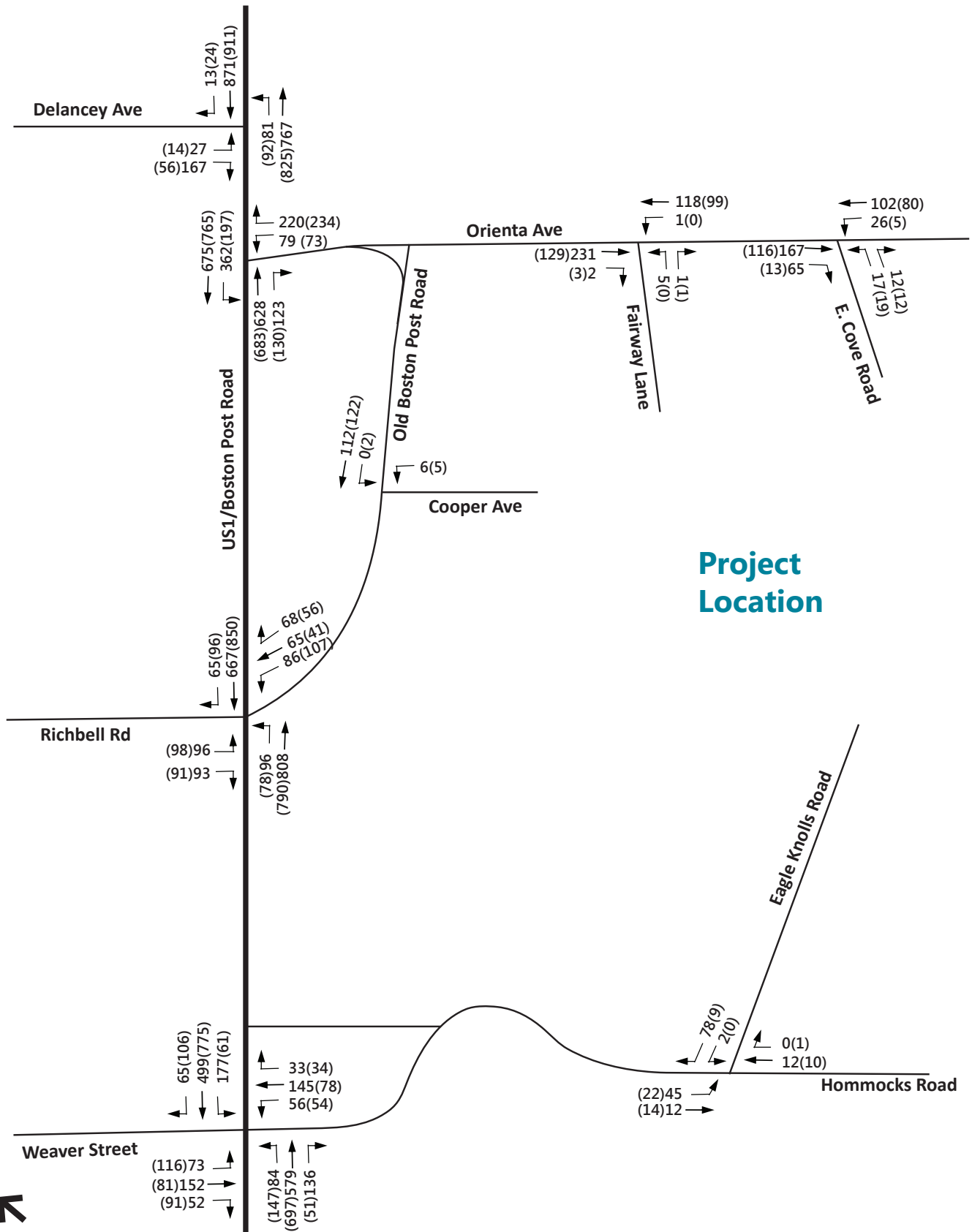
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### No-Build Condition

Traffic growth is typically a function of the expected land development, economic activity and changes in demographics in the region. To estimate the rate at which traffic can be expected to grow during the study period, both historical growth and planned area developments are reviewed and considered, as described below.

#### **Background Traffic Growth**

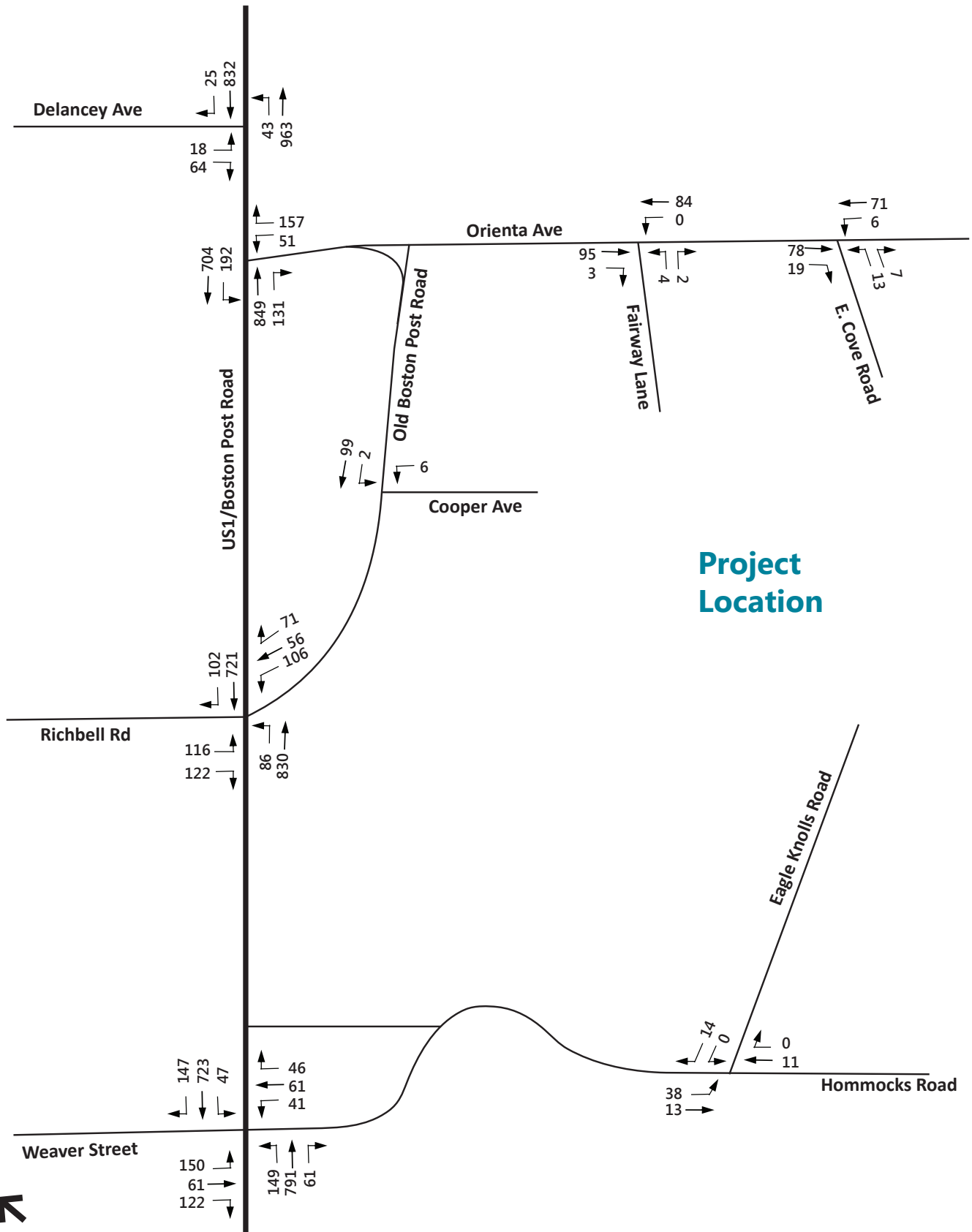
A review of historical data provided by NYSDOT indicates that traffic has decreased by approximately 0.4% per year between 1996 and 2014, with more recent data (2011 to 2014) indicating a 0.8% per year decline. In consultation with the Village of Mamaroneck Planner, it has been determined that an increase of 0.25% per year would be appropriate and would provide for a representative analysis. The existing traffic volumes for all three peak hours were increased by a total of 1.3 percent to represent the grown volumes. The Weekday and Saturday peak hour volumes are shown on **Exhibits 6 and 7**.



Hampshire Country Club - PRD | Village of Mamaroneck, NY

**Grown Weekday Peak Hour  
Volumes**





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Hampshire Country Club - PRD | Village of Mamaroneck, NY

Grown Saturday Peak Hour  
Volumes

## Planned Vicinity Developments

The Planning Boards of the Village and Town of Mamaroneck provided information on proposed vicinity developments in the area. A total of 7 residential developments were identified; 6 in the Village of Mamaroneck and 1 project in the Town of Mamaroneck, as noted in **Table 5**.

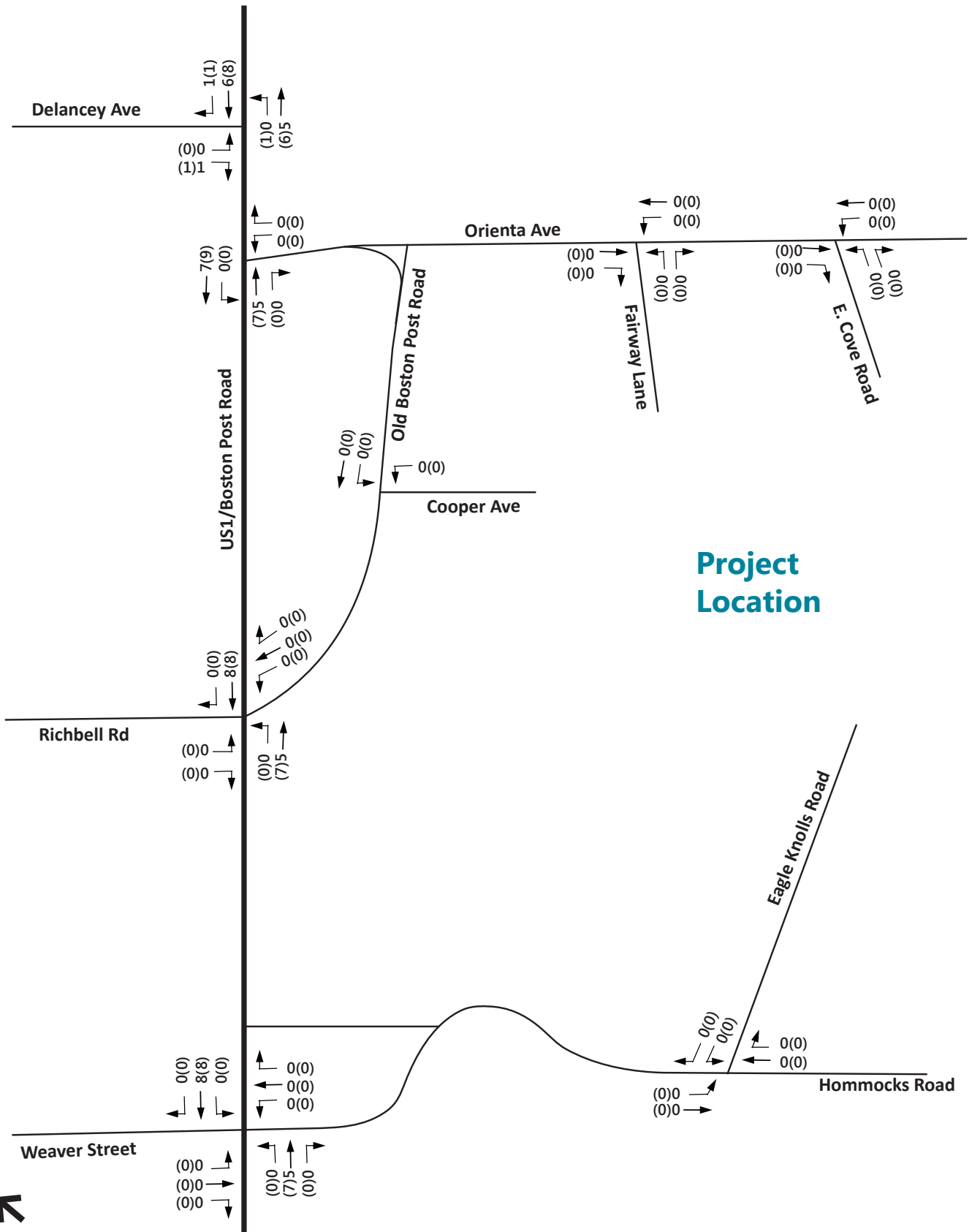
Table 5 - Vicinity Developments

Development	Size
690 Mamaroneck Avenue	21 units
270 Waverly Avenue	96 units
620 W. Boston Post Road	6 units
422 E. Boston Post Road	13 units
151 Mamaroneck Avenue <sup>(1)</sup>	10 units
532 W. Boston Post Road	7 units
The Cambium (Town)	149 units

Note: (1) Subsequent to preparing the traffic analyses in this study, VHB was advised that this project is no longer going forward; however, the volumes are included in the analyses.

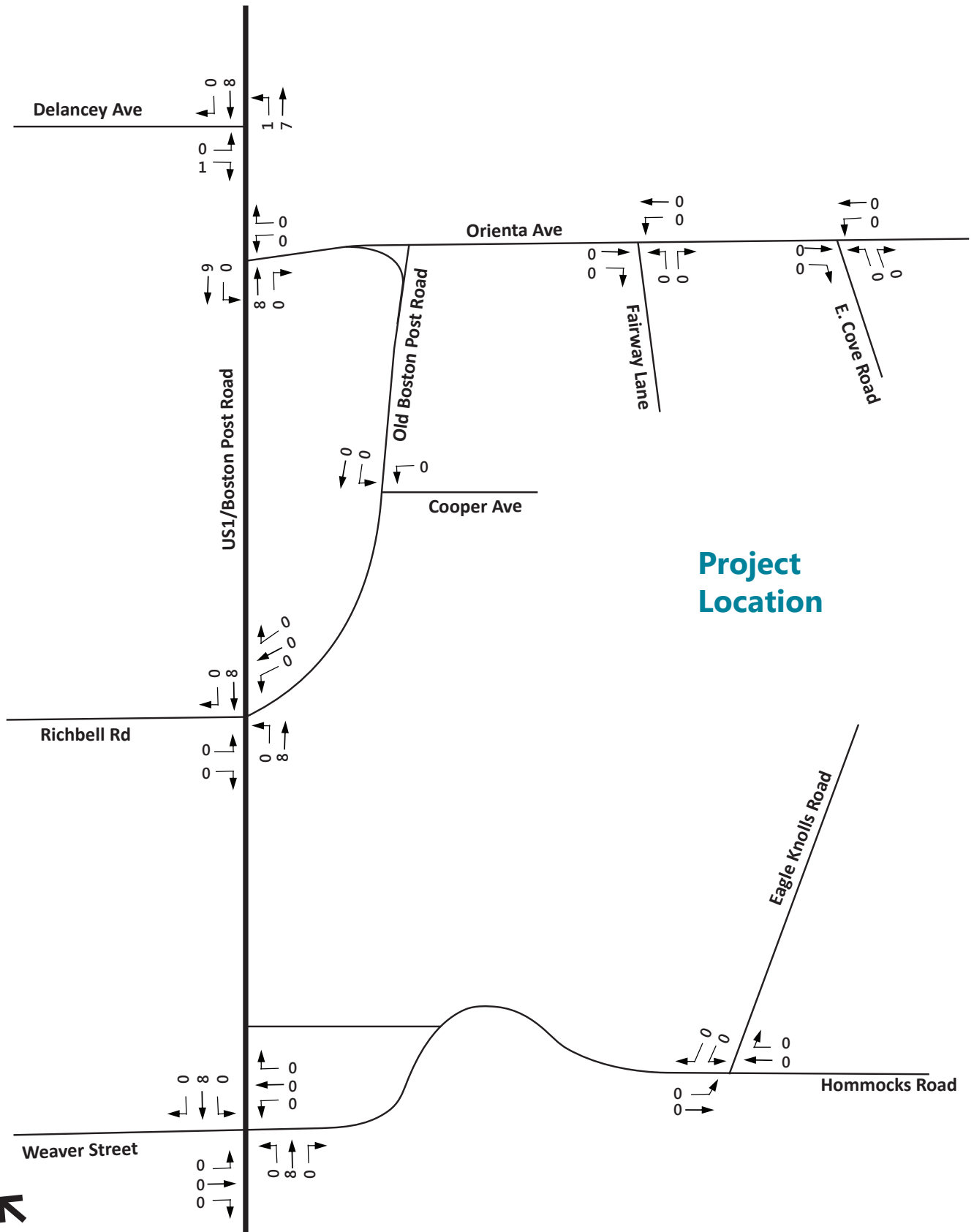
The traffic volumes associated with the above developments were obtained from traffic studies, if available, or were estimated by VHB using standard trip generation methodology. Altogether, the 7 developments are projected to increase traffic in the study area by a further 0.7 percent. The vicinity development trips added to the study area intersections, are indicated on **Exhibits 8 and 9**.

The vicinity development volumes were added to the grown volumes resulting in the future No-Build peak hour traffic volumes shown on **Exhibits 10 and 11**.



Hampshire Country Club - PRD | Village of Mamaroneck, NY

**Vicinity Development  
Weekday Hour Volumes**

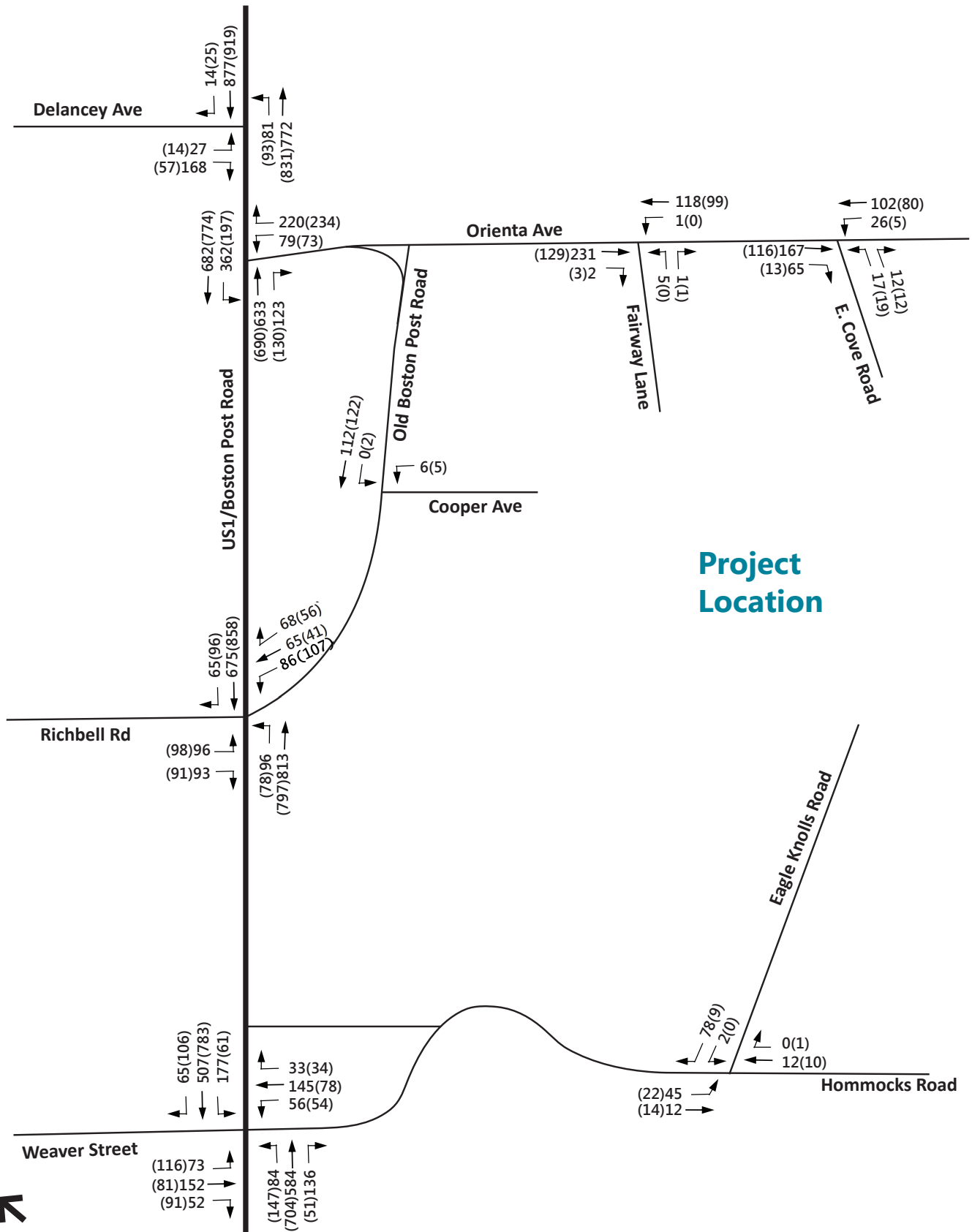


**Project  
Location**

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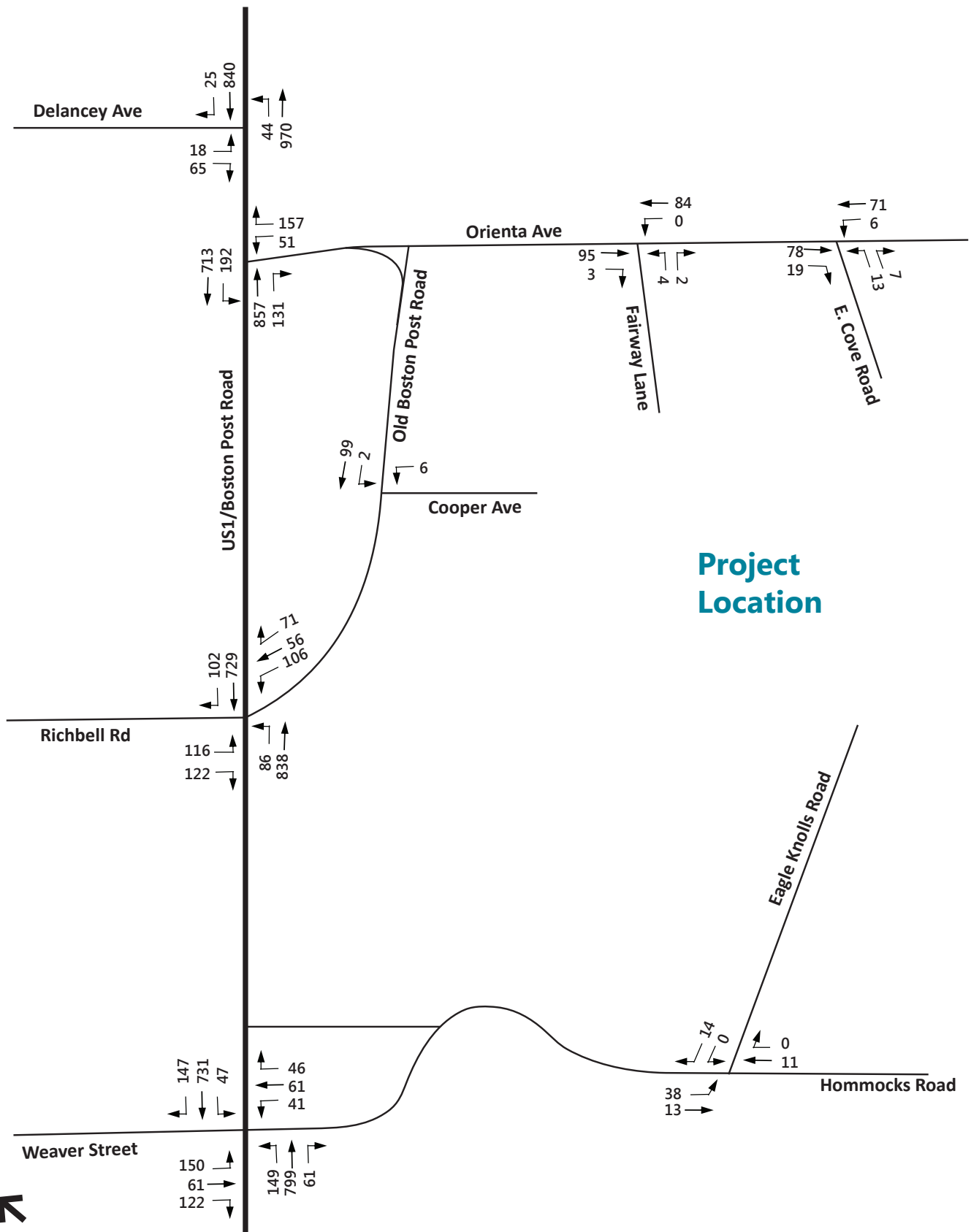
Hampshire Country Club - PRD | Village of Mamaroneck, NY

**Vicinity Development Saturday  
Peak Hour Volumes**



Hampshire Country Club - PRD | Village of Mamaroneck, NY

**No-Build Weekday Peak Hour  
Traffic Volumes**



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## Site-Generated Traffic

The Proposed Action is to consist of 105 residential units, comprised of 44 single-family detached homes and 61 townhouses. The existing 18-hole golf course will be reduced to a 9-hole course to facilitate the development of the project. The existing membership club facilities (including a clubhouse, pool and parking areas) will remain.

To evaluate the traffic impact of the Proposed Action, it is necessary to determine the traffic volumes expected to be generated by the 105-unit residential development and how much traffic activity at the existing country club will be reduced by the elimination of 9 holes of the golf course. A review was undertaken of the available trip generation data sources, including the reference published by the Institute of Transportation Engineers ("ITE"), *Trip Generation Manual*, Ninth Edition. This widely utilized reference source contains trip generation rates for related uses, "Single-Family Detached Housing" (Land Use Code 210) and "Residential Condominium/Townhouse" (Land Use Code 230).

The existing road network through the site connects the Hommocks Road School with the residential neighborhood to the north of the site and approximately 23 homes are accessed off of either Eagle Knolls Road or East Cove Road. Current levels of traffic activity at the existing Hampshire Country Club were identified based on a review of the existing traffic volumes which indicated that that the facility currently generates 33 trips during the weekday AM peak hour (19 in and 14 out), 50 trips during the weekday PM peak hour (21 in and 29 out) and 69 trips during the Saturday peak hour (47 in and 22 out). These values compare reasonably well with ITE values for an 18-hole golf course (37, 53 and 83 in the AM, PM and Saturday peak hours, respectively).

Of the above trips currently generated by the Hampshire Country Club, it was assumed that two trips in each of the peak hours are staff arriving at or departing the facility and that there will be no change in this number as a result of the elimination of nine holes of golf. It was further assumed that none (0) of the weekday AM peak-hour trips, 10 of the weekday PM peak-hour trips and 14 of the Saturday midday peak hour trips (0% of the Country Club's AM trips and 20% of the Country Clubs PM and Saturday trips) are non-golf-related member trips and that that there will be no change in this number as a result of the elimination of nine holes of golf. Subtracting these trips from the 33 AM, 50 PM and 69 Saturday peak-hour Country Club trips leaves 31 trips currently associated with the 18-hole course in the AM peak hour, 38 trips associated with the course in the PM peak hour and 53 trips associated with the course in the Saturday peak hour.

It was conservatively assumed that the elimination of 9 holes of the golf course would reduce this golf-course traffic generation by 37 percent or 11 trips in the AM peak Hour, 14 trips in the PM peak hour and 20 trips on the Saturday peak hour.

In addition, to account for expected pedestrian trips, including internal trips between the single-family homes, town homes and the clubhouse/golf course, a 5 percent credit was applied to the residential trips (a 4-trip reduction in each of the peak hours). The resulting new trips from the Project on the local roadways are summarized in **Table 6**. Table 6 also provides a

comparison between the trip generations for the existing Hampshire Country Club and the trip generations for the proposed Project.

Table 6 - Project Trip Generations

Land Use	No. of Units	AM Peak Hour		PM Peak Hour			Saturday Peak Hour		
		Total (in/out)		Total (in/out)			Total (in/out)		
Single-Family Home	44	41 (11/30)		50 (33/17)			48 (26/22)		
Townhouse	61	35 (10/25)		40 (27/13)			37 (20/17)		
Total Residential	105	76 (21/55)		90 (60/30)			85 (46/39)		
- Internal Credit (5%)	-	-4 (-2/-2)		-4 (-2/-2)			-4 (-2/-2)		
- Golf Course Trip Credit <sup>(1)</sup>	-	-11 (-8/-3)		-13 (-9/-4)			-20 (-11/-9)		
Total New Trips		61 (11/50)		73 (49/24)			61 (33/28)		
Trip Generation Comparison									
Development	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	in	out	total	in	out	total	in	out	total
Existing Hampshire Country Club	19	14	33	21	29	50	47	22	69
Proposed Development <sup>(2)</sup>	30	64	94	70	53	123	80	50	130
Net Change (Proposed - Existing)	11	50	61	49	24	73	33	28	61

Source: ITE Trip Generation Manual, Ninth Edition.

Note: (1) Assumed 37% of the existing golf course trips would be eliminated.

(2) Including 9-hole golf course and clubhouse and 5% internal capture credit.

As shown in Table 6, the Proposed Action is expected to generate a total of 61 new trips during the AM peak hour, 73 new trips during the PM peak hour and 61 new trips during the Saturday peak hour.

## Trip Distribution and Assignment

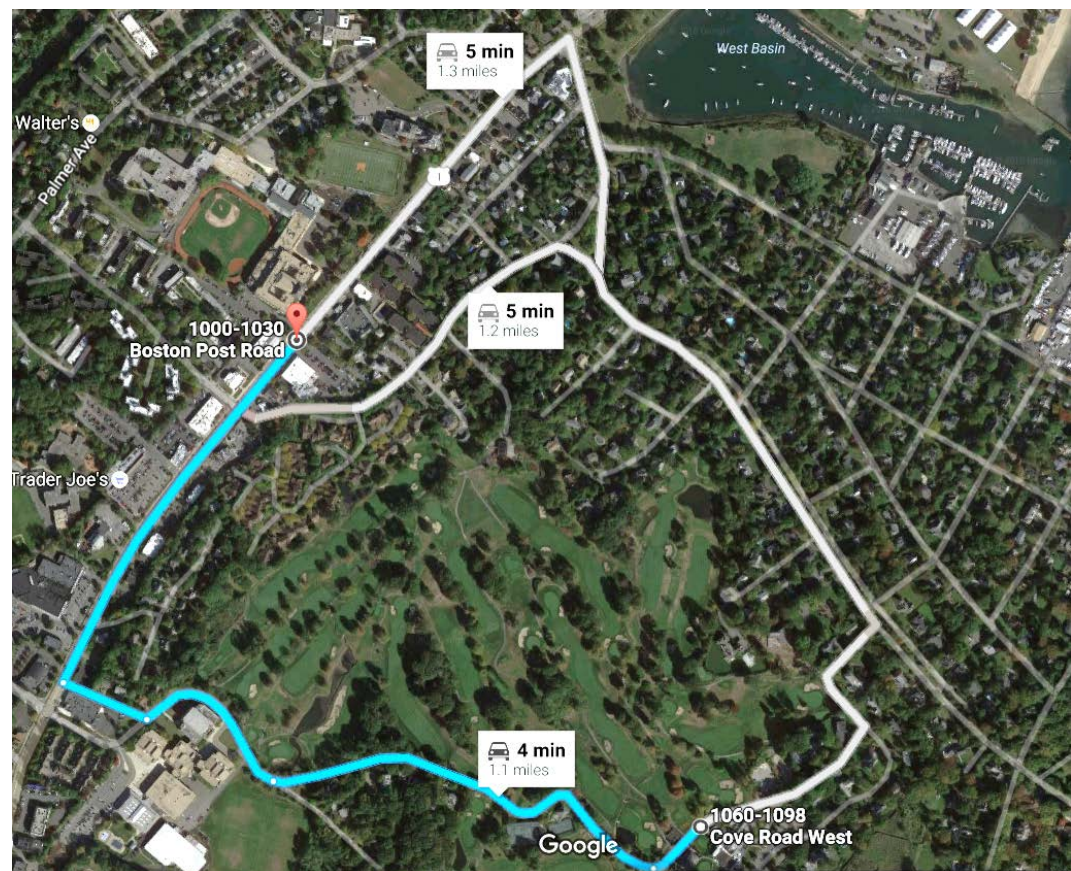
The three existing access points to the project site (Cove Road, Eagle Knolls Road and Cooper Avenue) will be modified as part of the Proposed Action. The privately-owned portion of Cove Road within the Project site will be relocated, and this road will form the central corridor for the project which will connect with Eagle Knolls Road. Portions of Eagle Knolls Road will also be relocated from its existing location and will terminate in a cul-de-sac. Cooper Avenue, which currently extends from Old Boston Post Road to its terminus at the driveway to the golf course maintenance facility will be extended into the Site and will intersect with Cove Road.

As part of the development of the site plan, consideration was given to what configuration access to Cooper Avenue should take. This evaluation determined that allowing project traffic to exit via Cooper Avenue would have the greatest overall benefit, as it would encourage motorists travelling from the site to Richbell Road or any destination on Boston Post Road



between Hommocks Road and the Mamaroneck High School to do so without passing through the busiest intersection in the study area (Boston Post Road with Hommocks Road/Weaver Street) or by the Hommocks Road School. Because of the one-way orientation of Old Boston Post Road, allowing project traffic to enter via Cooper Avenue would not achieve the same outcome. If Cooper Avenue provides two-way access, the same benefits to the intersection of Hommocks Rd with Boston Post Road would accrue as in the one-way exit configuration, while if emergency access only were provided at Cooper Avenue, potential impacts to the intersection of Richbell Road and Boston Post Road would be less than the other access options.

To provide a conservative analysis, for each of the study area intersections (except for the intersections of Old Boston Post Road with Cooper Avenue and Richbell Road/Boston Post Road) it was assumed that all project traffic would enter and exit via Hommocks Road or Orienta Avenue. For the intersections of Old Boston Post Road with Cooper Avenue and Richbell Road/Boston Post Road, it was assumed that there would be two-way access provided to the Project Site via Cooper Avenue (which would result in the greatest project impact at these intersections).

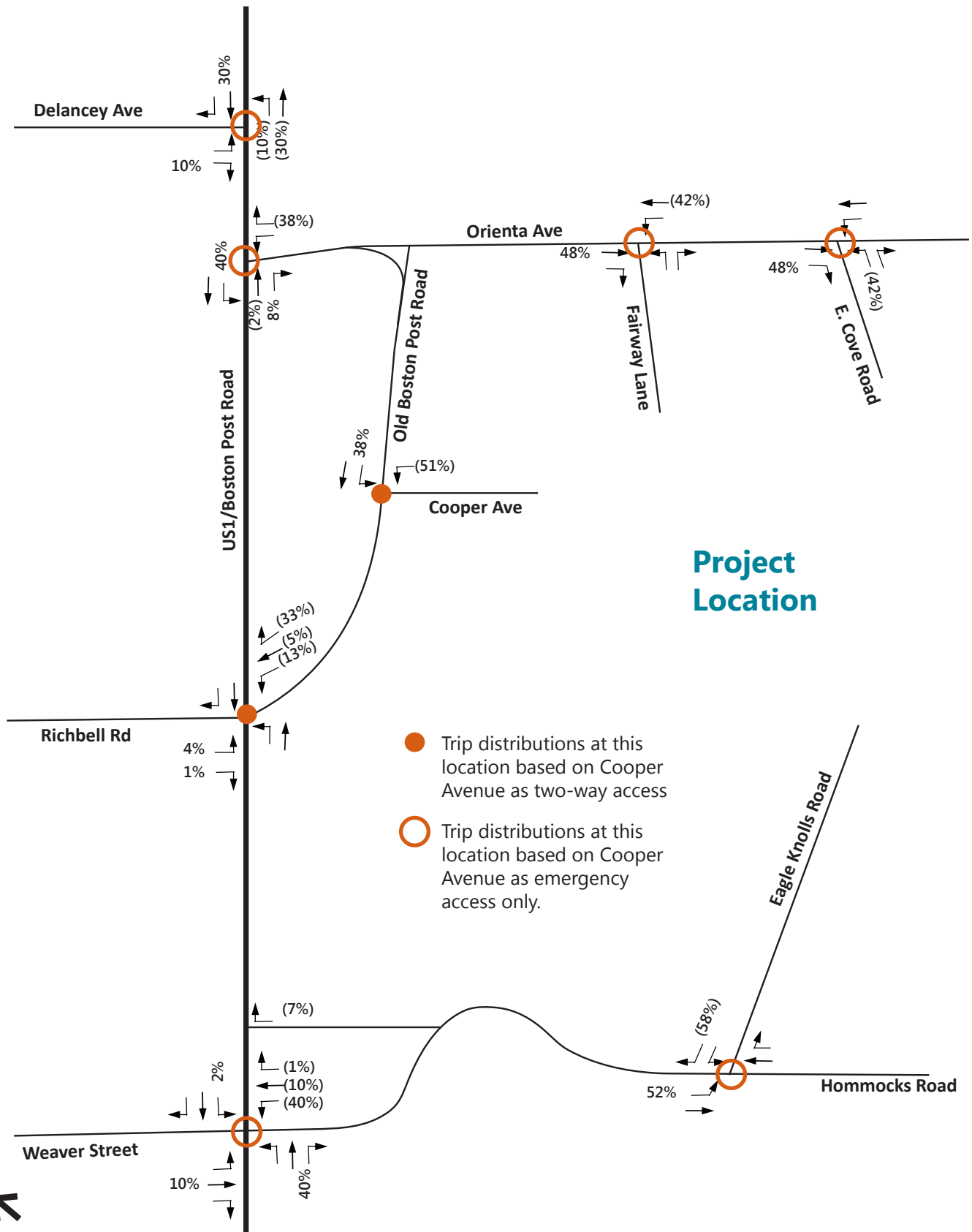


Trip arrival and departure patterns, which show how the newly-generated trips will travel to and from the site, were determined based on a review of the existing roadway network, existing traffic patterns and proposed access to the project. The trip origin and destination percentages for the project-generated trips are shown in **Table 7**.

**Table 7 - Trip Origins and Destinations**

<b>Trip Origin/Destination</b>	<b>Percent of Site Traffic</b>
Boston Post Road (US Route 1) from/to the north	30
Boston Post Road (US Route 1) from/to the south	40
Weaver Street (NYS Route 125) from/to the west	10
Delancey Avenue from/to the west	10
Richbell Road from/to the west	5
From/to Local streets	5

The distribution percentages at each study location are shown on **Exhibit 12**



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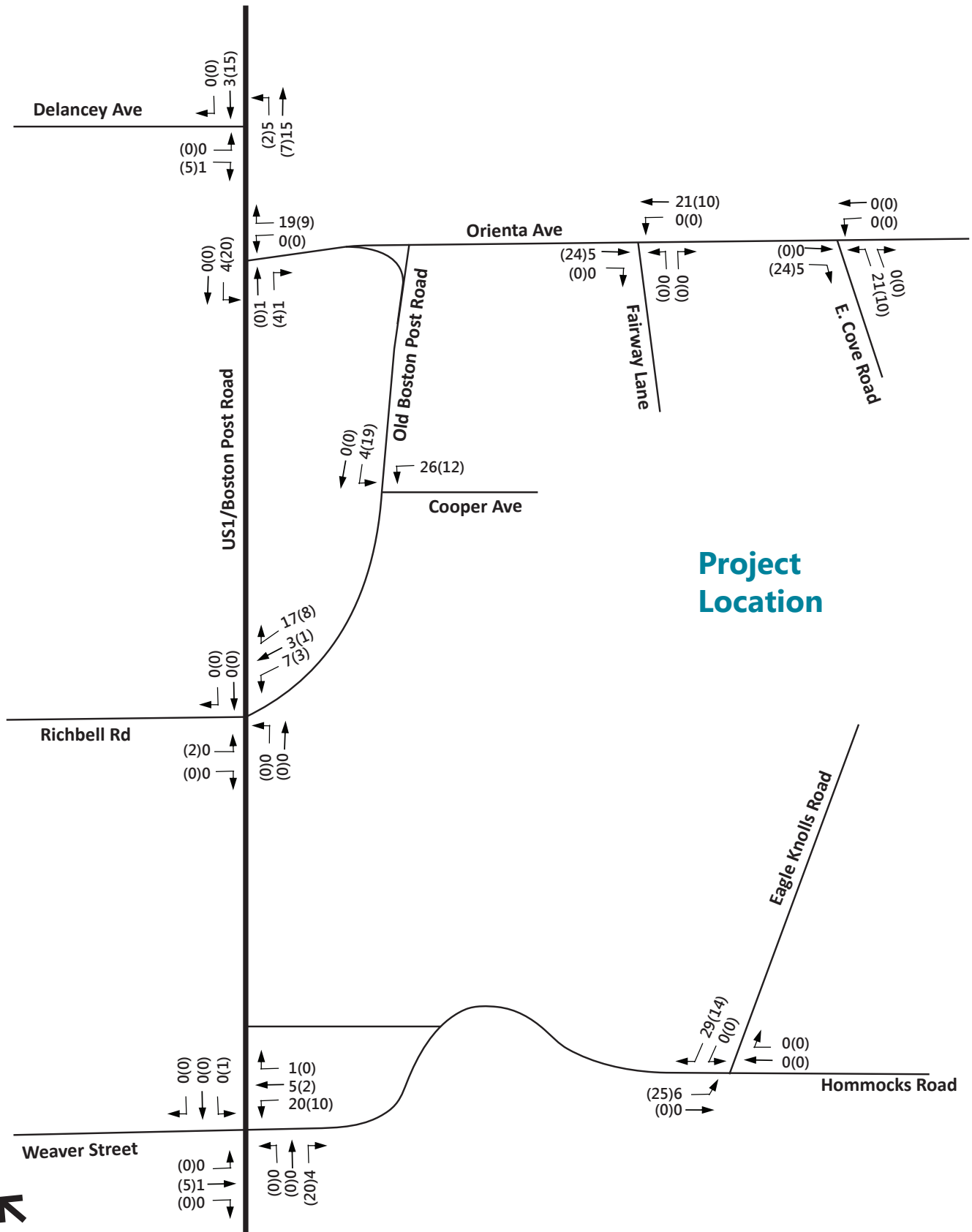
Hampshire Country Club - PRD | Village of Mamaroneck, NY

00= Arrival  
(00)=Departure

**Trip Distributions**

The trip distributions shown on Exhibit 12 were then applied to the project trips shown in Table 6 and the resulting volumes were assigned to the local roadway network. These project-generated volumes are shown on **Exhibits 13 and 14**.

The project-generated volumes were added to the No-Build traffic volumes shown on Exhibits 10 and 11 resulting in the Build traffic volumes for the AM, PM and Saturday peak hours shown on **Exhibits 15 and 16**.



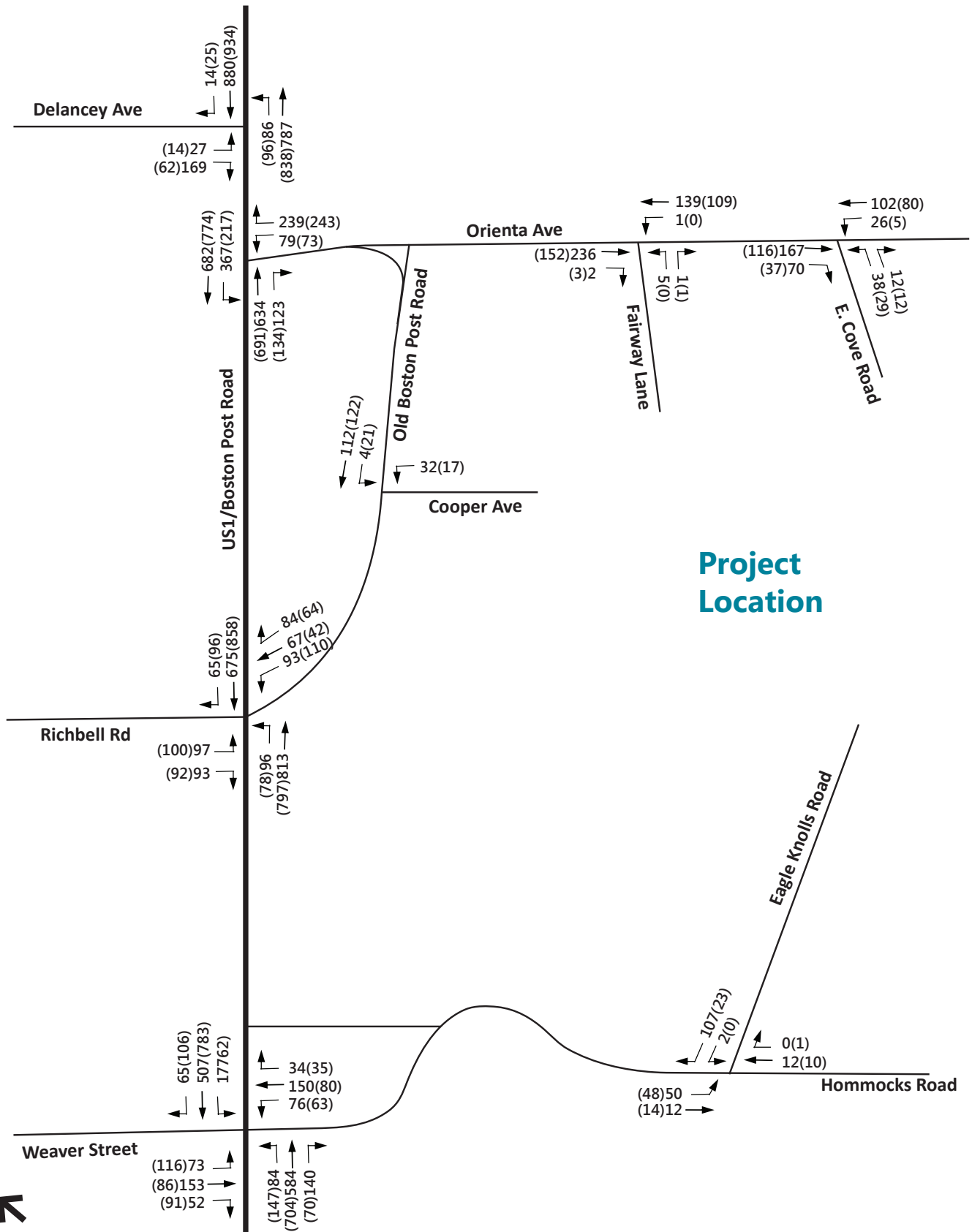
Hampshire Country Club - PRD | Village of Mamaroneck, NY

**Project Generated Weekday  
Peak Hour Volumes**



Hampshire Country Club - PRD | Village of Mamaroneck, NY

### Project Generated Saturday Peak Hour Volumes



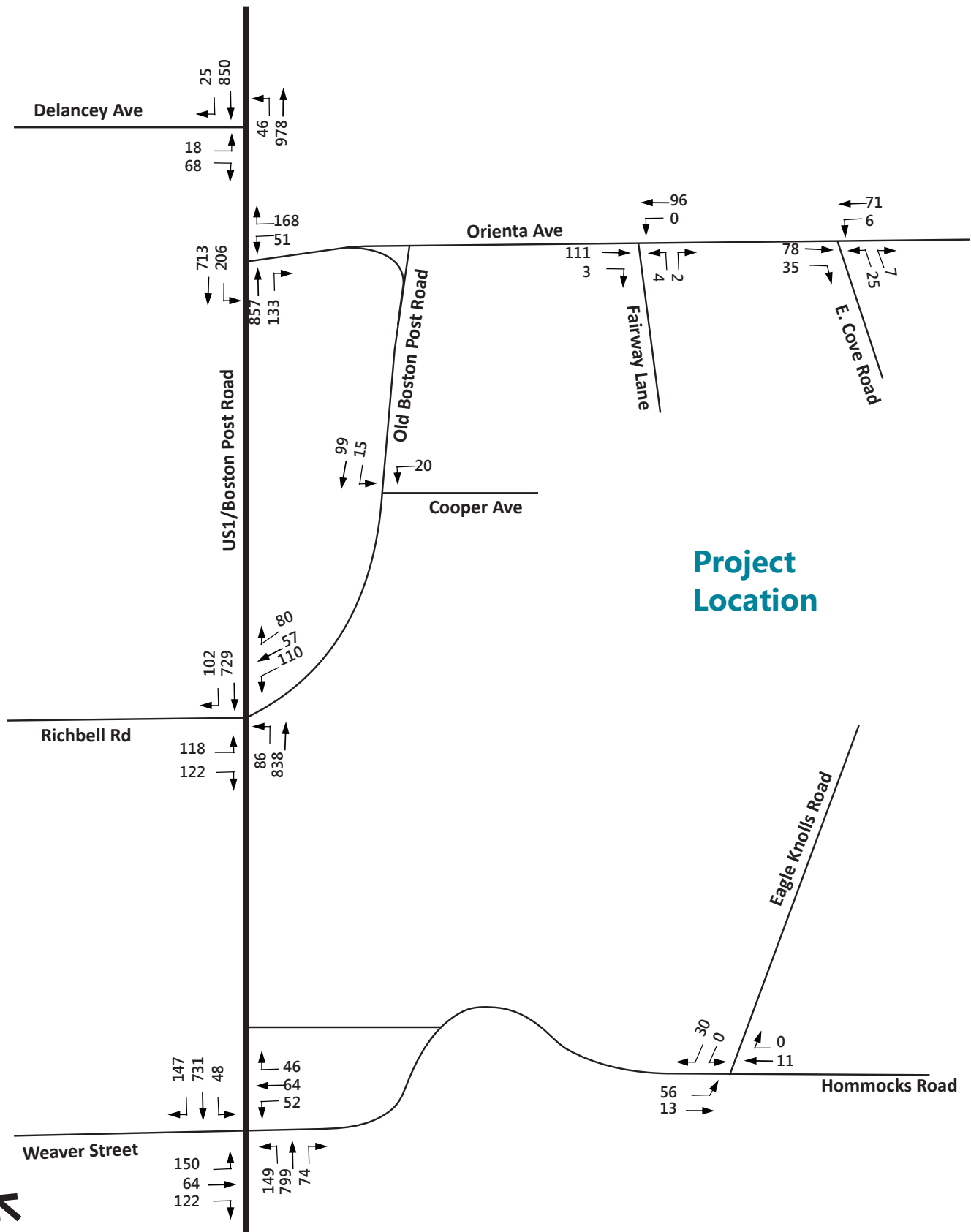
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Hampshire Country Club - PRD | Village of Mamaroneck, NY

00= AM Peak Hour

(00)=PM Peak Hour

**Build Weekday Peak Hour  
Traffic Volumes**



Hampshire Country Club - PRD | Village of Mamaroneck, NY

**Build Saturday Peak Hour  
Traffic Volumes**



## Traffic Operations

To assess the quality of traffic flow in the study area during the peak hours, intersection capacity analyses were conducted for Existing, No-Build, and Build (with the proposed residential development) traffic volume conditions. The following section summarizes the methods of capacity analyses used in this study and documents the results.

