

Traffic Operations Study; Jones Road/Route 50 Area Town of Wilton, New York

Prepared for:
Town of Wilton
22 Traver Road
Wilton, New York 12831

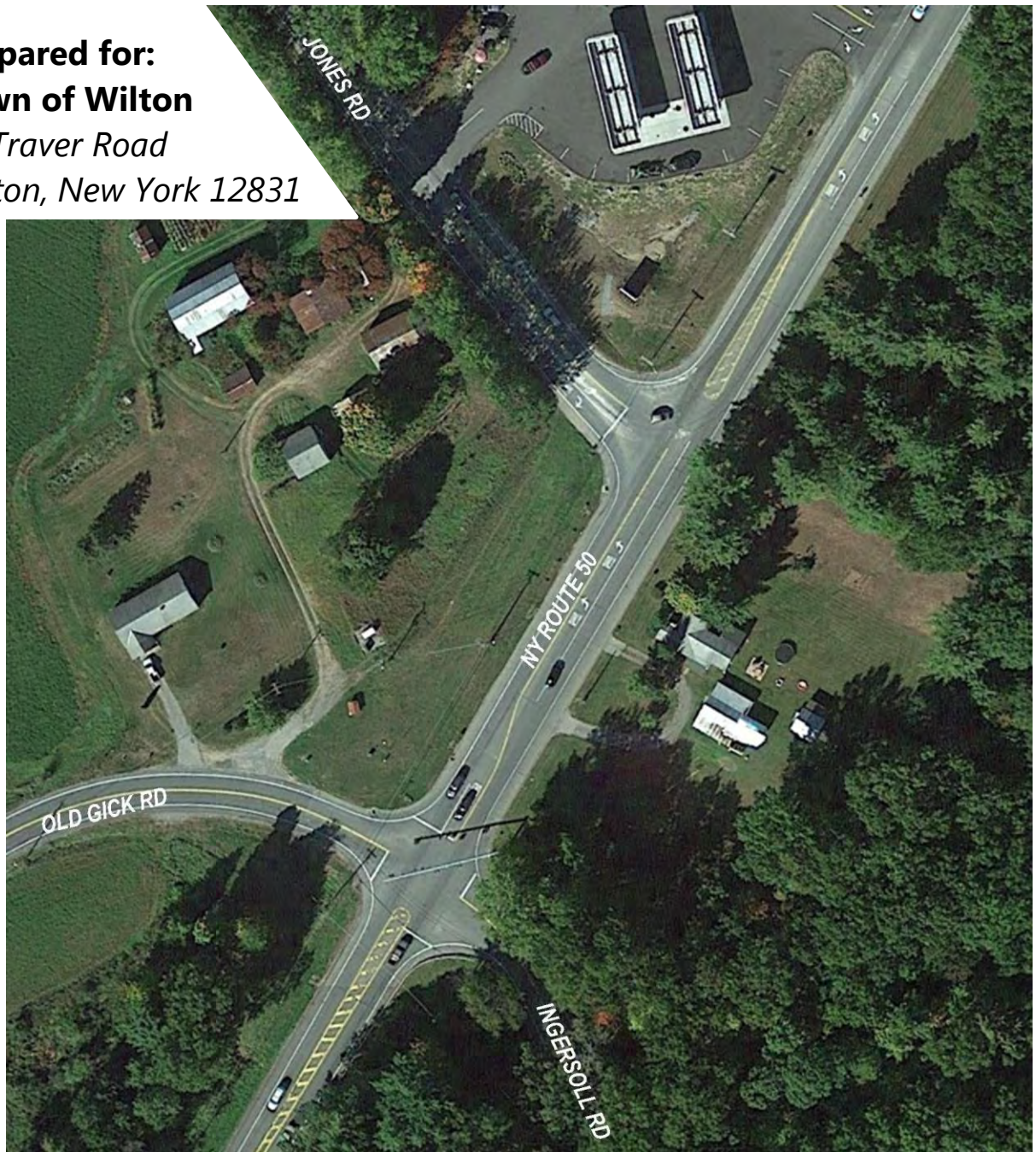


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1.0 Introduction/Scope of this Report

The traffic operations of NY Route 50 in the vicinity of the Jones Road/Old Gick Road/Ingersoll Road intersections have been a concern to the Town of Wilton residents and officials. A recent proposal, the Forest Grove/Biss Shaw (FG/BS) proposal to construct up to 250 homes in the Putnam Lane area to the north of Jones Road has prompted The Town to conduct this Traffic Operations Study to study not only the impacts of this development but to examine the existing and projected traffic conditions and to develop improvement strategies that would improve traffic operations. This study will present the following:

- An assessment of existing traffic conditions in the Jones Road Area (traffic flows, speeds, crash history),
- Traffic forecasts for the proposed FG/BS development,
- 10 year peak hour forecasts for the Jones Road area (to 2027),
- An assessment of projected traffic conditions in 2027,
- Presentation and review of a wide range of alternatives for improving traffic operations at the NY Route 50 & Jones Road and NY Route 50 & Old Gick Road/Ingersoll Road intersections,
- A assessment of the impacts of the FG/BS project on traffic operations,
- A review of the proposed access to the FG/BS development at Jones Road

This report will present the engineering analyses conducted as part of the study and a review of the improvement alternatives. The alternatives have been presented and evaluated in a sketch plan/scoping level of detail.