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### Method of Capacity Analysis

The intersection capacity analyses were conducted based on the evaluation criteria contained in the 2010 Highway Capacity Manual<sup>1</sup> (HCM). As documented in the HCM, intersection performance is influenced by a number of factors, including: traffic demand; lane configurations; lane widths; turning restrictions; roadway grades; speeds; and signal phasing and timing settings for signalized intersections. The existing physical roadway characteristics and signal phasing and timing settings at the signalized study intersection were determined by collecting field measurements.

Synchro 9 software was used to model the study intersections based on the parameters mentioned above. Synchro 9 software is widely used by traffic engineering professionals, is approved for use by NYSDOT, and is consistent with the procedures in the HCM.

Capacity analyses results are reported using a variety of performance measures, including "Level of Service" (LOS). The level of service designation is an index based on the average control delay experienced by a vehicle traveling through the intersection. Similar to a report card, LOS designations are letter-based, ranging from A to F, with LOS A representing the best operating condition (lowest vehicle delays) and LOS F representing the worst operating condition (highest vehicle delays).

LOS is reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection, and the LOS can be reported for individual turning movements, approaches, or for the intersection as a whole. For unsignalized intersections, the most critical lane group delay on each approach is typically reported and the overall intersection LOS is not calculated. Thus the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the

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<sup>1</sup> Highway Capacity Manual 2010; Transportation Research Board, National Research Council, Washington, DC (2010).

side street or side driveway. As such, LOS is reported only for left-turns from the main street and for all movements from the side street.

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## Intersection Capacity Analysis

Intersection capacity analyses were conducted for the Existing condition and future No-Build and Build conditions for each of the key intersections. The results of the capacity analyses for the weekday AM and PM peak hours are summarized in **Table 8** and the capacity analyses results for the Saturday peak hour are summarized in **Table 9**. The detailed Synchro capacity analysis worksheets are contained in the Appendix.

Table 8 - Capacity Analysis Summary – Weekday AM & PM Peak Hours

Intersection	Approach	Lane Group	Existing				No-Build				Build			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Boston Post Rd (US Route 1) & Hommocks Rd/Weaver St	EB	L	E	58.0	D	48.4	E	59.1	D	48.7	E	60.3	D	48.8
		TR	D	51.6	D	47.1	D	52.1	D	47.3	D	52.2	D	47.6
	WB	L	D	54.1	D	46.9	E	55.3	D	47.1	E	64.1	D	47.9
		TR	D	50.6	D	44.4	D	50.9	D	44.6	D	51.6	D	44.7
	NB	L	D	39.7	D	53.1	D	41.7	E	56.2	D	41.7	E	56.2
		TR	E	68.7	C	30.7	E	72.9	C	30.9	E	74.5	C	31.4
	SB	L	E	75.5	C	25.8	E	76.2	C	26.4	E	76.2	C	27.4
		TR	D	37.4	D	40.2	D	38.0	D	40.9	D	38.0	D	40.9
	Intersection		E	55.4	D	38.8	E	57.3	D	39.4	E	58.3	D	39.6
Hommocks Rd & Eagle Knolls Rd (unsignalized)	WB	LR	A	7.6	A	6.5	A	7.6	A	6.5	A	8.1	A	6.6
	NB	TR	A	7.6	A	7.0	A	7.6	A	7.0	A	7.8	A	7.1
	SB	LT	A	8.3	A	7.3	A	8.4	A	7.3	A	8.7	A	7.6
Orienta Ave & East Cove Rd (unsignalized)	EB	LR	A	8.2	A	7.6	A	8.2	A	7.6	A	8.7	A	7.8
	NB	LT	A	8.9	A	7.7	A	8.9	A	7.7	A	9.1	A	7.8
	SB	TR	A	9.8	A	8.1	A	9.9	A	8.1	B	10.2	A	8.2
Boston Post Rd (US Route 1) & Orienta Ave/Delancey Ave	EB	L	D	43.9	D	43.8	D	43.6	D	43.6	D	43.6	D	43.4
		R	B	10.5	B	13.0	B	10.4	B	12.8	B	10.4	B	12.5
	WB	L	D	44.5	D	42.1	D	44.8	D	42.2	D	44.8	D	42.5
		R	A	9.0	A	8.6	A	9.0	A	8.6	A	9.0	A	8.7
	NB	TR	D	41.6	D	36.6	D	42.1	D	37.0	D	42.2	D	37.2
	SB	TR	C	22.8	C	23.0	C	23.3	C	23.4	C	23.4	C	23.7
	Intersection		C	25.7	C	21.0	C	27.8	C	21.5	C	28.0	C	21.6
Old Boston Post Rd & Cooper Ave (unsignalized)	WB	L	A	9.6	A	9.3	A	9.6	A	9.3	A	9.9	A	9.6
	SB	LT	A	0.0	A	0.1	A	0.0	A	0.1	A	0.3	A	1.2
Boston Post Rd (US Route 1) & Old Boston Post Rd/Richbell Rd	EB	L	D	48.1	D	43.9	D	49.3	D	44.2	D	51.1	D	44.1
		R	D	41.0	D	39.8	D	41.5	D	40.1	D	41.1	D	39.8
	WB	L	D	39.7	D	39.8	D	40.2	D	40.1	D	40.2	D	39.9
		TR	D	42.7	D	39.3	D	43.3	D	39.7	D	44.0	D	39.9
	NB	L	B	18.8	B	13.8	B	18.9	B	14.0	B	19.3	B	14.3
		T	B	18.8	B	13.2	B	18.8	B	13.3	B	19.3	B	13.6
	SB	TR	C	28.6	C	24.0	C	28.6	C	24.3	C	29.1	C	24.6
	Intersection		C	27.1	C	22.7	C	27.3	C	23.0	C	28.0	C	23.3
Orienta Ave & Fairway Ln (unsignalized)	EB	LR	B	10.9	A	9.0	B	10.9	A	9.0	B	11.2	A	9.2
	NB	LT	A	0.1	A	0.0	A	0.1	A	0.0	A	0.1	A	0.0
	SB	TR	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0

Source: VHB, using Synchro 9 software. Delay is reported in seconds per vehicle.

Table 9 - Capacity Analysis Summary – Saturday Peak Hour

Intersection	Approach	Lane Group	Existing		No-Build		Build	
			LOS	Delay	LOS	Delay	LOS	Delay
Boston Post Rd (US Route 1) & Hommocks Rd/Weaver St	EB	L	D	45.4	D	45.7	D	45.8
		TR	D	43.8	D	43.9	D	44.0
	WB	L	D	43.0	D	43.1	D	43.5
		TR	D	41.1	D	41.1	D	41.2
	NB	L	D	47.5	D	49.8	D	49.8
		TR	C	32.8	C	33.1	C	33.4
	SB	L	C	27.1	C	28.2	C	29.2
		TR	D	41.4	D	42.1	D	42.1
	Intersection		D	38.9	D	39.4	D	39.6
Hommocks Rd & Eagle Knolls Rd (unsignalized)	WB	LR	A	6.6	A	6.6	A	6.7
	NB	TR	A	7.1	A	7.1	A	7.2
	SB	LT	A	7.5	A	7.5	A	7.7
Orienta Ave & East Cove Rd (unsignalized)	EB	LR	A	7.4	A	7.4	A	7.6
	NB	LT	A	7.5	A	7.5	A	7.6
	SB	TR	A	7.5	A	7.5	A	7.5
Boston Post Rd (US Route 1) & Orienta Ave/Delancey Ave	EB	L	D	45.4	D	45.2	D	45.1
		R	B	13.1	B	13.0	B	12.8
	WB	L	D	40.1	D	40.3	D	40.5
		R	A	8.5	A	8.5	A	8.4
	NB	TR	D	40.0	D	40.8	D	41.0
	SB	TR	C	20.9	C	21.2	C	21.4
	Intersection		C	24.1	C	24.7	C	24.7
Old Boston Post Rd & Cooper Ave (unsignalized)	WB	L	A	9.3	A	9.3	A	9.6
	SB	LT	A	0.1	A	0.1	A	1.0
Boston Post Rd (US Route 1) & Old Boston Post Rd/Richbell Rd	EB	L	D	40.8	D	41.6	D	42.2
		R	A	9.6	A	9.6	A	9.6
	WB	L	D	35.7	D	36.2	D	36.2
		TR	C	26.2	C	26.7	C	26.5
	NB	L	B	14.6	B	14.6	B	14.8
		T	B	14.8	B	14.8	B	15.0
	SB	TR	C	24.7	C	24.7	C	24.9
	Intersection		C	21.2	C	21.3	C	21.5
Orienta Ave & Fairway Ln (unsignalized)	EB	LR	A	9.3	A	9.3	A	9.5
	NB	LT	A	0.0	A	0.0	A	0.0
	SB	TR	A	0.0	A	0.0	A	0.0

Source: VHB, using Synchro 9 software. Delay is reported in seconds per vehicle.

Existing Conditions - As indicated in Tables 8 and 9, under existing conditions, the signalized intersection of Boston Post Road and Hommocks Road/Weaver Street currently operates at an overall level of service (LOS) "E" during the AM peak hour. LOS "E" is also experienced on individual movements (eastbound and southbound left turn movements and northbound through movement) during the AM peak hour. The intersection operates at acceptable LOS "D" during the PM and Saturday hours, with all individual movements operating at LOS "D" or

better. The two other signalized study intersections operate at an overall LOS "C" during the peak hours.

At the unsignalized intersections, the minor street turning movements operate at LOS "B" or better during each peak hour.

Future No-Build Conditions - In the future, without the proposed residential development (No-Build conditions), but with the forecast increases in traffic volumes, there will be a slight increase in overall delays at the three signalized intersections along Boston Post Road, generally on the order of 2 seconds or less. The levels of service will remain unchanged from those experienced under existing conditions.

At the unsignalized intersections, the minor street turning movements will continue to operate at LOS "B" or better during each peak hour with imperceptible increases in delay of up to 0.1 seconds.

Future Build Conditions – In the future, with the added traffic from the Proposed Action, there will be a slight increase in overall delays at the three signalized intersections along Boston Post Road, generally on the order of 1 second or less. The levels of service will remain unchanged from those experienced under No-Build conditions.

At the unsignalized intersections, the minor street turning movements will continue to operate at LOS "B" or better during each peak hour with only minor increases in delay of 1.1 seconds or less.

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## Queuing Analysis

In addition to providing the level of service values, the Synchro analyses also provide a calculation of the average (50<sup>th</sup> percentile) and maximum (95<sup>th</sup> percentile) queues expected on individual lane groups. The queues and available storage lengths for the Existing, No-Build and Build volume conditions are summarized in **Tables 10 to 12**.

Table 10 – Summary of Existing Queues

Intersection	Approach	Lane Group	Available Storage Length	Existing					
				AM Peak Hour		PM Peak Hour		Sat Peak Hour	
				50th	95th	50th	95th	50th	95th
Boston Post Rd (US Route 1) & Hommocks Rd/Weaver St	EB	L	145'	73'	112'	103'	178'	118'	198'
		TR	-						
	WB	L	150'	54'	87'	45'	93'	30'	66'
		TR	-						
	NB	L	180'	49'	69'	75'	115'	70'	111'
		TR	-						
	SB	L	140'	135'	176'	30'	54'	21'	42'
		TR	-						
Hommocks Rd & Eagle Knolls Rd (unsignalized) <sup>(1)</sup>	WB	LR	N/A - All-Way stop intersection - queue not calculated						
	NB	TR							
	SB	LT							
Orienta Ave & East Cove Rd (unsignalized) <sup>(1)</sup>	EB	LR	N/A - All-Way stop intersection - queue not calculated						
	NB	LT							
	SB	TR							
Boston Post Rd (US Route 1) & Orienta Ave/Delancey Ave	EB	L	-						
		R	70'	0'	61'	0'	37'	0'	40'
	WB	L	450'	58'	110'	49'	99'	33'	74'
		R	450'	0'	70'	0'	74'	0'	59'
	NB	TR	-						
	SB	TR	-						
Old Boston Post Rd & Cooper Ave (unsignalized)	WB	L	200'+	0'	1'	0'	0'	0'	1'
	SB	LT	-						
Boston Post Rd (US Route 1) & Old Boston Post Rd/Richbell Rd	EB	L	-	67'	132'	36'	135'	38'	148'
		R	140'	62'	121'	33'	122'	0'	51'
	WB	L	100'	57'	113'	39'	139'	34'	131'
		TR	-						
	NB	L	175'	40'	78'	10'	61'	11'	68'
		T	-						
	SB	TR	-						
Orienta Ave & Fairway Ln (unsignalized)	EB	LR	450'+	0'	1'	0'	0'	0'	1'
	NB	LT	-						
	SB	TR	-						

Note: (1) Synchro does not provide queue length calculations for movements at all-way stop intersections. However, the low volume of traffic and Level-of-Service "A" conditions suggest average queues of 25 feet or less and 95th percentile queues of 50 feet or less.



Table 11 – Summary of No-Build Queues

Intersection	Approach	Lane Group	Available Storage Length	No-Build					
				AM Peak Hour		PM Peak Hour		Sat Peak Hour	
				50th	95th	50th	95th	50th	95th
Boston Post Rd (US Route 1) & Hommocks Rd/Weaver St	EB	L	145'	74'	115'	104'	179'	120'	201'
		TR	-						
	WB	L	150'	56'	90'	46'	94'	30'	68'
		TR	-						
	NB	L	180'	49'	70'	76'	118'	71'	113'
		TR	-						
	SB	L	140'	138'	179'	30'	55'	21'	43'
		TR	-						
Hommocks Rd & Eagle Knolls Rd (unsignalized)	WB	LR	N/A - All-Way stop intersection - queue not calculated						
	NB	TR							
	SB	LT							
Orienta Ave & East Cove Rd (unsignalized)	EB	LR	N/A - All-Way stop intersection - queue not calculated						
	NB	LT							
	SB	TR							
Boston Post Rd (US Route 1) & Orienta Ave/Delancey Ave	EB	L	-						
		R	70'	0'	62'	0'	38'	0'	40'
	WB	L	450'	60'	111'	50'	100'	33'	74'
		R	450'	0'	70'	0'	75'	0'	60'
	NB	TR	-						
	SB	TR	-						
Old Boston Post Rd & Cooper Ave (unsignalized)	WB	L	200'+	0'	1'	0'	0'	0'	1'
	SB	LT	-						
Boston Post Rd (US Route 1) & Old Boston Post Rd/Richbell Rd	EB	L	-	68'	135'	37'	136'	39'	151'
		R	140'	64'	124'	34'	123'	0'	52'
	WB	L	100'	58'	115'	40'	141'	35'	133'
		TR	-						
	NB	L	175'	40'	78'	10'	63'	12'	69'
		T	-						
	SB	TR	-						
Orienta Ave & Fairway Ln (unsignalized)	EB	LR	450'+	0'	1'	0'	0'	0'	1'
	NB	LT	-						
	SB	TR	-						

Note: (1) Synchro does not provide queue length calculations for movements at all-way stop intersections. However, the low volume of traffic and Level-of-Service "A" conditions suggest average queues of 25 feet or less and 95th percentile queues of 50 feet or less.

Table 12 – Summary of Build Queues

Intersection	Approach	Lane Group	Available Storage Length	Build					
				AM Peak Hour		PM Peak Hour		Sat Peak Hour	
				50th	95th	50th	95th	50th	95th
Boston Post Rd (US Route 1) & Hommocks Rd/Weaver St	EB	L	145'	74'	121'	104'	180'	120'	202'
		TR	-						
	WB	L	150'	78'	134'	54'	108'	39'	81'
		TR	-						
	NB	L	180'	49'	70'	76'	118'	71'	113'
		TR	-						
	SB	L	140'	138'	179'	31'	55'	22'	44'
		TR	-						
Hommocks Rd & Eagle Knolls Rd (unsignalized)	WB	LR	N/A - All-Way stop intersection - queue not calculated						
	NB	TR							
	SB	LT							
Orienta Ave & East Cove Rd (unsignalized)	EB	LR	N/A - All-Way stop intersection - queue not calculated						
	NB	LT							
	SB	TR							
Boston Post Rd (US Route 1) & Orienta Ave/Delancey Ave	EB	L	-						
		R	70'	0'	61'	0'	40'	0'	41'
	WB	L	450'	60'	111'	50'	100'	33'	75'
		R	450'	0'	73'	0'	76'	0'	62'
	NB	TR	-						
Old Boston Post Rd & Cooper Ave (unsignalized)	WB	L	200' +	0'	5'	0'	2'	0'	2'
	SB	LT	-						
Boston Post Rd (US Route 1) & Old Boston Post Rd/Richbell Rd	EB	L	-	70'	138'	38'	138'	40'	155'
		R	140'	64'	124'	34'	124'	0'	52'
	WB	L	100'	64'	123'	41'	144'	36'	137'
		TR	-						
	NB	L	175'	42'	78'	11'	63'	12'	69'
		T	-						
Orienta Ave & Fairway Ln (unsignalized)	SB	TR	-						
	EB	LR	450' +	0'	1'	0'	0'	0'	1'
	NB	LT	-						
	SB	TR	-						

Note: (1) Synchro does not provide queue length calculations for movements at all-way stop intersections. However, the low volume of traffic and Level-of-Service "A" conditions suggest average queues of 25 feet or less and 95th percentile queues of 50 feet or less.

The existing queues provided in Table 10 were compared to the available storage lengths which indicated that the maximum (95<sup>th</sup> percentile) queue exceeded the provided storage at two intersections. During the AM peak hour at the Boston Post Road intersection with Hommocks Road and Weaver Street, the southbound left turn queue is 176 feet where the available storage is 140 feet. The eastbound left-turn from Weaver Street exceeds the 145-foot available storage during the PM (178 feet) and Saturday (198 feet) peak hours. At the Boston Post Road and Old Boston Post Road/Richbell Road intersection, the calculated maximum queue for the

westbound left turn from Old Boston Post Road exceeds the available 100-foot left-turn storage during the AM (113'), PM (139') and Saturday (131') peak hours. The average (50<sup>th</sup> percentile) queues at all locations is less than the available storage. At the unsignalized intersections, the queue lengths measure less than the provided storage.

As indicated in Table 11, under future No-Build conditions, with the forecast increases in traffic volumes, there will be a slight increase in the length of the queues at the three signalized intersections along Boston Post Road, generally on the order of 3 feet or less. The average (50<sup>th</sup> percentile) queues at all locations will remain at acceptable lengths. At the unsignalized intersections, the 50<sup>th</sup> and 95<sup>th</sup> percentile queue lengths will continue to be acceptable.

As indicated in Table 12, under future Build conditions, with the added traffic from the Proposed Action, at the three signalized study locations there will be a slight increase in the length of the maximum (95<sup>th</sup> percentile) queues on the turning lane movements that exceeded the available storage under No-Build conditions, generally on the order of 8 feet or less. On Boston Post Road, the maximum queue on the southbound left turn into Hommocks Road currently exceeds the available storage area during the AM peak hour and will continue to do so in the future without the project. The Proposed Action will not add any traffic to this movement during the AM peak hour; therefore, the backups will not increase from future No-Build conditions. The Proposed Action will not have any impacts on this movement during the PM and Saturday peak hours as only 1 vehicle will be added during each peak hour.

The average (50<sup>th</sup> percentile) queues at all locations will remain at acceptable lengths. At the unsignalized intersections, the 50<sup>th</sup> and 95<sup>th</sup> percentile queue lengths will continue to be acceptable.

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## Sight Distance Analysis

Sight distance analyses were conducted at the four unsignalized study intersections to determine if sufficient sight lines are provided. The sight distances at each location were measured and compared to the requirements provided in the American Association of State Highway and Transportation Officials' (AASHTO) publication, *A Policy on Geometric Design of Highways and Streets (2011)*. Two of the intersections are controlled by Stop signs on all approaches (Orienta Avenue and East Cove Road; Hommocks Road and Eagle Knolls Road). Per AASHTO, at these two all-way stop intersections, the first stopped vehicle on one approach should be visible to the drivers of the first stopped vehicles on the other approaches. At the two other unsignalized intersections (Orienta Avenue and Fairway Lane; Old Boston Post Road and Cooper Avenue), Stop signs are provided on the minor street approaches (Fairway Lane and Cooper Avenue). AASHTO sight distance requirements at these locations are generally based on travel speeds, grades, number of lanes to cross and type of traffic control. The sight distance analysis is summarized in **Table 13**.

Table 13 - Sight Distance Analysis

Intersection	Control	Approach/ Movement	Sight Distance	
			Required	Available
Orienta Avenue & East Cove Road	All-way Stop	All approaches	First stopped vehicle visible	Yes
Hommocks Road & Eagle Knolls Road	All-way Stop	All approaches	First stopped vehicle visible	SB – Yes NB & WB – No <sup>(1)</sup>
Orienta Avenue & Fairway Lane	Stop (Fairway Ln)	EB LR	280' looking left 280' looking right	410' left 512' right
Old Boston Post Rd & Cooper Avenue	Stop (Cooper Ave)	NB L	280' to the right	120' right <sup>(1)</sup>

Note: Required sight distances based on AASHTO publication, *A Policy on Geometric Design of Highways and Streets* (2011).

(1) – Sight distance can be increased to the minimum required by the removal of foliage.

As shown in Table 13, acceptable sight distances are provided at the Orienta Avenue and East Cove Road all-way stop intersection. At the Hommocks Road and Eagle Knolls Road all-way stop intersection, the drivers on the Eagle Knolls Road approach and the northbound Hommocks Road approach have somewhat limited visibility due to foliage on the southeast corner of the intersection which partially obstructs the view, as indicated in the photograph below. If a small bush at the corner of the intersection were removed and the tree next to it pruned so the branches do not hang down within 4 feet of the ground, adequate sight distance would be provided.



At the intersection of Cooper Avenue with Old Boston Post Road, a lot of vegetation has grown since the August 2013 photograph below was taken. This new vegetation has significantly reduced sightlines and should be removed to restore the required 280 feet of sight distance.



For the on-site intersections, a review of the site plan indicates that a minimum of 200 feet can be provided from all intersections which will be sufficient to accommodate vehicles traveling at the posted Village-wide speed limit of 30 mph.

## On-Site Roadways and Circulation

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### Site Roadways and Intersections

#### Site Roadways

As noted previously, the three existing access points to the project site (Cove Road, Eagle Knolls Road and Cooper Avenue) will be modified as part of the Proposed Action. The privately-owned portion of Cove Road within the Project site will be relocated and will form the central corridor for the project. Eagle Knolls Road will be relocated from its existing location and will intersect with the relocated Cove Road prior to terminating in a cul-de-sac. Cooper Avenue will be extended into the Site and will intersect with Cove Road. This roadway extension is currently envisioned to be a one-way, exit only road for development residents to provide access to Boston Post Road (US Route 1) via Old Boston Post Road. A new internal roadway, "Road A", will intersect with Cove Road and terminate in a cul-de-sac.

Each roadway will be 28 feet wide, and, cumulatively, the roadways in the development will be able to accommodate 125 parked vehicles. From a practical perspective, as occurs in many similar developments, on-street parking will, in most circumstances, be limited to the occasional vehicle scattered around the development (a total of 241 parking spaces are required by the Code – 2.3 per unit while each unit will have 4 parking spaces – for a total of 420). Thus, the 28-foot wide roadways will be sufficient to provide one 10-foot wide lane for travel in either direction while allowing 8 feet on one side of the road or the other for a car to be parked. Cyclists, for the most part, will travel in the outside 5 feet of each lane (leaving adequate width to accommodate two-way traffic), negotiating the occasional parked vehicle. Share the road signage could be added if the volume of cycling activity justifies it. Cyclists may also choose to cycle on the development's sidewalks, as permitted under Village and NY State law, provided that the bicycles are not operated "in a manner that is unsafe for pedestrians" (Village of Mamaroneck Code §112-2 B.)

At its west end, Cove Road will narrow down as it leaves the property to match the existing section width. The relocated Cove Road will have a sidewalk run along its entire length. Each internal intersection will be designed to provide sufficient sight distance for vehicles traveling within the site.

At the present time, the portions of Eagle Knolls Road, Cove Road and Cooper Avenue within the Project Site are private roads. In the future, with the proposed Project and planned



modifications to these roadways, those portions of the road within the Project Site will remain as private roads. The proposed homeowners' association will be responsible for maintenance of the roadways within the Project Site.

With respect to rights of access over those portions of Eagle Knolls Road and Cove Road under private ownership, the proposed Project will not prohibit the area residents who currently use the private roads to access Hommocks Road from Eagle Knolls Road or the public portions of Cove Road beyond the Project Site.

There are currently three (3) private homes on Eagle Knolls Road, two of which will be to the west of the intersection of realigned Cove Road with Eagle Knolls Road and one of which will be on the cul-de-sac section of Eagle Knolls Road. The proposed termination of Eagle Knolls Road will require residents of and visitors to the one private home on Eagle Knolls Road which lies to the east of the intersection of realigned Cove Road with Eagle Knolls Road to travel approximately 100 feet to the west on the Eagle Knolls Road cul-de-sac to connect to the external roadway network. This is expected to have almost no impact on the residents of this home. The only impact of the termination of Eagle Knolls Road in a cul-de-sac for the residents of the two private homes to the west of the intersection of realigned Cove Road is that they will have to turn left onto realigned Cove Road when they are headed to the Orienta Avenue neighborhood of the Village or to the clubhouse, instead of proceeding straight.

The improved Cove Road, including the proposed sidewalk, will greatly enhance east-west access for both motorists and pedestrians who live on either side of Hampshire Country Club. In addition, the Proposed Action will significantly improve the safety of Eagle Knolls and Cove Road by elevating low-lying portions of these roads above the floodplain. The road pavement conditions will be upgraded from their present condition.

Emergency access and evacuation will be provided via the three access routes to the Project Site. These roadways will be designed so that fire trucks and other emergency vehicles will be able to easily access and circulate within the Site. Elevating Cove Road will also improve emergency evacuation for the entire neighborhood.

### Site Intersections

A qualitative analysis was conducted at the three newly created "T" intersections with Cove Road (Cooper Avenue Extension, Road "A" and Eagle Knolls Road) to identify future traffic operating conditions. Each approach at the three intersections will have one lane with Stop signs controlling the minor leg approaches (Cooper Avenue Extension, Road "A" and Cove Road at its intersection with Eagle Knolls Road). The project-generated traffic volumes were assigned to the internal intersections based on the distributions identified on Exhibit 12 and the location of the residential units along the internal roadways. The project trips were then added to the No-Build volumes to develop the Build volumes on the internal roads. A review of the Build volumes along the relocated Cove Road indicates that the AM peak hour volumes are 72 percent higher than the PM peak hour volumes and 52 percent higher than the Saturday peak hour volumes (primarily as a result of traffic to and from the Hommocks Middle School).

A Synchro analysis was conducted with the higher AM peak hour volumes which indicate that the minor street approaches at all three internal intersections will operate at level of service A.

Level of service "A" generally means that queuing on a minor street approach is rare and that there are little or no delays. A further analysis was conducted in which the AM peak hour volumes were increased by a magnitude of five. This sensitivity analysis indicated that, even with the substantial increase in traffic volumes, the minor street approaches at each intersection would operate at acceptable LOS B. During the PM and Saturday peak hours, it can be concluded that traffic operating conditions will be better than the AM peak hour conditions as the PM and Saturday volumes are much lower than the AM volumes.

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## Pedestrian and Bicyclist Circulation

Pedestrian and bicycle circulation would be facilitated on the Project Site through the redeveloped and improved road network. The Proposed Action would include sidewalks on the north side of the extended and rerouted Cove Road, which would provide a path for residents and children biking or walking through the proposed development to access community facilities nearby, including Hommocks Middle School, Hommocks Ice Rink and Hommocks Pool, and the commercial corridor along Boston Post Road/U.S. Route 1. The other proposed roadways, which will be very low volume roadways (less than 1 vehicle every 2 minutes during the busiest hour) would not include sidewalks or bicycle pathways. This is in keeping with much of the road network immediately surrounding the Project Site, primarily the portions of Hommocks Road, Cove Road, Cooper Avenue, and Fairway Lane immediately adjacent to the Project Site, which do not contain designated bicycle pathways or sidewalks. The existing and proposed roadway network would also be wide enough to accommodate on-road cycling (as discussed in "Site Roadways" earlier in this Chapter).

## Parking

### Existing Parking

The existing parking at the Hampshire Country Club is located, primarily, in parking lots adjacent to the clubhouse. A total of 207 permanent (lined) parking spaces are provided. The parking provided for the membership club meets the zoning requirements for the MR district. Although public parking on the private roads within the property is prohibited by the Country Club, during larger events at the clubhouse, when valet parking is provided, parking for an additional 50 vehicles can be accommodated along these roadways within the property as a contingency measure to ensure that cars are never parked along the portion of the roads shared by adjacent neighbors. Valet Parking on property would occur on a very limited basis, generally once or twice a year, such as at the member's annual Memorial Day barbecue.

The club has an active social calendar with over 160 events scheduled annually (predominantly for member events but occasionally for outside/community groups). While there is a large variety in the club's social events, parking surveys were conducted on the property for two events which were deemed representative of both regular and larger events. The parking surveys were conducted on Thursday August 17, 2017 during a weekday non-member event (50-person golf outing) and on Saturday evening August 19, 2017 during a large member event (200-person wedding). During the weekday event, parked vehicles from members participating in Club activities (tennis, swimming pool, etc.) were also counted in the parking surveys. Member activity at the Club during the Saturday evening event (i.e., members using the club facilities that were not attending the wedding) was minimal. The existing parking demand is summarized in **Table 14**. The parking data is provided in the Appendix.

**Table 14 – Existing Parking Demand**

	Non-Member Event Parking Demand <sup>(1)</sup>	Member Event Parking Demand <sup>(2)</sup>
<b>Maximum Parking Demand</b>	<b>95</b>	<b>120 <sup>(2)</sup></b>

Notes: (1) Thursday August 17, 2017 parking surveys for a weekday Golf outing with 50 participants (includes parked vehicles from members participating in other Club activities such as tennis, swimming pool, etc.).

(2) Expected large member event parking demand is 120 vehicles, but the 200-attendee wedding surveyed on Saturday August 19, 2017 had a demand of only 90 vehicles.

As indicated in Table 14, a total of 95 vehicles were parked during the weekday event. Although 90 vehicles were parked at the Saturday member event, the expected parking demand for a large member event is 120 vehicles.

### Proposed Parking

Country Club Parking - In the future, with the Proposed Action, a total of 163 parking spaces would be provided at the clubhouse and parking for an additional 16 vehicles will be available during large club events, for a total of 179 spaces. Parking regulations, per Village Code §342-56(A), require 2 spaces for each 3 individual, family or other type of memberships. The club had 264 memberships as of 2017 which require 176 parking spaces per the Village code. With the downsizing of the golf course offset by the potential new memberships generated by the planned residential development, it is anticipated that the membership total will remain at its current level in the future with the Proposed Action. Therefore, the 179 parking spaces to be provided will be in compliance with Village parking requirements. The clubhouse's banquet hall can accommodate up to 250 guests for weddings or other events. The 179 parking spaces will also be able to accommodate the parking for events.

Residential Parking - For the PRD, four spaces will be provided for each residential unit, including two in the driveway and two in the garage, yielding 210 enclosed spaces and 210 driveway apron spaces for a total of 420 private residential parking spaces. In addition, on-street parking within the PRD development will be permitted on one side of all streets (2 x 10 foot travel ways and 8 feet for parking). It is calculated that parking for approximately 125 vehicles will be able to be accommodated on street.

Village Code §342-52(l) states that "Off-street parking shall be provided within each planned residential development at the rate of not less than two spaces for each one-family detached dwelling, and one space per dwelling unit, plus one-half (1/2) space per bedroom for each dwelling unit in an attached or semi-detached dwelling. No less than one-third (1/3) nor more than two-thirds (2/3) of the minimum required off-street parking spaces shall be enclosed. Of the unenclosed spaces, an amount equal to at least one-third (1/3) of the total number of required spaces shall not be reserved for the use of specific dwelling units and shall, at all times, remain open and available for the use of visitors and guests, as well as other residents."

Applying the Code mandates that a minimum of 241 parking spaces be provided, 88 for the single family homes and 153 for the semi/attached carriage houses, each of which has 3 bedrooms. Between 80 and 160 of the required parking spaces must be enclosed and at least 80 of the unenclosed parking spaces must be available for use by anyone.

A total of 545 parking spaces (420 private + 125 on-street) are proposed for the PRD, which is well more than the 241 required. The 125 vehicles which will be able to be accommodated on street will be well more than 80 required for use by any one at any time.

## Conclusions

Based on the results of the analyses conducted for the purpose of this report, VHB has arrived at the following conclusions:

- Under existing conditions, the Boston Post Road intersection with Hommocks Road/Weaver Street currently operates at an overall level of service “E” during the AM peak hour with notable delays on the eastbound and southbound left turn movements and northbound through movement. All other intersections currently operate at acceptable LOS C” or better during the peak hours.
- Queuing analyses for the existing condition indicate that, at all study locations, the average queues (50<sup>th</sup> percentile) do not exceed the available storage lengths. The maximum (95<sup>th</sup> percentile) queues exceed available storage lengths at 2 signalized intersections.
- In the three-year period from 2013 through 2015, a total of 112 crashes occurred in the study area with 79 crashes at the study intersections. Most of the crashes (90 percent) occurred on Boston Post Road and the study intersection experiencing the highest number of crashes was the Boston Post Road intersection with Richbell Road/Old Boston Post Road with a total of 43 crashes. There were 39 crashes with injuries and there were no fatalities. Eight crashes involved pedestrians and 4 crashes involved bicyclists.
- Sight distance analyses at the unsignalized study intersections indicate that, with appropriate landscaping modifications, sufficient sight distance can be provided at all locations.
- In the future, under No-Build conditions and with the forecast increases in background traffic and traffic from 7 vicinity developments, compared to existing conditions, there will be a slight increase in overall delays, generally on the order of 2 seconds or less.
- Queuing analyses under No-Build conditions indicate that there will be a slight increase in the length of the queues at the three signalized intersections along Boston Post Road, generally averaging 3 feet or less.
- The proposed Project will add 61 new trips to the surrounding roadways during the weekday AM peak hour, 73 new trips during the weekday PM peak hour and 61 new trips during the Saturday midday peak hour.

- In the future, under the Build condition with the added traffic from the Project, there will be only a slight increase in overall delays at the signalized locations during the peak hours, generally on the order of 1 second or less. The minor street movements at the unsignalized intersections will operate at level of service "B" or better during each peak hour with only minor increases in delay of 1.1 seconds or less.
- Queuing analyses with the added traffic from the proposed project indicate that there will be a slight increase in the length of the maximum queues on the turning lane movements that exceeded the available storage under No-Build conditions, generally averaging 8 feet or less. The average queues at all locations will continue to be at acceptable lengths.
- The proposed Project will include an improved internal roadway network which will be wide enough to accommodate on-road cycling. A sidewalk will be constructed on the north side of Cove Road thereby providing a path for residents and children biking or walking through the proposed development to access community facilities nearby and the nearby Boston Post Road commercial corridor.
- Providing a two-way site access from Cooper Avenue will reduce project traffic past the Hommocks Middle School and through the busy intersection of Boston Post Road with Hommocks Road/Weaver Street.
- The proposed development will not have a significant adverse impact on area traffic operating conditions. However, the Applicant is proposing to implement the following improvements:
  - Improved internal roadway network which will be wide enough to accommodate on-road cycling.
  - Improved road surface, profile and alignment of Cove Road across the site for residents on either side of the property, including those who travel back and forth to Hommocks Middle School;
  - Improved pedestrian environment with the completion of a sidewalk across the property;
  - Improved emergency evacuation routes with the raising of Cove Road above the flood elevation.

Based on these findings, it is concluded that the proposed action will not have a significant adverse impact on area traffic operating conditions.





# Appendix

## Description

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Safe Routes to School Information

# Larchmont/Mamaroneck Safe Routes to School



# Why Safe Routes to School?

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- ✓ For the environment

*Air quality is measurably better around schools with more walkers and bicyclists (EPA, 2003)*

- ✓ For individual health

*Most kids aren't getting the physical activity they need. Recommendation is 60 minutes on most, preferably all, days of the week (US Depts. of Health and Human Services and Agriculture, 2005)*

- ✓ For the community

*Families connect with their neighbors and the world around them when they walk or bike to school*

# SRTS Goals

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- ☑ Where it's safe, get children walking and biking
- ☑ Where it's not safe, make changes

# SRTS Partnership

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## Cross section of community leaders

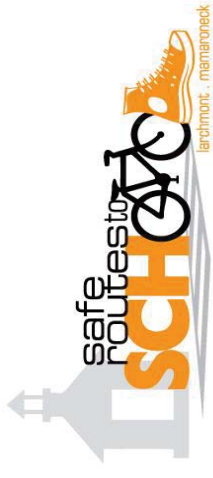
- ☑ Elected officials
- ☑ Municipal employees
- ☑ Law enforcement
- ☑ School administrators
- ☑ PTA representatives
- ☑ Rye YMCA



# SRTS: The 5 E's

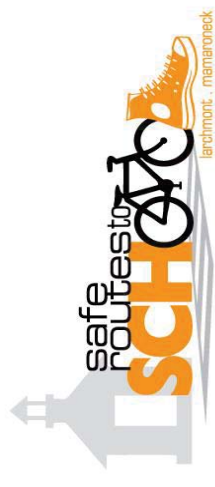
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- ☑ Engineering
- ☑ Enforcement
- ☑ Education
- ☑ Encouragement
- ☑ Evaluation



# L/M SRTS Programs

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## Engineering

*Where it's not safe, make changes*





# L/M SRTS Programs

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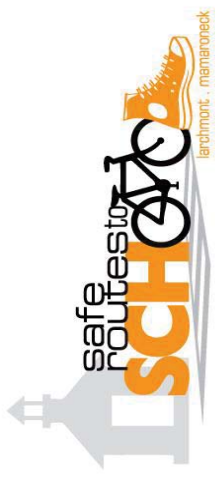
## **E**ducation and **E**ncouragement

*Where it's safe, get children walking and biking*

- ☒ Safety Pledge
- ☒ Crosswalks Safety Campaign
- ☒ Video PSA contest
- ☒ Walking School Buses

# L/M SRTS Programs

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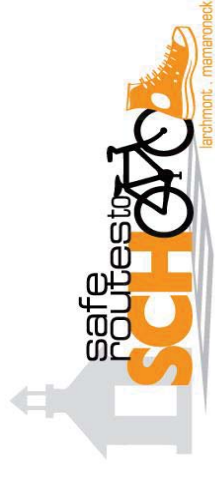


## Safety Pledge

**Goal: Long term behavior change!**

- ☒ Educate parents
- ☒ Educate children
- ☒ Increase awareness among drivers and pedestrians

# L/M SRTS Programs



## Parents' Safe Driving Pledge

I promise to:

- Never speed through residential streets and school zones
- Never talk or text on a hand-held device while driving
- Always wear a seat belt and make sure passengers wear seat belts
- Always yield to students walking or bicycling, especially in crosswalks
- Never run stop signs or red lights
- Never pass a stopped school bus with flashing red lights
- Never park or stop in crosswalks
- Always drop off my child at the curb, never from a double-parked car
- Never leave the driver's seat when dropping off or picking up
- Never park illegally (i.e. at a yellow, red or blue curb)
- Never leave the car idling for more than 3 minutes

## Students' Safety Pledge

I promise to:

- Always follow the directions of the crossing guard or traffic signals
- Always cross the street in a crosswalk
- Always look left, right and left again before crossing the street
- Always look before crossing the end of a driveway
- Never dart out between parked cars
- Wear my seat belt when riding in a car
- Always exit the car from the curbside at school
- Always wear a bike helmet when riding my bike
- Always ride my bike with traffic, not against it
- Always use hand signals when turning on my bike

# L/M SRTS Programs

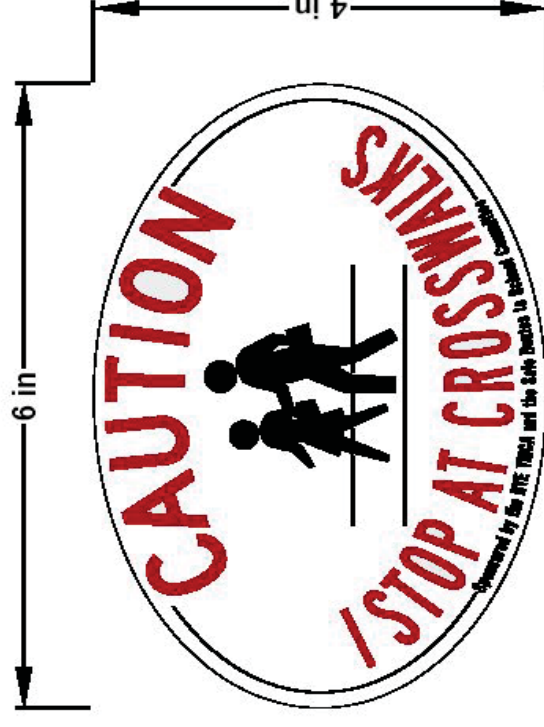
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## Crosswalk Safety Campaign

### Goal: Better understanding of crosswalk rules

- ☑ Educate drivers & pedestrians about correct crosswalk usage
- ☑ Reach elementary & middle school students and parents



## Crosswalk Safety: Myth vs. Reality

How safe is your student when crossing a busy street as a pedestrian or cyclist? We parents need to teach more than the basic rules of STOP, LOOK and LISTEN. Our community encourages children to walk to school as much as possible – and we want them to arrive safely. Please review these procedures with your children and follow the rules yourself – you are the best role model for your children.

### **Myth: Pedestrians always have the right of way.**

**Reality:** No, not always. Legally, pedestrians have the right-of-way within a crosswalk if there is no traffic light. If there is a traffic light, whoever has the green light - pedestrian or car- has the right of way. Pedestrians are also expected to exercise “due care” for their own safety, and are NOT permitted to suddenly obstruct the path of a moving vehicle that is close enough to be a hazard.

### **Myth: You are safe in a crosswalk.**

**Reality:** Painted lines do not protect you from harm, even if you have the legal right of way. This is extremely important at crosswalks where there is no traffic signal or stop sign. If you are not crossing at a marked crosswalk, pedestrians do not have the right of way and must yield to vehicles. Your best protection is your own attention!

### **Myth: A green light or walk signal means “GO”**

**Reality:** A green light or walk signal indicates that it is your turn to cross, but first make sure that the intersection is clear -- and watch for red light runners! Also, make sure that any right-turning cars will yield to you. Cyclists should dismount and walk across if they wish to cross a busy intersection.

### **Myth: If you see the driver, the driver sees you.**

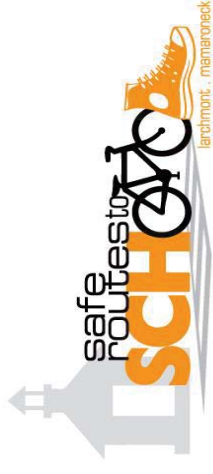
**Reality:** The driver may not see you in time to stop. To be safe, make eye contact with any driver whose path will cross yours, and proceed only when certain the car will stop. If there is a median, make separate decisions about crossing each direction of traffic.

### **Additional Safety Tips:**

- Always walk on the sidewalk; if there is no sidewalk, walk facing traffic
- Bicycles ride in the same direction as cars
- Cross only at corners: avoid the dangerous practice of “jaywalking” or crossing between parked cars
- Continue to look Left, Right, and Left again as you cross, it’s easy to miss an oncoming car
- When you are near the street, don’t push, shove, or chase your friends
- Watch out for cars and trucks at every driveway and intersection as you walk.



# L/M SRTS Programs

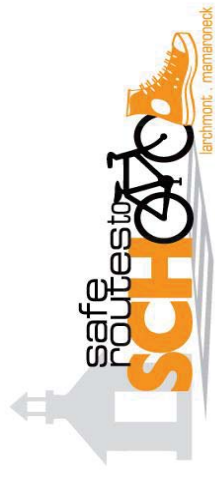


## **Crosswalk Safety – A few tips to make your walk to school SAFE:**

- When there is a traffic light, whoever has the green light has the “right-of-way”. If there is no light, pedestrians have the right-of-way in a crosswalk, but make eye contact with the driver to be sure he/she sees you.
- A walk signal does mean it’s your turn to cross, but check to make sure there are no cars coming.
- Just because you have the right-of-way doesn’t mean a car may not still be a hazard. Your best protection is your own attention!
- Always walk on the sidewalk. If there is no sidewalk, walk facing traffic. (Bicycles ride in the same direction the cars drive.)
- Cross only at corners or crosswalks. Always look both ways.
- Bikers and skateboards should always get off their bike/skateboard and walk when crossing a busy intersection.
- When you are near the street, don’t push, shove or chase your friends.
- Crossing the street involves your feet, but also your eyes and ears... Don’t wear headphones or text while crossing the street!
- It’s good for your health and the health of the planet! Stay fit while reducing your carbon footprint!

# L/M SRTS Programs

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## Video PSA Contest

**Goal: Extend reach of SRTS to older students**

- ☑ Engage high school students in SRTS initiatives
- ☑ Educate teens and the community about (1) pedestrian and bicycle safety and (2) the health and environmental benefits of walking and biking to school – all through the eyes of a teenager

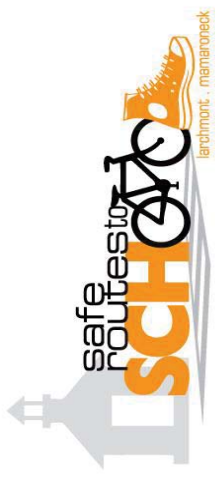




## L/M SRTS Video Contest Winners!

# L/M SRTS Programs

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## Walking School Buses

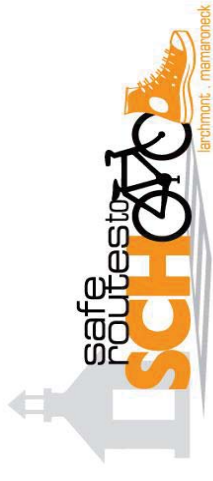
**Goal: Help families share the responsibility of walking children to school**

- ☑ Encouraged by PTAs; coordinated by neighborhood volunteers
- ☑ Provides an opportunity to reinforce safe pedestrian behaviors before kids start walking independently
- ☑ FUN! “It’s like a playdate on the way to school!”



# L/M SRTS Programs

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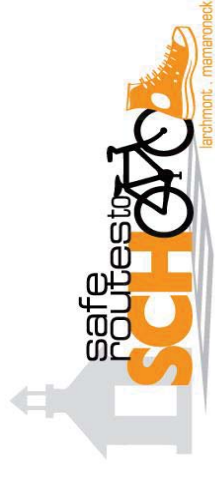


## Walking School Buses: a year-round initiative



# L/M SRTS Programs

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## Evaluation

- ☑ Baseline measurements obtained in March 2008: utilized National Center for Safe Routes to School data tools
- ☑ Periodic tallies to evaluate impact of programs
- ☑ Incorporate measurement when planning programs: e.g. Murray Avenue School walking school bus initiative

# L/M SRTS: Seeking Support

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Collaboration with MUFSD and municipalities to seek funding:

- ☑ NYS DOT Safe Routes to School: Hommocks and Central School sidewalks and all-elementary SRTS programs
- ☑ Transportation Enhancement Program: Old Boston Post Road curbing and sidewalk
- ☑ Mamaroneck Schools Foundation: traffic study
- ☑ National Center for Safe Routes to School mini-grant: expansion of walking school bus program
- ☑ State Farm “Good Neighbor Grant”: expansion of walking school bus program

**We will continue to search for grants  
to fund infrastructure and programs**



# L/M SRTS: The Word is Out



## The Sound & Town Report

Vol. 4 Number 4  
www.mysoundandtown.com  
Mamaroneck and Larchmont's Weekly Newspaper  
October 16, 2009

### Packed house at Mamaroneck Village Board Trustees adopt local law, address parking

By PEGGY RENTZ  
The Mamaroneck Village Board of Trustees met last night to address the issue of parking in the Village of Mamaroneck. The board adopted a local law to address the issue of parking in the Village of Mamaroneck. The law will require that all new developments in the Village of Mamaroneck must provide for a certain amount of parking space for the benefit of all.

### Elections 2009

**Cast your vote!**  
Tell us who you have in the running for the 2009 elections. We will be holding a special election on November 3rd. The candidates are:

- ☐ William Bouchard (R)
- ☐ Kathy Smith (D)
- ☐ Paul Bouchard (D)
- ☐ Mark Smith (D)
- ☐ Mark Smith (D)
- ☐ Mark Smith (D)

For more information, visit [www.mysoundandtown.com](http://www.mysoundandtown.com)

### WALKING SCHOOL BUSES GET INTO GEAR

Shoes trump cars during Chatsworth's Walk to School Week



By JILL KIRBY  
In the Chatsworth School district, shoes are getting a lot of attention. It's not just for fashion, but for safety. The district is encouraging parents to let their children walk to school. The district is also encouraging parents to let their children walk to school. The district is also encouraging parents to let their children walk to school.

### Murray Avenue School kicks off walking campaign



By JILL KIRBY  
A little over a week ago, the Murray Avenue School district kicked off its walking campaign. The district is encouraging parents to let their children walk to school. The district is also encouraging parents to let their children walk to school. The district is also encouraging parents to let their children walk to school.

### IN THIS ISSUE

COMMUNITY BRIEFS 5  
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SPORTS 19

18 • THE SOUND AND TOWN REPORT • October 16, 2009

CHATSORTH (from page 1)

Walking School Buses (WSBs) are a safe way for children to get to school. The program is designed to help children learn to walk safely and to encourage them to walk to school. The program is also designed to help children learn to walk safely and to encourage them to walk to school.



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CHATSORTH (from page 1)



Children who walked in the Walking School Buses program wore 'TIGERS WALK' wristbands.



More bikes than usual were parked outside Chatsworth School during Walk to School Week.

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# L/M SRTS: The Word is Out



## Mam'k Walking School Buses a Model at County Conference (Larchmont Gazette 10/29/09)

Larchmont resident Kim Larsen, who chairs the Larchmont and Mamaroneck Safe Routes to School (SRTS) Committee, was a featured speaker at the October 16, 2009 SRTC conference hosted by the Westchester County Department of Transportation at the County Center in White Plains. Ms. Larsen presented Larchmont's walking school bus program to well over 100 conference participants who included state, county and city transportation officials as well as school administrators from all over the Lower Hudson Valley.

Kim Larsen displays some of the signs used during Walk to School Week in the Mamaroneck School District. "This month's district-wide Walk to School Week featured numerous walking school buses at each of elementary school," reported Ms. Larsen. "We've found that children really enjoy the sociability of the walking school bus. It adds another layer of fun to the walk to school."

"Larchmont has developed a fun and creative walking school bus program and we hope other communities will soon follow their lead," commented Naomi Klein, principal planner for the Westchester County Department of Transportation and organizer of the conference. Additional speakers included Westchester County Executive Andy Spano, Transportation Commissioner Lawrence Salley and County Health Commissioner Dr. Joshua Lipsman.





# L/M SRTS: Next Steps

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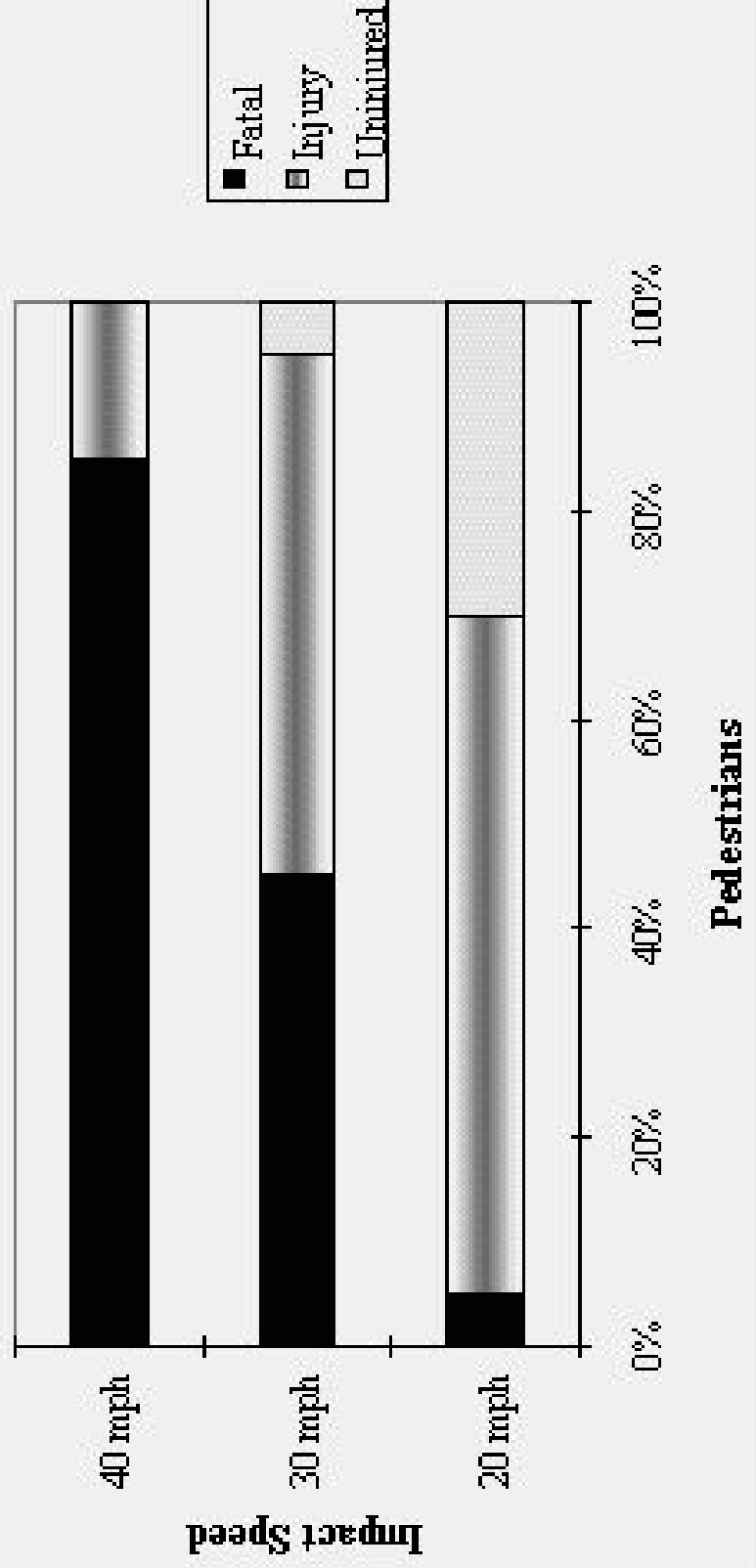
- ☑ Education and Encouragement at middle and high school level
- ☑ Driver Awareness programs
- ☑ Traffic Calming on Boston Post Road: Speed limit reduction during school hours in vicinity of MHS

# L/M SRTS: Next Steps



## Why reduce speed limit on Boston Post Road?

Figure 1. Vehicle Impact Speed and Pedestrian Injury Severity  
(from DETR)



# **Larchmont/Mamaroneck Safe Routes to School**





# Appendix

## Description

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Crash History

## Crash Summary (2013 through 2015)

[illegible]

## Crash Summary (2013 through 2015)

[illegible]

USI

Weaver

Rockridge

old post

Eagle 4011

to

# Homeworks

Orienta

## Collision Locations

$$L_{\text{eff}} = I$$

Accident # ①

Rockland

Richbell 65H

101 102 96 100 110

18

11

87 258 38 22

17 13 39 60

⑤ 1000

501

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505

29

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✓ f.

7

1

## Collision Location

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4/14/17 Collision diagram  
Hommocks Rd, Weaver St, & US 1



Other ○

Right turn ↗

Left turn ↙

Right Angle ↖

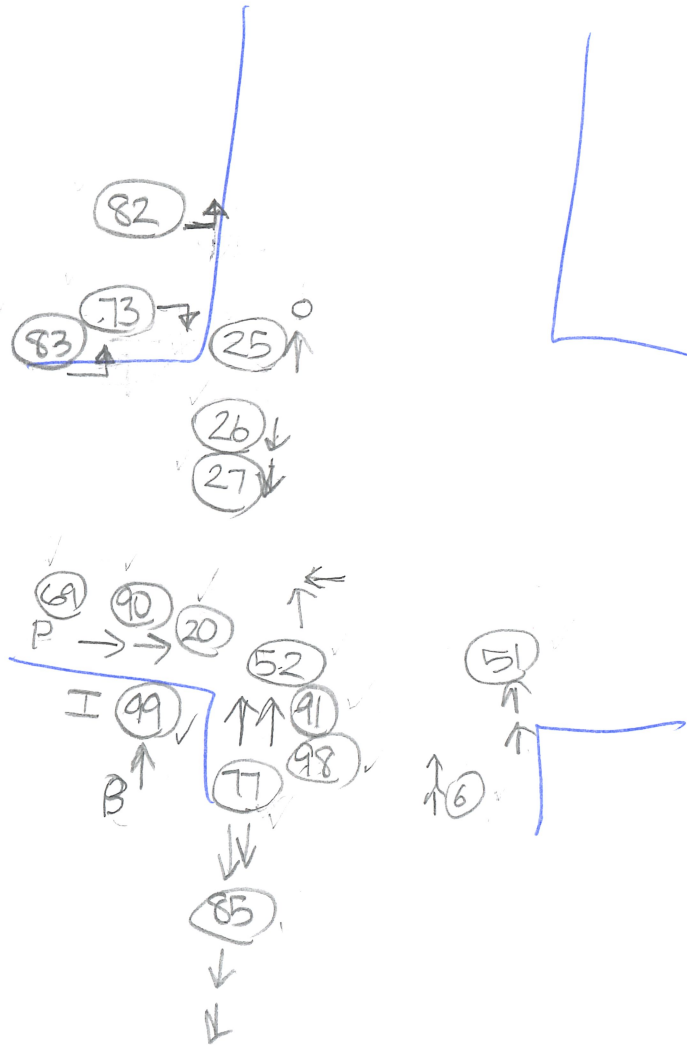
Rear End →→

Overtaking →→

US 1

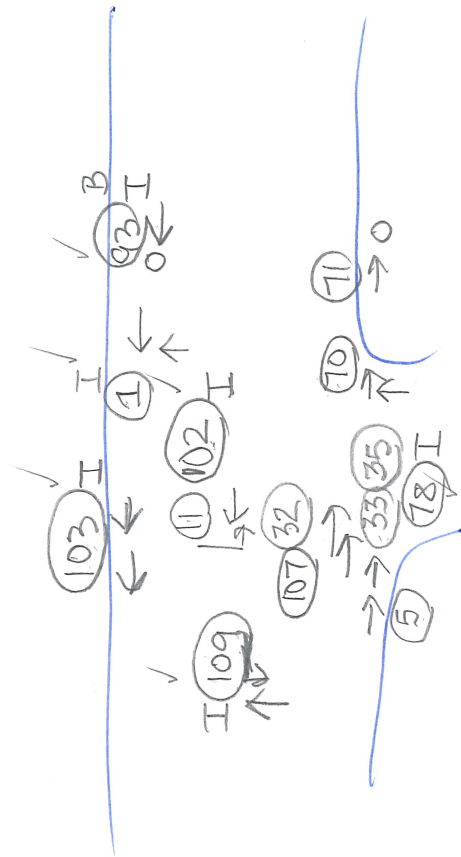
Weaver St

Hommocks Rd



US 1

↑N

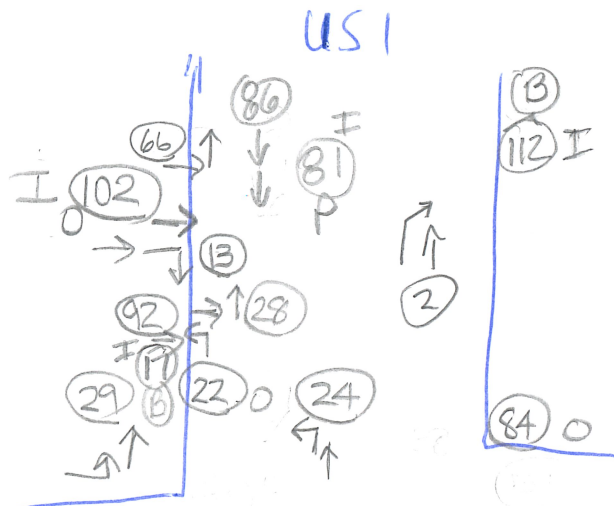


Rock Ridge

# 8/4/17 Collision Diagram Richbell Rd, Old Post Rd and US1

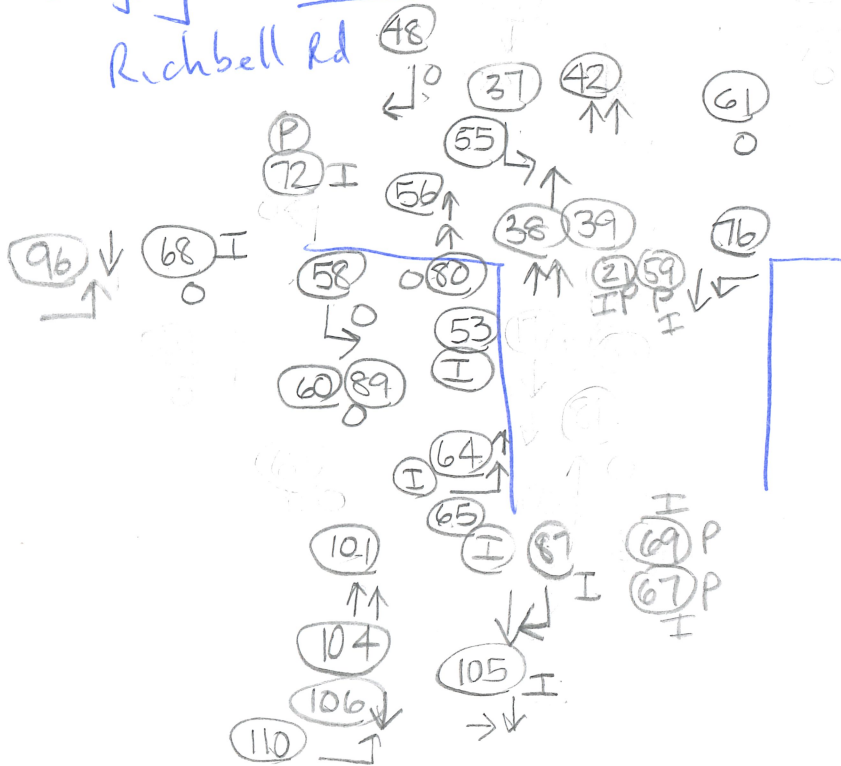


O other O  
 Right turn ↗  
 Left turn ↖  
 Right Angle →↗  
 Rear End →→  
 Overtaking →↗  
 Ped (P)  
 Bike (B)  
 I injury



Richbell Rd

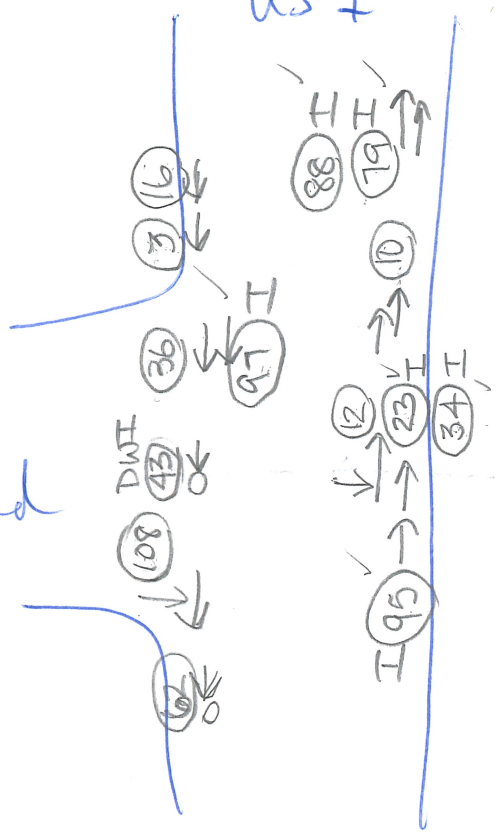
Old Post Rd



↑ N.

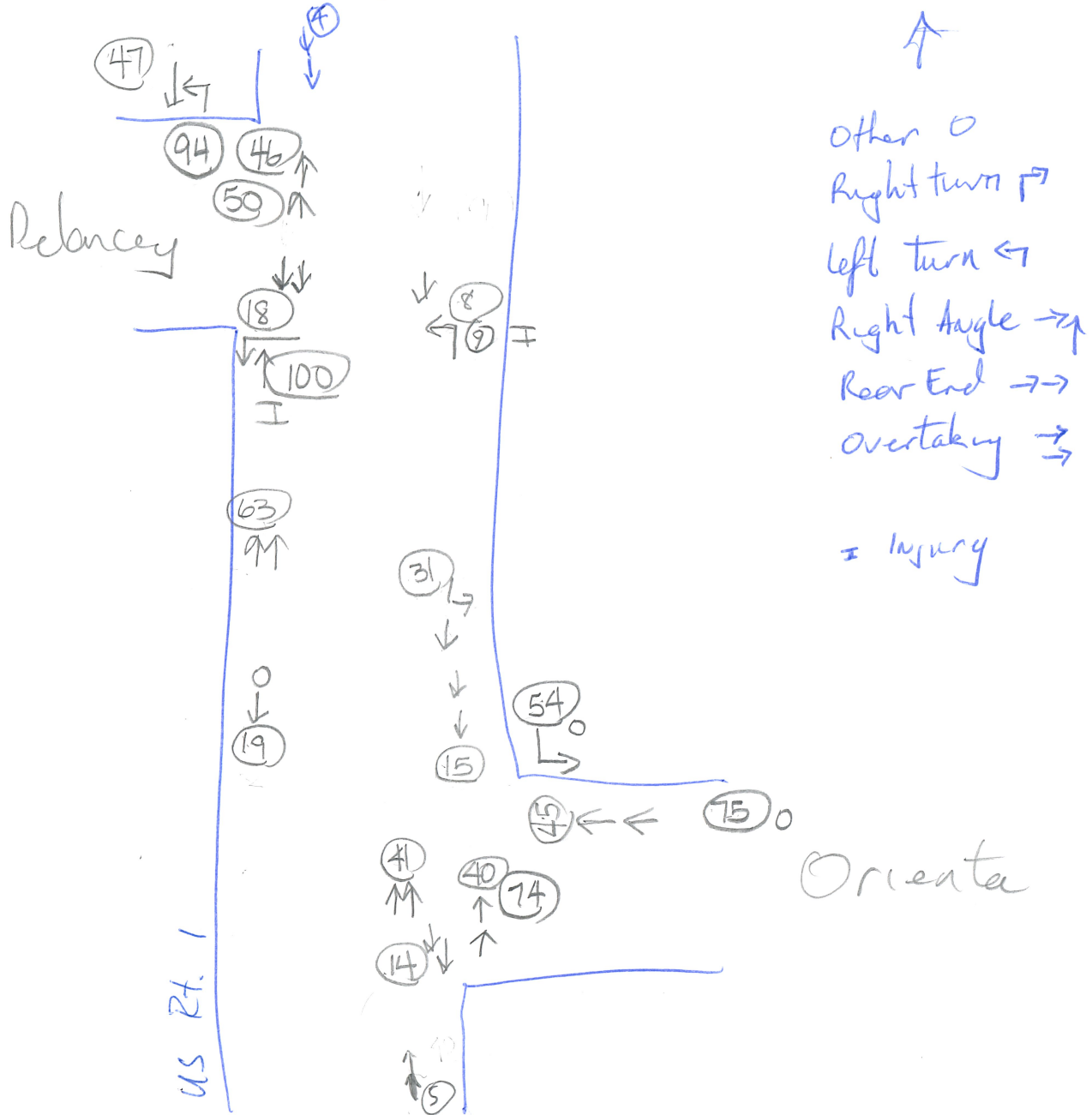
US 1

Rockland



8/4/17 Collision Diagram

Delancey St, Orienta Ave, US 1





# Appendix

## Description

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















Synchro – Level of Service Analysis Worksheets

Existing

AM Peak Hour

## 6: US 1/Boston Post Rd &amp; Weaver Street/Hommocks Road

10/27/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	150	51	55	143	33	83	572	134	175	493	64
Future Volume (vph)	72	150	51	55	143	33	83	572	134	175	493	64
Satd. Flow (prot)	1687	1682	0	1652	1580	0	1602	3244	0	1604	3225	0
Flt Permitted	0.443			0.388			0.188			0.098		
Satd. Flow (perm)	685	1682	0	648	1580	0	313	3244	0	165	3225	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	150		50	50		150	32		13	13		32
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	7%	3%	2%	2%	4%	6%	10%	5%	3%	5%	6%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	268	0	73	235	0	111	942	0	233	742	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		12			16		5	2		1	6	
Permitted Phases	12			16			2			6		
Total Split (s)	30.0	30.0		30.0	30.0		16.0	42.0		23.0	49.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effect Green (s)	32.3	32.3		32.3	32.3		46.7	37.0		58.7	44.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.37	0.30		0.47	0.35	
v/c Ratio	0.54	0.62		0.44	0.58		0.51	0.98		0.87	0.65	
Control Delay	58.0	51.6		54.1	50.6		39.7	68.7		75.5	37.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.0	51.6		54.1	50.6		39.7	68.7		75.5	37.4	
LOS	E	D		D	D		D	E		E	D	
Approach Delay		53.3			51.4			65.6			46.5	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	73	208		54	180		49	398		135	264	
Queue Length 95th (ft)	112	248		87	220		69	379		176	262	
Internal Link Dist (ft)		190			209			263			1683	
Turn Bay Length (ft)	145			150			180			140		
Base Capacity (vph)	177	434		167	408		233	960		286	1135	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.54	0.62		0.44	0.58		0.48	0.98		0.81	0.65	

## Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 55.4

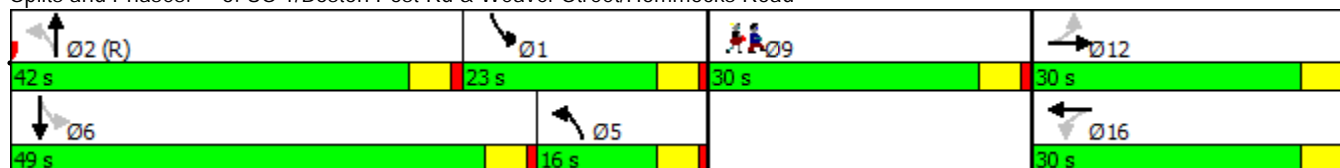
Intersection LOS: E

Intersection Capacity Utilization 62.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: US 1/Boston Post Rd &amp; Weaver Street/Hommocks Road





Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	30.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Existing  
9: US 1/Boston Post Rd & Delancey Ave

AM Peak Hour  
10/27/2016



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	27	165	80	757	860	13		
Future Volume (vph)	27	165	80	757	860	13		
Satd. Flow (prot)	1736	1599	0	3487	3027	0		
Flt Permitted	0.950			0.840				
Satd. Flow (perm)	1733	1599	0	2942	3027	0		
Satd. Flow (RTOR)		185						
Confl. Peds. (#/hr)	1		11			11		
Confl. Bikes (#/hr)						5		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Heavy Vehicles (%)	4%	1%	3%	3%	4%	8%		
Parking (#/hr)					5			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	30	185	0	941	981	0		
Turn Type	Perm	Prot	custom	NA	NA			
Protected Phases		5	6	6 4	8		3	4
Permitted Phases	5		3 4	3				
Total Split (s)	26.0	26.0	26.0		68.0		24.0	44.0
Total Lost Time (s)	5.0	5.0			5.0			
Act Effect Green (s)	17.5	17.5		87.5	63.0			
Actuated g/C Ratio	0.15	0.15		0.73	0.52			
v/c Ratio	0.12	0.47		0.38	0.62			
Control Delay	43.9	10.4		1.3	22.2			
Queue Delay	0.0	0.1		0.4	0.7			
Total Delay	43.9	10.5		1.6	22.8			
LOS	D	B		A	C			
Approach Delay	15.1			1.6	22.8			
Approach LOS	B			A	C			
Queue Length 50th (ft)	20	0		21	271			
Queue Length 95th (ft)	47	61		18	333			
Internal Link Dist (ft)	246			90	543			
Turn Bay Length (ft)		70						
Base Capacity (vph)	303	432		2456	1589			
Starvation Cap Reductn	0	0		881	213			
Spillback Cap Reductn	0	16		0	283			
Storage Cap Reductn	0	0		0	0			
Reduced v/c Ratio	0.10	0.44		0.60	0.75			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 12.7

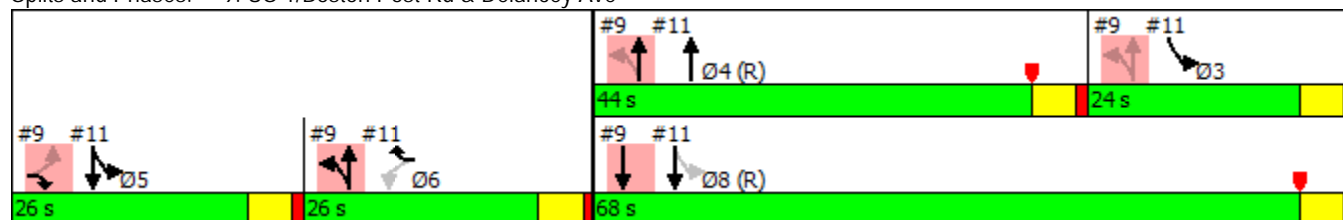
Intersection LOS: B

Intersection Capacity Utilization 63.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: US 1/Boston Post Rd & Delancey Ave



Existing  
11: US 1/Boston Post Rd & Orienta Avenue

AM Peak Hour  
10/27/2016

							Ø3	Ø5	Ø8
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations									
Traffic Volume (vph)	78	217	620	121	358	667			
Future Volume (vph)	78	217	620	121	358	667			
Satd. Flow (prot)	1601	1501	3387	0	1648	1757			
Flt Permitted	0.950				0.176				
Satd. Flow (perm)	1590	1501	3387	0	305	1757			
Satd. Flow (RTOR)		244							
Confl. Peds. (#/hr)	4			8	8				
Confl. Bikes (#/hr)				1					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89			
Heavy Vehicles (%)	9%	4%	3%	11%	9%	4%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	88	244	833	0	402	749			
Turn Type	Perm	Prot	NA		custom	NA			
Protected Phases		6	4		3 5	5 8	3	5	8
Permitted Phases	6				8				
Total Split (s)	26.0	26.0	44.0				24.0	26.0	68.0
Total Lost Time (s)	5.0	5.0	5.0						
Act Effct Green (s)	24.5	24.5	39.0		85.5	85.5			
Actuated g/C Ratio	0.20	0.20	0.32		0.71	0.71			
v/c Ratio	0.27	0.49	0.76		0.59	0.60			
Control Delay	44.5	9.0	41.6		21.7	4.3			
Queue Delay	0.0	0.0	0.0		16.0	0.4			
Total Delay	44.5	9.0	41.6		37.8	4.7			
LOS	D	A	D		D	A			
Approach Delay	18.4		41.6			16.3			
Approach LOS	B		D			B			
Queue Length 50th (ft)	58	0	303		202	55			
Queue Length 95th (ft)	110	70	374		298	53			
Internal Link Dist (ft)	450		2270			90			
Turn Bay Length (ft)									
Base Capacity (vph)	324	500	1100		729	1303			
Starvation Cap Reductn	0	0	0		312	180			
Spillback Cap Reductn	0	0	0		0	0			
Storage Cap Reductn	0	0	0		0	0			
Reduced v/c Ratio	0.27	0.49	0.76		0.96	0.67			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 25.7

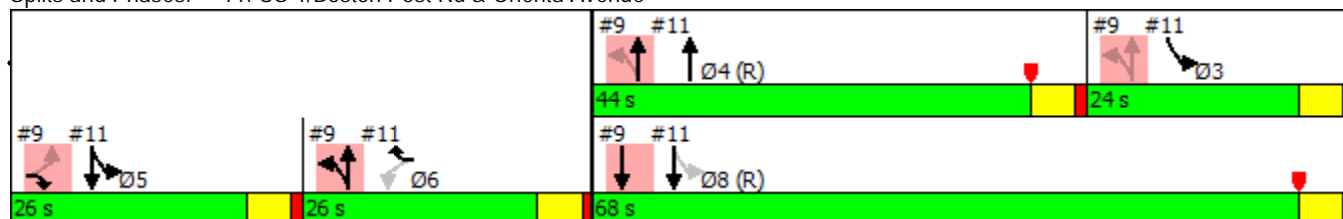
Intersection LOS: C

Intersection Capacity Utilization 57.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 11: US 1/Boston Post Rd & Orienta Avenue























Existing

AM Peak Hour

20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd

10/27/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	0	92	85	64	67	95	798	0	0	659	64
Future Volume (vph)	95	0	92	85	64	67	95	798	0	0	659	64
Satd. Flow (prot)	1736	0	1568	1678	1680	0	1646	3271	0	0	3289	0
Flt Permitted	0.604			0.950			0.175					
Satd. Flow (perm)	1092	0	1525	1651	1680	0	299	3271	0	0	3289	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	10		11	11		10	60					60
Confl. Bikes (#/hr)												4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	4%	2%	3%	4%	3%	3%	6%	3%	2%	2%	4%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	0	108	100	154	0	112	939	0	0	850	0
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases					8		5	2				6
Permitted Phases	4		4	8			2					
Total Split (s)	31.0		31.0	31.0	31.0		13.0	67.0				54.0
Total Lost Time (s)	5.0		5.0	5.0	5.0		5.0	5.0				5.0
Act Effect Green (s)	16.7		16.7	16.7	16.7		42.2	42.2				32.1
Actuated g/C Ratio	0.20		0.20	0.20	0.20		0.50	0.50				0.38
v/c Ratio	0.52		0.36	0.31	0.46		0.37	0.57				0.68
Control Delay	48.1		41.0	39.7	42.7		18.8	18.8				28.6
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0				0.0
Total Delay	48.1		41.0	39.7	42.7		18.8	18.8				28.6
LOS	D		D	D	D		B	B				C
Approach Delay					41.5			18.8				28.6
Approach LOS					D			B				C
Queue Length 50th (ft)	67		62	57	91		40	228				254
Queue Length 95th (ft)	132		121	113	164		78	312				338
Internal Link Dist (ft)		483			489			1683				2270
Turn Bay Length (ft)			140	100			175					
Base Capacity (vph)	430		601	651	662		313	2413				2140
Starvation Cap Reductn	0		0	0	0		0	0				0
Spillback Cap Reductn	0		0	0	0		0	0				0
Storage Cap Reductn	0		0	0	0		0	0				0
Reduced v/c Ratio	0.26		0.18	0.15	0.23		0.36	0.39				0.40

## Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 83.9

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 27.1







Intersection LOS: C

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd




 02	 04	 09
67 s	31 s	27 s
 05	 08	
13 s	31 s	
 06		
54 s		

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Existing  
13: Orienta Avenue & E Cove Road

AM Peak Hour  
10/27/2016












Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	17	12	26	101	165	64
Future Volume (vph)	17	12	26	101	165	64
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	25	18	38	149	243	94
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	43	187	337			
Volume Left (vph)	25	38	0			
Volume Right (vph)	18	0	94			
Hadj (s)	-0.12	0.15	-0.04			
Departure Headway (s)	4.9	4.5	4.2			
Degree Utilization, x	0.06	0.23	0.39			
Capacity (veh/h)	658	778	841			
Control Delay (s)	8.2	8.9	9.8			
Approach Delay (s)	8.2	8.9	9.8			
Approach LOS	A	A	A			
Intersection Summary						
Delay			9.4			
Level of Service			A			
Intersection Capacity Utilization			33.0%	ICU Level of Service	A	
Analysis Period (min)			15			











Existing  
17: Hommocks Road & Eagle Knolls Road

AM Peak Hour  
10/27/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	2	77	12	0	44	12
Future Volume (vph)	2	77	12	0	44	12
Peak Hour Factor	0.43	0.43	0.43	0.43	0.43	0.43
Hourly flow rate (vph)	5	179	28	0	102	28
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	184	28	130			
Volume Left (vph)	5	0	102			
Volume Right (vph)	179	0	0			
Hadj (s)	-0.56	0.02	0.17			
Departure Headway (s)	3.7	4.4	4.5			
Degree Utilization, x	0.19	0.03	0.16			
Capacity (veh/h)	933	766	764			
Control Delay (s)	7.6	7.6	8.3			
Approach Delay (s)	7.6	7.6	8.3			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.9			
Level of Service			A			
Intersection Capacity Utilization			23.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Existing  
26: Cooper Ave. & Old Boston Post Rd

AM Peak Hour  
10/27/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	0	0	0	0	111
Future Volume (Veh/h)	6	0	0	0	0	111
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	8	0	0	0	0	156
Pedestrians	3		1			
Lane Width (ft)	12.0		0.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			1147			
pX, platoon unblocked						
vC, conflicting volume	160	3			3	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	160	3			3	
tC, single (s)	6.6	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	795	1078			1622	
Direction, Lane #	WB 1	SB 1				
Volume Total	8	156				
Volume Left	8	0				
Volume Right	0	0				
cSH	795	1622				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	1	0				
Control Delay (s)	9.6	0.0				
Lane LOS	A					
Approach Delay (s)	9.6	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay		0.5				
Intersection Capacity Utilization		15.8%	ICU Level of Service	A		
Analysis Period (min)		15				

Existing  
28: Orienta Avenue & Fairway Lane

AM Peak Hour  
10/27/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	1	1	117	228	2
Future Volume (Veh/h)	5	1	1	117	228	2
Sign Control	Stop			Free	Free	
Grade	1%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	6	1	1	139	271	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	413	272	273			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	413	272	273			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	597	769	1296			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	7	140	273			
Volume Left	6	1	0			
Volume Right	1	0	2			
cSH	616	1296	1700			
Volume to Capacity	0.01	0.00	0.16			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	10.9	0.1	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.9	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		22.1%		ICU Level of Service		A
Analysis Period (min)		15				



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	152	52	56	145	33	84	584	136	177	507	65
Future Volume (vph)	73	152	52	56	145	33	84	584	136	177	507	65
Satd. Flow (prot)	1687	1682	0	1652	1580	0	1602	3247	0	1604	3225	0
Flt Permitted	0.439			0.380			0.176			0.098		
Satd. Flow (perm)	679	1682	0	635	1580	0	293	3247	0	165	3225	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	150		50	50		150	32		13	13		32
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	7%	3%	2%	2%	4%	6%	10%	5%	3%	5%	6%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	272	0	75	237	0	112	960	0	236	763	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		12			16		5	2		1	6	
Permitted Phases	12			16			2			6		
Total Split (s)	30.0	30.0		30.0	30.0		16.0	42.0		23.0	49.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effect Green (s)	32.2	32.2		32.2	32.2		46.8	37.0		58.8	44.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.37	0.30		0.47	0.35	
v/c Ratio	0.56	0.63		0.46	0.58		0.53	1.00		0.87	0.67	
Control Delay	59.1	52.1		55.3	50.9		41.7	72.9		76.2	38.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	59.1	52.1		55.3	50.9		41.7	72.9		76.2	38.0	
LOS	E	D		E	D		D	E		E	D	
Approach Delay		53.9			52.0			69.6			47.0	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	74	212		56	182		49	408		138	274	
Queue Length 95th (ft)	#115	252		90	222		70	388		179	270	
Internal Link Dist (ft)		190			209			263			1683	
Turn Bay Length (ft)	145			150			180			140		
Base Capacity (vph)	174	433		163	407		227	961		286	1135	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.56	0.63		0.46	0.58		0.49	1.00		0.83	0.67	

## Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 57.3

Intersection LOS: E

Intersection Capacity Utilization 62.7%

ICU Level of Service B

Analysis Period (min) 15

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








Queue shown is maximum after two cycles.