2.0 Project Study Area

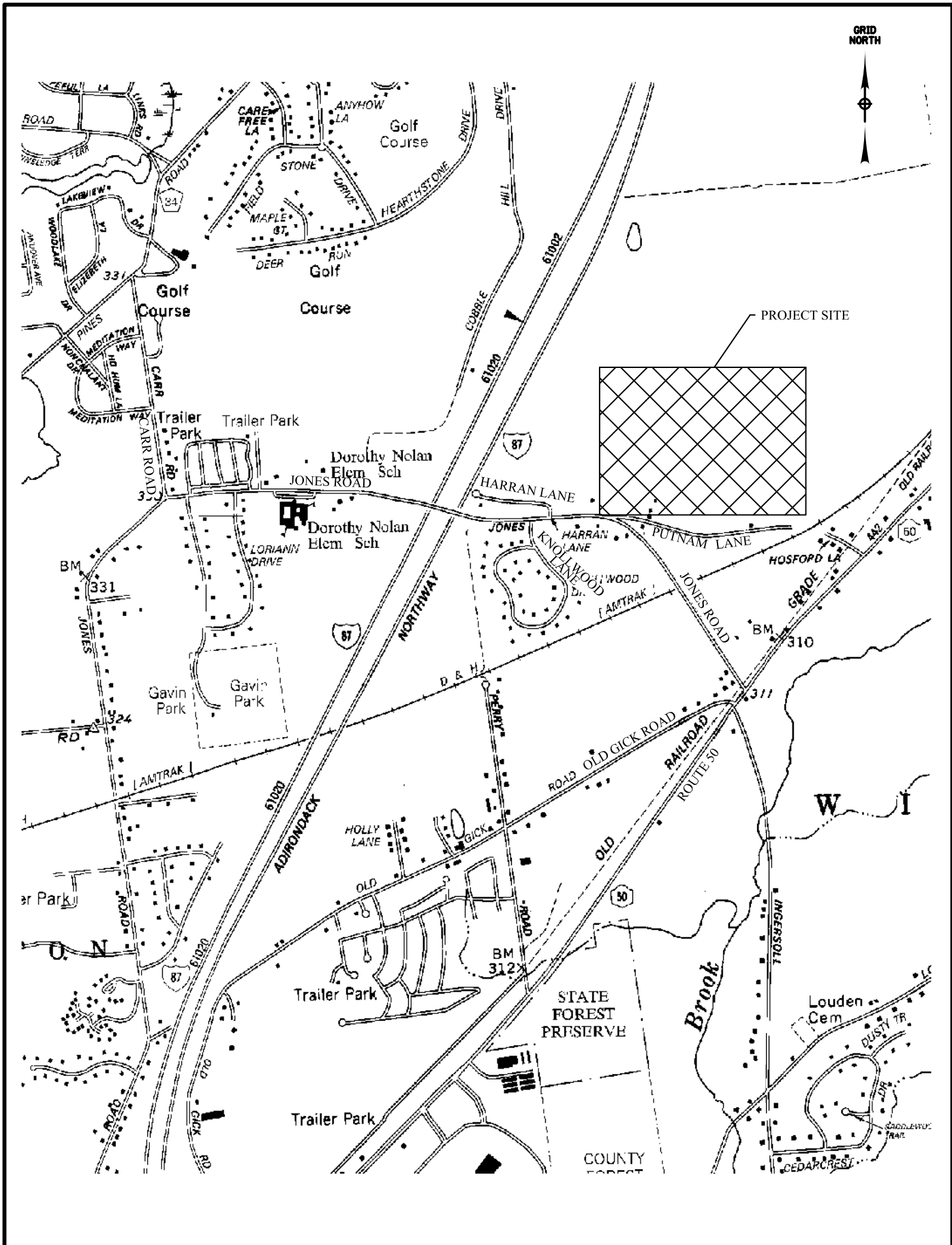
The Project Study Area includes the following intersections:

1. Jones Rd and Putnam Lane
2. NY Route 50 and Jones Rd
3. NY Route 50 and Old Gick Rd/Ingersoll Rd
4. Jones Rd and Knollwood Dr/Harran Lane
5. Jones Rd and Carr Rd

The first three intersections above will be analyzed in detail for the various improvement alternatives evaluated as part of this study. The last two intersections were qualitatively evaluated as part of this study.

A description of the project area is as follows:

Jones Road is the roadway immediately adjacent to the proposed FG/BS development. It is posted with a 45 mph speed limit, but at the Putnam Lane intersection, Jones Rd is posted with a 30 mph speed advisory sign for a horizontal curve in the roadway. Putnam Lane is an existing “no outlet” roadway that currently serves three single family homes. The concept site plan for the FG/BS development proposes to realign and relocate the Putnam Lane 150 feet to the west to serve as the development’s main access roadway in addition to providing access to the existing houses. Approximately a half mile east of the Putnam Lane intersection, Jones Rd terminates at a T-intersection with NY Route 50, and 300 feet south of that intersection, NY Route 50 intersects with Old Gick Rd/Ingersoll Rd. The NY Route 50 and Jones Rd intersection is stop sign controlled on the Jones Rd approach, where the Old Gick Rd/Ingersoll Rd intersection is traffic signal controlled. NY Route 50 is posted 45 mph within the study area. Figure 1 depicts a Project Location Map.



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TRAFFIC IMPACT STUDY			
PROJECT LOCATION MAP			
JOB NO. 2017079.00	SCALE: NO SCALE	DATE: JUNE 2017	FIGURE NO. 1

3.0 Existing Conditions

3.1 Existing Traffic Volumes & Speeds

Existing traffic operating conditions were determined through field reconnaissance and traffic counts performed by GPI at each of the studied intersections. In addition, Automatic Traffic Recorders (ATRs) were installed along Jones Rd and Route 50 within the Study area to determine traffic volumes, vehicle class and speeds. The manual traffic counts consisted of AM and PM peak period manual turn movement counts on May 23 & 24, 2017.