No-Build  
6: US 1/Boston Post Rd & Weaver Street/Hommocks Road

AM Peak Hour

11/3/2016

Splits and Phases: 6: US 1/Boston Post Rd & Weaver Street/Hommocks Road

 Ø2 (L)	 Ø1	 Ø9	 Ø12
42 s	23 s	30 s	30 s
 Ø6	 Ø5		 Ø16
49 s	16 s		30 s

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	30.0
Total Lost Time (s)	
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

No-Build  
9: US 1/Boston Post Rd & Delancey Ave

AM Peak Hour  
11/3/2016



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	27	168	81	772	877	14		
Future Volume (vph)	27	168	81	772	877	14		
Satd. Flow (prot)	1736	1599	0	3487	3027	0		
Flt Permitted	0.950			0.835				
Satd. Flow (perm)	1733	1599	0	2924	3027	0		
Satd. Flow (RTOR)		189						
Confl. Peds. (#/hr)	1		11			11		
Confl. Bikes (#/hr)						5		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Heavy Vehicles (%)	4%	1%	3%	3%	4%	8%		
Parking (#/hr)					5			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	30	189	0	958	1001	0		
Turn Type	Perm	Prot	custom	NA	NA			
Protected Phases		5	6	6 4	8		3	4
Permitted Phases	5		3 4	3				
Total Split (s)	26.0	26.0	26.0		68.0		24.0	44.0
Total Lost Time (s)	5.0	5.0			5.0			
Act Effect Green (s)	17.8	17.8		87.2	63.0			
Actuated g/C Ratio	0.15	0.15		0.73	0.52			
v/c Ratio	0.12	0.48		0.39	0.63			
Control Delay	43.6	10.3		1.3	22.5			
Queue Delay	0.0	0.1		0.4	0.8			
Total Delay	43.6	10.4		1.7	23.3			
LOS	D	B		A	C			
Approach Delay	15.0			1.7	23.3			
Approach LOS	B			A	C			
Queue Length 50th (ft)	20	0		22	278			
Queue Length 95th (ft)	47	62		18	343			
Internal Link Dist (ft)	246			90	543			
Turn Bay Length (ft)		70						
Base Capacity (vph)	303	435		2445	1589			
Starvation Cap Reductn	0	0		860	211			
Spillback Cap Reductn	0	17		0	295			
Storage Cap Reductn	0	0		0	0			
Reduced v/c Ratio	0.10	0.45		0.60	0.77			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 12.9

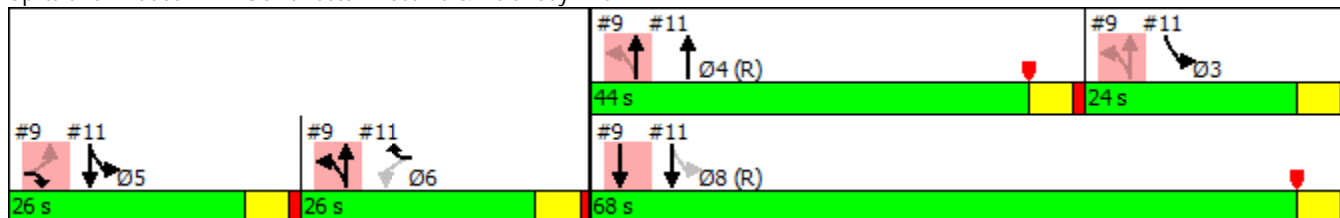
Intersection LOS: B

Intersection Capacity Utilization 64.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: US 1/Boston Post Rd & Delancey Ave





No-Build  
11: US 1/Boston Post Rd & Orienta Avenue

AM Peak Hour  
11/3/2016

							Ø3	Ø5	Ø8
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations									
Traffic Volume (vph)	79	220	633	123	362	682			
Future Volume (vph)	79	220	633	123	362	682			
Satd. Flow (prot)	1601	1501	3388	0	1648	1757			
Flt Permitted	0.950				0.168				
Satd. Flow (perm)	1590	1501	3388	0	291	1757			
Satd. Flow (RTOR)		247							
Confl. Peds. (#/hr)	4			8	8				
Confl. Bikes (#/hr)				1					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89			
Heavy Vehicles (%)	9%	4%	3%	11%	9%	4%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	89	247	849	0	407	766			
Turn Type	Perm	Prot	NA		custom	NA			
Protected Phases		6	4		3 5	5 8	3	5	8
Permitted Phases	6				8				
Total Split (s)	26.0	26.0	44.0				24.0	26.0	68.0
Total Lost Time (s)	5.0	5.0	5.0						
Act Effect Green (s)	24.2	24.2	39.0		85.8	85.8			
Actuated g/C Ratio	0.20	0.20	0.32		0.72	0.72			
v/c Ratio	0.28	0.49	0.77		0.60	0.61			
Control Delay	44.8	9.0	42.1		22.4	4.5			
Queue Delay	0.0	0.0	0.0		26.1	0.5			
Total Delay	44.8	9.0	42.1		48.4	4.9			
LOS	D	A	D		D	A			
Approach Delay	18.5		42.1			20.0			
Approach LOS	B		D			C			
Queue Length 50th (ft)	60	0	310		213	59			
Queue Length 95th (ft)	111	70	383		310	56			
Internal Link Dist (ft)	450		2270			90			
Turn Bay Length (ft)									
Base Capacity (vph)	320	500	1101		724	1303			
Starvation Cap Reductn	0	0	0		321	185			
Spillback Cap Reductn	0	0	0		0	0			
Storage Cap Reductn	0	0	0		0	0			
Reduced v/c Ratio	0.28	0.49	0.77		1.01	0.69			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 27.8

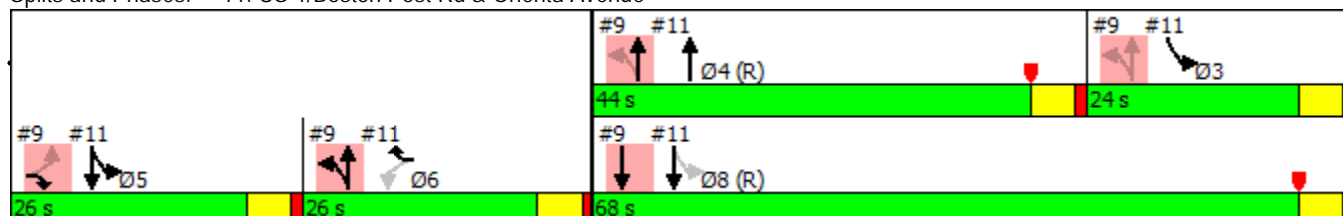
Intersection LOS: C

Intersection Capacity Utilization 58.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 11: US 1/Boston Post Rd & Orienta Avenue
























## No-Build

AM Peak Hour

## 20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd

11/3/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	0	93	86	65	68	96	813	0	0	675	65
Future Volume (vph)	96	0	93	86	65	68	96	813	0	0	675	65
Satd. Flow (prot)	1736	0	1568	1678	1680	0	1646	3271	0	0	3289	0
Flt Permitted	0.596			0.950			0.171					
Satd. Flow (perm)	1077	0	1525	1651	1680	0	292	3271	0	0	3289	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	10		11	11		10	60					60
Confl. Bikes (#/hr)												4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	4%	2%	3%	4%	3%	3%	6%	3%	2%	2%	4%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	0	109	101	156	0	113	956	0	0	870	0
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases					8		5	2				6
Permitted Phases	4		4	8			2					
Total Split (s)	31.0		31.0	31.0	31.0		13.0	67.0				54.0
Total Lost Time (s)	5.0		5.0	5.0	5.0		5.0	5.0				5.0
Act Effect Green (s)	16.9		16.9	16.9	16.9		43.1	43.1				33.2
Actuated g/C Ratio	0.20		0.20	0.20	0.20		0.51	0.51				0.39
v/c Ratio	0.53		0.36	0.31	0.47		0.38	0.58				0.68
Control Delay	49.3		41.5	40.2	43.3		18.9	18.8				28.6
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0				0.0
Total Delay	49.3		41.5	40.2	43.3		18.9	18.8				28.6
LOS	D		D	D	D		B	B				C
Approach Delay					42.1			18.8				28.6
Approach LOS					D			B				C
Queue Length 50th (ft)	68		64	58	93		40	236				263
Queue Length 95th (ft)	135		124	115	168		78	320				347
Internal Link Dist (ft)		483			489			1683				2270
Turn Bay Length (ft)			140	100			175					
Base Capacity (vph)	418		591	640	651		309	2399				2112
Starvation Cap Reductn	0		0	0	0		0	0				0
Spillback Cap Reductn	0		0	0	0		0	0				0
Storage Cap Reductn	0		0	0	0		0	0				0
Reduced v/c Ratio	0.27		0.18	0.16	0.24		0.37	0.40				0.41

## Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 85.1

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 27.3































Intersection LOS: C

Intersection Capacity Utilization 56.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd

														
67 s			31 s			27 s								
														
13 s			54 s			31 s								

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

No-Build  
13: Orienta Avenue & E Cove Road










AM Peak Hour  
11/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	17	12	26	102	167	65
Future Volume (vph)	17	12	26	102	167	65
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	25	18	38	150	246	96
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	43	188	342			
Volume Left (vph)	25	38	0			
Volume Right (vph)	18	0	96			
Hadj (s)	-0.12	0.15	-0.04			
Departure Headway (s)	4.9	4.5	4.2			
Degree Utilization, x	0.06	0.24	0.40			
Capacity (veh/h)	656	777	841			
Control Delay (s)	8.2	8.9	9.9			
Approach Delay (s)	8.2	8.9	9.9			
Approach LOS	A	A	A			
Intersection Summary						
Delay			9.4			
Level of Service			A			
Intersection Capacity Utilization			33.2%	ICU Level of Service	A	
Analysis Period (min)			15			









No-Build  
17: Hommocks Road & Eagle Knolls Road

AM Peak Hour  
11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	2	78	12	0	45	12
Future Volume (vph)	2	78	12	0	45	12
Peak Hour Factor	0.43	0.43	0.43	0.43	0.43	0.43
Hourly flow rate (vph)	5	181	28	0	105	28
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	186	28	133			
Volume Left (vph)	5	0	105			
Volume Right (vph)	181	0	0			
Hadj (s)	-0.56	0.02	0.17			
Departure Headway (s)	3.7	4.4	4.5			
Degree Utilization, x	0.19	0.03	0.17			
Capacity (veh/h)	930	764	763			
Control Delay (s)	7.6	7.6	8.4			
Approach Delay (s)	7.6	7.6	8.4			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.9			
Level of Service			A			
Intersection Capacity Utilization			23.1%	ICU Level of Service	A	
Analysis Period (min)			15			

No-Build  
26: Cooper Ave. & Old Boston Post Rd




AM Peak Hour  
11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	0	0	0	0	112
Future Volume (Veh/h)	6	0	0	0	0	112
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	8	0	0	0	0	158
Pedestrians	3		1			
Lane Width (ft)	12.0		0.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			1147			
pX, platoon unblocked						
vC, conflicting volume	162	3			3	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	162	3			3	
tC, single (s)	6.6	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	793	1078			1622	
Direction, Lane #	WB 1	SB 1				
Volume Total	8	158				
Volume Left	8	0				
Volume Right	0	0				
cSH	793	1622				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	1	0				
Control Delay (s)	9.6	0.0				
Lane LOS	A					
Approach Delay (s)	9.6	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay		0.5				
Intersection Capacity Utilization		15.9%	ICU Level of Service	A		
Analysis Period (min)		15				





















No-Build  
28: Orienta Avenue & Fairway Lane

AM Peak Hour  
11/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	1	1	118	231	2
Future Volume (Veh/h)	5	1	1	118	231	2
Sign Control	Stop			Free	Free	
Grade	1%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	6	1	1	140	275	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	418	276	277			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	418	276	277			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	593	765	1292			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	7	141	277			
Volume Left	6	1	0			
Volume Right	1	0	2			
cSH	613	1292	1700			
Volume to Capacity	0.01	0.00	0.16			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	10.9	0.1	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.9	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	0.2					
Intersection Capacity Utilization	22.3%			ICU Level of Service	A	
Analysis Period (min)	15					



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	153	52	76	150	34	84	584	140	177	507	65
Future Volume (vph)	73	153	52	76	150	34	84	584	140	177	507	65
Satd. Flow (prot)	1687	1682	0	1652	1581	0	1602	3244	0	1604	3225	0
Flt Permitted	0.425			0.379			0.176			0.098		
Satd. Flow (perm)	660	1682	0	634	1581	0	293	3244	0	165	3225	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	150		50	50		150	32		13	13		32
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	7%	3%	2%	2%	4%	6%	10%	5%	3%	5%	6%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	273	0	101	245	0	112	966	0	236	763	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		12			16		5	2		1	6	
Permitted Phases	12			16			2			6		
Total Split (s)	30.0	30.0		30.0	30.0		16.0	42.0		23.0	49.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	32.2	32.2		32.2	32.2		46.8	37.0		58.8	44.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.37	0.30		0.47	0.35	
v/c Ratio	0.57	0.63		0.62	0.60		0.53	1.01		0.87	0.67	
Control Delay	60.3	52.2		64.1	51.6		41.7	74.5		76.2	38.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	60.3	52.2		64.1	51.6		41.7	74.5		76.2	38.0	
LOS	E	D		E	D		D	E		E	D	
Approach Delay		54.3			55.3			71.1			47.0	
Approach LOS		D			E			E			D	
Queue Length 50th (ft)	74	213		78	189		49	~416		138	274	
Queue Length 95th (ft)	#121	252		#134	229		70	390		179	270	
Internal Link Dist (ft)		190			209			263			1683	
Turn Bay Length (ft)	145			150			180			140		
Base Capacity (vph)	170	433		163	407		227	960		286	1135	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.63		0.62	0.60		0.49	1.01		0.83	0.67	

### Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 58.3

Intersection LOS: E

Intersection Capacity Utilization 63.8%

ICU Level of Service B

Analysis Period (min) 15

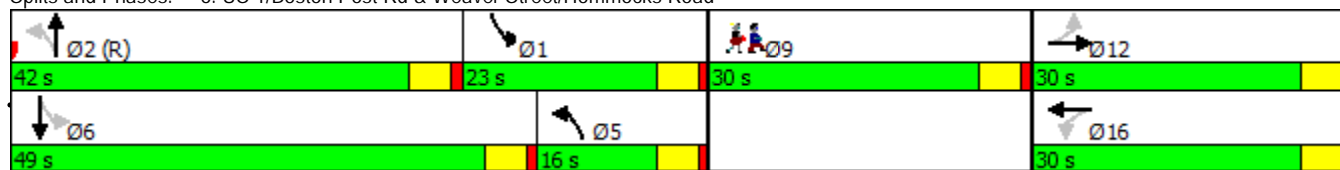
- ~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: US 1/Boston Post Rd & Weaver Street/Hommocks Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	30.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Build  
9: US 1/Boston Post Rd & Delancey Ave

AM Peak Hour

11/3/2016



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	27	169	86	787	880	14		
Future Volume (vph)	27	169	86	787	880	14		
Satd. Flow (prot)	1736	1599	0	3487	3027	0		
Flt Permitted	0.950			0.818				
Satd. Flow (perm)	1733	1599	0	2865	3027	0		
Satd. Flow (RTOR)		190						
Confl. Peds. (#/hr)	1		11			11		
Confl. Bikes (#/hr)						5		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Heavy Vehicles (%)	4%	1%	3%	3%	4%	8%		
Parking (#/hr)					5			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	30	190	0	981	1005	0		
Turn Type	Perm	Prot	custom	NA	NA			
Protected Phases		5	6	6 4	8		3	4
Permitted Phases	5		3 4	3				
Total Split (s)	26.0	26.0	26.0		68.0		24.0	44.0
Total Lost Time (s)	5.0	5.0			5.0			
Act Effct Green (s)	17.8	17.8		87.2	63.0			
Actuated g/C Ratio	0.15	0.15		0.73	0.52			
v/c Ratio	0.12	0.48		0.40	0.63			
Control Delay	43.6	10.3		1.4	22.5			
Queue Delay	0.0	0.1		0.4	0.9			
Total Delay	43.6	10.4		1.8	23.4			
LOS	D	B		A	C			
Approach Delay	14.9			1.8	23.4			
Approach LOS	B			A	C			
Queue Length 50th (ft)	20	0		24	281			
Queue Length 95th (ft)	47	61		21	345			
Internal Link Dist (ft)	246			90	543			
Turn Bay Length (ft)		70						
Base Capacity (vph)	303	436		2435	1589			
Starvation Cap Reductn	0	0		843	210			
Spillback Cap Reductn	0	18		0	298			
Storage Cap Reductn	0	0		0	0			
Reduced v/c Ratio	0.10	0.45		0.62	0.78			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 12.9

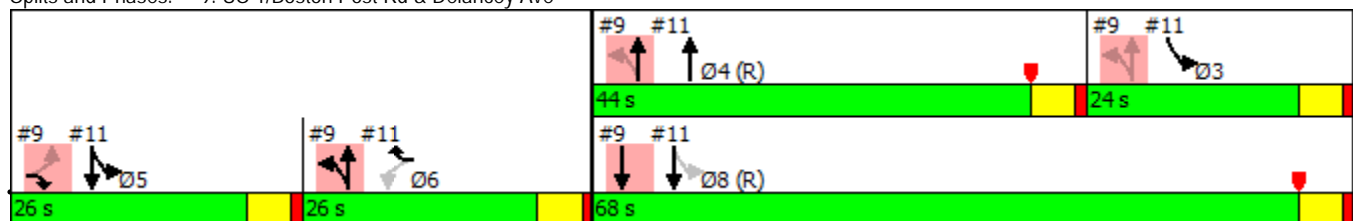
Intersection LOS: B

Intersection Capacity Utilization 64.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: US 1/Boston Post Rd & Delancey Ave



Build  
VHB

Synchro 9 Report

Page 3

Build  
11: US 1/Boston Post Rd & Orienta Avenue

AM Peak Hour  
11/3/2016

							Ø3	Ø5	Ø8
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations									
Traffic Volume (vph)	79	239	634	123	367	682			
Future Volume (vph)	79	239	634	123	367	682			
Satd. Flow (prot)	1601	1501	3388	0	1648	1757			
Flt Permitted	0.950				0.168				
Satd. Flow (perm)	1590	1501	3388	0	291	1757			
Satd. Flow (RTOR)		269							
Confl. Peds. (#/hr)	4			8	8				
Confl. Bikes (#/hr)				1					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89			
Heavy Vehicles (%)	9%	4%	3%	11%	9%	4%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	89	269	850	0	412	766			
Turn Type	Perm	Prot	NA		custom	NA			
Protected Phases		6	4		3 5	5 8	3	5	8
Permitted Phases	6				8				
Total Split (s)	26.0	26.0	44.0				24.0	26.0	68.0
Total Lost Time (s)	5.0	5.0	5.0						
Act Effct Green (s)	24.2	24.2	39.0		85.8	85.8			
Actuated g/C Ratio	0.20	0.20	0.32		0.72	0.72			
v/c Ratio	0.28	0.52	0.77		0.61	0.61			
Control Delay	44.8	9.0	42.2		22.6	4.4			
Queue Delay	0.0	0.0	0.0		27.9	0.5			
Total Delay	44.8	9.0	42.2		50.5	4.9			
LOS	D	A	D		D	A			
Approach Delay	17.9		42.2			20.9			
Approach LOS	B		D			C			
Queue Length 50th (ft)	60	0	311		216	57			
Queue Length 95th (ft)	111	73	384		317	54			
Internal Link Dist (ft)	450		2270			90			
Turn Bay Length (ft)									
Base Capacity (vph)	320	517	1101		724	1303			
Starvation Cap Reductn	0	0	0		319	185			
Spillback Cap Reductn	0	0	0		0	0			
Storage Cap Reductn	0	0	0		0	0			
Reduced v/c Ratio	0.28	0.52	0.77		1.02	0.69			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBT and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 28.0

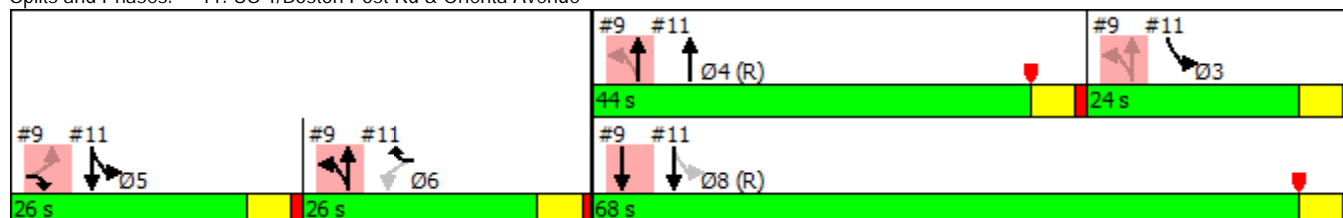
Intersection LOS: C





















Intersection Capacity Utilization 58.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 11: US 1/Boston Post Rd & Orienta Avenue



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	0	93	93	67	84	96	813	0	0	675	65
Future Volume (vph)	97	0	93	93	67	84	96	813	0	0	675	65
Satd. Flow (prot)	1736	0	1568	1678	1667	0	1646	3271	0	0	3289	0
Flt Permitted	0.549			0.950			0.170					
Satd. Flow (perm)	993	0	1525	1651	1667	0	290	3271	0	0	3289	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	10		11	11		10	60					60
Confl. Bikes (#/hr)												4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	4%	2%	3%	4%	3%	3%	6%	3%	2%	2%	4%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	0	109	109	178	0	113	956	0	0	870	0
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases					8		5	2				6
Permitted Phases	4		4	8			2					
Total Split (s)	31.0		31.0	31.0	31.0		13.0	67.0			54.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0		5.0	5.0			5.0	
Act Effct Green (s)	17.9		17.9	17.9	17.9		43.6	43.6			33.6	
Actuated g/C Ratio	0.21		0.21	0.21	0.21		0.50	0.50			0.39	
v/c Ratio	0.56		0.35	0.32	0.52		0.39	0.58			0.68	
Control Delay	51.1		41.1	40.2	44.0		19.3	19.3			29.1	
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	51.1		41.1	40.2	44.0		19.3	19.3			29.1	
LOS	D		D	D	D		B	B			C	
Approach Delay					42.6			19.3			29.1	
Approach LOS					D			B			C	
Queue Length 50th (ft)	70		64	64	109		42	243			269	
Queue Length 95th (ft)	138		124	123	191		78	320			347	
Internal Link Dist (ft)		483			489			1683			2270	
Turn Bay Length (ft)			140	100			175					
Base Capacity (vph)	377		580	627	634		304	2383			2089	
Starvation Cap Reductn	0		0	0	0		0	0			0	
Spillback Cap Reductn	0		0	0	0		0	0			0	
Storage Cap Reductn	0		0	0	0		0	0			0	
Reduced v/c Ratio	0.30		0.19	0.17	0.28		0.37	0.40			0.42	

## Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 86.5

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 28.0







Intersection LOS: C

Intersection Capacity Utilization 57.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd




 02	 04	 09
67 s	31 s	27 s
 05	 08	
13 s	31 s	
 06		
54 s		

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Build  
13: Orienta Avenue & E Cove Road

AM Peak Hour  
11/3/2016












Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	38	12	26	102	167	70
Future Volume (vph)	38	12	26	102	167	70
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	56	18	38	150	246	103
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	74	188	349			
Volume Left (vph)	56	38	0			
Volume Right (vph)	18	0	103			
Hadj (s)	0.02	0.15	-0.05			
Departure Headway (s)	5.1	4.6	4.3			
Degree Utilization, x	0.11	0.24	0.41			
Capacity (veh/h)	637	753	821			
Control Delay (s)	8.7	9.1	10.2			
Approach Delay (s)	8.7	9.1	10.2			
Approach LOS	A	A	B			
Intersection Summary						
Delay			9.7			
Level of Service			A			
Intersection Capacity Utilization			33.5%	ICU Level of Service	A	
Analysis Period (min)			15			











Build  
17: Hommocks Road & Eagle Knolls Road

AM Peak Hour  
11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	2	107	12	0	50	12
Future Volume (vph)	2	107	12	0	50	12
Peak Hour Factor	0.43	0.43	0.43	0.43	0.43	0.43
Hourly flow rate (vph)	5	249	28	0	116	28
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	254	28	144			
Volume Left (vph)	5	0	116			
Volume Right (vph)	249	0	0			
Hadj (s)	-0.57	0.02	0.18			
Departure Headway (s)	3.8	4.6	4.6			
Degree Utilization, x	0.26	0.04	0.19			
Capacity (veh/h)	924	728	732			
Control Delay (s)	8.1	7.8	8.7			
Approach Delay (s)	8.1	7.8	8.7			
Approach LOS	A	A	A			
Intersection Summary						
Delay			8.3			
Level of Service			A			
Intersection Capacity Utilization			24.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Build  
26: Cooper Ave. & Old Boston Post Rd

AM Peak Hour  
11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	32	0	0	0	4	112
Future Volume (Veh/h)	32	0	0	0	4	112
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	45	0	0	0	6	158
Pedestrians	3		1			
Lane Width (ft)	12.0		0.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			1147			
pX, platoon unblocked						
vC, conflicting volume	174	3			3	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	174	3			3	
tC, single (s)	6.6	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.3			2.2	
p0 queue free %	94	100			100	
cM capacity (veh/h)	778	1078			1622	
Direction, Lane #	WB 1	SB 1				
Volume Total	45	164				
Volume Left	45	6				
Volume Right	0	0				
cSH	778	1622				
Volume to Capacity	0.06	0.00				
Queue Length 95th (ft)	5	0				
Control Delay (s)	9.9	0.3				
Lane LOS	A	A				
Approach Delay (s)	9.9	0.3				
Approach LOS	A					
Intersection Summary						
Average Delay		2.4				
Intersection Capacity Utilization		16.1%	ICU Level of Service		A	
Analysis Period (min)		15				

Build  
28: Orienta Avenue & Fairway Lane

AM Peak Hour  
11/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	1	1	139	236	2
Future Volume (Veh/h)	5	1	1	139	236	2
Sign Control	Stop			Free	Free	
Grade	1%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	6	1	1	165	281	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	449	282	283			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	449	282	283			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	569	759	1285			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	7	166	283			
Volume Left	6	1	0			
Volume Right	1	0	2			
cSH	590	1285	1700			
Volume to Capacity	0.01	0.00	0.17			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	11.2	0.1	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.2	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		22.5%		ICU Level of Service		A
Analysis Period (min)		15				

Existing

PM Peak Hour

6: US 1/Boston Post Rd &amp; Weaver Street/Hommocks Road

10/27/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	80	90	53	77	34	145	688	50	60	765	105
Future Volume (vph)	115	80	90	53	77	34	145	688	50	60	765	105
Satd. Flow (prot)	1770	1605	0	1652	1652	0	1745	3413	0	1668	3311	0
Flt Permitted	0.641			0.538			0.141			0.204		
Satd. Flow (perm)	1162	1605	0	925	1652	0	258	3413	0	357	3311	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	21		10	10		21	22		11	11		22
Confl. Bikes (#/hr)			3									3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	1%	6%	2%	1%	1%	1%	2%	2%	1%	3%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	189	0	59	124	0	161	820	0	67	967	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		12			16		5	2		1	6	
Permitted Phases	12			16			2			6		
Total Split (s)	30.0	30.0		30.0	30.0		18.0	63.0		13.0	58.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effect Green (s)	39.8	39.8		39.8	39.8		68.2	59.1		59.2	53.0	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.50	0.43		0.44	0.39	
v/c Ratio	0.38	0.40		0.22	0.26		0.67	0.55		0.31	0.75	
Control Delay	48.4	47.1		46.9	44.4		53.1	30.7		25.8	40.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	48.4	47.1		46.9	44.4		53.1	30.7		25.8	40.2	
LOS	D	D		D	D		D	C		C	D	
Approach Delay		47.6			45.2			34.3			39.3	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	103	153		45	96		75	284		30	384	
Queue Length 95th (ft)	178	242		93	162		115	349		54	467	
Internal Link Dist (ft)		190			209			263			1683	
Turn Bay Length (ft)	145			150			180			140		
Base Capacity (vph)	339	469		270	483		276	1483		237	1290	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.40		0.22	0.26		0.58	0.55		0.28	0.75	

## Intersection Summary

Cycle Length: 136

Actuated Cycle Length: 136

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 38.8

Intersection LOS: D

Intersection Capacity Utilization 63.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: US 1/Boston Post Rd &amp; Weaver Street/Hommocks Road

Ø2 (R)	Ø1	Ø9	Ø12
63 s	13 s	30 s	30 s
Ø6	Ø5		Ø16
58 s	18 s		30 s

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	30.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Existing  
9: US 1/Boston Post Rd & Delancey Ave

PM Peak Hour  
10/27/2016



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	14	55	91	815	900	24		
Future Volume (vph)	14	55	91	815	900	24		
Satd. Flow (prot)	1787	1583	0	3484	2993	0		
Flt Permitted	0.950			0.843				
Satd. Flow (perm)	1772	1583	0	2949	2993	0		
Satd. Flow (RTOR)		59						
Confl. Peds. (#/hr)	5		11			11		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Heavy Vehicles (%)	1%	2%	13%	2%	5%	4%		
Parking (#/hr)					5			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	15	59	0	974	994	0		
Turn Type	Perm	Prot	custom	NA	NA			
Protected Phases		5	6	6 4	8		3	4
Permitted Phases	5		3 4	3				
Total Split (s)	26.0	26.0	26.0		68.0		20.0	48.0
Total Lost Time (s)	5.0	5.0			5.0			
Act Effect Green (s)	15.7	15.7		89.3	63.0			
Actuated g/C Ratio	0.13	0.13		0.74	0.52			
v/c Ratio	0.06	0.23		0.39	0.63			
Control Delay	43.8	13.0		1.1	22.6			
Queue Delay	0.0	0.0		0.3	0.4			
Total Delay	43.8	13.0		1.4	23.0			
LOS	D	B		A	C			
Approach Delay	19.3			1.4	23.0			
Approach LOS	B			A	C			
Queue Length 50th (ft)	10	0		19	277			
Queue Length 95th (ft)	30	37		19	348			
Internal Link Dist (ft)	246			90	543			
Turn Bay Length (ft)		70						
Base Capacity (vph)	310	325		2525	1571			
Starvation Cap Reductn	0	0		816	200			
Spillback Cap Reductn	0	2		0	121			
Storage Cap Reductn	0	0		0	0			
Reduced v/c Ratio	0.05	0.18		0.57	0.73			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 12.6

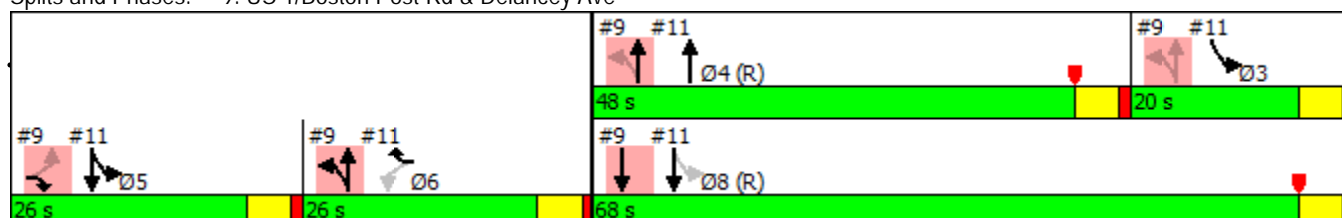
Intersection LOS: B

Intersection Capacity Utilization 66.7%

ICU Level of Service C







Analysis Period (min) 15

Splits and Phases: 9: US 1/Boston Post Rd & Delancey Ave



Existing  
11: US 1/Boston Post Rd & Orienta Avenue

PM Peak Hour  
10/27/2016

							Ø3	Ø5	Ø8
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations									
Traffic Volume (vph)	72	231	675	128	195	756			
Future Volume (vph)	72	231	675	128	195	756			
Satd. Flow (prot)	1694	1487	3461	0	1710	1757			
Flt Permitted	0.950				0.184				
Satd. Flow (perm)	1671	1487	3461	0	331	1757			
Satd. Flow (RTOR)		248							
Confl. Peds. (#/hr)	8			7	7				
Confl. Bikes (#/hr)				1					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93			
Heavy Vehicles (%)	3%	5%	2%	3%	5%	4%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	77	248	864	0	210	813			
Turn Type	Perm	Prot	NA		custom	NA			
Protected Phases		6	4		3 5	5 8	3	5	8
Permitted Phases	6				8				
Total Split (s)	26.0	26.0	48.0				20.0	26.0	68.0
Total Lost Time (s)	5.0	5.0	5.0						
Act Effect Green (s)	26.3	26.3	43.0		83.7	83.7			
Actuated g/C Ratio	0.22	0.22	0.36		0.70	0.70			
v/c Ratio	0.21	0.48	0.70		0.33	0.66			
Control Delay	42.1	8.6	36.6		10.8	7.1			
Queue Delay	0.0	0.0	0.0		3.9	0.8			
Total Delay	42.1	8.6	36.6		14.6	7.9			
LOS	D	A	D		B	A			
Approach Delay	16.5		36.6			9.3			
Approach LOS	B		D			A			
Queue Length 50th (ft)	49	0	298		51	157			
Queue Length 95th (ft)	99	74	373		113	212			
Internal Link Dist (ft)	450		2270			90			
Turn Bay Length (ft)									
Base Capacity (vph)	366	519	1240		716	1303			
Starvation Cap Reductn	0	0	0		418	220			
Spillback Cap Reductn	0	0	0		0	0			
Storage Cap Reductn	0	0	0		0	0			
Reduced v/c Ratio	0.21	0.48	0.70		0.70	0.75			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 21.0

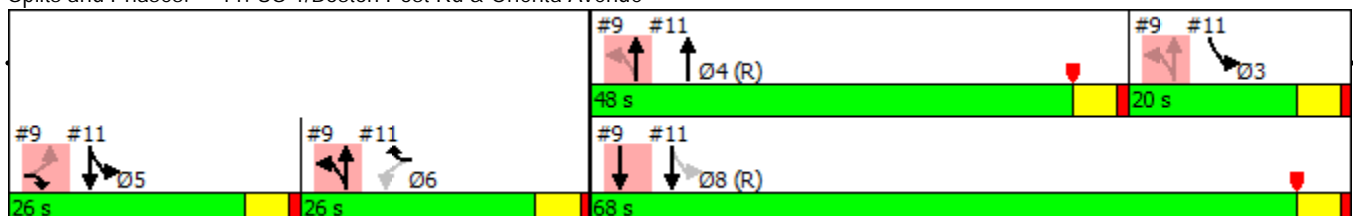
Intersection LOS: C

Intersection Capacity Utilization 52.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: US 1/Boston Post Rd & Orienta Avenue



Existing

PM Peak Hour

20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd

10/27/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	0	90	106	40	55	77	780	0	0	839	95
Future Volume (vph)	97	0	90	106	40	55	77	780	0	0	839	95
Satd. Flow (prot)	1787	0	1599	1728	1668	0	1728	3303	0	0	3288	0
Flt Permitted	0.690			0.950			0.142					
Satd. Flow (perm)	1271	0	1557	1703	1668	0	257	3303	0	0	3288	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	17		10	10		17	26					26
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	1%	1%	3%	1%	1%	2%	2%	2%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	107	0	99	116	104	0	85	857	0	0	1026	0
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases	4		4	8			2					
Total Split (s)	31.0		31.0	31.0	31.0		12.0	67.0			55.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0		5.0	5.0			5.0	
Act Effect Green (s)	14.3		14.3	14.3	14.3		44.4	44.4			34.9	
Actuated g/C Ratio	0.18		0.18	0.18	0.18		0.57	0.57			0.45	
v/c Ratio	0.46		0.35	0.37	0.34		0.28	0.46			0.70	
Control Delay	43.9		39.8	39.8	39.3		13.8	13.2			24.0	
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	43.9		39.8	39.8	39.3		13.8	13.2			24.0	
LOS	D		D	D	D		B	B			C	
Approach Delay					39.6			13.3			24.0	
Approach LOS					D			B			C	
Queue Length 50th (ft)	36		33	39	34		10	68			154	
Queue Length 95th (ft)	135		122	139	127		61	285			443	
Internal Link Dist (ft)		483			489			1683			2270	
Turn Bay Length (ft)	140			100			175					
Base Capacity (vph)	518		635	694	680		307	2668			2326	
Starvation Cap Reductn	0		0	0	0		0	0			0	
Spillback Cap Reductn	0		0	0	0		0	0			0	
Storage Cap Reductn	0		0	0	0		0	0			0	
Reduced v/c Ratio	0.21		0.16	0.17	0.15		0.28	0.32			0.44	

## Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 78.2

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 22.7

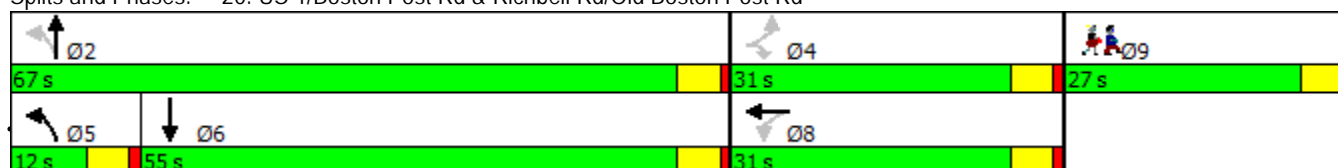
Intersection LOS: C

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd



VHB

Page 5






Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Existing  
13: Orienta Avenue & E Cove Road










PM Peak Hour  
10/27/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	19	12	5	79	115	13
Future Volume (vph)	19	12	5	79	115	13
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	23	14	6	95	139	16
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	37	101	155			
Volume Left (vph)	23	6	0			
Volume Right (vph)	14	0	16			
Hadj (s)	-0.09	0.03	0.09			
Departure Headway (s)	4.4	4.2	4.2			
Degree Utilization, x	0.04	0.12	0.18			
Capacity (veh/h)	776	841	848			
Control Delay (s)	7.6	7.7	8.1			
Approach Delay (s)	7.6	7.7	8.1			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.9			
Level of Service			A			
Intersection Capacity Utilization			18.6%	ICU Level of Service	A	
Analysis Period (min)			15			









Existing  
17: Hommocks Road & Eagle Knolls Road

PM Peak Hour  
10/27/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	0	9	10	1	22	14
Future Volume (vph)	0	9	10	1	22	14
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	0	12	13	1	28	18
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	12	14	46			
Volume Left (vph)	0	0	28			
Volume Right (vph)	12	1	0			
Hadj (s)	-0.58	-0.03	0.14			
Departure Headway (s)	3.4	3.9	4.1			
Degree Utilization, x	0.01	0.02	0.05			
Capacity (veh/h)	1020	906	876			
Control Delay (s)	6.5	7.0	7.3			
Approach Delay (s)	6.5	7.0	7.3			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.1			
Level of Service			A			
Intersection Capacity Utilization			18.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Existing  
26: Cooper Ave. & Old Boston Post Rd




PM Peak Hour  
10/27/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	0	0	0	2	120
Future Volume (Veh/h)	5	0	0	0	2	120
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	5	0	0	0	2	132
Pedestrians	2		3			
Lane Width (ft)	12.0		0.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1147			
pX, platoon unblocked						
vC, conflicting volume	141	2			2	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	141	2			2	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	852	1083			1624	
Direction, Lane #	WB 1	SB 1				
Volume Total	5	134				
Volume Left	5	2				
Volume Right	0	0				
cSH	852	1624				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	9.3	0.1				
Lane LOS	A	A				
Approach Delay (s)	9.3	0.1				
Approach LOS	A					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			16.4%	ICU Level of Service		A
Analysis Period (min)			15			

Existing  
28: Orienta Avenue & Fairway Lane

PM Peak Hour  
10/27/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1	0	98	127	3
Future Volume (Veh/h)	0	1	0	98	127	3
Sign Control	Stop			Free	Free	
Grade	1%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	1	0	114	148	3
Pedestrians				2	1	
Lane Width (ft)				10.0	10.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	264	152	151			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	264	152	151			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	726	896	1436			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	114	151			
Volume Left	0	0	0			
Volume Right	1	0	3			
cSH	896	1436	1700			
Volume to Capacity	0.00	0.00	0.09			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	17.5%			ICU Level of Service		A
Analysis Period (min)	15					

No-Build

PM Peak Hour

6: US 1/Boston Post Rd &amp; Weaver Street/Hommocks Road

11/3/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	81	91	54	78	34	147	704	51	61	783	106
Future Volume (vph)	116	81	91	54	78	34	147	704	51	61	783	106
Satd. Flow (prot)	1770	1605	0	1652	1652	0	1745	3413	0	1668	3311	0
Flt Permitted	0.640			0.534			0.132			0.195		
Satd. Flow (perm)	1160	1605	0	919	1652	0	241	3413	0	341	3311	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	21		10	10		21	22		11	11		22
Confl. Bikes (#/hr)			3									3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	1%	6%	2%	1%	1%	1%	2%	2%	1%	3%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	191	0	60	125	0	163	839	0	68	988	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		12			16		5	2		1	6	
Permitted Phases	12			16			2			6		
Total Split (s)	30.0	30.0		30.0	30.0		18.0	63.0		13.0	58.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effect Green (s)	39.7	39.7		39.7	39.7		68.3	59.1		59.3	53.0	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.50	0.43		0.44	0.39	
v/c Ratio	0.38	0.41		0.22	0.26		0.69	0.57		0.32	0.77	
Control Delay	48.7	47.3		47.1	44.6		56.2	30.9		26.4	40.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	48.7	47.3		47.1	44.6		56.2	30.9		26.4	40.9	
LOS	D	D		D	D		E	C		C	D	
Approach Delay		47.9			45.4			35.1			40.0	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	104	155		46	97		76	293		30	396	
Queue Length 95th (ft)	179	244		94	164		118	360		55	482	
Internal Link Dist (ft)		190			209			263			1683	
Turn Bay Length (ft)	145			150			180			140		
Base Capacity (vph)	338	468		268	481		269	1483		231	1290	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.41		0.22	0.26		0.61	0.57		0.29	0.77	

## Intersection Summary

Cycle Length: 136

Actuated Cycle Length: 136

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 39.4

Intersection LOS: D

Intersection Capacity Utilization 63.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: US 1/Boston Post Rd &amp; Weaver Street/Hommocks Road

Ø2 (R)	Ø1	Ø9	Ø12
63 s	13 s	30 s	30 s
Ø6	Ø5		Ø16
58 s	18 s		30 s

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	30.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

No-Build  
9: US 1/Boston Post Rd & Delancey Ave

PM Peak Hour  
11/3/2016



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	14	57	93	831	919	25		
Future Volume (vph)	14	57	93	831	919	25		
Satd. Flow (prot)	1787	1583	0	3484	2993	0		
Flt Permitted	0.950			0.836				
Satd. Flow (perm)	1772	1583	0	2925	2993	0		
Satd. Flow (RTOR)		61						
Confl. Peds. (#/hr)	5		11			11		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Heavy Vehicles (%)	1%	2%	13%	2%	5%	4%		
Parking (#/hr)					5			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	15	61	0	994	1015	0		
Turn Type	Perm	Prot	custom	NA	NA			
Protected Phases		5	6	6 4	8		3	4
Permitted Phases	5		3 4	3				
Total Split (s)	26.0	26.0	26.0		68.0		20.0	48.0
Total Lost Time (s)	5.0	5.0			5.0			
Act Effect Green (s)	15.8	15.8		89.2	63.0			
Actuated g/C Ratio	0.13	0.13		0.74	0.52			
v/c Ratio	0.06	0.23		0.39	0.65			
Control Delay	43.6	12.8		1.2	22.9			
Queue Delay	0.0	0.0		0.3	0.5			
Total Delay	43.6	12.8		1.5	23.4			
LOS	D	B		A	C			
Approach Delay	18.9			1.5	23.4			
Approach LOS	B			A	C			
Queue Length 50th (ft)	10	0		20	286			
Queue Length 95th (ft)	30	38		19	358			
Internal Link Dist (ft)	246			90	543			
Turn Bay Length (ft)		70						
Base Capacity (vph)	310	327		2518	1571			
Starvation Cap Reductn	0	0		805	198			
Spillback Cap Reductn	0	2		0	125			
Storage Cap Reductn	0	0		0	0			
Reduced v/c Ratio	0.05	0.19		0.58	0.74			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 12.8

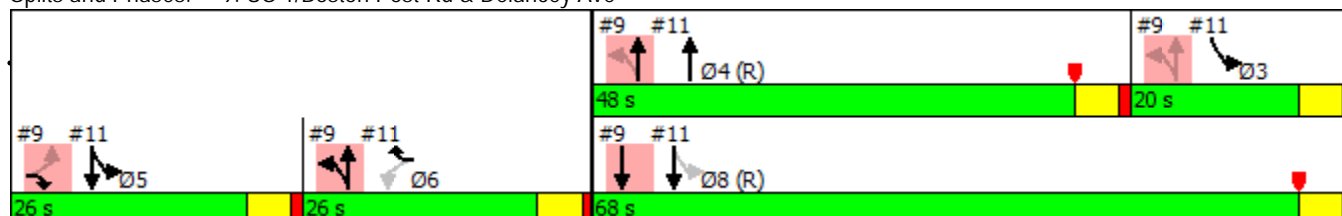
Intersection LOS: B

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: US 1/Boston Post Rd & Delancey Ave





No-Build  
11: US 1/Boston Post Rd & Orienta Avenue

PM Peak Hour  
11/3/2016

							Ø3	Ø5	Ø8
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations									
Traffic Volume (vph)	73	234	690	130	197	774			
Future Volume (vph)	73	234	690	130	197	774			
Satd. Flow (prot)	1694	1487	3461	0	1710	1757			
Flt Permitted	0.950				0.176				
Satd. Flow (perm)	1671	1487	3461	0	317	1757			
Satd. Flow (RTOR)		252							
Confl. Peds. (#/hr)	8			7	7				
Confl. Bikes (#/hr)				1					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93			
Heavy Vehicles (%)	3%	5%	2%	3%	5%	4%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	78	252	882	0	212	832			
Turn Type	Perm	Prot	NA		custom	NA			
Protected Phases		6	4		3 5	5 8	3	5	8
Permitted Phases	6				8				
Total Split (s)	26.0	26.0	48.0				20.0	26.0	68.0
Total Lost Time (s)	5.0	5.0	5.0						
Act Effect Green (s)	26.2	26.2	43.0		83.8	83.8			
Actuated g/C Ratio	0.22	0.22	0.36		0.70	0.70			
v/c Ratio	0.21	0.48	0.71		0.33	0.68			
Control Delay	42.2	8.6	37.0		11.2	7.4			
Queue Delay	0.0	0.0	0.0		4.5	0.9			
Total Delay	42.2	8.6	37.0		15.8	8.3			
LOS	D	A	D		B	A			
Approach Delay	16.6		37.0			9.8			
Approach LOS	B		D			A			
Queue Length 50th (ft)	50	0	307		55	167			
Queue Length 95th (ft)	100	75	383		119	226			
Internal Link Dist (ft)	450		2270			90			
Turn Bay Length (ft)									
Base Capacity (vph)	364	521	1240		711	1303			
Starvation Cap Reductn	0	0	0		421	219			
Spillback Cap Reductn	0	0	0		0	0			
Storage Cap Reductn	0	0	0		0	0			
Reduced v/c Ratio	0.21	0.48	0.71		0.73	0.77			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 21.5

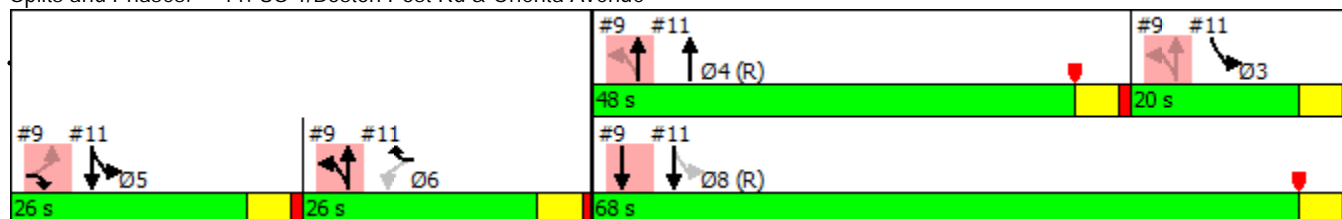
Intersection LOS: C






















Intersection Capacity Utilization 53.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: US 1/Boston Post Rd & Orienta Avenue



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	0	91	107	41	56	78	797	0	0	858	96
Future Volume (vph)	98	0	91	107	41	56	78	797	0	0	858	96
Satd. Flow (prot)	1787	0	1599	1728	1668	0	1728	3303	0	0	3288	0
Flt Permitted	0.688			0.950			0.137					
Satd. Flow (perm)	1268	0	1557	1703	1668	0	248	3303	0	0	3288	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	17		10	10		17	26					26
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	1%	1%	3%	1%	1%	2%	2%	2%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	0	100	118	107	0	86	876	0	0	1048	0
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases					8		5	2				6
Permitted Phases	4		4	8			2					
Total Split (s)	31.0		31.0	31.0	31.0		12.0	67.0			55.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0		5.0	5.0			5.0	
Act Effect Green (s)	14.5		14.5	14.5	14.5		45.0	45.0			35.5	
Actuated g/C Ratio	0.18		0.18	0.18	0.18		0.57	0.57			0.45	
v/c Ratio	0.46		0.35	0.38	0.35		0.29	0.47			0.71	
Control Delay	44.2		40.1	40.1	39.7		14.0	13.3			24.3	
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	44.2		40.1	40.1	39.7		14.0	13.3			24.3	
LOS	D		D	D	D		B	B			C	
Approach Delay					39.9			13.4			24.3	
Approach LOS					D			B			C	
Queue Length 50th (ft)	37		34	40	36		10	71			159	
Queue Length 95th (ft)	136		123	141	130		63	294			458	
Internal Link Dist (ft)		483			489			1683			2270	
Turn Bay Length (ft)	140			100			175					
Base Capacity (vph)	511		627	686	672		301	2655			2307	
Starvation Cap Reductn	0		0	0	0		0	0			0	
Spillback Cap Reductn	0		0	0	0		0	0			0	
Storage Cap Reductn	0		0	0	0		0	0			0	
Reduced v/c Ratio	0.21		0.16	0.17	0.16		0.29	0.33			0.45	

## Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 79

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 23.0

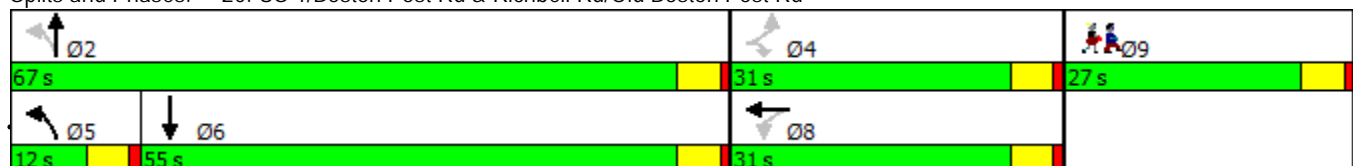
Intersection LOS: C

Intersection Capacity Utilization 56.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd






Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

No-Build  
13: Orienta Avenue & E Cove Road










PM Peak Hour  
11/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	19	12	5	80	116	13
Future Volume (vph)	19	12	5	80	116	13
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	23	14	6	96	140	16
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	37	102	156			
Volume Left (vph)	23	6	0			
Volume Right (vph)	14	0	16			
Hadj (s)	-0.09	0.03	0.09			
Departure Headway (s)	4.4	4.2	4.2			
Degree Utilization, x	0.04	0.12	0.18			
Capacity (veh/h)	775	841	848			
Control Delay (s)	7.6	7.7	8.1			
Approach Delay (s)	7.6	7.7	8.1			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.9			
Level of Service			A			
Intersection Capacity Utilization			18.6%	ICU Level of Service	A	
Analysis Period (min)			15			









No-Build  
17: Hommocks Road & Eagle Knolls Road

PM Peak Hour  
11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	0	9	10	1	22	14
Future Volume (vph)	0	9	10	1	22	14
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	0	12	13	1	28	18
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	12	14	46			
Volume Left (vph)	0	0	28			
Volume Right (vph)	12	1	0			
Hadj (s)	-0.58	-0.03	0.14			
Departure Headway (s)	3.4	3.9	4.1			
Degree Utilization, x	0.01	0.02	0.05			
Capacity (veh/h)	1020	906	876			
Control Delay (s)	6.5	7.0	7.3			
Approach Delay (s)	6.5	7.0	7.3			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.1			
Level of Service			A			
Intersection Capacity Utilization			18.9%	ICU Level of Service	A	
Analysis Period (min)			15			

No-Build  
26: Cooper Ave. & Old Boston Post Rd




PM Peak Hour  
11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	0	0	0	2	122
Future Volume (Veh/h)	5	0	0	0	2	122
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	5	0	0	0	2	134
Pedestrians	2		3			
Lane Width (ft)	12.0		0.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			1147			
pX, platoon unblocked						
vC, conflicting volume	143	2			2	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	143	2			2	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	850	1083			1624	
Direction, Lane #	WB 1	SB 1				
Volume Total	5	136				
Volume Left	5	2				
Volume Right	0	0				
cSH	850	1624				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	9.3	0.1				
Lane LOS	A	A				
Approach Delay (s)	9.3	0.1				
Approach LOS	A					
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		16.5%	ICU Level of Service	A		
Analysis Period (min)		15				

No-Build  
28: Orienta Avenue & Fairway Lane

PM Peak Hour  
11/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1	0	99	129	3
Future Volume (Veh/h)	0	1	0	99	129	3
Sign Control	Stop			Free	Free	
Grade	1%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	1	0	115	150	3
Pedestrians				2	1	
Lane Width (ft)				10.0	10.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	268	154	153			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	268	154	153			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	723	894	1434			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	115	153			
Volume Left	0	0	0			
Volume Right	1	0	3			
cSH	894	1434	1700			
Volume to Capacity	0.00	0.00	0.09			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	17.6%			ICU Level of Service		A
Analysis Period (min)	15					

Build

PM Peak Hour

6: US 1/Boston Post Rd &amp; Weaver Street/Hommocks Road

11/3/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	86	91	63	80	35	147	704	70	62	783	106
Future Volume (vph)	116	86	91	63	80	35	147	704	70	62	783	106
Satd. Flow (prot)	1770	1610	0	1652	1652	0	1745	3397	0	1668	3311	0
Flt Permitted	0.635			0.525			0.132			0.185		
Satd. Flow (perm)	1151	1610	0	903	1652	0	241	3397	0	324	3311	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	21		10	10		21	22		11	11		22
Confl. Bikes (#/hr)			3									3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	1%	6%	2%	1%	1%	1%	2%	2%	1%	3%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	197	0	70	128	0	163	860	0	69	988	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		12			16		5	2		1	6	
Permitted Phases	12			16			2			6		
Total Split (s)	30.0	30.0		30.0	30.0		18.0	63.0		13.0	58.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effect Green (s)	39.7	39.7		39.7	39.7		68.3	59.1		59.3	53.0	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.50	0.43		0.44	0.39	
v/c Ratio	0.39	0.42		0.27	0.27		0.69	0.58		0.34	0.77	
Control Delay	48.8	47.6		47.9	44.7		56.2	31.4		27.4	40.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	48.8	47.6		47.9	44.7		56.2	31.4		27.4	40.9	
LOS	D	D		D	D		E	C		C	D	
Approach Delay		48.1			45.8			35.3			40.0	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	104	160		54	99		76	303		31	396	
Queue Length 95th (ft)	180	251		108	168		118	371		55	482	
Internal Link Dist (ft)		190			209			263			1683	
Turn Bay Length (ft)	145			150			180			140		
Base Capacity (vph)	335	469		263	481		269	1476		224	1290	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.42		0.27	0.27		0.61	0.58		0.31	0.77	

## Intersection Summary

Cycle Length: 136

Actuated Cycle Length: 136

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 39.6

Intersection LOS: D

Intersection Capacity Utilization 64.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: US 1/Boston Post Rd &amp; Weaver Street/Hommocks Road

Ø2 (R)	Ø1	Ø9	Ø12
63 s	13 s	30 s	30 s
Ø6	Ø5		Ø16
58 s	18 s		30 s



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	30.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Build  
9: US 1/Boston Post Rd & Delancey Ave

PM Peak Hour  
11/3/2016



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	14	62	96	838	934	25		
Future Volume (vph)	14	62	96	838	934	25		
Satd. Flow (prot)	1787	1583	0	3483	2993	0		
Flt Permitted	0.950			0.825				
Satd. Flow (perm)	1772	1583	0	2886	2993	0		
Satd. Flow (RTOR)		67						
Confl. Peds. (#/hr)	5		11			11		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Heavy Vehicles (%)	1%	2%	13%	2%	5%	4%		
Parking (#/hr)					5			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	15	67	0	1004	1031	0		
Turn Type	Perm	Prot	custom	NA	NA			
Protected Phases		5	6	6 4	8		3	4
Permitted Phases	5		3 4	3				
Total Split (s)	26.0	26.0	26.0		68.0		20.0	48.0
Total Lost Time (s)	5.0	5.0			5.0			
Act Effect Green (s)	16.0	16.0		89.0	63.0			
Actuated g/C Ratio	0.13	0.13		0.74	0.52			
v/c Ratio	0.06	0.25		0.40	0.66			
Control Delay	43.4	12.5		1.2	23.2			
Queue Delay	0.0	0.0		0.3	0.5			
Total Delay	43.4	12.5		1.5	23.7			
LOS	D	B		A	C			
Approach Delay	18.1			1.5	23.7			
Approach LOS	B			A	C			
Queue Length 50th (ft)	10	0		20	293			
Queue Length 95th (ft)	30	40		20	367			
Internal Link Dist (ft)	246			90	543			
Turn Bay Length (ft)		70						
Base Capacity (vph)	310	332		2507	1571			
Starvation Cap Reductn	0	0		795	196			
Spillback Cap Reductn	0	2		0	121			
Storage Cap Reductn	0	0		0	0			
Reduced v/c Ratio	0.05	0.20		0.59	0.75			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 13.0

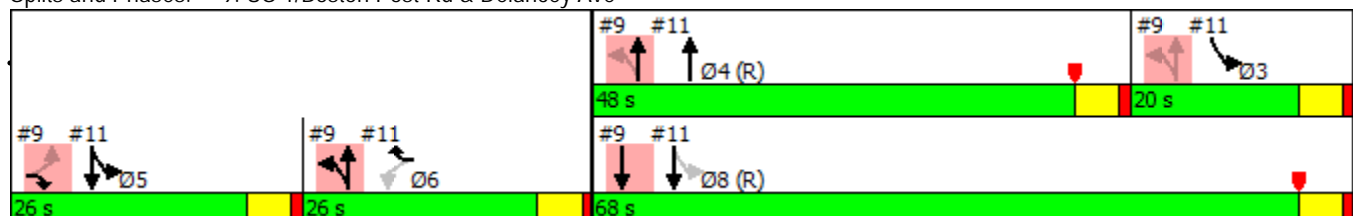
Intersection LOS: B

Intersection Capacity Utilization 68.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: US 1/Boston Post Rd & Delancey Ave



Build  
11: US 1/Boston Post Rd & Orienta Avenue

PM Peak Hour  
11/3/2016

							Ø3	Ø5	Ø8
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations									
Traffic Volume (vph)	73	243	691	134	217	774			
Future Volume (vph)	73	243	691	134	217	774			
Satd. Flow (prot)	1694	1487	3460	0	1710	1757			
Flt Permitted	0.950				0.174				
Satd. Flow (perm)	1671	1487	3460	0	313	1757			
Satd. Flow (RTOR)		261							
Confl. Peds. (#/hr)	8			7	7				
Confl. Bikes (#/hr)				1					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93			
Heavy Vehicles (%)	3%	5%	2%	3%	5%	4%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	78	261	887	0	233	832			
Turn Type	Perm	Prot	NA		custom	NA			
Protected Phases		6	4		3 5	5 8	3	5	8
Permitted Phases	6				8				
Total Split (s)	26.0	26.0	48.0				20.0	26.0	68.0
Total Lost Time (s)	5.0	5.0	5.0						
Act Effect Green (s)	26.0	26.0	43.0		84.0	84.0			
Actuated g/C Ratio	0.22	0.22	0.36		0.70	0.70			
v/c Ratio	0.22	0.50	0.72		0.37	0.68			
Control Delay	42.5	8.7	37.2		12.7	7.2			
Queue Delay	0.0	0.0	0.0		5.7	0.9			
Total Delay	42.5	8.7	37.2		18.4	8.0			
LOS	D	A	D		B	A			
Approach Delay	16.5		37.2			10.3			
Approach LOS	B		D			B			
Queue Length 50th (ft)	50	0	310		70	156			
Queue Length 95th (ft)	100	76	385		141	211			
Internal Link Dist (ft)	450		2270			90			
Turn Bay Length (ft)									
Base Capacity (vph)	361	526	1239		709	1303			
Starvation Cap Reductn	0	0	0		411	216			
Spillback Cap Reductn	0	0	0		0	0			
Storage Cap Reductn	0	0	0		0	0			
Reduced v/c Ratio	0.22	0.50	0.72		0.78	0.77			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 21.6

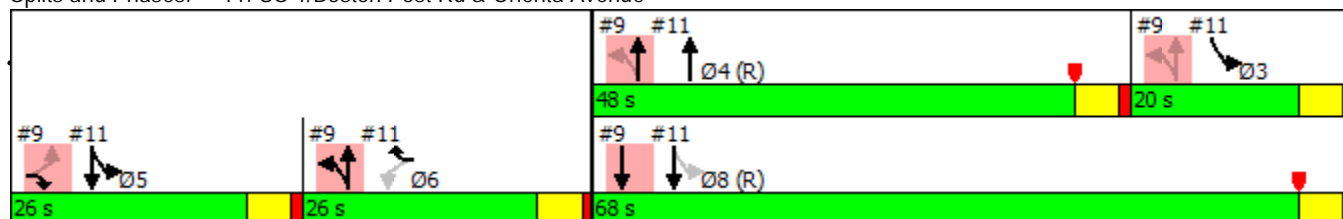
Intersection LOS: C

Intersection Capacity Utilization 53.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: US 1/Boston Post Rd & Orienta Avenue



Build

PM Peak Hour

20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd

11/3/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	0	92	110	42	64	78	797	0	0	858	96
Future Volume (vph)	100	0	92	110	42	64	78	797	0	0	858	96
Satd. Flow (prot)	1787	0	1599	1728	1660	0	1728	3303	0	0	3288	0
Flt Permitted	0.682			0.950			0.136					
Satd. Flow (perm)	1257	0	1557	1703	1660	0	246	3303	0	0	3288	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	17		10	10		17	26					26
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	1%	1%	3%	1%	1%	2%	2%	2%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	0	101	121	116	0	86	876	0	0	1048	0
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases					8		5	2				6
Permitted Phases	4		4	8			2					
Total Split (s)	31.0		31.0	31.0	31.0		12.0	67.0			55.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0		5.0	5.0			5.0	
Act Effect Green (s)	15.0		15.0	15.0	15.0		45.3	45.3			35.8	
Actuated g/C Ratio	0.19		0.19	0.19	0.19		0.57	0.57			0.45	
v/c Ratio	0.47		0.35	0.38	0.37		0.29	0.47			0.71	
Control Delay	44.1		39.8	39.9	39.9		14.3	13.6			24.6	
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	44.1		39.8	39.9	39.9		14.3	13.6			24.6	
LOS	D		D	D	D		B	B			C	
Approach Delay					39.9			13.7			24.6	
Approach LOS					D			B			C	
Queue Length 50th (ft)	38		34	41	39		11	73			162	
Queue Length 95th (ft)	138		124	144	139		63	298			465	
Internal Link Dist (ft)		483			489			1683			2270	
Turn Bay Length (ft)	140			100			175					
Base Capacity (vph)	503		622	681	663		299	2641			2293	
Starvation Cap Reductn	0		0	0	0		0	0			0	
Spillback Cap Reductn	0		0	0	0		0	0			0	
Storage Cap Reductn	0		0	0	0		0	0			0	
Reduced v/c Ratio	0.22		0.16	0.18	0.17		0.29	0.33			0.46	

## Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 79.7

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 23.3

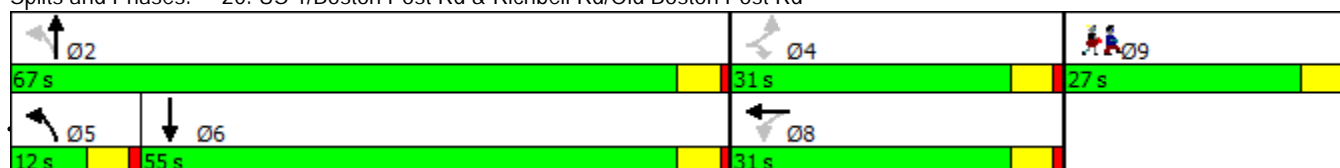
Intersection LOS: C

Intersection Capacity Utilization 56.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd



VHB




Page 5

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Build  
13: Orienta Avenue & E Cove Road










PM Peak Hour  
11/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	29	12	5	80	116	37
Future Volume (vph)	29	12	5	80	116	37
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	35	14	6	96	140	45
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	49	102	185			
Volume Left (vph)	35	6	0			
Volume Right (vph)	14	0	45			
Hadj (s)	-0.01	0.03	-0.01			
Departure Headway (s)	4.5	4.2	4.1			
Degree Utilization, x	0.06	0.12	0.21			
Capacity (veh/h)	741	827	861			
Control Delay (s)	7.8	7.8	8.2			
Approach Delay (s)	7.8	7.8	8.2			
Approach LOS	A	A	A			
Intersection Summary						
Delay			8.0			
Level of Service			A			
Intersection Capacity Utilization			18.7%	ICU Level of Service	A	
Analysis Period (min)			15			









Build  
17: Hommocks Road & Eagle Knolls Road

PM Peak Hour  
11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	0	23	10	1	48	14
Future Volume (vph)	0	23	10	1	48	14
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	0	29	13	1	62	18
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	29	14	80			
Volume Left (vph)	0	0	62			
Volume Right (vph)	29	1	0			
Hadj (s)	-0.58	-0.03	0.17			
Departure Headway (s)	3.5	4.0	4.1			
Degree Utilization, x	0.03	0.02	0.09			
Capacity (veh/h)	990	876	859			
Control Delay (s)	6.6	7.1	7.6			
Approach Delay (s)	6.6	7.1	7.6			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.3			
Level of Service			A			
Intersection Capacity Utilization			20.4%	ICU Level of Service	A	
Analysis Period (min)			15			

Build  
26: Cooper Ave. & Old Boston Post Rd

PM Peak Hour  
11/3/2016




						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	0	0	0	21	122
Future Volume (Veh/h)	17	0	0	0	21	122
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	19	0	0	0	23	134
Pedestrians	2		3			
Lane Width (ft)	12.0		0.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			1147			
pX, platoon unblocked						
vC, conflicting volume	185	2			2	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	185	2			2	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			99	
cM capacity (veh/h)	794	1083			1624	
Direction, Lane #	WB 1	SB 1				
Volume Total	19	157				
Volume Left	19	23				
Volume Right	0	0				
cSH	794	1624				
Volume to Capacity	0.02	0.01				
Queue Length 95th (ft)	2	1				
Control Delay (s)	9.6	1.2				
Lane LOS	A	A				
Approach Delay (s)	9.6	1.2				
Approach LOS	A					
Intersection Summary						
Average Delay		2.1				
Intersection Capacity Utilization		17.6%	ICU Level of Service	A		
Analysis Period (min)		15				



Build  
28: Orienta Avenue & Fairway Lane

PM Peak Hour  
11/3/2016























Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1	0	109	152	3
Future Volume (Veh/h)	0	1	0	109	152	3
Sign Control	Stop			Free	Free	
Grade	1%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	1	0	127	177	3
Pedestrians				2	1	
Lane Width (ft)				10.0	10.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	306	180	180			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	306	180	180			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	687	864	1402			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	127	180			
Volume Left	0	0	0			
Volume Right	1	0	3			
cSH	864	1402	1700			
Volume to Capacity	0.00	0.00	0.11			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.2	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.2	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	18.8%			ICU Level of Service		A
Analysis Period (min)	15					

Existing  
6: US 1/Boston Post Rd & Weaver Street/Hommocks Road

Saturday Peak Hour

11/3/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	60	120	40	60	45	147	781	60	46	714	145
Future Volume (vph)	148	60	120	40	60	45	147	781	60	46	714	145
Satd. Flow (prot)	1787	1590	0	1668	1630	0	1745	3439	0	1668	3330	0
Flt Permitted	0.671			0.550			0.149			0.156		
Satd. Flow (perm)	1254	1590	0	952	1630	0	272	3439	0	272	3330	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	5		14	14		5	31		24	24		31
Confl. Bikes (#/hr)									2			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	188	0	42	110	0	153	877	0	48	895	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		12			16		5	2		1	6	
Permitted Phases				16			2			6		
Total Split (s)	30.0	30.0		30.0	30.0		18.0	57.0		12.0	51.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	39.2	39.2		39.2	39.2		61.8	52.9		52.0	46.0	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.48	0.41		0.40	0.36	
v/c Ratio	0.40	0.39		0.15	0.22		0.60	0.62		0.28	0.75	
Control Delay	45.4	43.8		43.0	41.1		47.5	32.8		27.1	41.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.4	43.8		43.0	41.1		47.5	32.8		27.1	41.4	
LOS	D	D		D	D		D	C		C	D	
Approach Delay		44.5			41.6			34.9			40.7	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	118	143		30	79		70	305		21	344	
Queue Length 95th (ft)	198	227		66	139		111	377		42	425	
Internal Link Dist (ft)		190			209			263			1683	
Turn Bay Length (ft)	145			150			180			140		
Base Capacity (vph)	381	483		289	495		283	1410		187	1187	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.39		0.15	0.22		0.54	0.62		0.26	0.75	

Intersection Summary

Cycle Length: 129

Actuated Cycle Length: 129

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 38.9








Intersection LOS: D

Intersection Capacity Utilization 64.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: US 1/Boston Post Rd & Weaver Street/Hommocks Road

 Ø2 (R)	 Ø1	 Ø9	 Ø12
57 s	12 s	30 s	30 s
 Ø6	 Ø5		 Ø16
51 s	18 s		30 s

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	30.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Existing  
9: US 1/Boston Post Rd & Delancey Ave

Saturday Peak Hour

11/3/2016



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	18	63	42	951	822	25		
Future Volume (vph)	18	63	42	951	822	25		
Satd. Flow (prot)	1787	1599	0	3567	3051	0		
Flt Permitted	0.950			0.955				
Satd. Flow (perm)	1750	1599	0	3412	3051	0		
Satd. Flow (RTOR)		66						
Confl. Peds. (#/hr)	12		16					
Confl. Bikes (#/hr)						7		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Heavy Vehicles (%)	1%	1%	1%	1%	3%	4%		
Parking (#/hr)					5			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	19	66	0	1045	891	0		
Turn Type	Perm	Prot	custom	NA	NA			
Protected Phases		5	6	6 4	8		3	4
Permitted Phases	5		3 4	3				
Total Split (s)	26.0	26.0	26.0		68.0		20.0	48.0
Total Lost Time (s)	5.0	5.0			5.0			
Act Effect Green (s)	14.4	14.4		90.6	63.0			
Actuated g/C Ratio	0.12	0.12		0.76	0.52			
v/c Ratio	0.09	0.27		0.39	0.56			
Control Delay	45.4	13.1		0.8	20.8			
Queue Delay	0.0	0.0		0.4	0.1			
Total Delay	45.4	13.1		1.3	20.9			
LOS	D	B		A	C			
Approach Delay	20.4			1.3	20.9			
Approach LOS	C			A	C			
Queue Length 50th (ft)	13	0		12	234			
Queue Length 95th (ft)	35	40		12	295			
Internal Link Dist (ft)	246			90	543			
Turn Bay Length (ft)		70						
Base Capacity (vph)	306	334		2674	1601			
Starvation Cap Reductn	0	0		1020	0			
Spillback Cap Reductn	0	1		0	108			
Storage Cap Reductn	0	0		0	0			
Reduced v/c Ratio	0.06	0.20		0.63	0.60			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 10.7

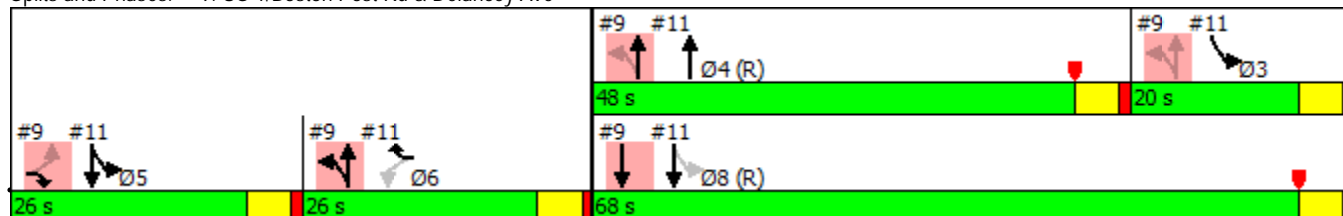
Intersection LOS: B

Intersection Capacity Utilization 66.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: US 1/Boston Post Rd & Delancey Ave



Existing

VHB

Synchro 9 Report

Page 3

Existing  
11: US 1/Boston Post Rd & Orienta Avenue

Saturday Peak Hour

11/3/2016

							Ø3	Ø5	Ø8
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations									
Traffic Volume (vph)	50	155	838	129	190	695			
Future Volume (vph)	50	155	838	129	190	695			
Satd. Flow (prot)	1711	1516	3512	0	1710	1809			
Flt Permitted	0.950				0.119				
Satd. Flow (perm)	1699	1516	3512	0	214	1809			
Satd. Flow (RTOR)		163	16						
Confl. Peds. (#/hr)	4			11	11				
Confl. Bikes (#/hr)				3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	2%	3%	1%	1%	5%	1%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	53	163	1018	0	200	732			
Turn Type	Perm	Prot	NA		custom	NA			
Protected Phases		6	4		3 5	5 8	3	5	8
Permitted Phases	6				8				
Total Split (s)	26.0	26.0	48.0				20.0	26.0	68.0
Total Lost Time (s)	5.0	5.0	5.0						
Act Effct Green (s)	27.6	27.6	43.0		82.4	82.4			
Actuated g/C Ratio	0.23	0.23	0.36		0.69	0.69			
v/c Ratio	0.14	0.34	0.80		0.35	0.59			
Control Delay	40.1	8.5	40.0		16.9	5.2			
Queue Delay	0.0	0.0	0.0		3.2	0.4			
Total Delay	40.1	8.5	40.0		20.1	5.6			
LOS	D	A	D		C	A			
Approach Delay	16.3		40.0			8.7			
Approach LOS	B		D			A			
Queue Length 50th (ft)	33	0	365		71	107			
Queue Length 95th (ft)	74	59	451		141	139			
Internal Link Dist (ft)	450		2270			90			
Turn Bay Length (ft)									
Base Capacity (vph)	391	474	1268		669	1341			
Starvation Cap Reductn	0	0	0		369	204			
Spillback Cap Reductn	0	0	0		0	0			
Storage Cap Reductn	0	0	0		0	0			
Reduced v/c Ratio	0.14	0.34	0.80		0.67	0.64			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 24.1

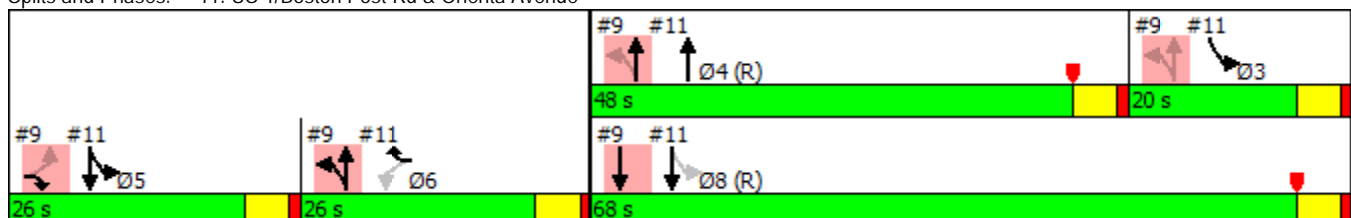
Intersection LOS: C

Intersection Capacity Utilization 53.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: US 1/Boston Post Rd & Orienta Avenue



Existing  
VHB






















Synchro 9 Report  
Page 4

Existing

Saturday Peak Hour

20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd

11/3/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	0	120	105	55	70	85	820	0	0	712	101
Future Volume (vph)	115	0	120	105	55	70	85	820	0	0	712	101
Satd. Flow (prot)	1787	0	1568	1728	1667	0	1728	3336	0	0	3369	0
Flt Permitted	0.673			0.950			0.176					
Satd. Flow (perm)	1252	0	1540	1718	1667	0	319	3336	0	0	3369	0
Satd. Flow (RTOR)			126		46						14	
Confl. Peds. (#/hr)	10		4	4		10	19					19
Confl. Bikes (#/hr)									5			5
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
Heavy Vehicles (%)	1%	2%	3%	1%	4%	2%	1%	1%	2%	2%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	0	126	111	132	0	89	863	0	0	855	0
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases					8		5	2				6
Permitted Phases	4		4	8			2					
Total Split (s)	31.0		31.0	31.0	31.0		14.0	67.0			53.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0		5.0	5.0			5.0	
Act Effct Green (s)	15.7		15.7	15.7	15.7		40.0	40.0			29.3	
Actuated g/C Ratio	0.21		0.21	0.21	0.21		0.53	0.53			0.39	
v/c Ratio	0.46		0.30	0.31	0.34		0.26	0.49			0.65	
Control Delay	40.8		9.6	35.7	26.2		14.6	14.8			24.7	
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	40.8		9.6	35.7	26.2		14.6	14.8			24.7	
LOS	D		A	D	C		B	B			C	
Approach Delay					30.6			14.7			24.7	
Approach LOS					C			B			C	
Queue Length 50th (ft)	38		0	34	26		11	71			125	
Queue Length 95th (ft)	148		51	131	118		68	302			365	
Internal Link Dist (ft)		483			489			1683			2270	
Turn Bay Length (ft)			140	100			175					
Base Capacity (vph)	545		741	747	751		381	2716			2401	
Starvation Cap Reductn	0		0	0	0		0	0			0	
Spillback Cap Reductn	0		0	0	0		0	0			0	
Storage Cap Reductn	0		0	0	0		0	0			0	
Reduced v/c Ratio	0.22		0.17	0.15	0.18		0.23	0.32			0.36	

## Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 75.4

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 21.2

























Intersection LOS: C

Intersection Capacity Utilization 58.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd

											
67 s			31 s			27 s					
											
14 s			53 s			31 s					




Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Existing  
13: Orienta Avenue & E Cove Road

Saturday Peak Hour

11/3/2016












Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	13	7	6	70	77	19
Future Volume (vph)	13	7	6	70	77	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	15	8	7	79	87	21
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	23	86	108			
Volume Left (vph)	15	7	0			
Volume Right (vph)	8	0	21			
Hadj (s)	-0.06	0.03	-0.10			
Departure Headway (s)	4.2	4.1	3.9			
Degree Utilization, x	0.03	0.10	0.12			
Capacity (veh/h)	807	861	902			
Control Delay (s)	7.4	7.5	7.5			
Approach Delay (s)	7.4	7.5	7.5			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.5			
Level of Service			A			
Intersection Capacity Utilization			19.9%	ICU Level of Service	A	
Analysis Period (min)			15			



Existing  
17: Hommocks Road & Eagle Knolls Road

Saturday Peak Hour









11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	0	14	11	0	38	13
Future Volume (vph)	0	14	11	0	38	13
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	0	20	16	0	54	19
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	20	16	73			
Volume Left (vph)	0	0	54			
Volume Right (vph)	20	0	0			
Hadj (s)	-0.58	0.02	0.16			
Departure Headway (s)	3.5	4.0	4.1			
Degree Utilization, x	0.02	0.02	0.08			
Capacity (veh/h)	995	874	865			
Control Delay (s)	6.6	7.1	7.5			
Approach Delay (s)	6.6	7.1	7.5			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.3			
Level of Service			A			
Intersection Capacity Utilization			19.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Existing  
26: Cooper Ave. & Old Boston Post Rd

Saturday Peak Hour

11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	0	0	0	2	98
Future Volume (Veh/h)	6	0	0	0	2	98
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	0	0	0	2	111
Pedestrians	19					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1147			
pX, platoon unblocked						
vC, conflicting volume	134	19			19	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	134	19			19	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	847	1042			1579	
Direction, Lane #	WB 1	SB 1				
Volume Total	7	113				
Volume Left	7	2				
Volume Right	0	0				
cSH	847	1579				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	1	0				
Control Delay (s)	9.3	0.1				
Lane LOS	A	A				
Approach Delay (s)	9.3	0.1				
Approach LOS	A					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			15.3%	ICU Level of Service		A
Analysis Period (min)			15			


Existing  
28: Orienta Avenue & Fairway Lane

Saturday Peak Hour

11/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	2	0	83	94	3
Future Volume (Veh/h)	4	2	0	83	94	3
Sign Control	Stop			Free	Free	
Grade	1%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	4	2	0	93	106	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	200	108	109			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	200	108	109			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	790	949	1488			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	6	93	109			
Volume Left	4	0	0			
Volume Right	2	0	3			
cSH	837	1488	1700			
Volume to Capacity	0.01	0.00	0.06			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.3	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.3	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			15.1%	ICU Level of Service		A
Analysis Period (min)			15			

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	61	122	41	61	46	149	799	61	47	731	147
Future Volume (vph)	150	61	122	41	61	46	149	799	61	47	731	147
Satd. Flow (prot)	1787	1590	0	1668	1630	0	1745	3439	0	1668	3331	0
Flt Permitted	0.668			0.545			0.141			0.147		
Satd. Flow (perm)	1249	1590	0	943	1630	0	257	3439	0	256	3331	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	5		14	14		5	31		24	24		31
Confl. Bikes (#/hr)									2			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	191	0	43	112	0	155	896	0	49	914	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		12			16		5	2		1	6	
Permitted Phases				16			2			6		
Total Split (s)	30.0	30.0		30.0	30.0		18.0	57.0		12.0	51.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	39.2	39.2		39.2	39.2		61.8	52.9		52.0	46.0	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.48	0.41		0.40	0.36	
v/c Ratio	0.41	0.40		0.15	0.23		0.63	0.64		0.29	0.77	
Control Delay	45.7	43.9		43.1	41.1		49.8	33.1		28.2	42.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.7	43.9		43.1	41.1		49.8	33.1		28.2	42.1	
LOS	D	D		D	D		D	C		C	D	
Approach Delay		44.7			41.7			35.6			41.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	120	146		30	81		71	314		21	354	
Queue Length 95th (ft)	201	231		68	141		113	386		43	436	
Internal Link Dist (ft)		190			209			263			1683	
Turn Bay Length (ft)	145			150			180			140		
Base Capacity (vph)	379	483		286	495		277	1410		181	1187	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.41	0.40		0.15	0.23		0.56	0.64		0.27	0.77	

## Intersection Summary

Cycle Length: 129

Actuated Cycle Length: 129

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 39.4

Intersection LOS: D

Intersection Capacity Utilization 65.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: US 1/Boston Post Rd &amp; Weaver Street/Hommocks Road

	Ø2 (R)		Ø1		Ø9		Ø12
57 s		12 s		30 s		30 s	
	Ø6		Ø5				Ø16
51 s		18 s				30 s	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	30.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

No-Build  
9: US 1/Boston Post Rd & Delancey Ave

Saturday Peak Hour

11/3/2016



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	18	65	44	970	840	25		
Future Volume (vph)	18	65	44	970	840	25		
Satd. Flow (prot)	1787	1599	0	3567	3051	0		
Flt Permitted	0.950			0.955				
Satd. Flow (perm)	1750	1599	0	3412	3051	0		
Satd. Flow (RTOR)		68						
Confl. Peds. (#/hr)	12		16					
Confl. Bikes (#/hr)						7		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Heavy Vehicles (%)	1%	1%	1%	1%	3%	4%		
Parking (#/hr)					5			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	19	68	0	1067	910	0		
Turn Type	Perm	Prot	custom	NA	NA			
Protected Phases		5	6	6 4	8		3	4
Permitted Phases	5		3 4	3				
Total Split (s)	26.0	26.0	26.0		68.0		20.0	48.0
Total Lost Time (s)	5.0	5.0			5.0			
Act Effct Green (s)	14.5	14.5		90.5	63.0			
Actuated g/C Ratio	0.12	0.12		0.75	0.52			
v/c Ratio	0.09	0.27		0.40	0.57			
Control Delay	45.2	13.0		0.9	21.0			
Queue Delay	0.0	0.0		0.5	0.2			
Total Delay	45.2	13.0		1.3	21.2			
LOS	D	B		A	C			
Approach Delay	20.1			1.3	21.2			
Approach LOS	C			A	C			
Queue Length 50th (ft)	13	0		12	242			
Queue Length 95th (ft)	35	40		13	304			
Internal Link Dist (ft)	246			90	543			
Turn Bay Length (ft)		70						
Base Capacity (vph)	306	335		2669	1601			
Starvation Cap Reductn	0	0		1011	0			
Spillback Cap Reductn	0	2		0	137			
Storage Cap Reductn	0	0		0	0			
Reduced v/c Ratio	0.06	0.20		0.64	0.62			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 10.9

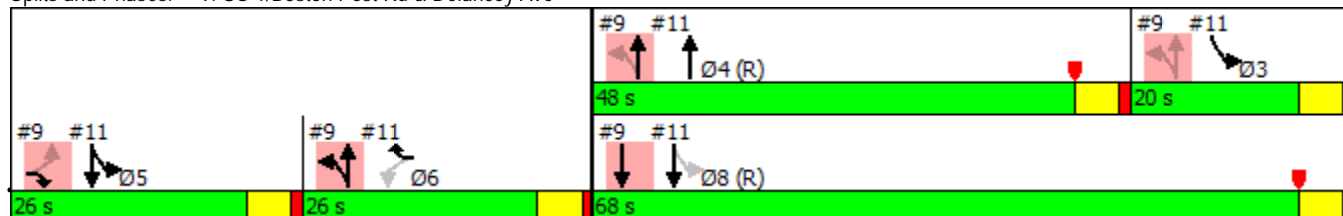
Intersection LOS: B

Intersection Capacity Utilization 67.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: US 1/Boston Post Rd & Delancey Ave



No-Build

VHB

Synchro 9 Report

Page 3

No-Build  
11: US 1/Boston Post Rd & Orienta Avenue

Saturday Peak Hour

11/3/2016

							Ø3	Ø5	Ø8
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations									
Traffic Volume (vph)	51	157	857	131	192	713			
Future Volume (vph)	51	157	857	131	192	713			
Satd. Flow (prot)	1711	1516	3513	0	1710	1809			
Flt Permitted	0.950				0.111				
Satd. Flow (perm)	1699	1516	3513	0	200	1809			
Satd. Flow (RTOR)		165	16						
Confl. Peds. (#/hr)	4			11	11				
Confl. Bikes (#/hr)				3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	2%	3%	1%	1%	5%	1%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	54	165	1040	0	202	751			
Turn Type	Perm	Prot	NA		custom	NA			
Protected Phases		6	4		3 5	5 8	3	5	8
Permitted Phases	6				8				
Total Split (s)	26.0	26.0	48.0				20.0	26.0	68.0
Total Lost Time (s)	5.0	5.0	5.0						
Act Effct Green (s)	27.5	27.5	43.0		82.5	82.5			
Actuated g/C Ratio	0.23	0.23	0.36		0.69	0.69			
v/c Ratio	0.14	0.35	0.82		0.35	0.60			
Control Delay	40.3	8.5	40.8		17.6	5.5			
Queue Delay	0.0	0.0	0.0		2.5	0.4			
Total Delay	40.3	8.5	40.8		20.1	5.9			
LOS	D	A	D		C	A			
Approach Delay	16.3		40.8			8.9			
Approach LOS	B		D			A			
Queue Length 50th (ft)	33	0	376		75	115			
Queue Length 95th (ft)	74	60	465		148	150			
Internal Link Dist (ft)	450		2270			90			
Turn Bay Length (ft)									
Base Capacity (vph)	388	474	1269		664	1341			
Starvation Cap Reductn	0	0	0		343	205			
Spillback Cap Reductn	0	0	0		0	0			
Storage Cap Reductn	0	0	0		0	0			
Reduced v/c Ratio	0.14	0.35	0.82		0.63	0.66			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 24.7

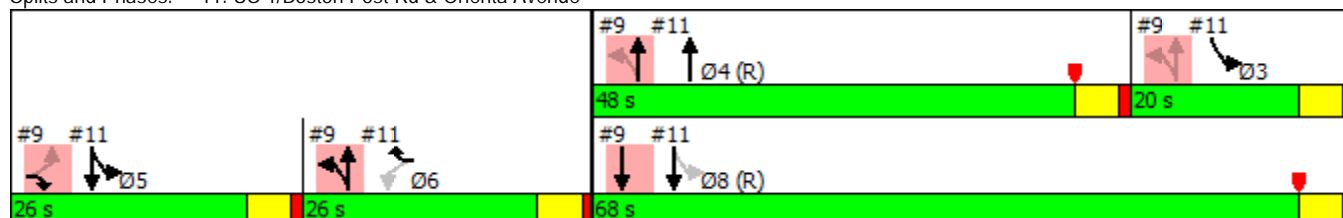
Intersection LOS: C

Intersection Capacity Utilization 54.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: US 1/Boston Post Rd & Orienta Avenue























## No-Build

Saturday Peak Hour

20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd

11/3/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	0	122	106	56	71	86	838	0	0	729	102
Future Volume (vph)	116	0	122	106	56	71	86	838	0	0	729	102
Satd. Flow (prot)	1787	0	1568	1728	1667	0	1728	3336	0	0	3373	0
Flt Permitted	0.669			0.950			0.171					
Satd. Flow (perm)	1244	0	1540	1718	1667	0	310	3336	0	0	3373	0
Satd. Flow (RTOR)			128		46						14	
Confl. Peds. (#/hr)	10		4	4		10	19					19
Confl. Bikes (#/hr)									5			5
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
Heavy Vehicles (%)	1%	2%	3%	1%	4%	2%	1%	1%	2%	2%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	0	128	112	134	0	91	882	0	0	874	0
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases					8		5	2				6
Permitted Phases	4		4	8			2					
Total Split (s)	31.0		31.0	31.0	31.0		14.0	67.0			53.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0		5.0	5.0			5.0	
Act Effct Green (s)	15.9		15.9	15.9	15.9		40.9	40.9			30.2	
Actuated g/C Ratio	0.21		0.21	0.21	0.21		0.54	0.54			0.40	
v/c Ratio	0.47		0.30	0.31	0.35		0.27	0.49			0.65	
Control Delay	41.6		9.6	36.2	26.7		14.6	14.8			24.7	
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	41.6		9.6	36.2	26.7		14.6	14.8			24.7	
LOS	D		A	D	C		B	B			C	
Approach Delay					31.1			14.8			24.7	
Approach LOS					C			B			C	
Queue Length 50th (ft)	39		0	35	27		12	75			130	
Queue Length 95th (ft)	151		52	133	120		69	311			375	
Internal Link Dist (ft)		483			489			1683			2270	
Turn Bay Length (ft)			140	100			175					
Base Capacity (vph)	532		731	734	739		375	2709			2370	
Starvation Cap Reductn	0		0	0	0		0	0			0	
Spillback Cap Reductn	0		0	0	0		0	0			0	
Storage Cap Reductn	0		0	0	0		0	0			0	
Reduced v/c Ratio	0.23		0.18	0.15	0.18		0.24	0.33			0.37	

## Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 76.4

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 21.3
















Intersection LOS: C

Intersection Capacity Utilization 59.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd

														
67 s			31 s			27 s			31 s			27 s		
14 s			53 s			31 s								






Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

No-Build  
13: Orienta Avenue & E Cove Road

Saturday Peak Hour










11/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	13	7	6	71	78	19
Future Volume (vph)	13	7	6	71	78	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	15	8	7	80	88	21
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	23	87	109			
Volume Left (vph)	15	7	0			
Volume Right (vph)	8	0	21			
Hadj (s)	-0.06	0.03	-0.10			
Departure Headway (s)	4.2	4.1	3.9			
Degree Utilization, x	0.03	0.10	0.12			
Capacity (veh/h)	806	861	902			
Control Delay (s)	7.4	7.5	7.5			
Approach Delay (s)	7.4	7.5	7.5			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.5			
Level of Service			A			
Intersection Capacity Utilization			19.9%	ICU Level of Service	A	
Analysis Period (min)			15			

No-Build  
17: Hommocks Road & Eagle Knolls Road









Saturday Peak Hour  
11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	0	14	11	0	38	13
Future Volume (vph)	0	14	11	0	38	13
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	0	20	16	0	54	19
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	20	16	73			
Volume Left (vph)	0	0	54			
Volume Right (vph)	20	0	0			
Hadj (s)	-0.58	0.02	0.16			
Departure Headway (s)	3.5	4.0	4.1			
Degree Utilization, x	0.02	0.02	0.08			
Capacity (veh/h)	995	874	865			
Control Delay (s)	6.6	7.1	7.5			
Approach Delay (s)	6.6	7.1	7.5			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.3			
Level of Service			A			
Intersection Capacity Utilization			19.5%	ICU Level of Service	A	
Analysis Period (min)			15			

No-Build  
26: Cooper Ave. & Old Boston Post Rd

Saturday Peak Hour

11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	0	0	0	2	99
Future Volume (Veh/h)	6	0	0	0	2	99
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	0	0	0	2	113
Pedestrians	19					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1147			
pX, platoon unblocked						
vC, conflicting volume	136	19			19	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	136	19			19	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	845	1042			1579	
Direction, Lane #	WB 1	SB 1				
Volume Total	7	115				
Volume Left	7	2				
Volume Right	0	0				
cSH	845	1579				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	1	0				
Control Delay (s)	9.3	0.1				
Lane LOS	A	A				
Approach Delay (s)	9.3	0.1				
Approach LOS	A					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			15.3%	ICU Level of Service		A
Analysis Period (min)			15			

No-Build  
28: Orienta Avenue & Fairway Lane

Saturday Peak Hour

11/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	2	0	84	95	3
Future Volume (Veh/h)	4	2	0	84	95	3
Sign Control	Stop			Free	Free	
Grade	1%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	4	2	0	94	107	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	202	108	110			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	202	108	110			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	788	948	1486			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	6	94	110			
Volume Left	4	0	0			
Volume Right	2	0	3			
cSH	835	1486	1700			
Volume to Capacity	0.01	0.00	0.06			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.3	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.3	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			15.2%	ICU Level of Service		A
Analysis Period (min)			15			

Build

Saturday Peak Hour

6: US 1/Boston Post Rd &amp; Weaver Street/Hommocks Road

11/3/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	64	122	52	64	46	149	799	74	48	731	147
Future Volume (vph)	150	64	122	52	64	46	149	799	74	48	731	147
Satd. Flow (prot)	1787	1594	0	1668	1632	0	1745	3429	0	1668	3331	0
Flt Permitted	0.663			0.541			0.141			0.141		
Satd. Flow (perm)	1239	1594	0	937	1632	0	257	3429	0	246	3331	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)	5		14	14		5	31		24	24		31
Confl. Bikes (#/hr)									2			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	194	0	54	115	0	155	909	0	50	914	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		12			16		5	2		1	6	
Permitted Phases	12			16			2			6		
Total Split (s)	30.0	30.0		30.0	30.0		18.0	57.0		12.0	51.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effect Green (s)	39.2	39.2		39.2	39.2		61.8	52.9		52.0	46.0	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.48	0.41		0.40	0.36	
v/c Ratio	0.41	0.40		0.19	0.23		0.63	0.65		0.30	0.77	
Control Delay	45.8	44.0		43.5	41.2		49.8	33.4		29.2	42.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.8	44.0		43.5	41.2		49.8	33.4		29.2	42.1	
LOS	D	D		D	D		D	C		C	D	
Approach Delay		44.8			41.9			35.8			41.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	120	149		39	83		71	321		22	354	
Queue Length 95th (ft)	202	235		81	144		113	395		44	436	
Internal Link Dist (ft)		190			209			263			1683	
Turn Bay Length (ft)	145			150			180			140		
Base Capacity (vph)	376	484		284	496		277	1406		178	1187	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.41	0.40		0.19	0.23		0.56	0.65		0.28	0.77	

## Intersection Summary

Cycle Length: 129

Actuated Cycle Length: 129

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 39.6

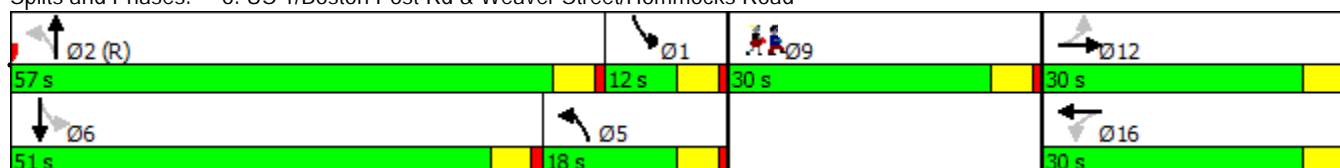
Intersection LOS: D

Intersection Capacity Utilization 65.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: US 1/Boston Post Rd &amp; Weaver Street/Hommocks Road



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	30.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	18	68	46	978	850	25		
Future Volume (vph)	18	68	46	978	850	25		
Satd. Flow (prot)	1787	1599	0	3567	3051	0		
Flt Permitted	0.950			0.955				
Satd. Flow (perm)	1750	1599	0	3411	3051	0		
Satd. Flow (RTOR)		72						
Confl. Peds. (#/hr)	12		16					
Confl. Bikes (#/hr)						7		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Heavy Vehicles (%)	1%	1%	1%	1%	3%	4%		
Parking (#/hr)					5			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	19	72	0	1077	921	0		
Turn Type	Perm	Prot	custom	NA	NA			
Protected Phases		5	6	6 4	8		3	4
Permitted Phases	5		3 4	3				
Total Split (s)	26.0	26.0	26.0		68.0		20.0	48.0
Total Lost Time (s)	5.0	5.0			5.0			
Act Effect Green (s)	14.8	14.8		90.2	63.0			
Actuated g/C Ratio	0.12	0.12		0.75	0.52			
v/c Ratio	0.09	0.28		0.40	0.58			
Control Delay	45.1	12.7		0.9	21.2			
Queue Delay	0.0	0.0		0.5	0.2			
Total Delay	45.1	12.8		1.4	21.4			
LOS	D	B		A	C			
Approach Delay	19.5			1.4	21.4			
Approach LOS	B			A	C			
Queue Length 50th (ft)	13	0		13	245			
Queue Length 95th (ft)	35	41		14	310			
Internal Link Dist (ft)	246			90	543			
Turn Bay Length (ft)		70						
Base Capacity (vph)	306	339		2663	1601			
Starvation Cap Reductn	0	0		997	0			
Spillback Cap Reductn	0	3		0	174			
Storage Cap Reductn	0	0		0	0			
Reduced v/c Ratio	0.06	0.21		0.65	0.65			

#### Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 11.0

Intersection LOS: B

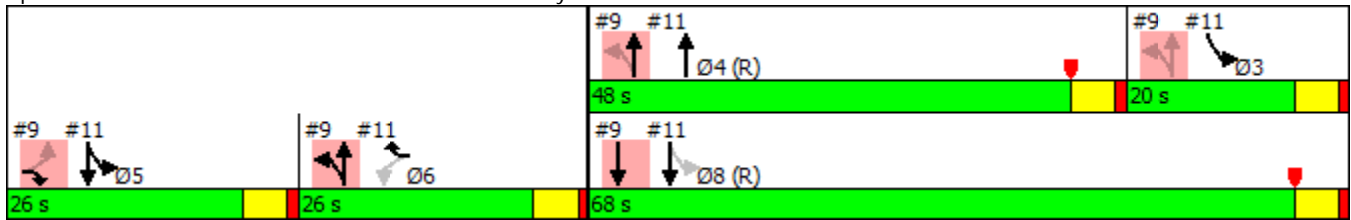
Intersection Capacity Utilization 68.5%

ICU Level of Service C

Analysis Period (min) 15



Splits and Phases: 9: US 1/Boston Post Rd & Delancey Ave



Build  
11: US 1/Boston Post Rd & Orienta Avenue

Saturday Peak Hour  
11/3/2016

							Ø3	Ø5	Ø8
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations									
Traffic Volume (vph)	51	168	857	133	206	713			
Future Volume (vph)	51	168	857	133	206	713			
Satd. Flow (prot)	1711	1516	3512	0	1710	1809			
Flt Permitted	0.950				0.110				
Satd. Flow (perm)	1699	1516	3512	0	198	1809			
Satd. Flow (RTOR)		177	16						
Confl. Peds. (#/hr)	4			11	11				
Confl. Bikes (#/hr)				3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	2%	3%	1%	1%	5%	1%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	54	177	1042	0	217	751			
Turn Type	Perm	Prot	NA		custom	NA			
Protected Phases		6	4		3 5	5 8	3	5	8
Permitted Phases	6				8				
Total Split (s)	26.0	26.0	48.0				20.0	26.0	68.0
Total Lost Time (s)	5.0	5.0	5.0						
Act Effect Green (s)	27.2	27.2	43.0		82.8	82.8			
Actuated g/C Ratio	0.23	0.23	0.36		0.69	0.69			
v/c Ratio	0.14	0.37	0.82		0.38	0.60			
Control Delay	40.5	8.4	41.0		18.7	5.4			
Queue Delay	0.0	0.0	0.0		2.7	0.4			
Total Delay	40.5	8.4	41.0		21.4	5.8			
LOS	D	A	D		C	A			
Approach Delay	15.9		41.0			9.3			
Approach LOS	B		D			A			
Queue Length 50th (ft)	33	0	377		87	108			
Queue Length 95th (ft)	75	62	466		164	140			
Internal Link Dist (ft)	450		2270			90			
Turn Bay Length (ft)									
Base Capacity (vph)	385	481	1268		663	1341			
Starvation Cap Reductn	0	0	0		333	204			
Spillback Cap Reductn	0	0	0		0	0			
Storage Cap Reductn	0	0	0		0	0			
Reduced v/c Ratio	0.14	0.37	0.82		0.66	0.66			

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 24.7

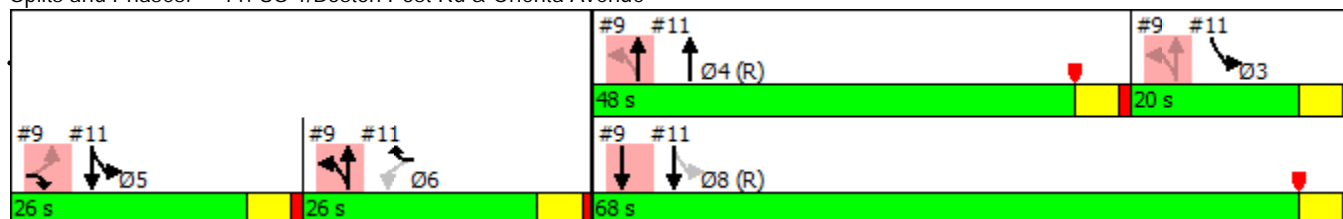
Intersection LOS: C

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 11: US 1/Boston Post Rd & Orienta Avenue























Build

Saturday Peak Hour

20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd

11/3/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	0	122	110	57	80	86	838	0	0	729	102
Future Volume (vph)	118	0	122	110	57	80	86	838	0	0	729	102
Satd. Flow (prot)	1787	0	1568	1728	1659	0	1728	3336	0	0	3373	0
Flt Permitted	0.646			0.950			0.171					
Satd. Flow (perm)	1202	0	1540	1718	1659	0	310	3336	0	0	3373	0
Satd. Flow (RTOR)			128		51						14	
Confl. Peds. (#/hr)	10		4	4		10	19					19
Confl. Bikes (#/hr)									5			5
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
Heavy Vehicles (%)	1%	2%	3%	1%	4%	2%	1%	1%	2%	2%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	0	128	116	144	0	91	882	0	0	874	0
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases					8		5	2				6
Permitted Phases	4		4	8			2					
Total Split (s)	31.0		31.0	31.0	31.0		14.0	67.0				53.0
Total Lost Time (s)	5.0		5.0	5.0	5.0		5.0	5.0				5.0
Act Effect Green (s)	16.3		16.3	16.3	16.3		41.0	41.0				30.4
Actuated g/C Ratio	0.21		0.21	0.21	0.21		0.53	0.53				0.39
v/c Ratio	0.49		0.30	0.32	0.37		0.27	0.50				0.65
Control Delay	42.2		9.6	36.2	26.5		14.8	15.0				24.9
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0				0.0
Total Delay	42.2		9.6	36.2	26.5		14.8	15.0				24.9
LOS	D		A	D	C		B	B				C
Approach Delay					30.8			15.0				24.9
Approach LOS					C			B				C
Queue Length 50th (ft)	40		0	36	29		12	77				132
Queue Length 95th (ft)	155		52	137	127		69	311				375
Internal Link Dist (ft)		483			489			1683				2270
Turn Bay Length (ft)			140	100			175					
Base Capacity (vph)	509		726	729	733		373	2705				2354
Starvation Cap Reductn	0		0	0	0		0	0				0
Spillback Cap Reductn	0		0	0	0		0	0				0
Storage Cap Reductn	0		0	0	0		0	0				0
Reduced v/c Ratio	0.24		0.18	0.16	0.20		0.24	0.33				0.37

## Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 77

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 21.5

























Intersection LOS: C

Intersection Capacity Utilization 60.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: US 1/Boston Post Rd &amp; Richbell Rd/Old Boston Post Rd




											
67 s			31 s			27 s					
											
14 s			53 s			31 s					

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Build  
13: Orienta Avenue & E Cove Road

Saturday Peak Hour  
11/3/2016












Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	25	7	6	71	78	35
Future Volume (vph)	25	7	6	71	78	35
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	28	8	7	80	88	39
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	36	87	127			
Volume Left (vph)	28	7	0			
Volume Right (vph)	8	0	39			
Hadj (s)	0.04	0.03	-0.17			
Departure Headway (s)	4.4	4.1	3.9			
Degree Utilization, x	0.04	0.10	0.14			
Capacity (veh/h)	779	848	907			
Control Delay (s)	7.6	7.6	7.5			
Approach Delay (s)	7.6	7.6	7.5			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.6			
Level of Service			A			
Intersection Capacity Utilization			19.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Build  
17: Hommocks Road & Eagle Knolls Road

Saturday Peak Hour

11/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	0	30	11	0	56	13
Future Volume (vph)	0	30	11	0	56	13
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	0	43	16	0	80	19
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	43	16	99			
Volume Left (vph)	0	0	80			
Volume Right (vph)	43	0	0			
Hadj (s)	-0.58	0.02	0.18			
Departure Headway (s)	3.6	4.1	4.2			
Degree Utilization, x	0.04	0.02	0.11			
Capacity (veh/h)	973	854	849			
Control Delay (s)	6.7	7.2	7.7			
Approach Delay (s)	6.7	7.2	7.7			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.4			
Level of Service			A			
Intersection Capacity Utilization			20.5%	ICU Level of Service	A	
Analysis Period (min)			15			






Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	0	0	0	15	99
Future Volume (Veh/h)	20	0	0	0	15	99
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	23	0	0	0	17	113
Pedestrians	19					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1147			
pX, platoon unblocked						
vC, conflicting volume	166	19			19	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	166	19			19	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			99	
cM capacity (veh/h)	805	1042			1579	
Direction, Lane #	WB 1	SB 1				
Volume Total	23	130				
Volume Left	23	17				
Volume Right	0	0				
cSH	805	1579				
Volume to Capacity	0.03	0.01				
Queue Length 95th (ft)	2	1				
Control Delay (s)	9.6	1.0				
Lane LOS	A	A				
Approach Delay (s)	9.6	1.0				
Approach LOS	A					
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			16.0%		ICU Level of Service	A
Analysis Period (min)			15			

Build  
28: Orienta Avenue & Fairway Lane

Saturday Peak Hour  
11/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	2	0	96	111	3
Future Volume (Veh/h)	4	2	0	96	111	3
Sign Control	Stop			Free	Free	
Grade	1%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	4	2	0	108	125	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	234	126	128			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	234	126	128			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	756	926	1464			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	6	108	128			
Volume Left	4	0	0			
Volume Right	2	0	3			
cSH	805	1464	1700			
Volume to Capacity	0.01	0.00	0.08			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.5	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			16.0%	ICU Level of Service		A
Analysis Period (min)			15			





# Appendix

## Description

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Count Sheets

Study Name BOSTON POST RD AT HOMMOCKS RD (297650/298442/298569)

Start Date 03-10-2016

Start Time 7:00 AM

Vehicles

Start Time	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	16	56	14	0	14	16	1	0	15	111	17	0	18	19	11	0
7:15 AM	22	64	9	0	9	17	4	0	6	129	13	0	25	35	6	0
7:30 AM	69	78	14	0	17	37	14	0	13	135	41	0	12	53	4	0
7:45 AM	61	158	16	0	20	55	7	0	19	171	71	0	13	58	10	0
8:00 AM	38	137	16	0	14	39	9	0	26	128	16	0	19	32	18	0
8:15 AM	7	98	18	0	4	12	3	0	21	127	6	0	28	7	16	0
8:30 AM	5	100	20	0	3	7	3	0	25	168	7	0	41	12	23	0
8:45 AM	8	135	28	0	10	6	1	0	14	149	8	0	31	8	24	0
9:00 AM	9	117	19	0	1	8	4	0	19	121	2	0	28	6	17	0
9:15 AM	4	93	24	0	4	2	3	0	22	156	8	0	24	4	26	0
9:30 AM	7	97	14	0	5	6	0	0	23	123	9	0	25	11	25	0
9:45 AM	11	129	16	0	9	6	8	0	22	122	5	0	24	11	20	0
10:00 AM	10	117	21	0	4	7	5	0	22	131	4	0	19	6	17	0
2:00 PM	6	142	31	0	5	10	2	0	27	146	10	0	40	11	19	0
2:15 PM	15	127	26	0	7	11	7	0	35	173	9	0	22	8	12	0
2:30 PM	16	153	31	0	5	6	6	0	30	140	11	0	23	19	12	0
2:45 PM	26	173	18	0	5	13	3	0	40	149	11	0	28	27	19	0
3:00 PM	35	162	24	0	22	24	17	0	25	156	17	0	19	13	16	0
3:15 PM	26	158	26	0	23	17	14	0	11	163	17	0	35	32	21	0
3:30 PM	18	126	18	0	13	21	5	0	27	144	22	0	29	18	18	0
3:45 PM	8	157	24	0	20	19	9	0	32	141	15	0	33	27	26	0
4:00 PM	22	165	31	0	5	16	8	0	28	155	14	0	27	30	17	0
4:15 PM	15	202	21	0	12	21	14	0	38	167	14	0	33	13	27	0
4:30 PM	12	241	29	0	12	17	3	0	47	205	4	0	19	9	16	0
4:45 PM	9	198	32	0	11	13	5	0	27	161	10	0	20	24	9	0
5:00 PM	18	219	19	0	11	19	3	0	57	169	8	0	25	12	22	0
5:15 PM	9	213	34	0	20	11	7	0	29	159	9	0	36	10	15	0
5:30 PM	7	181	27	0	10	14	3	0	33	178	14	0	35	11	16	0
5:45 PM	10	206	34	0	0	9	4	0	29	142	16	0	31	13	16	0
6:00 PM	8	152	29	0	9	12	10	0	33	156	5	0	33	6	21	0
6:15 PM	7	139	19	0	4	10	2	0	29	141	7	0	35	9	20	0
6:30 PM	12	129	22	0	12	7	3	0	30	142	6	0	28	6	15	0
6:45 PM	20	140	19	0	10	6	1	0	23	130	23	0	25	18	8	0
7:00 PM	19	101	24	0	11	17	7	0	26	104	24	0	30	29	14	0

Study Name BOSTON POST RD AT HOMMOCKS RD (297650/298442/298569)

Start Date 03-10-2016

Start Time 7:00 AM

Site Code

Trucks

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	1	0	1	0
7:15 AM	1	3	1	0	0	0	0	0	0	4	0	0	0	0	0	0
7:30 AM	0	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0
7:45 AM	0	7	0	0	0	0	0	0	1	3	2	0	0	0	0	0
8:00 AM	0	6	0	0	0	0	0	0	0	8	1	0	0	3	0	0
8:15 AM	1	4	0	0	0	0	0	0	3	4	0	0	1	0	1	0
8:30 AM	1	3	0	0	0	0	0	0	0	4	0	0	0	1	1	0
8:45 AM	0	3	2	0	0	0	0	0	1	3	0	0	1	0	0	0
9:00 AM	0	6	0	0	0	0	0	0	0	5	0	0	2	1	0	0
9:15 AM	0	5	0	0	0	0	0	0	1	7	0	0	1	0	1	0
9:30 AM	0	3	0	0	0	1	0	0	0	2	2	0	0	1	1	0
9:45 AM	0	5	1	0	0	2	1	0	1	5	0	0	1	2	0	0
10:00 AM	1	6	1	0	2	0	1	0	1	3	0	0	0	0	0	0
2:00 PM	0	4	0	0	0	0	0	0	0	2	0	0	1	0	1	0
2:15 PM	0	4	0	0	1	0	0	0	1	3	0	0	0	0	0	0
2:30 PM	0	2	0	0	0	0	0	0	0	5	1	0	0	0	1	0
2:45 PM	0	4	0	0	0	1	0	0	1	3	1	0	0	0	2	0
3:00 PM	0	2	0	0	0	0	0	0	0	3	0	0	1	0	1	0
3:15 PM	0	4	3	0	0	0	0	0	0	2	0	0	0	0	1	0
3:30 PM	0	1	1	0	0	0	1	0	2	1	1	0	0	0	0	0
3:45 PM	0	4	0	0	1	0	0	0	0	3	1	0	0	0	1	0
4:00 PM	0	3	0	0	0	0	0	0	1	4	0	0	0	0	0	0
4:15 PM	0	11	0	0	0	0	0	0	0	2	0	0	1	0	0	0
4:30 PM	0	6	1	0	0	0	0	0	0	5	0	0	0	0	1	0
4:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	4	1	0	0	1	0	0	0	2	0	0	0	1	0	0
5:15 PM	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	0
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
7:00 PM	0	0	0	0	1	2	0	0	0	1	1	0	0	0	1	0

Site Code

[illegible]

Study Name BOSTON POST RD AT HOMMOCKS RD (297650/298442/298569)

Start Date 03-10-2016

Start Time 7:00 AM

Site Code

Pedestrians

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	1	0	1	0	1	1	1
7:15 AM	0	2	2	1	1	0	2	1
7:30 AM	1	52	3	0	22	1	0	10
7:45 AM	1	84	5	0	15	0	2	14
8:00 AM	0	8	0	4	4	0	0	1
8:15 AM	3	1	1	0	4	4	2	3
8:30 AM	0	1	1	1	1	0	1	5
8:45 AM	1	0	1	0	0	0	2	0
9:00 AM	0	2	1	1	2	1	0	3
9:15 AM	0	0	1	2	1	2	0	2
9:30 AM	1	4	0	1	1	0	1	1
9:45 AM	1	0	0	0	0	1	0	2
10:00 AM	2	0	2	0	1	1	5	0
2:00 PM	1	0	0	0	0	0	3	1
2:15 PM	1	0	2	0	0	0	1	1
2:30 PM	4	5	1	1	1	0	8	4
2:45 PM	2	16	1	1	0	1	24	3
3:00 PM	84	6	1	62	0	63	55	5
3:15 PM	16	4	1	8	0	15	16	0
3:30 PM	7	7	1	4	1	5	7	2
3:45 PM	5	4	1	2	4	0	2	3
4:00 PM	6	2	1	5	1	1	3	4
4:15 PM	2	0	0	0	2	1	6	2
4:30 PM	1	1	1	1	0	1	1	1
4:45 PM	1	1	4	1	4	5	2	4
5:00 PM	0	3	0	0	1	1	3	3
5:15 PM	1	5	0	5	0	0	3	1
5:30 PM	0	1	1	0	0	0	2	2
5:45 PM	0	2	0	0	0	0	0	0
6:00 PM	2	0	1	0	0	0	2	1
6:15 PM	0	0	0	0	0	1	0	1
6:30 PM	0	0	1	0	1	0	0	2
6:45 PM	0	1	1	1	0	1	3	1
7:00 PM	0	0	0	1	0	0	1	1

Start Time 7:00 AM

[illegible]

Study Name BOSTON POST RD AT HOMMOCKS - SAT (297634 / 298443)

Start Date 03-12-2016

Start Time 11:00 AM

Site Code

All Vehicles

Start Time	Route 1 Southbound				Westbound St. Westbound				Route 1 Northbound				Eastbound St. Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
11:00 AM	16	171	37	0	19	12	9	0	24	174	22	0	46	14	23	0
11:15 AM	21	196	45	0	14	27	14	0	31	172	25	0	35	27	14	0
11:30 AM	13	183	37	0	12	12	15	0	30	181	13	0	44	28	19	0
11:45 AM	9	186	32	0	11	9	9	0	27	187	11	0	31	18	26	0
12:00 PM	17	153	42	0	13	17	16	0	43	168	13	0	32	22	31	0
12:15 PM	13	172	36	0	8	16	8	0	34	191	25	0	40	9	25	0
12:30 PM	8	183	32	0	7	14	9	0	42	215	8	0	43	7	32	0
12:45 PM	12	156	51	0	25	13	12	0	34	181	10	0	33	13	18	0
1:00 PM	13	171	42	0	20	15	13	0	39	181	13	0	21	8	27	0
1:15 PM	14	168	38	0	15	11	5	0	31	207	9	0	43	18	22	0
1:30 PM	14	154	42	0	11	18	15	0	43	145	7	0	41	15	23	0
1:45 PM	16	168	26	0	13	9	9	0	37	170	12	0	43	6	28	0

Study Name BOSTON POST RD AT HOMMOCKS - SAT (297634 / 298443)

Start Date 03-12-2016

Start Time 11:00 AM

Site Code

Trucks

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
11:00 AM	0	2	0	0	1	0	0	0	0	4	0	0	0	0	0	0
11:15 AM	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0
12:45 PM	0	2	1	0	0	0	0	0	1	3	0	0	2	0	2	0
1:00 PM	1	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0
1:15 PM	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0
1:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	1	0	0	0	0	0	0	2	0	0	3	1	0	0



Site Code

[illegible]

Study Name BOSTON POST RD AT HOMMOCKS - SAT (297634 / 298443)  
 Start Date 03-12-2016  
 Start Time 11:00 AM  
 Site Code

Pedestrians

	Route 1 Southbound		Hommocks Rd Westbound		Route 1 Northbound		Weaver St Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	2	0	0	1	0	1	4	3
11:15 AM	0	3	1	2	0	0	3	5
11:30 AM	0	1	1	2	1	0	1	7
11:45 AM	0	0	5	1	7	0	5	0
12:00 PM	3	0	1	3	2	0	6	1
12:15 PM	2	0	2	1	2	0	12	2
12:30 PM	0	0	4	7	1	2	2	3
12:45 PM	3	1	1	2	2	0	2	3
1:00 PM	3	2	5	3	2	1	7	3
1:15 PM	0	0	1	0	0	0	3	3
1:30 PM	3	2	0	0	1	2	1	5
1:45 PM	3	1	1	1	1	1	4	1

Study Name BOSTON POST RD AT HOMMOCKS - SAT (297634 / 298443)

Start Date 03-12-2016

Start Time 11:00 AM

Site Code

Bicycles on Road

Start Time	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
11:00 AM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	31	0	0	0	0	0	0	0	0	0	0	0	2	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Study Name BOSTON POST RD AT RICHBELL RD (297635 / 298445 / 575)

Start Date 03-10-2016

Start Time 7:00 AM

All Vehicles

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	60	7	0	16	6	10	0	11	122	0	0	17	0	13	0
7:15 AM	0	126	11	0	13	14	10	0	14	138	0	0	20	0	14	0
7:30 AM	0	207	19	0	25	13	22	0	35	197	0	0	24	0	29	0
7:45 AM	0	207	18	0	20	14	8	0	35	217	0	0	27	0	22	0
8:00 AM	0	111	13	0	19	11	17	0	15	186	0	0	21	0	20	0
8:15 AM	0	104	14	0	19	26	18	0	10	168	0	0	21	0	19	0
8:30 AM	0	126	14	0	16	27	12	0	10	170	0	0	27	0	12	0
8:45 AM	0	145	11	0	22	18	14	0	9	167	0	0	27	0	18	0
9:00 AM	0	135	24	0	10	11	10	0	11	142	0	0	22	0	15	0
9:15 AM	0	111	21	0	19	5	16	0	14	163	0	0	21	0	15	0
9:30 AM	0	124	20	0	14	11	18	0	11	129	0	0	23	0	22	0
9:45 AM	0	156	19	0	15	11	17	0	9	144	0	0	17	0	17	0
10:00 AM	0	118	14	0	14	12	9	0	7	151	0	0	15	0	16	0
2:00 PM	0	130	18	0	15	8	12	0	14	149	0	0	16	0	25	0
2:15 PM	0	145	21	0	17	11	6	0	14	188	0	0	20	0	16	0
2:30 PM	0	197	37	0	30	11	12	0	18	156	0	0	14	0	25	0
2:45 PM	0	178	17	0	35	15	7	0	22	161	0	0	17	0	25	0
3:00 PM	0	157	16	0	25	11	15	0	38	204	0	0	17	0	30	0
3:15 PM	0	143	14	0	22	11	11	0	15	224	0	0	24	0	24	0
3:30 PM	0	172	22	0	16	12	17	0	25	184	0	0	18	0	24	0
3:45 PM	0	145	21	0	32	17	15	0	11	185	0	0	21	0	23	0
4:00 PM	0	211	16	0	20	7	8	0	24	171	0	0	27	0	24	0
4:15 PM	0	229	21	0	30	10	12	0	22	201	0	0	22	0	19	0
4:30 PM	0	234	35	0	23	5	18	0	18	203	0	0	25	0	20	0
4:45 PM	0	253	22	0	17	16	6	0	19	165	0	0	8	0	28	0
5:00 PM	0	214	26	0	24	13	9	0	16	155	0	0	21	0	32	0
5:15 PM	0	172	15	0	25	12	10	0	25	183	0	0	9	0	22	0
5:30 PM	0	187	22	0	25	10	12	0	21	188	0	0	21	0	28	0
5:45 PM	0	184	26	0	33	7	8	0	18	186	0	0	22	0	27	0
6:00 PM	0	155	21	0	24	7	10	0	19	169	0	0	17	0	29	0
6:15 PM	0	154	28	0	9	17	13	0	16	157	0	0	23	0	27	0
6:30 PM	0	159	23	0	16	11	10	0	17	152	0	0	17	0	21	0
6:45 PM	0	122	14	0	17	13	13	0	17	145	0	0	26	0	20	0
7:00 PM	0	122	14	0	11	10	9	0	16	156	0	0	12	0	22	0

Site Code

[illegible]

Study Name BOSTON POST RD AT RICHBELL RD (297635 / 298445 / 575)

Start Date 03-10-2016

Start Time 7:00 AM

Site Code

Buses

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	1	0	0	1	0	0	0	1	3	0	0	0	0	0	0
7:15 AM	0	2	1	0	0	0	0	0	0	4	0	0	0	0	0	0
7:30 AM	0	4	0	0	2	0	0	0	1	3	0	0	1	0	2	0
7:45 AM	0	1	0	0	0	1	0	0	1	3	0	0	1	0	0	0
8:00 AM	0	2	1	0	0	1	0	0	1	1	0	0	0	0	0	0
8:15 AM	0	3	0	0	0	0	1	0	0	4	0	0	1	0	0	0
8:30 AM	0	2	0	0	0	2	0	0	0	2	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	2	0	0	1	0	1	0	0	1	0	0	1	0	0	0
2:45 PM	0	2	0	0	0	0	0	0	0	5	0	0	0	0	1	0
3:00 PM	0	3	0	0	1	0	1	0	1	4	0	0	1	0	0	0
3:15 PM	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0
3:30 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:00 PM	0	2	1	0	0	1	0	0	0	1	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Study Name BOSTON POST RD AT RICHBELL RD (297635 / 298445 / 575)

Start Date 03-10-2016

Start Time 7:00 AM

Site Code

Pedestrians

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	0	1	2	2	0	1	2	1
7:15 AM	0	0	0	2	1	0	1	1
7:30 AM	0	2	5	11	4	1	2	2
7:45 AM	0	2	1	2	1	0	4	9
8:00 AM	3	0	0	3	0	0	16	4
8:15 AM	2	1	0	3	0	5	21	2
8:30 AM	19	3	1	0	2	1	7	13
8:45 AM	1	4	1	2	1	0	2	1
9:00 AM	2	1	1	1	5	1	0	3
9:15 AM	1	2	1	2	1	3	0	2
9:30 AM	0	0	2	0	1	0	0	1
9:45 AM	0	1	0	0	0	0	6	2
10:00 AM	0	2	0	2	0	0	5	3
2:00 PM	4	2	0	1	2	0	4	2
2:15 PM	0	0	2	0	3	1	14	1
2:30 PM	7	5	2	5	3	1	69	4
2:45 PM	1	4	1	7	1	4	20	4
3:00 PM	10	12	14	11	1	4	9	24
3:15 PM	12	0	41	2	6	2	17	17
3:30 PM	4	1	4	0	2	4	7	2
3:45 PM	0	10	10	0	1	2	0	6
4:00 PM	4	0	5	3	0	1	3	5
4:15 PM	2	0	6	0	3	2	1	0
4:30 PM	0	1	3	0	1	0	6	5
4:45 PM	0	4	0	0	1	2	6	0
5:00 PM	1	1	0	0	0	5	3	1
5:15 PM	0	1	1	0	1	3	2	4
5:30 PM	0	0	3	0	3	0	2	1
5:45 PM	2	2	4	0	0	1	3	0
6:00 PM	0	1	0	1	0	3	0	4
6:15 PM	1	1	0	3	0	2	1	1
6:30 PM	0	1	0	2	2	3	1	2
6:45 PM	1	1	1	0	0	0	0	0
7:00 PM	1	2	3	2	1	2	4	3

Site Code

[illegible]



Study Name BOSTON POST RD AT RICHBELL RD - SAT (298447 / 297640)

Start Date 03-12-2016

Start Time 11:00 AM

Site Code

Total Vehicles

	Route 1 Southbound				Old Boston Post Rd Westbound				Route 1 Northbound				Richbell Rd Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
11:00 AM	0	224	20	0	24	7	12	0	18	170	0	0	20	0	32	0
11:15 AM	0	202	14	0	20	11	13	0	26	183	0	0	26	0	32	0
11:30 AM	0	193	15	0	22	14	20	0	21	193	0	0	19	1	29	0
11:45 AM	0	170	29	0	29	13	14	0	21	210	0	0	27	0	28	0
12:00 PM	0	173	28	0	21	12	22	0	21	171	0	0	35	0	27	0
12:15 PM	0	194	24	0	21	10	19	0	20	213	0	0	26	0	34	0
12:30 PM	0	155	17	0	30	16	11	0	20	206	0	0	26	0	29	0
12:45 PM	0	179	27	0	21	16	19	0	24	206	0	0	24	0	35	0
1:00 PM	0	166	18	0	21	10	15	0	21	190	0	0	21	0	26	0
1:15 PM	0	169	19	0	24	18	12	0	18	205	0	0	25	0	36	0
1:30 PM	0	204	18	0	18	17	19	0	27	181	0	0	24	0	34	0
1:45 PM	0	164	17	0	21	14	15	0	28	160	0	0	14	0	27	0

Study Name BOSTON POST RD AT RICHBELL RD - SAT (298447 / 297640)

Start Date 03-12-2016

Start Time 11:00 AM

Site Code

Trucks

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
11:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
11:15 AM	0	1	0	0	0	0	0	0	0	6	0	0	1	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
11:45 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:00 PM	0	1	1	0	0	1	1	0	0	1	0	0	0	0	1	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0
12:45 PM	0	2	0	0	1	0	0	0	0	3	0	0	0	0	0	0
1:00 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
1:15 PM	0	1	1	0	0	0	0	0	0	2	0	0	0	0	1	0
1:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	1	0	2	0
1:45 PM	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0

Site Code

[illegible]

Study Name BOSTON POST RD AT RICHBELL RD - SAT (298447 / 297640)  
 Start Date 03-12-2016  
 Start Time 11:00 AM  
 Site Code

Pedestrians

	Route 1 Southbound		Old Boston Post Rd Westbound		Route 1 Northbound		Richbell Rd Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	0	2	1	1	0	0	1	4
11:15 AM	0	4	1	3	4	1	4	9
11:30 AM	0	0	3	5	1	0	1	7
11:45 AM	4	1	3	3	1	0	2	1
12:00 PM	0	0	2	0	0	0	2	2
12:15 PM	3	1	1	3	2	0	4	1
12:30 PM	1	0	2	4	0	1	6	1
12:45 PM	2	0	0	1	0	4	6	0
1:00 PM	0	2	1	5	0	3	7	8
1:15 PM	5	0	2	0	4	1	3	8
1:30 PM	0	2	0	3	0	4	1	1
1:45 PM	0	0	0	0	0	0	3	5

Study Name BOSTON POST RD AT RICHBELL RD - SAT (298447 / 297640)  
 Start Date 03-12-2016  
 Start Time 11:00 AM  
 Site Code

Bicycles on Road

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
11:00 AM	0	10	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:15 AM	0	42	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0
12:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:30 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
1:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0

Study Name 9 BOSTON POST RD AT DELANCEY AVE/ORIENTA AVE (297619 / 298449 / 567)

Start Date 03-10-2016

Start Time 7:00 AM

Site Code

All Vehicles

Start Time	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	16	52	2	0	9	12	17	0	5	113	11	0	1	3	5	0
7:15 AM	26	121	1	0	15	7	19	0	0	131	18	0	1	8	9	0
7:30 AM	61	182	1	0	13	15	50	0	6	143	20	0	4	13	32	0
7:45 AM	86	161	2	0	28	19	33	0	9	119	32	0	8	43	27	0
8:00 AM	75	112	7	0	16	19	46	0	5	164	29	0	4	25	10	0
8:15 AM	43	99	3	0	21	5	30	0	2	142	30	0	11	12	3	0
8:30 AM	81	121	2	0	25	8	40	0	1	144	34	0	5	16	5	0
8:45 AM	79	112	2	0	16	8	37	0	3	130	28	0	9	8	9	0
9:00 AM	52	129	3	0	16	3	30	0	4	123	27	0	5	7	8	0
9:15 AM	32	120	2	0	9	4	21	0	3	142	18	0	4	1	7	0
9:30 AM	21	104	3	0	8	2	18	0	4	130	23	0	3	8	5	0
9:45 AM	28	143	5	0	7	2	25	0	4	129	27	0	3	2	9	0
10:00 AM	21	107	0	0	14	0	20	0	6	135	25	0	2	3	3	0
2:00 PM	39	133	6	0	16	5	16	0	7	132	9	0	3	5	7	0
2:15 PM	37	141	3	0	20	3	17	0	7	142	14	0	3	8	6	0
2:30 PM	25	125	5	0	14	4	31	0	6	137	25	0	9	6	9	0
2:45 PM	41	140	4	0	17	7	22	0	6	144	27	0	2	7	14	0
3:00 PM	47	148	3	0	15	16	32	0	11	178	33	0	3	7	8	0
3:15 PM	40	125	4	0	8	10	31	0	13	169	36	0	4	1	6	0
3:30 PM	42	135	3	0	13	14	33	0	4	145	28	0	1	5	4	0
3:45 PM	55	150	7	0	13	17	33	0	2	159	27	0	5	6	1	0
4:00 PM	38	159	6	0	21	22	46	0	4	155	27	0	1	10	6	0
4:15 PM	32	224	6	0	16	22	36	0	4	167	36	0	4	3	2	0
4:30 PM	41	201	5	0	20	15	30	0	5	169	28	0	4	3	13	0
4:45 PM	44	221	6	0	12	13	32	0	1	148	24	0	4	14	11	0
5:00 PM	37	216	1	0	9	19	38	0	3	149	32	0	1	4	3	0
5:15 PM	42	185	3	0	10	6	32	0	2	154	29	0	3	6	5	0
5:30 PM	31	182	4	0	8	5	18	0	2	172	20	0	2	5	1	0
5:45 PM	45	204	2	0	15	6	30	0	5	150	30	0	4	5	3	0
6:00 PM	42	145	5	0	7	7	26	0	11	140	17	0	2	10	8	0
6:15 PM	45	157	3	0	13	3	26	0	1	173	26	0	2	9	9	0
6:30 PM	45	146	4	0	8	2	21	0	2	148	19	0	2	12	4	0
6:45 PM	26	142	2	0	7	6	18	0	2	122	40	0	2	7	5	0
7:00 PM	36	116	3	0	11	1	21	0	5	133	33	0	5	10	3	0

Site Code

[illegible]

Site Code

[illegible]



Study Name 9 BOSTON POST RD AT DELANCEY AVE/ORIENTA AVE (297619 / 298

Start Date 03-10-2016

Start Time 7:00 AM

Site Code

Pedestrians

Start Time	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
7:00 AM	1	0	1	0	0	1	1	1
7:15 AM	0	0	0	0	1	0	9	0
7:30 AM	0	0	1	4	0	1	1	1
7:45 AM	0	0	1	0	2	0	3	2
8:00 AM	1	0	1	1	0	0	0	2
8:15 AM	0	0	0	0	1	0	2	0
8:30 AM	0	1	4	0	0	0	1	0
8:45 AM	0	1	0	1	0	2	1	1
9:00 AM	2	0	2	1	1	0	0	0
9:15 AM	0	0	0	1	1	0	0	2
9:30 AM	0	0	1	0	0	0	0	1
9:45 AM	0	1	1	1	0	0	0	1
10:00 AM	1	0	0	0	0	0	3	1
2:00 PM	2	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	2	0	2
2:30 PM	0	2	0	0	3	0	0	7
2:45 PM	1	3	0	1	7	1	0	8
3:00 PM	0	1	1	0	4	0	0	0
3:15 PM	1	6	19	2	4	0	1	6
3:30 PM	3	0	7	1	1	0	0	1
3:45 PM	1	0	0	3	0	3	2	1
4:00 PM	0	0	0	1	2	1	0	0
4:15 PM	2	1	0	1	0	0	5	1
4:30 PM	1	0	2	0	2	0	1	1
4:45 PM	1	0	1	1	0	1	0	1
5:00 PM	0	1	0	0	0	0	1	0
5:15 PM	1	0	0	0	1	1	1	0
5:30 PM	0	3	0	1	0	1	0	3
5:45 PM	0	1	0	1	0	0	0	0
6:00 PM	1	0	0	0	0	0	0	0
6:15 PM	0	0	0	2	0	0	1	1
6:30 PM	0	0	0	0	0	0	2	0
6:45 PM	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	1	2

Site Code

[illegible]

Study Name BOSTON POST RD AT DELANCEY AV/ORIENTA AVE (297632 / 298451)

Start Date 03-12-2016

Start Time 11:00 AM

Site Code

All Vehicles

Start Time	Route 1 Southbound				Orienta Ave Westbound				Route 1 Northbound				Delancey St. Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
11:00 AM	42	171	9	0	17	4	28	0	3	157	35	0	6	1	14	0
11:15 AM	45	194	5	0	9	5	31	0	8	166	31	0	6	4	12	0
11:30 AM	31	176	6	0	7	3	37	0	4	181	25	0	7	2	3	0
11:45 AM	29	147	6	0	12	3	42	0	7	208	29	0	7	3	8	0
12:00 PM	49	160	7	0	8	4	35	0	6	184	32	0	4	3	6	0
12:15 PM	38	147	6	0	17	9	35	0	7	197	24	0	3	2	13	0
12:30 PM	55	167	6	0	9	2	22	0	3	216	34	0	4	7	11	0
12:45 PM	42	172	7	0	6	3	31	0	3	184	35	0	8	4	9	0
1:00 PM	34	146	5	0	17	5	32	0	6	196	29	0	7	4	13	0
1:15 PM	32	153	4	0	8	10	23	0	5	179	25	0	6	7	8	0
1:30 PM	38	164	7	0	11	7	20	0	3	171	28	0	4	1	8	0
1:45 PM	34	183	3	0	9	2	25	0	5	163	19	0	10	10	7	0

Study Name BOSTON POST RD AT DELANCEY AV/ORIENTA AVE (297632 / 298451)  
 Start Date 03-12-2016  
 Start Time 11:00 AM  
 Site Code

Trucks

	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
11:00 AM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0
11:15 AM	1	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	4	0	0	1	1	0	0
11:45 AM	2	2	0	0	0	0	2	0	0	1	1	0	0	0	0	0
12:00 PM	1	3	1	0	0	0	1	0	0	2	0	0	0	0	0	0
12:15 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	3	1	0	0	1	0	1	0	0	2	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
1:00 PM	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0
1:15 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0
1:30 PM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0

Site Code

[illegible]

Study Name BOSTON POST RD AT DELANCEY AV/ORIENTA AVE (297632 / 298451  
 Start Date 03-12-2016  
 Start Time 11:00 AM  
 Site Code

Pedestrians

	Southbound St. Southbound		Westbound St. Westbound		Northbound St. Northbound		Eastbound St. Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	0	0	0	1	0	0	2	5
11:15 AM	3	4	2	1	0	0	2	3
11:30 AM	0	0	0	1	0	0	1	0
11:45 AM	1	4	0	2	0	1	3	8
12:00 PM	0	0	1	0	1	0	2	0
12:15 PM	0	2	3	2	0	0	1	0
12:30 PM	5	0	3	0	2	0	0	2
12:45 PM	0	2	0	0	0	0	7	0
1:00 PM	0	0	3	2	2	0	2	1
1:15 PM	0	0	1	2	1	0	0	2
1:30 PM	0	1	1	1	0	0	1	2
1:45 PM	0	3	0	1	0	2	2	1

Study Name BOSTON POST RD AT DELANCEY AV/ORIENTA AVE (297632 / 298451)

Start Date 03-12-2016

Start Time 11:00 AM

Site Code

Bicycles on Road

Start Time	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
11:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:15 PM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0
12:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
1:45 PM	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0

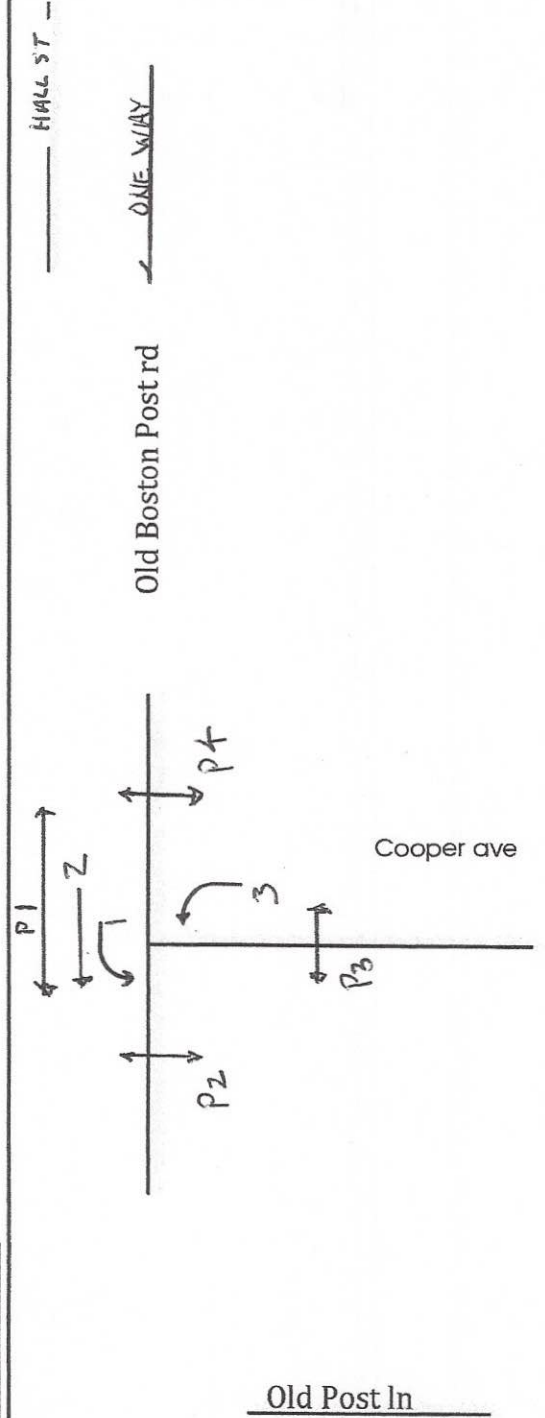
Job Title: Mamaroneck Project Weather: \_\_\_\_\_  
 Location: Mamaroneck ny Field Tech: \_\_\_\_\_  
 Date: 3/15/2016 Tuesday DAY# 1

TRAFFIC DATA COLLECTIONS  
 914-302-6326 fax-914-629-6815 cell

TIME	1				2				3				P	P	P	P
	C	T	S	P	B	C	T	S	P	B	C	T	S	P	B	P
7-7:15p	3	-	-	-	-	13	-	-	-	-	-	-	-	-	-	-
7:30	-	-	-	-	-	12	-	1	-	-	-	-	-	-	-	2
7:45	-	-	-	-	-	23	-	1	1	-	3	-	-	-	-	1
8:00	-	-	-	-	-	22	-	2	-	-	-	-	-	-	-	1
8:15	-	-	-	-	-	21	-	-	-	-	2	-	1	-	-	2
8:30	-	-	-	-	-	39	-	2	-	-	-	-	-	7	1	3
8:45	-	-	-	-	-	41	-	-	-	-	-	-	-	3	-	1
9:00	-	-	-	-	-	26	-	-	-	-	1	-	-	2	2	1
9:15	1	-	-	-	-	16	-	-	-	-	-	-	-	-	-	-

This intersection is not signalized

KEY:  
 C=cars  
 T=truck 3+axle  
 SB= school bus  
 PB=Public trans  
 B=Bicycle







TRAFFIC DATA COLLECTIONS

914-302-6326 fax-914-629-6815 cell

Job Title: Mamaroneck Project Weather: 23  
Location: Mamaroneck ny Field Tech: 23  
Date: 3/15/2016 Tuesday DAY# 1

TIME	1			2			3			4			5			6			P	P	P	P
	C	T	S	P	B	C	T	S	P	B	C	T	S	P	B	C	T	S	P	B	P	P
7-7:15p	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9	0	3	0	0	1	0
7:30	18	0	3	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	1	0
7:45	36	0	5	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	2	1	0
8:00	61	0	4	0	0	0	0	0	0	0	0	0	0	0	0	33	0	2	0	2	1	0
8:15	71	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	0	0
8:30	45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	32	0	1	0	0	0	0
8:45	66	1	2	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0
9:00	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0
9:15	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0

This intersection is not signalized

KEY:

C=cars

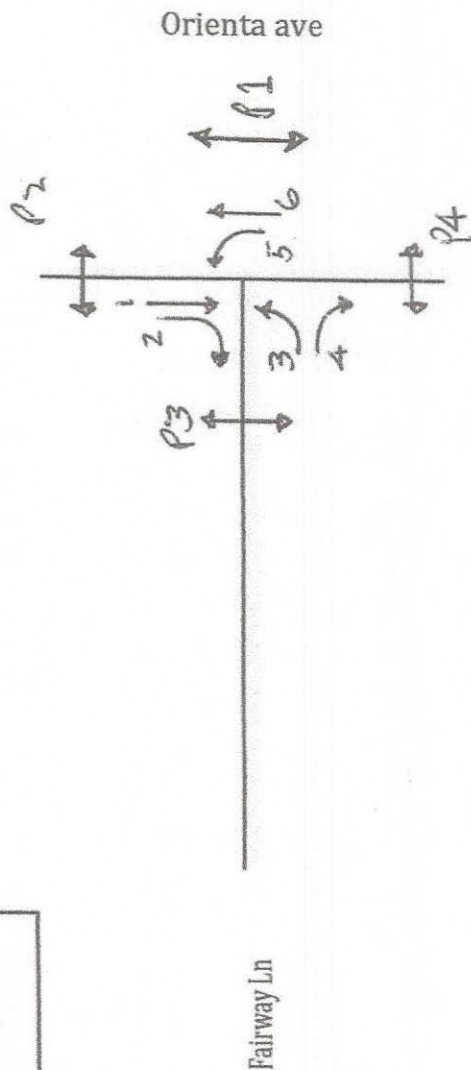
T=truck 3+axle

SB=school bus

PB=Public trans

B=Bicycle

Fairway Pl





Job Title: Mamaroneck Project Weather :  
Location: Mamaroneck ny Field Tech:  
Date: 3 /15/ 2016 Tuesday DAY# 1

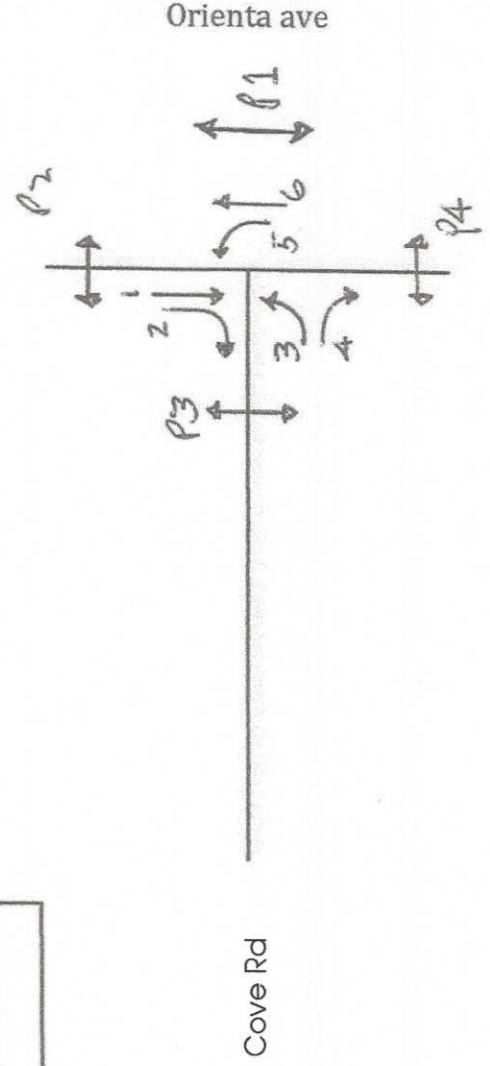
TRAFFIC DATA COLLECTIONS  
914-302-6326 fax-914-629-6815 cell