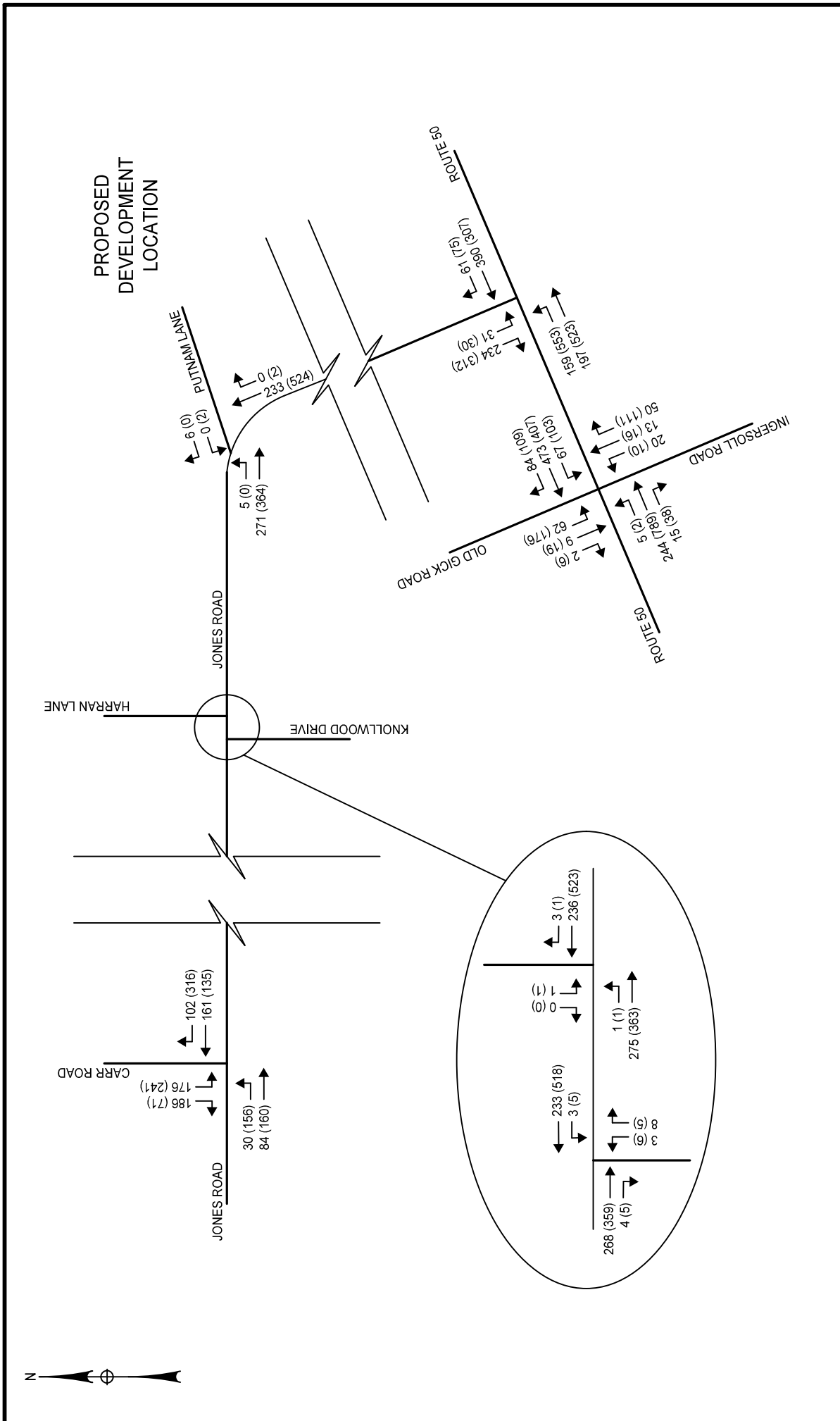
Based on the data collected, within the study area the AM peak hour occurred between 8:00 and 9:00 AM, while the PM peak hour occurred between 4:45 and 5:45 PM. Also, The 85th percentile operating speed for NY Route 50 is between 37 and 41 mph and along Jones Rd the 85th percentile speed is between 48 and 49 mph. However, the Jones Rd speed was collected on the straight away halfway between Putnam Lane and Route 50, the actual travel speed at the Putnam Lane intersection, because it is within a curve area (posted with a 30 mph advisory speed), is closer to 40 mph.

In looking at NYSDOT seasonal adjustment factors, it was determined that traffic in May, the time of the field count, is generally 5% higher than average annual traffic, which is typically used in impact analyses. To be conservative though, no adjustment was made to the counted traffic to develop the 2017 existing peak hour traffic volumes. These peak hour turning movement volumes are shown in Figure 2 on the next page. The count data collected as part of this study is included in Appendix A of this report.

3.2 Sight Distance Evaluation

Sight lines were reviewed for the relocated Jones Rd and Putnam Lane intersection location based on the methodology found in [A Policy on Geometric Design for Highways and Streets](#), 2011, published by AASHTO. The available sight distances were then compared to sight distance guidelines listed in the AASHTO publication for various movements at an intersection.

The location reviewed for this evaluation is the relocated location for Putnam Lane, which is approximately 150 feet west of the existing intersection. The sight distance measurements performed in the field revealed that over 1,000 feet of sight distance will be available along Jones Rd Road to the west of the intersection and more than 650 feet will be available to the east. These numbers are both greater than the AASHTO minimum recommended intersection sight distance of 555 feet necessary for a 50 mph design speed, and as mentioned previously, the 85th percentile operating speed for this area does not exceed 50 mph. Therefore the proposed location of Putnam Lane provides adequate sight distance.



TRAFFIC IMPACT STUDY	
2017 EXISTING CONDITION	
PEAK HOUR TRAFFIC VOLUMES	
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SARATOGA COUNTY, NEW YORK	
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NOTE:
 XX (XX) = AM (PM) PEAK HOUR TRAFFIC VOLUMES

3.3 Crash History/Accident Analysis

An accident analysis was performed for each of the project area intersections. The analysis reviewed the crash history for the 3 year period between March 1, 2014 and February 28, 2017. Overall there were no accidents occurring at the Putnam Lane intersection, 43 accidents at the NY Route 50 and Old Gick Rd/Ingersoll Rd intersection and 15 accidents at the Route 50 and Jones Rd intersection. See Appendix B for the Accident Records reviewed as part of this study. Of these accidents, the predominant accident types were rear end (47%), left turn (16%), overtaking (12%), and right angle (10%). All other accident types were much less significant. In terms of severity, of the 58 accidents studied there were 0 fatalities, 10 that resulted in personal injury, 26 that resulted in reportable property damage, and 22 that had “non-reportable” property damage.

In looking at the traffic control and geometry at these two intersections, there does not appear to be any sight distance factors contributing to these accidents, but because the intersections are so closely spaced, and there is limited queue storage length between them, queue overruns between the intersection cause some overtaking accidents, with vehicles trying to skirt around queues in adjacent lanes. These overflows may also be contributing to the rear end accident numbers, with vehicles stopped for one intersection’s traffic in an area not expected by traffic at the adjacent intersection. Tables 1 & 2 below summarize the accident types and severity for each of the intersection.

TABLE 1 - ACCIDENT TYPE SUMMARY

Accident Type	Route 50 at Old Gick/Ingersoll	Route 50 at Jones Rd
Rear End	19	8
Right Angle	5	1
Left Turn	7	2
Right Turn	1	-
Overtaking	5	2
Fixed Object	3	-
Animal	-	1
Other	3	1
Total	43	15

TABLE 2 - ACCIDENT SEVERITY SUMMARY

Accident Severity	Route 50 at Old Gick/Ingersoll	Route 50 at Jones Rd
Fatality	0	0
Personal Injury	10	0
Property Damage Only	19	7
Non-Reportable	14	8
Total	43	15

The number of accidents was divided by the amount of traffic entering each intersection to develop an accident rate for each location. These rates were then compared to the State-wide average rate for similar intersections along state roads. The results showed that both the Jones Rd intersection and the Old Gick Rd/Ingersoll Rd intersection along NY Route 50 have accident rates considerably higher than the State-wide average; indicating an investigation into the causes of these accidents and potential safety improvements is warranted.

TABLE 3 – ACCIDENT RATE SUMMARY

Calculated Location	Accident Rate	State-wide Avg.	Accident Rate Ratio
Route 50/Jones Rd	0.68 per MEV	0.18 per MEV	3.78 x State Avg.
Route 50/Old Gick Rd/ Ingersoll Rd	1.97 per MEV	0.52 per MEV	3.79 x State Avg.

With the calculated accident rates being much higher than the statewide average the improvement alternatives developed in later sections will also be evaluated for their safety benefits.

4.0 Projected Traffic Conditions

4.1 Analysis Scenarios

To provide information on the traffic operations as growth in the area continues the following conditions were analyzed:

- 2017 Existing Traffic Conditions
- 2027 Projected Traffic Conditions without FG/BS
- 2027 Projected Traffic Conditions with FG/BS

The traffic volumes for the 2027 Projected Traffic Conditions without FG/BS were developed for the year using previous traffic data collected as part of the most recent Town wide traffic study update conducted in 2015 and historic traffic data compiled from NYSDOT to determine an annual growth rate that reflects the expected growth of traffic along the roadways as a result of regional development. Based on this information, it was estimate that the study area traffic would grow at approximately 0.5% per year for the next 10 years. Figure 3 depicts the 2027 Projected Traffic Conditions without FG/BS Peak Hour Traffic Volumes.

4.2 FG/BS Site Generated Traffic

The number of trips generated by the proposed FG/BS development was estimated for the peak hour conditions using the data contained in the Trip Generation Manual, 9th Edition, published by the Institute of Transportation Engineers (ITE). This publication contains data from various case studies on many different types of land uses. For the proposed development, Land Use Code (LUC) 210 – “Single Family Detached Housing” was used to estimate the trip generation potential of site.

A summary of the trip generation estimates for this development is included in Table 4 below. It should be noted that all trips being generated are expected to be new to the roadway. “Pass-by” trips, where an existing road trip diverts to the new development enroute to another destination, are not expected for residential type developments.

TABLE 4 – TRIP GENERATION SUMMARY- FG/BS (LUC 210)

Time Period	Housing Units	Trip Generation Rate	Entering Trips	Exiting Trips	Total Trips
AM Peak Hour	250	0.74/unit*	46	139	185
PM Peak Hour	250	0.96/unit*	151	89	240

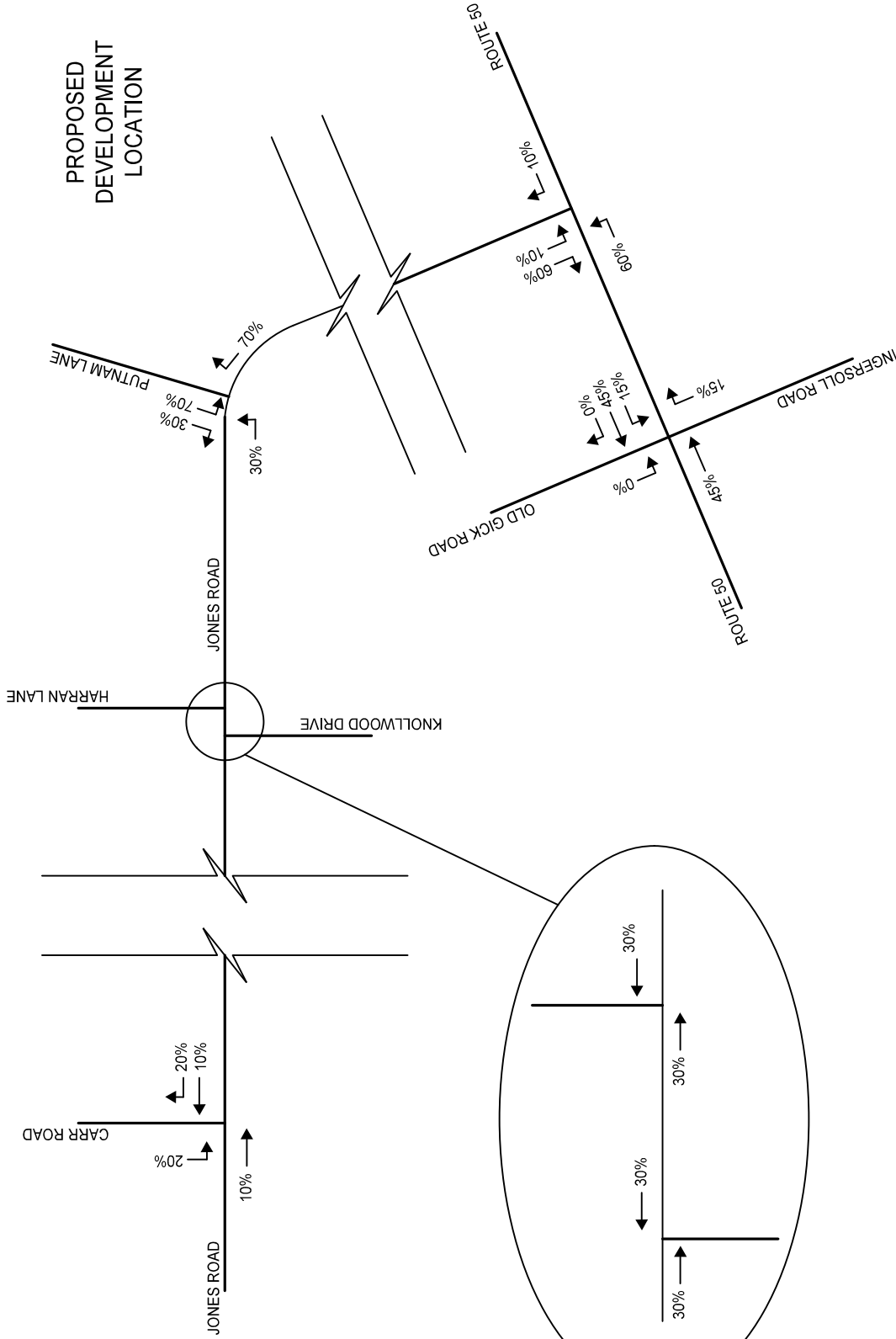
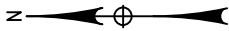
* Rate established from fitted curve formula found in the Trip Generation Manual for LUC 210.