TIME	1					2					3					4					5					6					P	P	P	P
	C	T	S	P	B	C	T	S	P	B	C	T	S	P	B	C	T	S	P	B	C	T	S	P	B	C	T	S	P	B				
7-7:15p	12	0	1	0	0	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	9	0	0	0	1	0		
7:30	12	0	1	0	1	3	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	21	0	0	0	0	1			
7:45	17	0	3	0	0	18	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	6	0	0	0	25	0	0	0	0	0			
8:00	31	0	7	0	0	34	0	0	0	0	9	0	0	0	0	2	15	0	0	0	0	25	0	8	0	25	0	0	0	0	0			
8:15	51	1	1	0	0	9	0	0	0	0	4	0	0	0	0	2	4	0	0	0	0	18	0	0	0	18	0	0	0	0	0			
8:30	43	0	6	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	25	0	0	0	0	25	0	0	0	0	1			
8:45	63	0	2	0	0	1	0	0	0	0	2	0	0	0	0	3	0	0	0	0	12	0	0	0	0	12	0	0	0	0	1			
9:00	43	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	21	0	0	0	0	21	0	0	0	0	1			
9:15	24	0	1	0	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	22	0	0	0	0	22	0	0	0	0	1			

This intersection is not signalized

KEY:

C=cars  
T=truck 3+axle  
SB= school bus  
PB=Public trans  
B=Bicycle



Fairway Pl





TRAFFIC DATA COLLECTIONS

914-302-6326 fax-914-629-6815 cell

Weather: cloudy

Field Tech:

DAY# 1

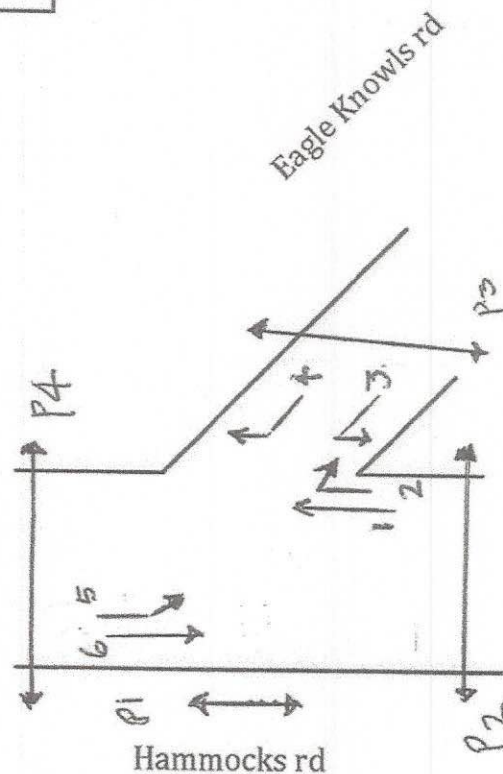
Job Title: Mamaroneck Project

Location: Mamaroneck ny

Date: 3 /15/ 2016 Tuesday

TIME	1			2			3			4			5			6			P	P	P	P	P
	C	T	S	C	T	S	C	T	S	C	T	S	C	T	S	C	T	S					
7-7:15p																							
7:30																							
7:45	3																						
8:00	3			3																			
8:15	4																						
8:30	2																						
8:45	4																						
9:00	4																						
9:15	6																						

This intersection is not signalized



Hammocks School

KEY:

C=cars

T=truck 3+axle

SB= school bus

PB=Public trans

B=Bicycle

Job Title: Mamaroneck Project  
 Location: Mamaroneck ny  
 Date: 3/16/2016 Wednesday

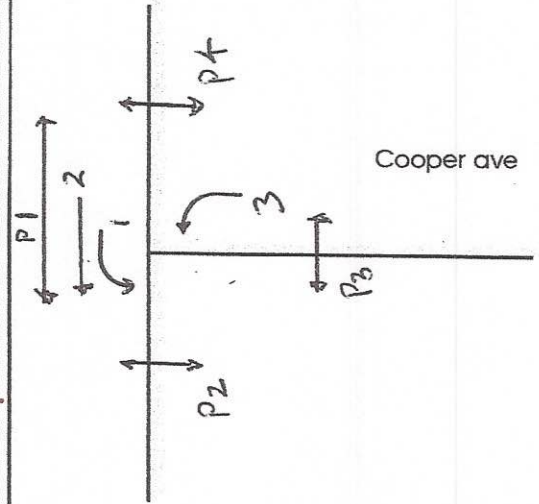
Weather: Clear  
 Field Tech:  
 DAY# 2

TDC  
 TRAFFIC DATA COLLECTIONS  
 914-302-6326 fax-914-629-6815 cell

TIME	1				2				3				PEDS			
	C	T	S	P	B	C	T	S	P	B	C	T	S	P	B	P
2-2:15p	3	-	-	-	-	14	-	-	-	-	1	-	-	-	-	-
2:30	1	-	-	-	-	12	1	-	-	-	-	-	-	-	-	-
2:45	-	-	-	-	-	25	1	2	-	-	2	-	-	-	-	3
3:00	-	-	-	-	-	35	-	2	-	-	3	-	-	-	-	1
3:15	-	-	-	-	-	23	-	-	-	-	1	-	-	-	-	-
3:30	-	-	-	-	-	16	-	-	-	-	-	-	-	-	-	-
3:45	1	-	-	-	-	19	1	-	-	-	-	-	-	-	4	-
4:00	1	-	-	-	-	31	1	-	-	-	2	-	-	-	-	-
4:15	-	-	-	-	-	31	1	2	-	-	-	-	-	-	-	-
4:30	1	-	-	-	-	25	-	-	-	-	3	-	-	-	-	-
4:45	-	-	-	-	-	29	-	-	-	-	-	-	-	-	-	-
5:00	-	-	-	-	-	26	-	-	-	-	-	-	-	-	-	-
5:15	1	-	-	-	-	31	-	-	-	-	-	-	-	-	-	-
5:30	-	-	-	-	-	22	2	-	1	-	3	-	-	2	-	-
5:45	1	-	-	-	-	31	-	-	-	-	-	-	-	-	-	1
6:00	-	-	-	-	-	24	-	-	-	-	1	-	-	-	-	-
6:15	1	-	-	-	-	31	-	-	-	-	-	-	-	-	-	-

KEY:

C=cars  
 T=truck 3+axle  
 SB= school bus  
 PB=Public trans  
 B=Bicycle



HALF ST

Old Boston Post rd

Old Post Ln

Cooper ave





Job Title: Mamaroneck Project Weather: \_\_\_\_\_  
Location: Mamaroneck ny Field Tech: \_\_\_\_\_  
Date: 3/16/2016 Wednesday DAY# 2

TRAFFIC DATA COLLECTIONS

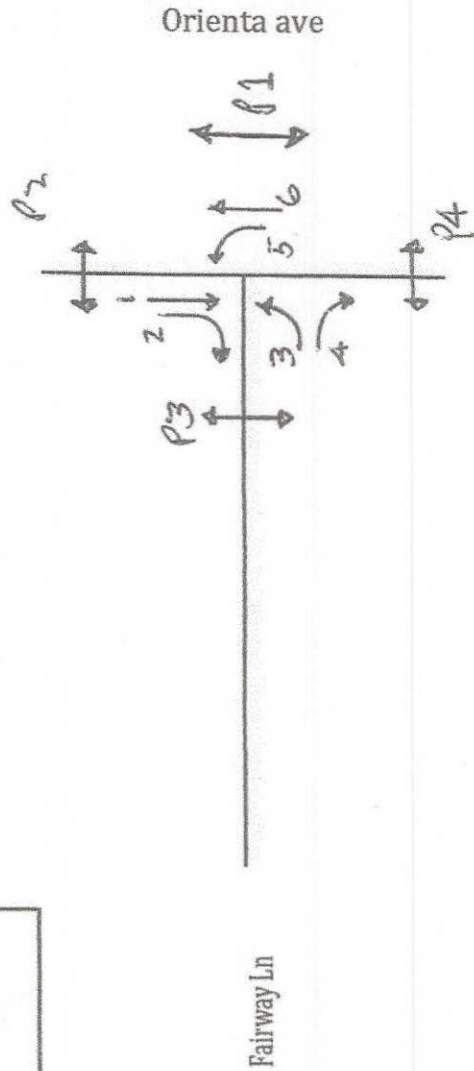
914-302-6326 fax-914-629-6815 cell

TIME	1			2			3			4			5			6			PEDS					
	C	T	S B	P B	B	C	T	S B	P B	B	C	T	S B	P B	B	C	T	S B	P B	B	P 1	P 2	P 3	P 4
2-2:15p	16	0	0	0	0	0	1	0	0	0	2	0	0	0	0	32	0	0	0	0	1	0	0	0
2:30	20	0	0	0	0	0	3	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	
2:45	33	0	0	0	0	0	1	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	
3:00	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	
3:15	37	0	2	0	0	0	0	0	0	0	1	0	0	0	0	26	0	0	0	0	0	0	0	
3:30	30	0	1	0	0	0	2	0	0	0	0	0	0	0	0	18	0	1	0	0	0	0	0	
3:45	48	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	0	0	0	
4:00	41	0	7	0	0	0	1	0	0	0	0	0	0	0	0	16	0	1	0	0	0	0	0	
4:15	18	0	2	0	0	0	1	0	0	0	0	0	0	0	0	31	0	2	0	0	0	0	0	
4:30	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	0	0	0	
4:45	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	
5:00	34	0	1	0	0	0	1	0	0	0	1	0	0	0	0	17	0	0	0	0	0	0	0	
5:15	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	
5:30	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	
5:45	28	0	0	0	0	0	1	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	
6:00	26	0	0	0	0	0	1	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	
6:15	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	

This Intersection is not signalized

KEY:

C=cars  
T=truck 3+axle  
SB= school bus  
PB=Public trans  
B=Bicycle



Fairway PI





Job Title: Mamaroneck Project Weather :  
Location: Mamaroneck ny Field Tech:  
Date: 3/16/2016 Wednesday DAY# 2

TRAFFIC DATA COLLECTIONS

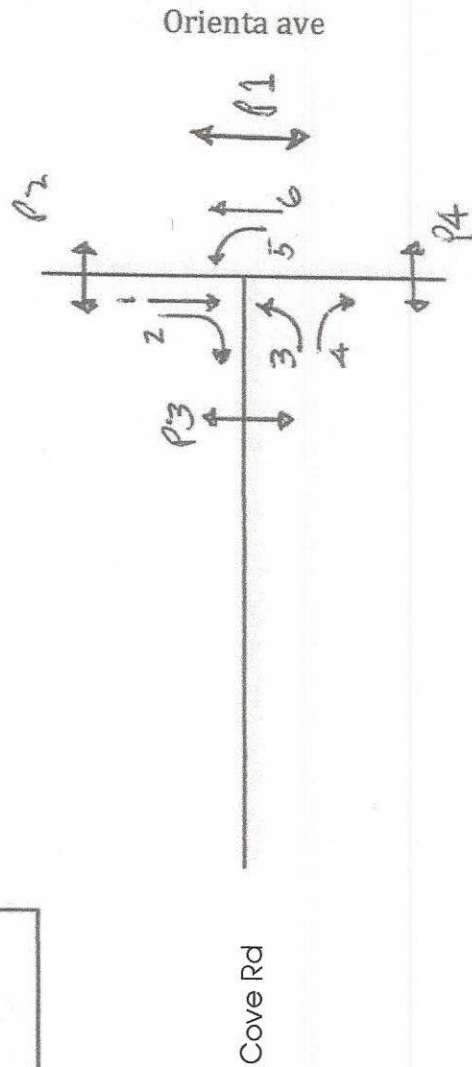
914-302-6326 fax-914-629-6815 cell

TIME	1				2				3				4				5				6				PEDS			
	C	T	S	P	C	T	S	P	C	T	S	P	C	T	S	P	C	T	S	P	C	T	S	P	P	P	P	P
2-15p	14	0	0	0	4	0	0	0	4	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
2:30	18	1	0	1	2	1	1	1	3	1	1	1	2	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
2:45	30	1	0	1	3	1	1	1	3	1	1	1	2	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
3:00	20	1	2	1	6	1	1	1	9	1	1	1	7	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
3:15	23	1	2	1	9	1	1	1	6	1	1	1	7	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
3:30	28	1	2	1	1	1	1	1	4	1	1	1	2	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
3:45	36	1	2	1	1	1	1	1	4	1	1	1	2	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
4:00	38	1	7	1	2	1	1	1	5	1	1	1	2	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
4:15	15	1	1	1	4	1	1	1	2	1	1	1	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
4:30	22	1	1	1	3	1	1	1	6	1	1	1	2	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
4:45	20	1	1	1	3	1	1	1	6	1	1	1	4	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
5:00	32	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
5:15	23	0	0	1	1	1	1	1	0	1	1	1	2	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
5:30	18	1	0	0	2	1	1	1	3	1	1	1	3	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
5:45	24	1	0	0	3	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
6:00	23	1	0	0	3	1	1	1	2	1	1	1	2	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
6:15	22	1	2	0	5	1	1	1	6	1	1	1	3	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0

This intersection is not signalized

KEY:

C=cars  
T=truck 3+axle  
SB= school bus  
PB=Public trans  
B=Bicycle



Fairway Pl





TRAFFIC DATA COLLECTIONS

914-302-6326 fax-914-629-6815 cell

Job Title: Mamaroneck Project Weather: 66°F

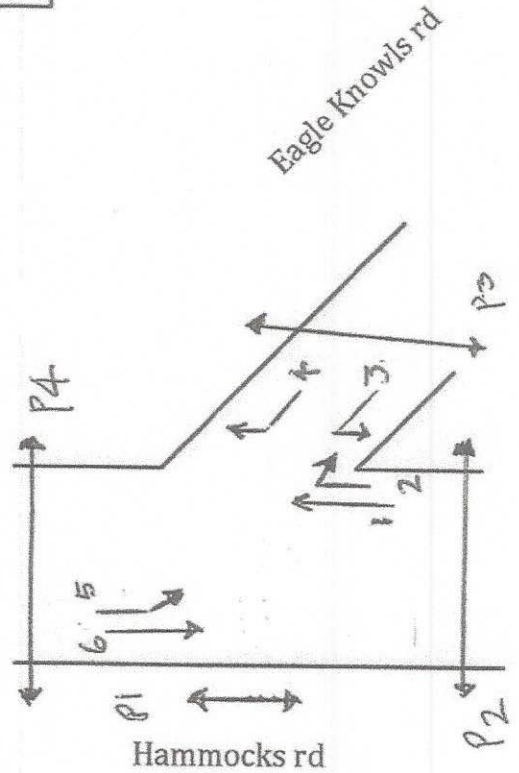
Location: Mamaroneck ny

Date: 3/16/2016 Wednesday

Field Tech: DAY# 2

TIME	1				2				3				4				5				6				PEDS			
	C	T	S	P	C	T	S	P	C	T	S	P	C	T	S	P	C	T	S	P	C	T	S	P	P	P	P	P
2-15p	3				0				0				1								2			4	0	0	0	0
2:30	2				0				0				1								0			1	0	0	0	0
2:45	3				1				0				7								1			1	0	0	1	1
3:00	2				0				0				7								3			2	2	0	1	1
3:15	1				0				0				8								4			1	0	8	12	1
3:30	2				0				0				1								3			0	0	1	1	1
3:45	0				0				0				2								1			2	0	2	2	2
4:00	2				0				0				2								2			1	2	0	0	0
4:15	5				1				0				1								4			1	0	0	0	0
4:30	1				0				0				4								4			4	0	0	0	0
4:45	2				0				0				2								4			4	0	0	0	0
5:00	5				0				0				6								3			1	0	0	0	1
5:15	2				0				0				2								3			1	0	1	0	0
5:30	3				1				0				3								6			0	0	0	0	0
5:45	8				1				0				6								7			2	0	0	0	0
6:00	2				0				0				8								4			0	0	0	0	0
6:15	2				0				0				2								2			0	0	0	0	0

This intersection is not signalized



Hammocks School

KEY:

C=cars

T=truck 3+axle

SB=school bus

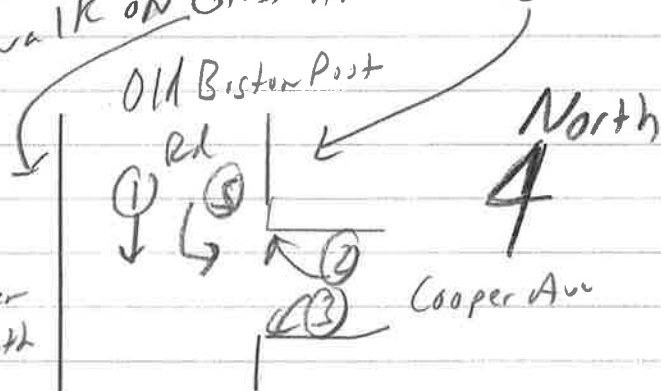
PB=Public trans

B=Bicycle

Intersection  
Sketch:

Pedestrians  
Walk on Grass And On The Path.

\*For All 15 minute  
Increments About  
Evenly Split Between  
Grass and Path



Cars (includes 2-axle trucks)  $\rightarrow C$

Trucks (3 or more axles) → T

School buses  $\rightarrow$  SB

Public transit buses  $\rightarrow$  PB

Pedestrians  $\rightarrow P$

Bicycles  $\rightarrow B$

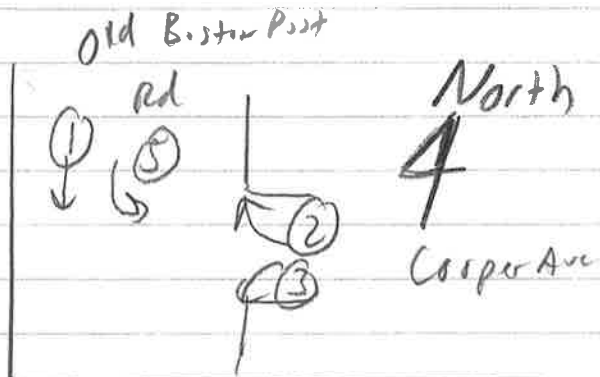
## Classifications

Time Period : 11-11:15 AM

[illegible]



Intersection Sketch:



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

Bicycles → B

Classifications

Time Period: 11:15 - 11:30 AM

1 PPP	2	3	4	5	6
			6	1	0
(21C)	(2C)	0		(1C)	
(3P)					

Old Port Et

A hand-drawn map showing the intersection of Cooper Ave and North. A vertical line on the left represents a road. A horizontal line represents the intersection. A large '4' is drawn on the horizontal line, with 'North' written above it and 'Cooper Ave' written below it. Five numbered circles are placed along the vertical line: (1) is at the top, (2) is just below the intersection, (3) is just above the intersection, (4) is just below the intersection, and (5) is further down. Arrows point from each circle towards the intersection: (1) points down, (2) points up, (3) points up, (4) points up, and (5) points up.

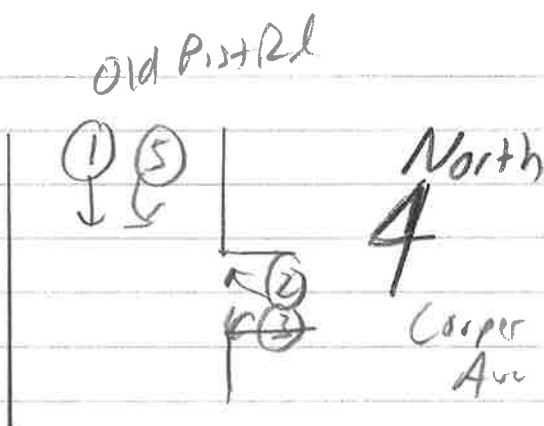
## Classifications

Time Period : 11:30 - 11:45 AM

1	2	3	54	65	6
       1B 1P	0	1	0	0	0
22c		1c			
1B					
1P					



Intersection Sketch:



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

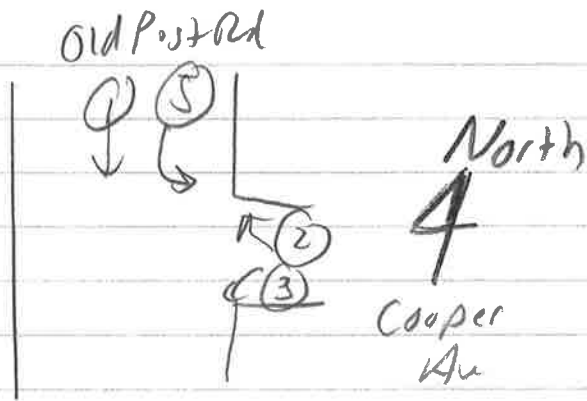
Bicycles → B

Classifications

Time Period: 12-12:15 PM

1	2	3	4	5	6
<div> <div>1111111111</div> <div>1111111111</div> </div> <div>21C</div> <div>2P</div>	0	11	0	10	0

Intersection Sketch:



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

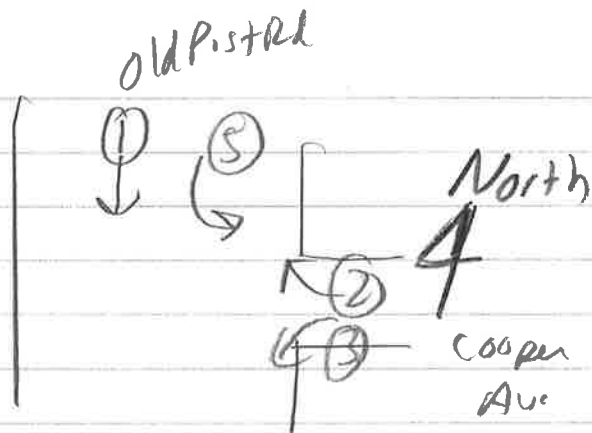
Bicycles → B

Classifications

Time Period : 12:15-12:30 PM

1	2	3	4	5	6
<p>     </p> <p>     </p> <p>     </p> <p>(212)</p> <p>(5P)</p>	<p>1</p> <p>(10)</p>	<p>0</p>	<p>0</p>	<p>1</p> <p>(10)</p>	<p>0</p>

# Intersection Sketch:



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

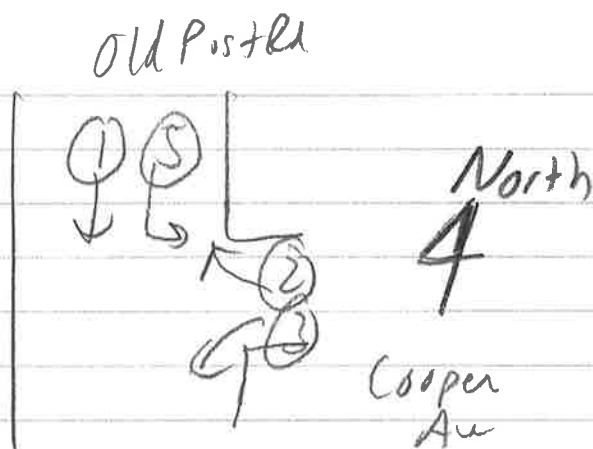
Bicycles → B

Classifications

Time Period: 12:30 - 12:45 PM

1 IP   P   P	2	3	Σ 4	Σ 5	6
/           /	1	0	0	0	0
(290)	(12)				
(30)					

# Intersection Sketch:



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

Bicycles → B

Classifications

Time Period: 12:45-1:00 PM

1	2	3	Σ 4	Σ 5	6
<div> <div> <div>P</div> <div>P</div> <div>P</div> <div>P</div> <div>B</div> </div> <div> <div>18C</div> <div>1B</div> <div>3P</div> </div> </div>	0	0	0	0	0

Orienta Rd



Cars (includes 2-axle trucks)  $\rightarrow C$

Trucks (3 or more axles) → T

School buses  $\rightarrow$  SB

Public transit buses  $\rightarrow$  PB

Pedestrians  $\rightarrow P$

Bicycles  $\rightarrow B$

## Classifications

Time Period: 11-11:15 AM

[illegible]





# Intersection Sketch:

Orienta Ave



North  
4

- Cars (includes 2-axle trucks) → C
- Trucks (3 or more axles) → T
- School buses → SB
- Public transit buses → PB
- Pedestrians → P
- Bicycles → B

Classifications

Time Period: 11:30 - 11:45 AM

1	2	3	<del>4</del>	<del>5</del>	6
C		C	C	C	C
C	0	C	C	C	
C		C	C	C	
C		C	C	C	
C		C	C	P	
C		C	C	C	
C		C	C	C	
C		C	C	C	
C		C	C	C	
B		C	(40)		
B		C		(60)	
(200)		(220)			
(2B)				(1P)	
C		C			
C		C			
C		C			
C		C			

Intersection  
Sketch:

Orienta  
Ave

North  
4

Cross Median

① →      ③ ←  
② ↘   ⑤ →   ④ ↙  
        ⑥   ⑦  
        covered

Cars (includes 2-axle trucks)  $\rightarrow C$

Trucks (3 or more axles)  $\rightarrow T$

School buses  $\rightarrow$  SB

Public transit buses  $\Rightarrow$  PB

Pedestrians  $\rightarrow P$

Bicycles → B

## Classifications

Time Period: 11:45<sup>AM</sup> - 12:00 PM

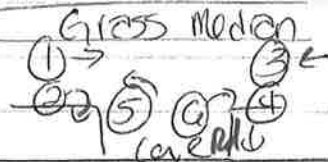
[illegible]



# Intersection Sketch:

Oriental Ave

North  
4



- Cars (includes 2-axle trucks) → C
- Trucks (3 or more axles) → T
- School buses → SB
- Public transit buses → PB
- Pedestrians → P
- Bicycles → B

Classifications

Time Period: 12:15-12:30 pm

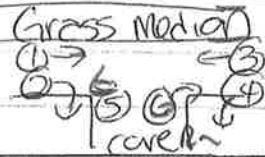
1	2	3	<del>4</del>	<del>5</del>	6
1C	1C	1C	1C	1C	1C
1C	1C	1C		1P	1P
1C	1C	1B		1C	1P
1C (19C)	1C	1C (16C)		1C	1C
1C	1C	1C (1B)		1P	(2C)
1C	(5C)	1C		1C	(2P)
1C		1C		1C	
1C		1C		1C	
1C		1C		1P	
1C		1C		(6C)	
1C		1C		(3P)	
1C		1C			
1C		1C			
1C		1C			

### Intersection

### Sketch:

North  
4

Oriental  
Ave



Cars (includes 2-axle trucks)  $\rightarrow C$

Trucks (3 or more axles)  $\rightarrow T$

School buses  $\rightarrow$  SB

Public transit buses  $\Rightarrow$  PB

Pedestrians  $\rightarrow P$

Bicycles  $\rightarrow B$

## Classifications

Time Period : 12:30 - 12:45 pm

[illegible]



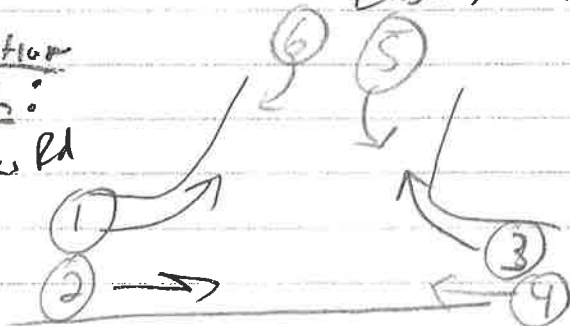


# Intersection Sketch:

Hammicks Rd

East Knolls Rd

North  
4



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

Bicycles → B

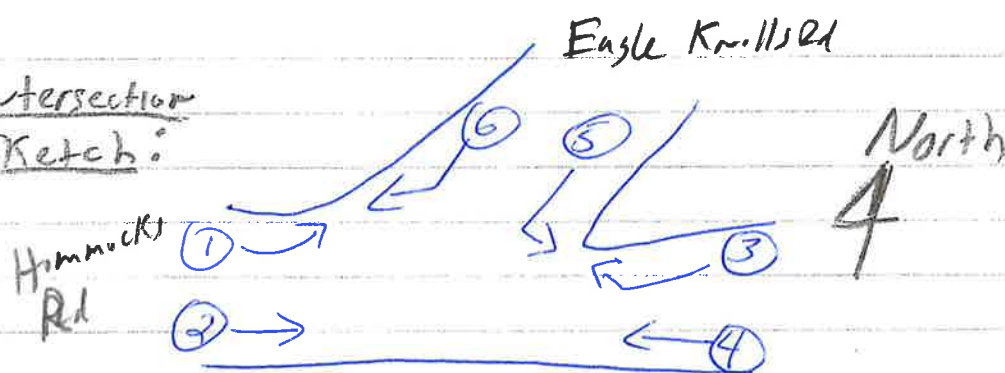
Classifications

Time Period: 11-11:15 AM

1	2	3	4	5	6
	P 1				P 1
(6C)	(1C) (1P)	0	(2C)	0	(1P)



# Intersection Sketch:



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

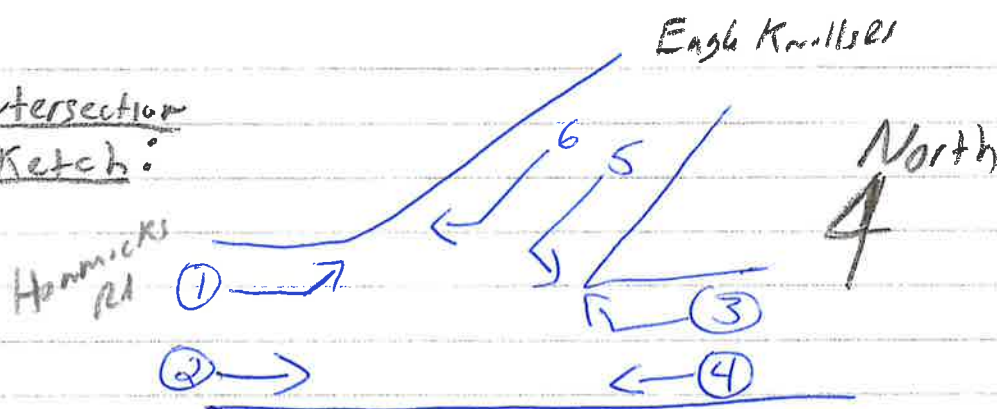
Bicycles → B

Classifications

Time Period: 11:15-11:30 AM

1	2	3	4	5	6
 P					
4C	4C	0	5C	0	6C
1P					

# Intersection Sketch:



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

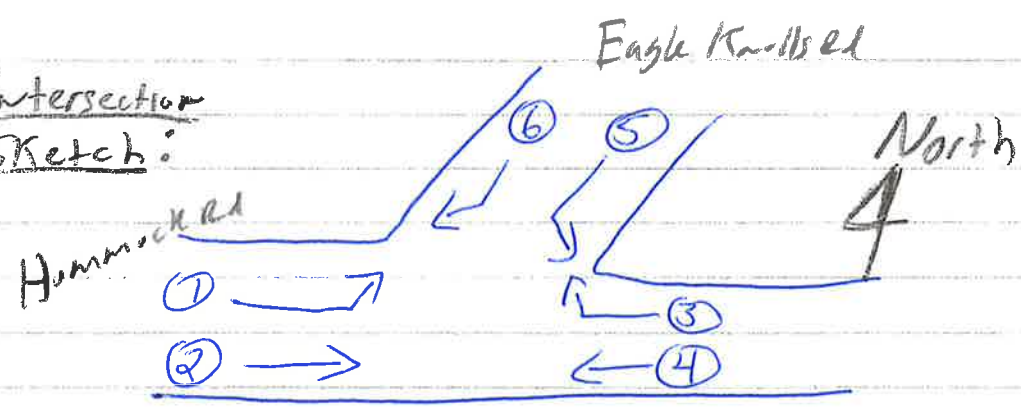
Bicycles → B

Classifications

Time Period: 11:30 - 11:45 AM

1	2	3	4	5	6
PB PP 		with trailer 2 	B 	P 	B 
(1C)		(2C)	(SC)	(1P)	(5C)
(3P)			(1B)		(1B)
(1B)					

Intersection Sketch:

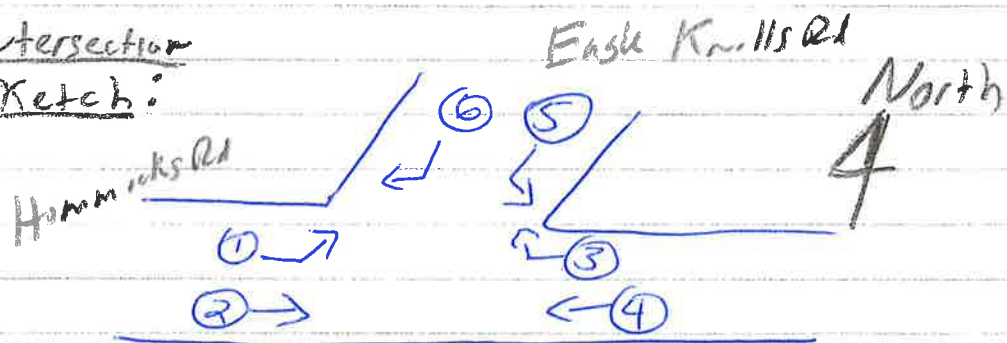


- Cars (includes 2-axle trucks) → C
  - Trucks (3 or more axles) → T
  - School buses → SB
  - Public transit buses → PB
  - Pedestrians → P
  - Bicycles → B
- } Classifications

Time Period: 11:45<sup>AM</sup> - 12:00<sup>PM</sup>

1	2	3	4	5	6
PPPP					PPPP
(4C)	(4C)		(4C)		(3C)
(3P)					(2P)

# Intersection Sketch:



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

Bicycles → B

Classifications

Time Period: 12-12:15pm

1	2	3	4	5	6
<p>///P///</p> <p>8C</p> <p>1P</p>	<p>11</p> <p>2C</p>	<p>0</p>	<p>1</p> <p>1C</p>	<p>PP</p> <p>2P</p>	<p>11111</p> <p>6C</p>

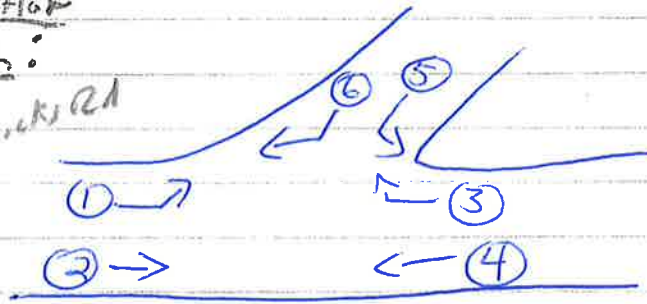


# Intersection Sketch:

Hommock Rd

Engle Knolls Rd

North  
4



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

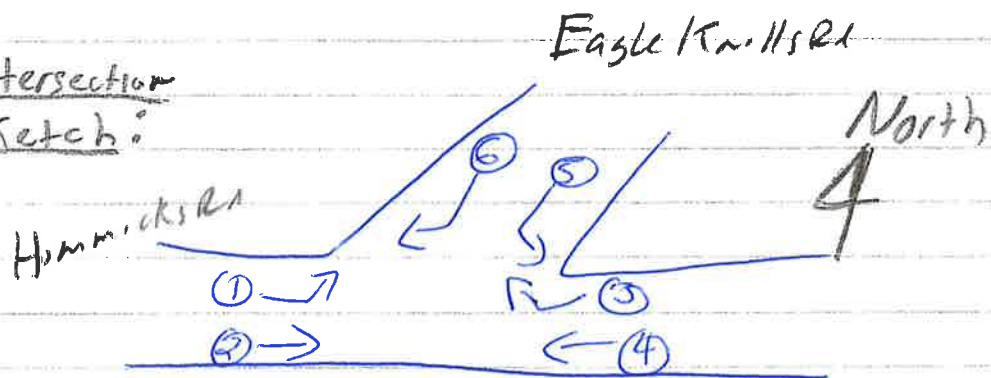
Bicycles → B

Classifications

Time Period: 12:15-12:30 pm

1	2	3	4	5	6
 P		P 			P 
18C	3C	1P	4C	0	1P
1P					2C

# Intersection Sketch:



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

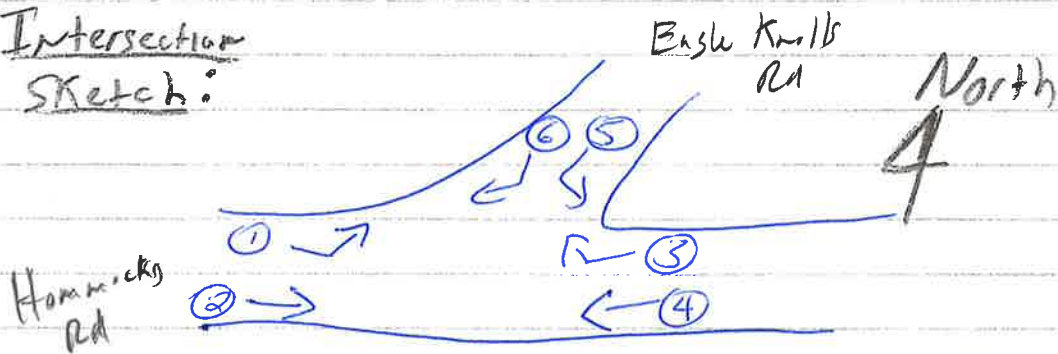
Bicycles → B

Classifications

Time Period: 12:30 - 12:45 PM

1	2	3	4	5	6
 P		P		PP	 P
(8C)	(4C)	(1P)	(2C)	(2P)	(3C)
(1P)					(1P)

# Intersection Sketch:



Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

Bicycles → B

Classifications

Time Period: 12:45-1:00 PM

1	2	3	4	5	6
<p>PP     </p> <p>4C</p> <p>2P</p>	<p>    </p> <p>4C</p>	<p>PP   </p> <p>2P</p>	<p>BBB     </p> <p>4C</p> <p>4B</p>	<p>0</p>	<p>  </p> <p>2C</p>

# Intersection Sketch:

Oriente Ave



North  
4

Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

Bicycles → B

Classifications

Time Period: 11-11:15 AM

1	2	3	84	65	6
	1C		1C	0	0
(18C)		(18C)			
		(1P)			







# Intersection Sketch:



North  
4

Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

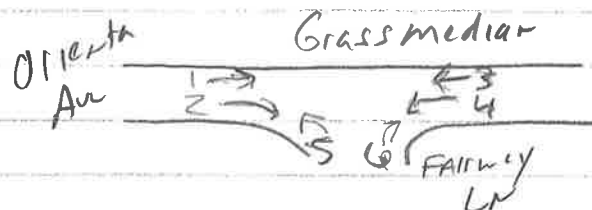
Bicycles → B

Classifications

Time Period: 11:45<sup>am</sup> - 12:00<sup>pm</sup>

1	2	3	5	6	4
       	1	       	1	1 <sup>B</sup>	0
(23C)	(1C)	(27C)	(1C)	(1B)	

# Intersection Sketch:



North  
4

Cars (includes 2-axle trucks) → C

Trucks (3 or more axles) → T

School buses → SB

Public transit buses → PB

Pedestrians → P

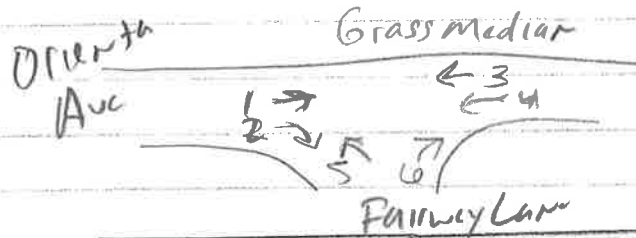
Bicycles → B

Classifications

Time Period: 12-12:15pm

1	2	3	5	6	4
       		 		P	
19C	1C	20C	1C	1P 2C	

# Intersection Sketch:



North  
4

- Cars (includes 2-axle trucks) → C
- Trucks (3 or more axles) → T
- School buses → SB
- Public transit buses → PB
- Pedestrians → P
- Bicycles → B

Classifications

Time Period: 12:15-12:30 pm

1	2	3	5	6	4
       	0	P <sub>B</sub>          1	 (2C)	0	0
(25C)		(20C) (1P) (1B)			

### Intersection Sketch:

Oriente  
Ave

Grass median

North  
4

Fairway Care

Cars (includes 2-axle trucks)  $\rightarrow C$

Trucks (3 or more axles) → T

School buses  $\rightarrow$  SB

Public transit buses  $\rightarrow$  PB

Pedestrians  $\rightarrow P$

Bicycles  $\rightarrow B$

## Classifications

Time Period : 12:30 - 12:45 pm

<u>1</u>	<u>2</u>	<u>3</u>	<u>5</u>	<u>6</u>	<u>4</u>
       		 	0	0	0
(270)	(16)	(160)			

### Intersection Sketch:



Cars (includes 2-axle trucks)  $\rightarrow C$

Trucks (3 or more axles) → T

School buses  $\rightarrow$  SB

Public transit buses  $\rightarrow$  PB

Pedestrians  $\rightarrow P$

Bicycles  $\rightarrow$  B

## Classifications

Time Period : 12:45-1:00 PM

<u>1</u>	<u>2</u>	<u>3</u>	<u>5</u>	<u>6</u>	<u>4</u>
 	0	 	0	1	0
(164)		(216)		(16)	

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0 0.0000 Undefined

Start Time	Mon 07-Mar-16	Tue 08-Mar-16	Wed 09-Mar-16	Thu 10-Mar-16	Fri 11-Mar-16	Average Day	Sat 12-Mar-16	Sun 13-Mar-16	Week Average
12:00 AM	*	*	*	*	33	33	56	68	
01:00	*	*	*	*	14	14	35	42	
02:00	*	*	*	*	11	11	18	29	
03:00	*	*	*	*	7	7	16	19	
04:00	*	*	*	*	30	30	18	18	
05:00	*	*	*	*	86	86	25	38	
06:00	*	*	*	171	174	172	97	125	
07:00	*	*	*	673	722	698	263	251	
08:00	*	*	*	579	598	588	430	442	
09:00	*	*	*	566	544	555	717	468	
10:00	*	*	*	545	582	564	740	648	
11:00	*	*	*	624	676	650	783	617	
12:00 PM	*	*	*	577	680	628	742	650	
01:00	*	*	*	567	679	623	731	587	
02:00	*	*	*	683	658	670	708	584	
03:00	*	*	*	641	678	660	665	509	
04:00	*	*	*	931	760	846	643	463	
05:00	*	*	*	828	852	840	549	421	
06:00	*	*	*	614	723	668	525	323	
07:00	*	*	*	465	484	474	363	263	
08:00	*	*	*	311	326	318	282	163	
09:00	*	*	*	219	255	237	218	163	
10:00	*	*	*	133	203	168	183	43	
11:00	*	*	*	67	124	96	130	32	
Day Total	0	0	0	9194	9899	9636	8937	6966	8793
% Avg. WkDay	0.0%	0.0%	0.0%	95.4%	102.7%				
% Avg. Week	0.0%	0.0%	0.0%	104.6%	112.6%	109.6%	101.6%	79.2%	
AM Peak Vol.	-	-	-	07:00	07:00	-	07:00	10:00	11:00
	-	-	-	673	722	-	783	648	675
PM Peak Vol.	-	-	-	16:00	17:00	-	12:00	12:00	16:00
	-	-	-	931	852	-	742	650	699



Grand Total	0	0	0	9194	9899	9636	8937	6966	8793
ADT	ADT 8,801		AADT 8,801						

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0 0.0000 Undefined

Start Time	Mon 14-Mar-16	Tue 15-Mar-16	Wed 16-Mar-16	Thu 17-Mar-16	Fri 18-Mar-16	Average Day	Sat 19-Mar-16	Sun 20-Mar-16	Week Average
12:00 AM	*	34	28	33	33	32	60	99	48
01:00	10	12	14	17	24	15	32	40	21
02:00	9	5	9	6	14	9	24	24	13
03:00	11	15	13	10	12	12	21	27	16
04:00	28	25	26	31	46	31	25	19	29
05:00	66	62	60	74	73	67	22	14	53
06:00	189	186	167	166	154	172	75	62	143
07:00	637	656	625	652	637	641	213	121	506
08:00	542	572	561	446	580	540	393	278	482
09:00	511	559	550	459	561	528	556	419	516
10:00	483	486	544	394	559	493	678	464	515
11:00	554	556	555	526	642	567	698	517	578
12:00 PM	563	581	583	586	623	587	700	540	597
01:00	522	583	619	586	642	590	675	502	590
02:00	642	683	691	619	723	672	609	486	636
03:00	684	610	640	578	700	642	588	458	608
04:00	664	659	678	587	644	646	556	484	610
05:00	632	636	746	674	740	686	505	415	621
06:00	557	607	674	615	592	609	441	350	548
07:00	387	447	447	446	426	431	357	289	400
08:00	273	335	318	339	334	320	267	174	291
09:00	172	196	211	192	256	205	177	130	191
10:00	108	102	137	116	216	136	183	81	135
11:00	43	51	56	93	111	71	119	55	75
Day Total	8287	8658	8952	8245	9342	8702	7974	6048	8222
% Avg. WkDay	95.2%	99.5%	102.9%	94.7%	107.4%				
% Avg. Week	100.8%	105.3%	108.9%	100.3%	113.6%	105.8%	97.0%	73.6%	
AM Peak Vol.	07:00 637	07:00 656	07:00 625	07:00 652	11:00 642	- 641	- 698	11:00 517	- 578
PM Peak Vol.	15:00 684	14:00 683	17:00 746	17:00 674	17:00 740	- 686	- 700	12:00 540	- 636

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

Start Time	Mon 21-Mar-16	Tue 22-Mar-16	Wed 23-Mar-16	Thu 24-Mar-16	Fri 25-Mar-16	Average Day	Sat 26-Mar-16	Sun 27-Mar-16	Week Average
12:00 AM	7	*	*	*	*	7	*	*	7
01:00	3	*	*	*	*	3	*	*	3
02:00	0	*	*	*	*	0	*	*	0
03:00	0	*	*	*	*	0	*	*	0
04:00	0	*	*	*	*	0	*	*	0
05:00	0	*	*	*	*	0	*	*	0
06:00	0	*	*	*	*	0	*	*	0
07:00	0	*	*	*	*	0	*	*	0
08:00	0	*	*	*	*	0	*	*	0
09:00	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*
Day Total	10	0	0	0	0	10	0	0	10
% Avg. WkDay	100.0%	0.0%	0.0%	0.0%	0.0%				
% Avg. Week	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	00:00	-	-	-	-	00:00	-	-	00:00
Vol.	7	-	-	-	-	7	-	-	7
PM Peak	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-
Grand Total	8297	8658	8952	8245	9342	8712	7974	6048	8232