4.3 Trip Distribution of FG/BS Traffic

The trip distribution for the new traffic to be generated by the FG/BS project was based on existing peak hour traffic patterns at other area residential developments and on the surrounding roadways. Based on this information, the following directional distribution is assumed for the site traffic:

- 30% to/from the west via Jones Rd
- 10% to/from the north via Jones Rd to NY Route 50
- 60% to/from the south via Jones Rd to NY Route 50 (most accessing I-87 interchange)

These trip distribution percentages, along with the AM and PM peak hour trip assignment For new site trips based on this distribution are graphically depicted in Figures 4 - Directional Distribution, and Figure 5 - New FG/BS Site Trips.



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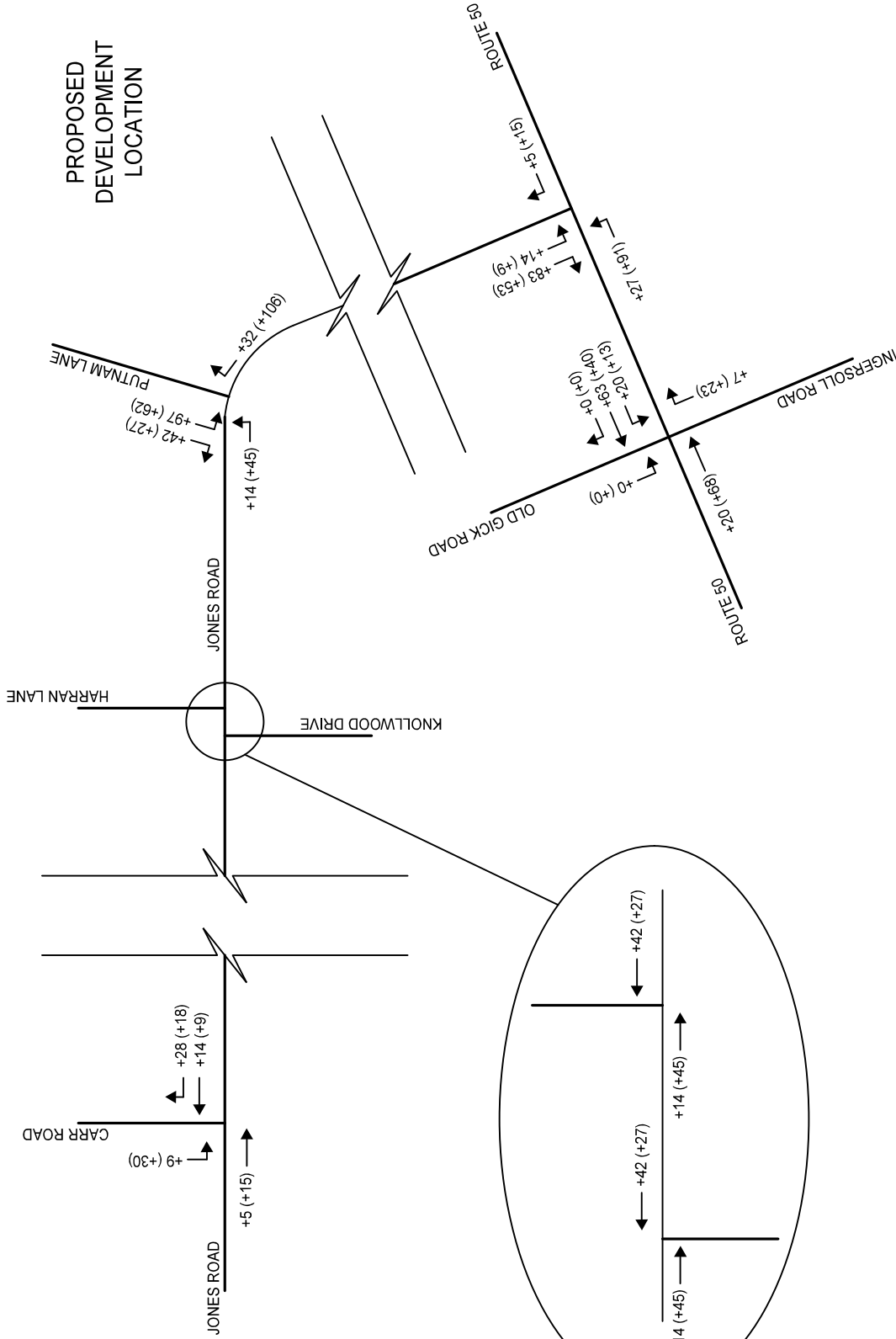
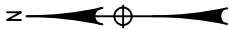
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DIRECTIONAL DISTRIBUTION

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PROPOSED
DEVELOPMENT
LOCATION

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NEW SITE TRIPS

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NOTE:
XX (XX) = AM (PM) PEAK HOUR
TRIP GENERATION

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FIGURE NO.
5

4.4 Future 2027 Traffic Volumes with FG/BS

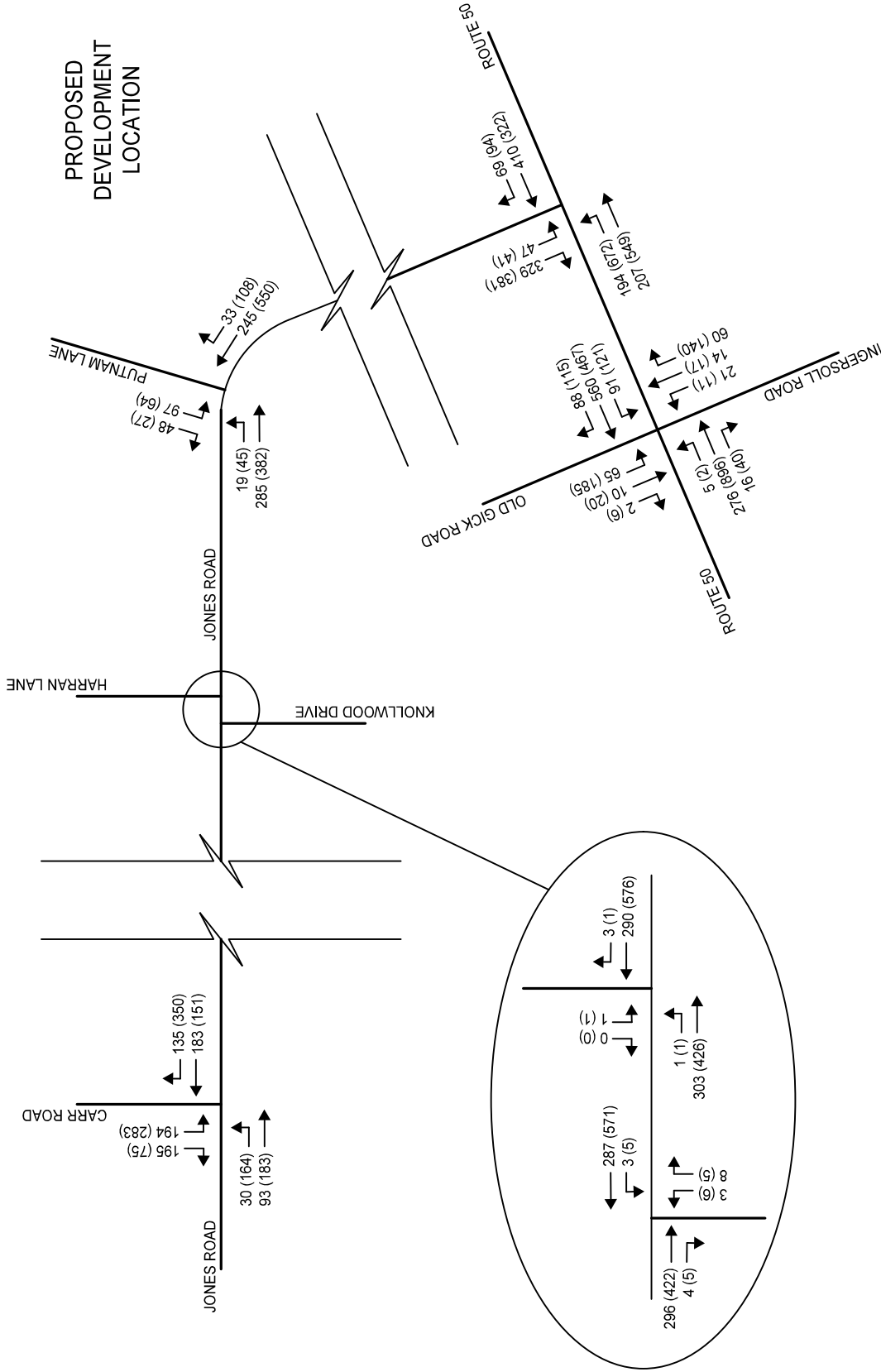
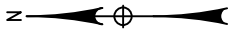
The resulting traffic volumes for the 2027 Projected Traffic Conditions with FG/BS are presented in Figure 6.

In reviewing these traffic volume forecasts the following is noted:

- No more than 72 new vehicles are expected to travel west through the Jones Rd and Knollwood Dr/Harran Lane intersection or the Jones Rd and Carr Rd intersection in any given hour of the day due to the FG/BS project.
- Based on New York State Department of Transportation (NYSDOT) Region 1's general policy to not require a traffic impact study unless a development adds 100 or more peak hour trips to the adjacent roadway, the proposed change in intersection traffic at these two locations along Jones Road should not require detailed traffic study.
- Additionally, the Institute of Transportation Engineers (ITE), states in their *Traffic Impact Analyses for Site Development* publication... *"In lieu of other locally preferred thresholds, it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways' peak hour or the development's peak hour."* This publication goes on to say that 100 vehicles can change the level of service or appreciably increase the volume to capacity ratio of an intersection approach. This, and other ITE publications, suggests that intersections with a traffic increase of less than 100 peak hour vehicles will experience only a minimal change in the adjacent roadway traffic operations.
- As such, the Knollwood Dr/Harran Lane intersection and Carr Rd intersections along Jones Rd are expected to operate similarly to existing conditions and the FG/BS project is not expected to have a significant impact on traffic operations at these locations (no change in LOS).
- At the Jones Road and Carr Road intersection the FG/BS development is projected to add 72 new trips in the PM peak hour, an increase of 6% over the current 2017 traffic volume.

4.5 Peak Hours Considerations

While the traffic operation analyses focus on the peak traffic hours to calculate the delays experienced, it is useful to recognize that the "peak" conditions do not occur all 24 hours of any given day. Based on the 24 hour traffic data collected on NY Route 50 and Jones Road as presented in Figures 7 and 8, about 1/3 of the total daily traffic in this area occurs between the hours of 3 PM to 7 PM. Therefore, while the analysis focuses on the peak hours and the PM peak hour in particular, it should be noted that much less delay will be experienced by roadway users during the majority of the day.



NOTE:
 XX (XX) = AM (PM) PEAK HOUR
 TRAFFIC VOLUMES

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TRAFFIC IMPACT STUDY

**2027 BUILD CONDITION
 PEAK HOUR TRAFFIC VOLUMES**

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DATE: JUNE 2017

FIGURE NO.: 6

FIGURE 7
ROUTE 50 HOURLY VOLUMES

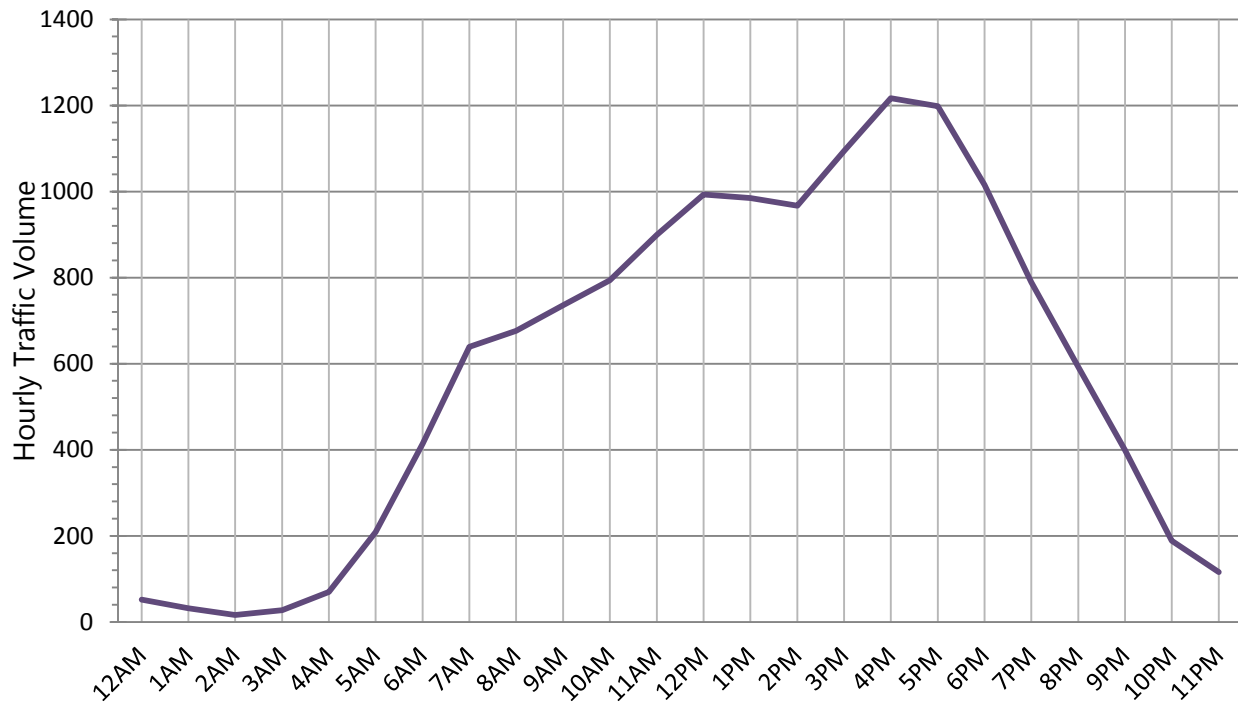
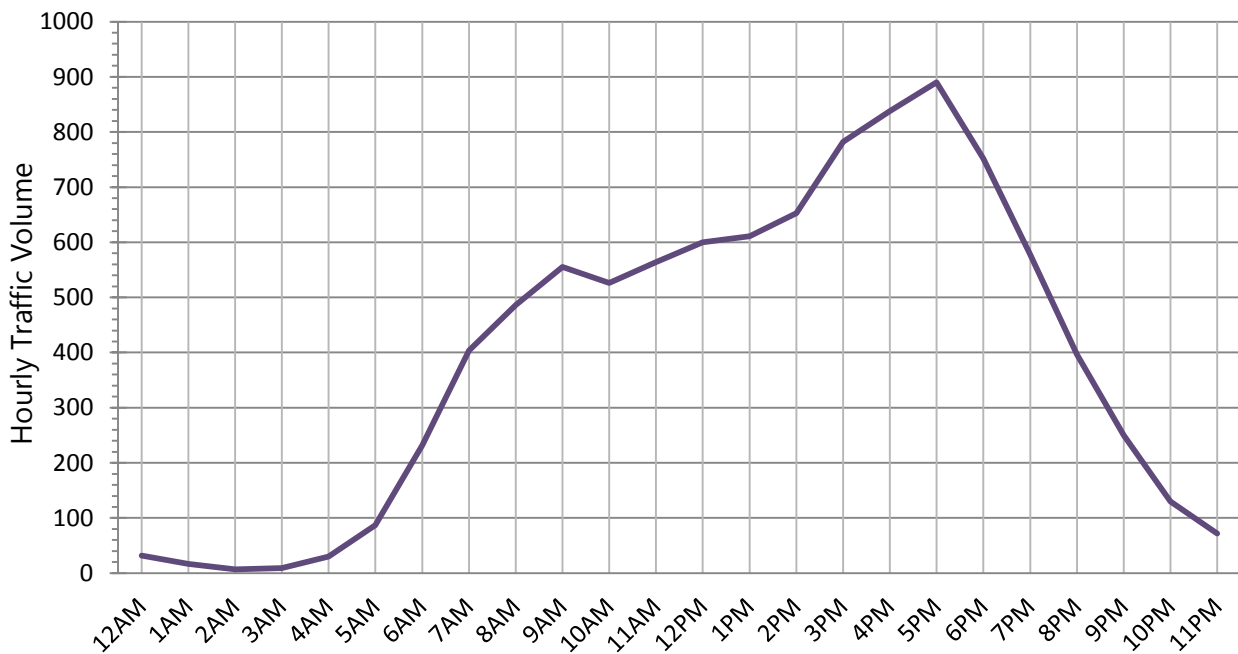


FIGURE 8
JONES RD HOURLY VOLUMES



5.0 Traffic Operations Analysis Methods

5.1 Capacity Analysis Description

The operating conditions of transportation facilities are evaluated based on the relationship of existing or projected traffic volumes to the theoretical capacity of the highway facility, which can be equated to a level of service (LOS) based on the delay experienced by each vehicle. Level of service ranges from LOS A to LOS F and the delay thresholds that define various levels of service can be found in the *Highway Capacity Manual* (HCM 2010), published by the Transportation Research Board. In general, "A" represents the best operating condition with unrestricted flow and little or no delay per vehicle, and "F" represents the worst, with congested conditions, long delays, and poor traffic operations. LOS C or better is generally desirable, but LOS D for signalized locations and LOS E for unsignalized are generally acceptable during peak periods as long as the volume to capacity ratio (v/c) is below 1.0.

Table 4 below presents the LOS criteria for both signalized and unsignalized intersections.

**TABLE 4
LEVEL OF SERVICE CRITERIA**

LOS	Signalized Intersection Delay Per Vehicle (sec.)	Unsignalized Intersection Delay Per Vehicle (sec.)
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

5.2 Traffic Simulation Analysis Models

Traditionally, the methodologies found in the *Highway Capacity Manual* are the standard for intersection analysis, except for roundabouts where the SIDRA Traffic Analysis software methodology is typically used. However, these methodologies assume isolated intersection conditions and cannot accurately reflect operations where traffic from closely spaced intersections interact. As such, a traffic simulation model, which emulates real world car movement logic and traffic control is the most appropriate means of traffic analysis for this study because of the closely spaced intersection along Route 50 and the queue interaction between them. The selection of this model as the tool for this study also provides a more accurate accounting of the interaction of the closely spaced intersections of Route 50 (Jones and Old Gick/Ingersoll) and will allow a direct comparison of results between improvement alternatives that include traditional improvements a (widening, signals etc.) and more innovative improvements (i.e. roundabouts).

Traffic simulation modeling for this study was performed utilizing the Simtraffic Traffic Simulation Modeling Software; a program that utilizes parameters such as gap acceptance, speeds, driver aggressiveness and vehicle type to simulated conditions found on the roadway. This modeling program stochastically (randomly distributed based on a probability curve) assigns parameters to individual vehicles within the model and collects output statistics on a second by second basis. Because of the stochastic nature of these models, different random seeds can generate different output values, similar to how operating condition can varies slightly from day to day on a roadway, even with the same traffic volume being present each day. As a result, ten multiple model runs were conducted and averaged for each condition to determine the result values for alternative comparison.

For simulation modeling, it is important to ensure the model parameters are calibrated to real world condition, which is done be comparing field collected queues and delays to model outputs for existing conditions, and adjusting parameters until the model is a reasonable approximation of the real world. Calibration was performed for the models in this study and the modeled queues appeared similar to those observed in the field for existing conditions.

5.3 Reporting of Analysis Results

The complete results of the capacity and simulation analysis are presented in the following section of this report. Briefly, in the Route 50 area under study, the analysis has indicated that existing conditions are nearing capacity and several individual movements experience long delays. As traffic volumes increase over the next ten years, with or without the FG/BS development, delays and the resulting traffic backups (queues) are expected to increase. As such, as presented in the following section several improvement alternatives were developed and compared for their ability to minimize future traffic delays and address the crash history presented in Section 3.3.

6.0 Development of Improvement Alternatives

6.1 Route 50 Alternatives

As traffic volumes at the Route 50 intersections studied are already approaching capacity, deteriorating future traffic operations within the study area are a concern for the Town, even without construction of the FG/BS development. Because of this, several improvement alternatives were considered to help alleviate future congestion and improve safety. These alternatives included a variety of options for the Route 50 at Old Gick Rd/Ingersoll Rd intersection and the Route 50 at Jones Rd intersection. The reviewed options included simply trying to optimize the existing signal timings to the changes in traffic control and intersection geometry. The following is a summary description of the alternatives developed as part of this study (Sketches of each alternative are contained in Appendix C):

- Alt. 50-A Signal Addition at Jones Rd:** This alternative proposes an installation of a traffic signal at the NY Route 50 and Jones Rd intersection that will be interconnected to the existing signal at Route 50 and Old Gick Rd/Ingersoll Rd. The alternative will require a left turn phase along Route 50 and longer clearance intervals to clear traffic queued between the signals. These extra phases introduce additional delay for NY Route 50 traffic, which could be detrimental to traffic flow. No right-of-way would be required for this alternative.
- Alt. 50-B Signal Addition at Jones Rd with Lane Widening:** Similar to Alt. 50-A, this alternative adds an interconnected signal at Jones Rd, but to provide added capacity, this alternative also widens NY Route 50 to provide side by side left turn lanes between the intersections and to provide two separate through lanes northbound at the NY Route 50 and Old Gick Rd/Ingersoll Rd intersection. Additionally this alternative adds a westbound right turn lane on Ingersoll Rd and better defines the left and right turn lanes along Jones Rd. No right-of-way should be required for this alternative.
- Alt. 50-C Dual Single-Lane Roundabouts:** This alternative includes a 120 foot diameter single-lane roundabout at both the NY Route 50 and Old Gick Rd/Ingersoll Rd intersection and the Route 50 and