ADT

ADT 8,042

AADT 8,042

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

	Start Time	Cars Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/10/16		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	0	126	37	2	2	0	0	2	1	0	1	0	0	0	0	0	171
07:00	0	498	148	3	17	0	0	6	0	0	0	0	0	0	1	0	673
08:00	0	431	127	1	14	0	0	6	0	0	0	0	0	0	0	0	579
09:00	0	424	125	1	13	0	0	2	0	0	0	0	0	0	1	0	566
10:00	0	403	119	0	16	0	0	7	0	0	0	0	0	0	0	0	545
11:00	0	459	137	1	21	0	0	6	0	0	0	0	0	0	0	0	624
12 PM	0	426	127	1	13	0	0	9	0	0	0	0	0	0	1	0	577
13:00	0	418	124	2	17	0	0	6	0	0	0	0	0	0	0	0	567
14:00	0	501	149	4	18	0	0	10	1	0	0	0	0	0	0	0	683
15:00	0	475	142	0	16	0	0	8	0	0	0	0	0	0	0	0	641
16:00	0	690	206	1	24	0	0	10	0	0	0	0	0	0	0	0	931
17:00	0	609	181	1	22	0	0	14	0	0	0	0	1	0	0	0	828
18:00	0	453	135	0	12	0	0	12	0	0	1	0	0	0	1	0	614
19:00	0	344	102	0	14	0	0	4	0	0	0	0	0	0	1	0	465
20:00	0	232	69	0	5	0	0	5	0	0	0	0	0	0	0	0	311
21:00	0	164	48	0	4	0	0	3	0	0	0	0	0	0	0	0	219
22:00	0	102	30	0	0	0	0	1	0	0	0	0	0	0	0	0	133
23:00	0	52	15	0	0	0	0	0	0	0	0	0	0	0	0	0	67
Total	0	6807	2021	17	228	0	0	111	2	0	2	1	0	5	0	0	9194
Percent	0.0%	74.0%	22.0%	0.2%	2.5%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%		

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

[illegible]

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

[illegible]

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

[illegible]



# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Page 1

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/14/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	4	3	0	0	1	0	1	0	0	0	0	0	0	0	9
03:00	0	5	3	1	1	0	0	1	0	0	0	0	0	0	0	11
04:00	0	15	7	0	5	0	0	0	0	0	0	0	0	0	1	28
05:00	0	41	16	0	7	1	0	0	1	0	0	0	0	0	0	66
06:00	0	124	47	1	7	1	0	2	1	0	0	0	0	0	6	189
07:00	0	474	113	3	21	1	0	3	1	0	1	0	0	0	20	637
08:00	1	359	140	4	19	2	0	2	0	1	0	0	0	0	14	542
09:00	0	310	167	1	20	1	0	2	0	0	0	0	0	0	10	511
10:00	0	317	127	6	23	2	0	0	1	0	1	0	0	0	6	483
11:00	0	362	155	1	24	1	0	4	0	0	0	0	1	0	6	554
12 PM	1	389	139	4	15	0	0	8	0	0	1	0	0	0	6	563
13:00	0	368	115	3	20	0	0	8	0	0	0	0	0	0	8	522
14:00	0	458	134	1	15	1	0	3	0	0	0	0	0	0	30	642
15:00	0	480	158	9	13	0	0	6	1	1	2	0	0	0	14	684
16:00	0	470	160	2	15	2	0	5	0	0	0	0	0	0	10	664
17:00	0	461	140	1	5	0	0	10	0	0	0	0	0	0	15	632
18:00	0	432	102	0	9	0	0	1	0	0	0	0	0	0	13	557
19:00	0	301	73	0	6	0	0	2	0	0	1	0	0	0	4	387
20:00	0	197	57	0	12	0	0	1	0	1	0	0	0	0	5	273
21:00	0	136	32	0	3	0	0	0	0	0	0	0	0	0	1	172
22:00	0	84	21	0	3	0	0	0	0	0	0	0	0	0	0	108
23:00	0	32	11	0	0	0	0	0	0	0	0	0	0	0	0	43
Total	2	5825	1924	37	243	13	0	59	5	3	6	0	1	0	169	8287
Percent	0.0%	70.3%	23.2%	0.4%	2.9%	0.2%	0.0%	0.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	2.0%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/15/1																
6	0	25	9	0	0	0	0	0	0	0	0	0	0	0	0	34
01:00	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	9	3	1	1	0	0	1	0	0	0	0	0	0	0	15
04:00	0	11	10	0	3	1	0	0	0	0	0	0	0	0	0	25
05:00	0	51	7	0	2	1	0	0	1	0	0	0	0	0	0	62
06:00	0	115	38	2	15	2	0	0	1	0	0	0	0	1	12	186
07:00	2	462	119	3	22	2	0	9	0	0	0	0	0	1	36	656
08:00	0	373	128	9	25	3	1	5	1	0	1	0	0	0	26	572
09:00	1	367	128	4	29	1	0	8	1	0	0	0	0	1	19	559
10:00	1	323	121	4	20	1	0	7	1	0	0	0	0	0	8	486
11:00	0	390	124	5	16	0	0	8	1	0	0	0	1	0	11	556
12 PM	0	374	156	3	28	0	0	8	0	1	0	1	0	0	10	581
13:00	3	402	142	3	17	0	0	4	0	1	0	0	0	1	10	583
14:00	3	463	144	1	26	0	0	5	0	0	0	0	0	2	39	683
15:00	0	428	134	5	13	0	0	13	0	0	0	0	0	1	16	610
16:00	0	474	146	1	19	0	0	3	0	0	0	0	0	0	16	659
17:00	0	491	110	0	17	0	0	6	0	0	0	0	0	0	12	636
18:00	0	460	116	0	9	1	0	4	1	0	0	0	0	0	16	607
19:00	1	347	82	0	5	0	0	2	0	0	0	0	0	1	9	447
20:00	0	252	69	0	7	0	0	1	0	0	0	0	0	0	6	335
21:00	0	159	29	0	4	0	0	1	0	0	0	0	0	0	3	196
22:00	0	79	21	0	2	0	0	0	0	0	0	0	0	0	0	102
23:00	0	31	19	0	1	0	0	0	0	0	0	0	0	0	0	51
Total	11	6096	1862	41	281	12	1	85	7	2	1	1	1	8	249	8658
Percent	0.1%	70.4%	21.5%	0.5%	3.2%	0.1%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	2.9%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Page 3

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/16/1																
6	0	21	6	0	1	0	0	0	0	0	0	0	0	0	0	28
01:00	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	9
03:00	0	6	4	1	0	0	0	2	0	0	0	0	0	0	0	13
04:00	0	16	9	0	0	0	0	0	0	0	0	0	0	0	1	26
05:00	0	36	14	0	4	3	0	0	1	0	0	0	0	0	2	60
06:00	1	98	37	4	16	1	0	2	1	0	0	0	0	0	7	167
07:00	1	453	90	2	19	2	0	5	0	0	0	0	0	4	49	625
08:00	1	361	150	3	26	1	0	4	2	0	0	0	0	0	13	561
09:00	0	388	123	2	15	3	0	5	0	0	0	0	0	0	14	550
10:00	0	377	131	4	19	0	0	5	0	0	0	0	0	0	8	544
11:00	1	381	132	4	19	1	0	2	1	0	0	0	0	1	13	555
12 PM	0	378	166	5	20	0	0	7	0	0	0	0	0	0	7	583
13:00	0	418	145	4	28	0	0	9	0	0	0	0	0	2	13	619
14:00	1	496	127	7	24	0	0	4	0	0	0	0	0	4	28	691
15:00	0	448	143	5	12	0	0	9	0	0	0	0	0	2	21	640
16:00	0	497	135	2	14	1	0	15	0	1	0	0	0	0	13	678
17:00	0	545	152	0	11	0	0	8	0	0	0	0	0	1	29	746
18:00	0	518	123	0	10	1	0	4	0	0	0	0	0	0	18	674
19:00	0	328	93	0	11	0	0	2	0	1	0	0	0	0	12	447
20:00	0	222	73	0	13	1	0	3	0	0	0	0	0	0	6	318
21:00	0	151	53	0	4	0	0	0	0	0	0	0	0	0	3	211
22:00	0	113	21	0	1	0	0	0	0	0	0	0	0	0	2	137
23:00	0	37	19	0	0	0	0	0	0	0	0	0	0	0	0	56
Total	5	6306	1950	43	267	15	0	86	5	2	0	0	0	14	259	8952
Percent	0.1%	70.4%	21.8%	0.5%	3.0%	0.2%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	2.9%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/17/1																
6	0	18	13	0	1	0	0	0	0	0	0	0	0	0	1	33
01:00	0	15	1	0	1	0	0	0	0	0	0	0	0	0	0	17
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	20	7	0	1	1	0	2	0	0	0	0	0	0	0	31
05:00	0	53	8	1	8	2	0	1	1	0	0	0	0	0	0	74
06:00	0	115	32	1	7	2	0	0	0	0	0	0	0	0	9	166
07:00	1	431	106	6	22	3	0	3	1	0	0	0	0	1	78	652
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	446	446
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	459	459
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	394	394
11:00	0	234	81	2	15	0	0	2	0	0	0	0	0	4	188	526
12 PM	2	406	126	8	19	0	0	2	3	0	0	0	0	0	20	586
13:00	0	395	144	4	26	0	0	3	0	1	0	0	1	2	10	586
14:00	0	425	137	1	23	0	0	6	0	0	0	0	0	0	27	619
15:00	0	114	43	1	7	1	0	3	0	0	0	0	0	1	408	578
16:00	0	145	40	0	4	0	0	1	0	0	0	0	0	0	397	587
17:00	2	488	138	0	19	0	0	7	0	0	0	0	0	0	20	674
18:00	1	469	126	1	6	0	0	3	0	0	0	0	0	0	9	615
19:00	0	324	97	0	9	0	0	5	0	0	0	0	0	0	11	446
20:00	0	265	62	0	7	0	0	2	0	0	1	0	0	0	2	339
21:00	0	150	37	0	3	0	0	0	0	0	0	0	0	0	2	192
22:00	0	91	20	0	2	0	0	0	0	0	0	0	0	0	3	116
23:00	0	67	23	0	2	0	0	0	0	0	0	0	0	0	1	93
Total	6	4238	1243	26	182	9	0	40	5	1	1	0	1	8	2485	8245
Percent	0.1%	51.4%	15.1%	0.3%	2.2%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	30.1%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/18/1																
6	0	27	5	0	0	0	0	0	0	0	0	0	0	0	1	33
01:00	0	17	5	0	1	0	0	1	0	0	0	0	0	0	0	24
02:00	0	8	4	0	1	1	0	0	0	0	0	0	0	0	0	14
03:00	0	9	2	1	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	27	11	0	2	0	0	2	2	0	0	0	0	1	1	46
05:00	0	51	13	2	4	1	0	0	1	0	0	0	0	0	1	73
06:00	0	106	26	0	14	1	0	2	1	0	0	0	0	0	4	154
07:00	1	471	102	4	24	2	0	3	1	0	0	0	0	1	28	637
08:00	2	389	141	6	17	3	0	6	0	0	0	0	0	0	16	580
09:00	2	369	137	1	26	2	0	6	0	0	0	0	0	0	18	561
10:00	0	390	119	5	24	0	0	5	1	0	0	0	1	0	14	559
11:00	0	450	137	2	23	2	0	10	1	0	0	0	0	0	17	642
12 PM	0	457	134	1	19	0	0	7	0	0	1	0	0	0	4	623
13:00	1	438	148	3	23	0	0	12	0	0	1	0	0	0	16	642
14:00	1	517	143	4	20	1	0	7	0	0	0	0	0	0	30	723
15:00	1	500	148	2	20	0	0	7	0	0	1	0	1	1	19	700
16:00	0	462	141	1	18	1	0	7	0	0	0	0	0	0	14	644
17:00	1	572	127	0	10	0	0	6	0	0	0	0	0	3	21	740
18:00	0	446	111	0	10	0	0	8	0	0	0	0	0	0	17	592
19:00	0	321	85	0	7	0	0	3	0	0	1	0	0	0	9	426
20:00	2	238	81	0	9	0	0	3	0	0	0	0	0	0	1	334
21:00	0	184	60	0	7	0	0	1	0	0	0	0	0	0	4	256
22:00	0	169	42	0	3	0	0	0	0	0	0	0	0	0	2	216
23:00	0	87	21	0	3	0	0	0	0	0	0	0	0	0	0	111
Total	11	6705	1943	32	285	14	0	96	7	0	4	0	2	6	237	9342
Percent	0.1%	71.8%	20.8%	0.3%	3.1%	0.1%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	2.5%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/19/1																
6	0	42	15	0	1	0	0	0	0	0	0	0	0	0	2	60
01:00	0	22	10	0	0	0	0	0	0	0	0	0	0	0	0	32
02:00	0	18	4	0	2	0	0	0	0	0	0	0	0	0	0	24
03:00	1	10	8	1	1	0	0	0	0	0	0	0	0	0	0	21
04:00	0	16	5	0	3	1	0	0	0	0	0	0	0	0	0	25
05:00	0	14	6	0	1	1	0	0	0	0	0	0	0	0	0	22
06:00	0	47	17	1	6	1	0	1	1	0	0	0	0	0	1	75
07:00	0	142	50	0	12	0	0	2	1	1	0	0	0	1	4	213
08:00	1	277	91	0	15	0	0	5	0	0	0	0	0	0	4	393
09:00	0	398	125	1	17	0	0	5	0	1	0	0	0	0	9	556
10:00	0	499	137	1	10	1	0	10	0	0	0	0	0	1	19	678
11:00	0	520	117	1	15	1	0	4	1	0	0	0	0	8	31	698
12 PM	2	515	140	1	14	0	0	3	1	1	0	0	0	0	23	700
13:00	1	500	139	0	12	0	0	6	0	0	0	0	0	0	17	675
14:00	0	448	118	0	8	0	0	9	0	0	0	0	0	0	26	609
15:00	1	420	135	1	12	0	0	7	0	1	0	0	0	0	11	588
16:00	0	406	125	0	8	0	0	2	0	1	0	0	0	2	12	556
17:00	1	394	95	0	5	0	0	5	0	0	0	0	0	0	5	505
18:00	0	354	74	0	5	0	0	1	0	0	1	0	0	0	6	441
19:00	0	275	69	0	6	0	0	3	1	0	0	0	0	0	3	357
20:00	0	200	60	0	6	0	0	0	0	0	0	0	0	0	1	267
21:00	0	144	31	0	1	0	0	0	0	0	0	0	0	0	1	177
22:00	0	133	43	0	3	0	0	1	0	0	0	0	0	0	3	183
23:00	0	81	35	0	1	0	0	2	0	0	0	0	0	0	0	119
Total	7	5875	1649	7	164	5	0	66	5	5	1	0	0	12	178	7974
Percent	0.1%	73.7%	20.7%	0.1%	2.1%	0.1%	0.0%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.2%	2.2%	

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

Start Time	Cars	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl		Not	Total
	Motor	Trailer	Long	Buses	6 Tire	Single	Single	Doubl	Doubl	Doubl	Multi	Multi	Multi	Bicycl	
03/20/1															
6	1	71	26	0	1	0	0	0	0	0	0	0	0	0	99
01:00	0	29	11	0	0	0	0	0	0	0	0	0	0	0	40
02:00	0	18	4	0	2	0	0	0	0	0	0	0	0	0	24
03:00	0	21	4	0	1	0	0	1	0	0	0	0	0	0	27
04:00	0	14	2	0	2	0	0	0	0	0	0	0	0	1	19
05:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	45	16	0	1	0	0	0	0	0	0	0	0	0	62
07:00	0	85	26	0	6	0	0	0	0	0	0	0	0	4	121
08:00	0	208	59	0	7	0	0	1	0	0	0	0	0	3	278
09:00	0	322	81	0	6	0	0	3	0	0	0	0	0	7	419
10:00	0	347	96	0	7	0	0	3	0	0	0	0	0	10	464
11:00	1	386	101	0	10	0	0	4	0	0	0	0	2	13	517
12 PM	0	394	113	0	7	1	0	8	0	1	1	0	0	14	540
13:00	0	390	88	0	3	0	0	4	0	1	0	0	0	15	502
14:00	0	361	100	0	5	0	0	2	1	1	1	0	0	15	486
15:00	1	358	90	0	3	0	0	0	0	0	0	0	0	6	458
16:00	0	365	97	1	10	0	0	2	0	0	0	1	0	8	484
17:00	0	300	99	0	4	0	0	3	0	0	0	0	0	8	415
18:00	0	282	53	0	9	0	0	1	0	0	0	0	0	5	350
19:00	2	220	57	0	7	0	0	1	0	0	0	0	0	2	289
20:00	0	137	35	0	2	0	0	0	0	0	0	0	0	0	174
21:00	0	106	22	0	1	0	0	0	0	0	0	0	0	1	130
22:00	0	61	17	0	3	0	0	0	0	0	0	0	0	0	81
23:00	0	34	13	0	1	0	0	0	0	0	0	0	0	7	55
Total	5	4565	1213	1	98	1	0	33	1	3	2	1	0	118	6048
Percent	0.1%	75.5%	20.1%	0.0%	1.6%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Site Code:  
Station ID:  
SB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/21/1																
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Percent	0.0%	0.0%	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%	
Total	47	39610	11784	187	1520	69	1	465	35	16	15	2	5	55	3705	57516
Percent	0.1%	68.9%	20.5%	0.3%	2.6%	0.1%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	6.4%	



Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0 0.0000 Undefined

Start Time	Mon 07-Mar-16	Tue 08-Mar-16	Wed 09-Mar-16	Thu 10-Mar-16	Fri 11-Mar-16	Average Day	Sat 12-Mar-16	Sun 13-Mar-16	Week Average
12:00 AM	*	*	*	*	53	53	110	110	91
01:00	*	*	*	*	25	25	47	60	44
02:00	*	*	*	*	13	13	23	26	21
03:00	*	*	*	*	16	16	21	27	21
04:00	*	*	*	*	23	23	25	25	24
05:00	*	*	*	*	61	61	40	42	48
06:00	*	*	*	227	211	219	115	106	165
07:00	*	*	*	521	656	588	272	227	419
08:00	*	*	*	771	770	770	483	385	602
09:00	*	*	*	622	663	642	647	519	613
10:00	*	*	*	600	608	604	761	632	650
11:00	*	*	*	726	702	714	858	709	749
12:00 PM	*	*	*	667	743	705	911	709	758
01:00	*	*	*	679	724	702	828	728	740
02:00	*	*	*	743	722	732	769	721	739
03:00	*	*	*	862	907	884	798	648	804
04:00	*	*	*	782	864	823	798	614	764
05:00	*	*	*	761	805	783	696	517	695
06:00	*	*	*	695	733	714	664	423	629
07:00	*	*	*	568	615	592	518	354	514
08:00	*	*	*	397	406	402	395	221	355
09:00	*	*	*	320	350	335	294	197	290
10:00	*	*	*	220	244	232	282	87	208
11:00	*	*	*	118	156	137	214	38	132
Day Total	0	0	0	10279	11070	10769	10569	8125	10075
% Avg. WkDay	0.0%	0.0%	0.0%	95.4%	102.8%				
% Avg. Week	0.0%	0.0%	0.0%	102.0%	109.9%	106.9%	104.9%	80.6%	
AM Peak Vol.	-	-	-	08:00	08:00	-	11:00	11:00	-
PM Peak Vol.	-	-	-	15:00	15:00	-	12:00	13:00	-
	-	-	-	862	907	-	911	728	-

Grand Total	0	0	0	10279	11070	10769	10569	8125	10075
ADT	ADT 10,078			AADT 10,078					

Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

Start Time	Mon 14-Mar-16	Tue 15-Mar-16	Wed 16-Mar-16	Thu 17-Mar-16	Fri 18-Mar-16	Average Day	Sat 19-Mar-16	Sun 20-Mar-16	Week Average
12:00 AM	*	49	51	50	62	53	95	119	71
01:00	24	20	25	21	36	25	46	55	32
02:00	20	13	18	11	21	17	40	33	22
03:00	17	12	22	17	15	17	25	25	19
04:00	23	24	33	20	37	27	29	21	27
05:00	62	53	45	60	65	57	34	27	49
06:00	202	210	192	222	196	204	88	65	168
07:00	597	566	631	587	604	597	246	125	479
08:00	728	764	734	678	686	718	413	230	605
09:00	601	618	647	652	624	628	609	427	597
10:00	555	549	530	598	592	565	672	522	574
11:00	561	633	650	575	678	619	829	583	644
12:00 PM	604	636	654	706	737	667	805	653	685
01:00	609	673	703	679	699	673	788	645	685
02:00	669	752	781	711	775	738	766	622	725
03:00	857	890	826	855	888	863	690	558	795
04:00	758	791	826	781	785	788	645	555	734
05:00	718	690	828	798	768	760	628	487	702
06:00	615	681	746	663	651	671	569	471	628
07:00	468	578	543	564	579	546	480	375	512
08:00	392	445	472	457	435	440	342	275	403
09:00	239	288	274	312	344	291	291	176	275
10:00	170	171	182	218	290	206	233	102	195
11:00	74	90	76	95	169	101	191	71	109
Day Total	9563	10196	10489	10330	10736	10271	9554	7222	9735
% Avg. WkDay	93.1%	99.3%	102.1%	100.6%	104.5%				
% Avg. Week	98.2%	104.7%	107.7%	106.1%	110.3%	105.5%	98.1%	74.2%	
AM Peak	08:00	08:00	08:00	08:00	08:00	-	-	-	-
Vol.	728	764	734	678	686	-	829	583	644
PM Peak	15:00	15:00	17:00	15:00	15:00	-	-	-	-
Vol.	857	890	828	855	888	-	805	653	795

Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

Start Time	Mon 21-Mar-16	Tue 22-Mar-16	Wed 23-Mar-16	Thu 24-Mar-16	Fri 25-Mar-16	Average Day	Sat 26-Mar-16	Sun 27-Mar-16	Week Average
12:00 AM	6	*	*	*	*	6	*	*	6
01:00	4	*	*	*	*	4	*	*	4
02:00	0	*	*	*	*	0	*	*	0
03:00	0	*	*	*	*	0	*	*	0
04:00	0	*	*	*	*	0	*	*	0
05:00	0	*	*	*	*	0	*	*	0
06:00	0	*	*	*	*	0	*	*	0
07:00	0	*	*	*	*	0	*	*	0
08:00	0	*	*	*	*	0	*	*	0
09:00	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*
Day Total	10	0	0	0	0	10	0	0	10
% Avg. WkDay	100.0%	0.0%	0.0%	0.0%	0.0%				
% Avg. Week	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	00:00	-	-	-	-	00:00	-	-	00:00
Vol.	6	-	-	-	-	6	-	-	6
PM Peak	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-
Grand Total	9573	10196	10489	10330	10736	10281	9554	7222	9745

ADT

ADT 9,516

AADT 9,516

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Page 1

Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/10/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	0	156	60	0	6	0	0	5	0	0	0	0	0	0	0	227
07:00	0	355	136	0	16	0	0	12	1	1	0	0	0	0	0	521
08:00	0	530	203	0	21	0	0	16	0	0	1	0	0	0	0	771
09:00	0	427	164	0	20	0	0	10	0	1	0	0	0	0	0	622
10:00	0	409	156	0	19	0	0	15	0	0	0	0	0	1	0	600
11:00	0	497	191	0	21	0	0	16	0	1	0	0	0	0	0	726
12 PM	0	461	176	0	18	0	0	11	0	0	0	0	0	1	0	667
13:00	0	467	180	0	17	0	0	14	0	0	1	0	0	0	0	679
14:00	0	511	195	0	21	0	0	16	0	0	0	0	0	0	0	743
15:00	0	589	226	0	25	0	0	17	1	0	3	0	0	1	0	862
16:00	0	539	205	0	20	0	0	17	0	0	0	1	0	0	0	782
17:00	0	523	199	0	23	0	0	15	0	1	0	0	0	0	0	761
18:00	0	481	183	0	17	0	0	13	0	0	0	0	1	0	0	695
19:00	0	387	148	0	20	0	0	12	0	0	1	0	0	0	0	568
20:00	0	270	102	0	12	0	0	9	1	1	1	0	0	1	0	397
21:00	0	219	84	0	8	0	0	8	0	0	0	1	0	0	0	320
22:00	0	151	58	0	4	0	0	4	1	1	1	0	0	0	0	220
23:00	0	80	31	0	4	0	0	3	0	0	0	0	0	0	0	118
Total	0	7052	2697	0	292	0	0	213	4	6	8	2	1	4	0	10279
Percent	0.0%	68.6%	26.2%	0.0%	2.8%	0.0%	0.0%	2.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/11/1																
6	0	37	15	0	1	0	0	0	0	0	0	0	0	0	0	53
01:00	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25
02:00	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
03:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
04:00	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
05:00	0	42	17	0	2	0	0	0	0	0	0	0	0	0	0	61
06:00	0	146	56	0	6	0	0	3	0	0	0	0	0	0	0	211
07:00	0	451	173	0	19	0	0	12	1	0	0	0	0	0	0	656
08:00	0	529	202	0	22	0	0	17	0	0	0	0	0	0	0	770
09:00	0	458	175	0	18	0	0	12	0	0	0	0	0	0	0	663
10:00	0	415	158	0	18	0	0	12	1	1	2	0	0	1	0	608
11:00	0	481	183	0	23	0	0	14	0	0	0	1	0	0	0	702
12 PM	0	513	196	0	18	0	0	14	1	0	0	0	0	1	0	743
13:00	0	498	191	0	22	0	0	13	0	0	0	0	0	0	0	724
14:00	0	495	189	0	21	0	0	16	0	1	0	0	0	0	0	722
15:00	0	627	239	0	23	0	0	16	0	0	2	0	0	0	0	907
16:00	0	593	226	0	22	0	0	19	1	0	1	1	1	0	0	864
17:00	0	555	212	0	21	0	0	13	0	2	0	2	0	0	0	805
18:00	0	503	193	0	21	0	0	16	0	0	0	0	0	0	0	733
19:00	0	422	161	0	17	0	0	14	0	1	0	0	0	0	0	615
20:00	0	279	107	0	14	0	0	5	0	0	1	0	0	0	0	406
21:00	0	242	92	0	11	0	0	5	0	0	0	0	0	0	0	350
22:00	0	168	64	0	7	0	0	5	0	0	0	0	0	0	0	244
23:00	0	108	41	0	4	0	0	2	1	0	0	0	0	0	0	156
Total	0	7618	2911	0	310	0	0	208	5	5	6	4	1	2	0	11070
Percent	0.0%	68.8%	26.3%	0.0%	2.8%	0.0%	0.0%	1.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

[illegible]



# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Page 4

Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/13/1																
6	0	76	29	0	3	0	0	2	0	0	0	0	0	0	0	110
01:00	0	42	17	0	1	0	0	0	0	0	0	0	0	0	0	60
02:00	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
03:00	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	27
04:00	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25
05:00	0	31	10	0	1	0	0	0	0	0	0	0	0	0	0	42
06:00	0	75	26	0	3	0	0	2	0	0	0	0	0	0	0	106
07:00	0	156	60	0	7	0	0	4	0	0	0	0	0	0	0	227
08:00	0	263	101	0	13	0	0	7	0	1	0	0	0	0	0	385
09:00	0	355	136	0	19	0	0	9	0	0	0	0	0	0	0	519
10:00	0	433	165	0	19	0	0	12	0	0	1	1	0	1	0	632
11:00	0	487	186	0	20	0	0	14	0	0	0	0	1	1	0	709
12 PM	0	486	171	0	14	0	0	16	0	0	1	0	0	2	19	709
13:00	5	532	140	0	13	0	0	13	0	0	1	0	0	0	24	728
14:00	1	523	137	0	10	0	0	16	0	4	0	0	1	1	28	721
15:00	1	476	132	0	3	0	0	10	1	2	0	0	0	1	22	648
16:00	1	452	128	1	7	1	0	5	0	1	0	0	0	2	16	614
17:00	2	375	119	0	7	0	0	4	0	0	0	0	0	1	9	517
18:00	0	321	85	0	5	0	0	3	0	0	0	0	0	0	9	423
19:00	0	255	83	0	10	0	0	2	0	0	0	0	0	0	4	354
20:00	0	159	48	0	6	0	0	3	0	0	0	0	0	0	5	221
21:00	0	137	47	0	9	1	0	0	0	0	0	0	0	0	3	197
22:00	0	57	22	1	7	0	0	0	0	0	0	0	0	0	0	87
23:00	0	29	7	0	2	0	0	0	0	0	0	0	0	0	0	38
Total	10	5779	1868	2	179	2	0	122	1	8	3	1	2	9	139	8125
Percent	0.1%	71.1%	23.0%	0.0%	2.2%	0.0%	0.0%	1.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	1.7%	
Total	10	27743	10256	2	1059	2	0	743	10	23	19	12	6	19	139	40043
Percent	0.0%	69.3%	25.6%	0.0%	2.6%	0.0%	0.0%	1.9%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Page 1

Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/14/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	0	14	8	0	2	0	0	0	0	0	0	0	0	0	0	24
02:00	0	14	4	0	1	0	0	1	0	0	0	0	0	0	0	20
03:00	0	8	4	0	3	1	0	0	0	0	0	0	0	0	1	17
04:00	0	9	3	2	5	0	0	1	1	0	0	0	0	0	2	23
05:00	0	34	20	0	5	0	0	1	0	0	1	0	0	0	1	62
06:00	0	130	57	0	9	0	0	1	0	1	0	0	0	1	3	202
07:00	2	398	139	5	20	1	0	4	1	2	0	0	1	0	24	597
08:00	1	464	186	5	24	2	0	16	1	5	0	0	0	0	24	728
09:00	3	365	152	2	21	3	0	20	0	2	0	0	0	1	32	601
10:00	0	325	149	1	30	2	0	19	0	1	0	0	0	2	26	555
11:00	0	340	153	3	28	1	0	15	1	1	0	0	0	0	19	561
12 PM	0	416	135	4	19	3	0	10	0	3	0	0	0	1	13	604
13:00	0	409	137	1	26	1	0	14	0	3	1	0	0	0	17	609
14:00	1	417	151	2	20	0	0	15	0	1	0	0	0	0	62	669
15:00	0	574	191	6	18	0	0	24	1	0	1	0	0	1	41	857
16:00	1	507	174	2	23	2	0	12	0	0	0	0	0	1	36	758
17:00	0	519	144	2	12	1	0	8	0	2	2	0	0	0	28	718
18:00	0	465	120	0	9	0	0	7	0	0	0	0	1	0	13	615
19:00	0	273	91	1	4	0	0	1	0	0	0	0	0	0	98	468
20:00	0	287	79	0	14	0	0	0	0	2	0	0	0	0	10	392
21:00	0	163	66	0	3	0	0	1	0	0	0	0	0	0	6	239
22:00	0	112	45	1	6	0	0	0	0	0	0	0	0	0	6	170
23:00	0	49	22	0	2	0	0	1	0	0	0	0	0	0	0	74
Total	8	6292	2230	37	304	17	0	171	5	23	5	0	2	7	462	9563
Percent	0.1%	65.8%	23.3%	0.4%	3.2%	0.2%	0.0%	1.8%	0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	4.8%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/15/1																
6	0	33	13	0	2	0	0	0	0	0	0	0	0	0	1	49
01:00	0	8	10	0	2	0	0	0	0	0	0	0	0	0	0	20
02:00	0	6	6	0	1	0	0	0	0	0	0	0	0	0	0	13
03:00	0	5	4	0	3	0	0	0	0	0	0	0	0	0	0	12
04:00	0	10	7	2	5	0	0	0	0	0	0	0	0	0	0	24
05:00	0	31	15	0	5	0	0	2	0	0	0	0	0	0	0	53
06:00	0	131	54	2	10	2	0	3	1	1	0	0	0	0	6	210
07:00	1	322	95	4	12	3	0	7	0	1	0	1	0	0	120	566
08:00	0	470	186	6	29	2	0	21	4	2	0	0	0	0	44	764
09:00	0	384	161	1	33	1	0	19	2	1	0	0	0	0	16	618
10:00	1	347	133	4	32	1	0	11	0	0	0	0	0	0	20	549
11:00	0	398	158	4	23	3	0	16	1	4	0	1	0	0	25	633
12 PM	1	409	142	6	35	0	0	12	0	3	1	0	1	0	26	636
13:00	0	444	148	3	31	2	0	13	0	3	1	0	0	4	24	673
14:00	4	471	188	3	41	0	0	7	0	0	2	0	1	0	35	752
15:00	2	561	214	6	32	1	0	21	1	4	2	0	0	2	44	890
16:00	2	501	193	5	32	0	0	14	0	2	1	0	2	0	39	791
17:00	0	460	144	0	7	0	0	15	0	3	2	0	0	0	59	690
18:00	3	481	146	0	11	0	0	14	1	3	0	0	0	0	22	681
19:00	1	399	137	0	8	0	0	14	1	0	0	0	0	0	18	578
20:00	1	305	115	0	11	0	0	2	0	0	1	0	0	0	10	445
21:00	0	201	76	0	2	0	0	4	1	0	0	0	0	0	4	288
22:00	0	105	56	0	5	0	0	0	0	0	0	0	0	0	5	171
23:00	0	51	34	0	1	0	0	0	0	0	0	0	0	0	4	90
Total	16	6533	2435	46	373	15	0	195	12	27	10	2	4	6	522	10196
Percent	0.2%	64.1%	23.9%	0.5%	3.7%	0.1%	0.0%	1.9%	0.1%	0.3%	0.1%	0.0%	0.0%	0.1%	5.1%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Page 3

Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/16/1																
6	0	29	17	0	5	0	0	0	0	0	0	0	0	0	0	51
01:00	0	14	8	1	2	0	0	0	0	0	0	0	0	0	0	25
02:00	0	9	8	0	1	0	0	0	0	0	0	0	0	0	0	18
03:00	0	7	11	0	3	0	0	0	0	0	0	0	0	0	1	22
04:00	0	11	16	1	4	0	0	1	0	0	0	0	0	0	0	33
05:00	0	21	18	0	4	1	0	0	0	0	0	0	0	0	1	45
06:00	1	105	60	3	8	0	0	3	1	0	0	0	0	1	10	192
07:00	0	415	158	6	22	1	0	10	1	2	0	0	0	0	16	631
08:00	1	460	182	5	34	2	0	11	0	3	2	0	0	0	34	734
09:00	0	414	164	8	27	2	0	15	1	0	0	0	0	1	15	647
10:00	2	332	144	0	29	1	0	7	0	1	0	0	0	0	14	530
11:00	3	406	164	9	25	1	0	15	0	3	0	0	0	1	23	650
12 PM	1	409	162	7	28	0	0	13	1	0	0	0	0	0	33	654
13:00	2	426	188	3	39	0	0	14	0	3	1	0	0	2	25	703
14:00	1	509	166	4	39	0	0	24	0	2	0	0	0	0	36	781
15:00	0	532	178	9	27	1	0	13	1	3	2	0	0	3	57	826
16:00	1	541	189	3	23	1	0	23	1	4	0	0	0	3	37	826
17:00	1	558	169	2	19	0	0	14	0	0	0	0	0	6	59	828
18:00	1	507	160	1	17	0	1	14	0	3	1	0	0	1	40	746
19:00	0	371	132	0	7	0	0	5	0	1	0	0	0	2	25	543
20:00	0	320	112	0	14	0	0	9	0	1	0	0	0	0	16	472
21:00	0	187	71	0	9	0	0	2	0	1	0	0	0	1	3	274
22:00	0	120	47	0	7	0	0	2	2	0	0	0	0	0	4	182
23:00	0	47	23	0	4	0	0	0	0	0	0	0	0	0	2	76
Total	14	6750	2547	62	397	10	1	195	8	27	6	0	0	21	451	10489
Percent	0.1%	64.4%	24.3%	0.6%	3.8%	0.1%	0.0%	1.9%	0.1%	0.3%	0.1%	0.0%	0.0%	0.2%	4.3%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/17/1																
6	0	27	20	0	2	0	0	0	0	0	0	0	0	0	1	50
01:00	0	14	3	0	1	0	0	1	0	0	0	0	0	0	2	21
02:00	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	7	5	0	5	0	0	0	0	0	0	0	0	0	0	17
04:00	0	8	6	1	4	1	0	0	0	0	0	0	0	0	0	20
05:00	0	33	24	0	1	0	0	1	1	0	0	0	0	0	0	60
06:00	1	120	71	1	13	1	0	1	1	1	0	0	0	0	12	222
07:00	0	364	164	5	17	2	0	12	0	2	0	1	0	0	20	587
08:00	0	407	172	5	25	2	1	22	0	5	0	0	1	1	37	678
09:00	1	404	167	5	33	2	0	16	0	1	0	0	0	2	21	652
10:00	1	369	146	3	34	1	0	11	0	3	0	0	0	0	30	598
11:00	1	361	141	5	25	1	0	16	1	4	0	0	0	0	20	575
12 PM	1	438	193	3	37	1	0	8	0	6	1	1	0	1	16	706
13:00	0	432	166	4	31	1	0	15	0	1	1	0	0	0	28	679
14:00	1	448	177	5	39	1	0	14	1	0	0	0	0	2	23	711
15:00	0	551	198	4	25	1	0	24	1	1	2	0	2	0	46	855
16:00	0	531	174	4	24	1	0	14	0	3	0	0	1	1	28	781
17:00	1	564	164	0	28	0	0	12	0	4	1	0	0	0	24	798
18:00	2	463	149	0	12	1	1	8	0	1	1	0	0	1	24	663
19:00	0	387	142	0	17	0	0	9	0	0	0	0	0	0	9	564
20:00	0	327	116	0	4	0	0	2	0	0	0	0	0	0	8	457
21:00	0	217	79	0	14	0	0	0	0	0	0	0	0	0	2	312
22:00	0	148	63	0	4	0	0	0	0	0	0	0	0	1	2	218
23:00	0	67	26	0	1	0	0	1	0	0	0	0	0	0	0	95
Total	9	6692	2571	46	396	16	2	187	5	32	6	2	4	9	353	10330
Percent	0.1%	64.8%	24.9%	0.4%	3.8%	0.2%	0.0%	1.8%	0.0%	0.3%	0.1%	0.0%	0.0%	0.1%	3.4%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

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Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/18/1																
6	0	41	17	0	3	0	0	0	0	0	0	0	0	0	1	62
01:00	0	23	10	1	1	0	0	0	0	0	0	0	0	0	1	36
02:00	0	12	8	0	1	0	0	0	0	0	0	0	0	0	0	21
03:00	0	10	3	0	1	0	0	1	0	0	0	0	0	0	0	15
04:00	0	14	12	1	7	0	0	0	2	0	0	0	0	0	1	37
05:00	0	35	23	0	5	0	0	1	0	0	0	0	0	0	1	65
06:00	0	110	66	2	11	2	0	3	0	1	0	0	0	0	1	196
07:00	0	396	144	6	22	1	0	14	0	0	0	0	0	0	21	604
08:00	0	395	209	4	27	2	0	18	1	1	1	0	0	0	28	686
09:00	3	343	191	5	34	2	0	17	0	2	0	1	0	0	26	624
10:00	0	367	145	5	22	1	0	24	1	1	0	0	0	1	25	592
11:00	1	437	144	4	31	1	0	31	1	0	0	0	0	0	28	678
12 PM	0	470	170	3	44	1	0	14	1	2	1	0	0	2	29	737
13:00	2	448	166	7	31	1	1	12	0	2	1	0	1	2	25	699
14:00	2	491	183	2	29	2	0	11	1	3	1	0	1	5	44	775
15:00	1	570	221	3	23	1	0	16	0	4	1	0	1	3	44	888
16:00	2	535	180	1	26	0	0	12	0	1	1	0	0	0	27	785
17:00	2	517	173	1	17	1	1	15	1	5	0	1	0	0	34	768
18:00	0	456	148	1	15	0	0	11	0	2	0	0	0	1	17	651
19:00	0	373	176	0	13	0	0	9	0	0	0	0	0	0	8	579
20:00	0	312	106	0	8	0	0	3	0	0	0	0	1	0	5	435
21:00	0	249	80	0	9	0	0	2	0	1	1	0	0	0	2	344
22:00	0	176	100	0	7	0	0	0	0	0	0	0	0	0	7	290
23:00	0	111	50	0	5	0	0	1	0	0	0	0	0	0	2	169
Total	13	6891	2725	46	392	15	2	215	8	25	7	2	4	14	377	10736
Percent	0.1%	64.2%	25.4%	0.4%	3.7%	0.1%	0.0%	2.0%	0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	3.5%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Page 6

Site Code:  
Station ID:  
NB BOSTON POST RD S OF ORIENTA AVE  
MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/19/1																
6	0	65	25	0	5	0	0	0	0	0	0	0	0	0	0	95
01:00	0	28	16	0	2	0	0	0	0	0	0	0	0	0	0	46
02:00	0	23	12	0	1	0	0	1	0	0	0	0	0	0	3	40
03:00	0	9	12	0	3	0	0	0	0	0	0	0	0	0	1	25
04:00	0	9	15	1	3	0	0	0	0	0	0	0	0	0	1	29
05:00	0	16	9	0	5	0	0	2	0	0	0	0	0	0	2	34
06:00	0	55	24	0	8	0	0	1	0	0	0	0	0	0	0	88
07:00	0	152	73	1	13	1	0	3	1	0	0	0	0	0	2	246
08:00	0	253	125	0	21	0	0	7	0	0	0	0	0	0	7	413
09:00	1	407	165	0	17	0	0	8	1	0	0	0	0	0	10	609
10:00	1	430	185	2	25	0	0	9	1	1	0	0	0	0	18	672
11:00	1	553	203	4	16	1	1	16	0	1	1	0	0	0	32	829
12 PM	3	511	197	3	22	0	1	18	0	1	0	0	0	0	49	805
13:00	1	526	198	1	13	0	0	13	0	4	1	0	0	0	31	788
14:00	1	525	180	4	17	0	0	10	0	1	0	0	0	0	28	766
15:00	1	463	185	0	9	2	0	7	0	1	1	0	0	1	20	690
16:00	0	430	169	0	13	0	0	10	0	0	0	0	0	1	22	645
17:00	2	404	169	1	14	0	0	13	0	0	0	0	0	0	25	628
18:00	0	386	145	0	10	0	0	6	0	2	2	0	0	0	18	569
19:00	1	334	121	1	7	0	0	7	0	1	0	0	0	2	6	480
20:00	0	229	97	0	7	0	1	3	1	0	0	0	0	0	4	342
21:00	0	182	93	0	9	0	0	3	1	0	0	0	0	0	3	291
22:00	0	154	72	0	4	0	0	1	0	0	0	0	0	0	2	233
23:00	0	108	72	0	6	0	0	0	0	0	0	0	0	0	5	191
Total	12	6252	2562	18	250	4	3	138	5	12	5	0	0	4	289	9554
Percent	0.1%	65.4%	26.8%	0.2%	2.6%	0.0%	0.0%	1.4%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	3.0%	

# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Site Code:  
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MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/20/1																
6	0	75	40	0	3	0	0	0	0	0	0	0	0	0	1	119
01:00	0	36	15	0	3	0	0	0	0	0	0	0	0	0	1	55
02:00	0	16	16	0	1	0	0	0	0	0	0	0	0	0	0	33
03:00	0	15	9	0	1	0	0	0	0	0	0	0	0	0	0	25
04:00	0	8	10	0	3	0	0	0	0	0	0	0	0	0	0	21
05:00	0	13	10	0	4	0	0	0	0	0	0	0	0	0	0	27
06:00	0	35	25	0	3	0	0	0	0	0	0	0	0	0	2	65
07:00	0	80	40	0	4	0	0	0	0	0	0	0	0	0	1	125
08:00	0	141	75	1	4	0	0	3	0	1	0	0	0	0	5	230
09:00	0	278	126	0	11	1	0	1	1	0	0	0	0	1	8	427
10:00	0	353	145	0	11	0	0	5	0	0	0	0	0	0	8	522
11:00	0	367	189	1	12	0	0	5	0	1	0	0	0	0	8	583
12 PM	0	438	182	0	7	0	0	11	0	1	0	0	0	0	14	653
13:00	2	445	168	0	7	1	0	6	0	0	0	0	0	0	16	645
14:00	0	425	165	0	9	0	0	12	0	1	0	0	0	0	10	622
15:00	1	378	152	0	11	0	0	5	0	0	0	0	0	0	11	558
16:00	0	376	154	0	10	0	0	3	0	0	0	0	0	1	11	555
17:00	0	336	126	0	9	0	0	6	0	0	0	0	0	0	10	487
18:00	0	317	132	0	9	0	0	8	0	1	0	0	0	0	4	471
19:00	0	272	89	0	5	0	0	3	0	0	1	0	0	0	5	375
20:00	0	185	76	0	6	0	0	1	0	0	0	0	0	0	7	275
21:00	0	111	60	0	2	0	0	0	0	0	0	0	0	0	3	176
22:00	0	67	31	0	2	0	0	0	0	0	0	0	0	0	2	102
23:00	0	53	15	0	3	0	0	0	0	0	0	0	0	0	0	71
Total	3	4820	2050	2	140	2	0	69	1	5	1	0	0	2	127	7222
Percent	0.0%	66.7%	28.4%	0.0%	1.9%	0.0%	0.0%	1.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	1.8%	



# Traffic Databank

716 S Sixth Ave  
Mount Vernon, NY 10550

Site Code:  
Station ID:  
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MAMARONECK,NY  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
03/21/1																
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Percent	0.0%	0.0%	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%	
Total	75	44230	17120	257	2252	79	8	1170	44	151	40	6	14	63	2591	68100
Percent	0.1%	64.9%	25.1%	0.4%	3.3%	0.1%	0.0%	1.7%	0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	3.8%	

# Appendix

## Description

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Parking Surveys

**Parking Surveys**  
**August 17 & 19, 2017**

**Job Title:** Hampshire Country Club Project    **Weather:** \_\_\_\_\_  
**Location:** Mamaroneck NY                      **Field Tech:** \_\_\_\_\_  
**Date:** 8/17 Thurs.. 8/19 Sat., 2017              **DAY#** 1 and 2

**TDC**  
**TRAFFIC DATA COLLECTIONS**  
 914-302-6326 fax-914-629-6815 cell

THURSDAY August 17, 2017 #of vehicles parked in Zones 1-6 at times								
TIME	1	2	3	4	5	6		
12:00pm	39	4 bus 1	15 bus 0	0	24	2		
1:00pm	48	5 bus 1	17 bus 0	0	22	2		
SATURDAY August 19, 2017 #of vehicles parked in Zones 1-6 at times								
TIME	1	2	3	4	5	6		
8:30pm	65	5 bus 0	12 bus 2	0	6	0		

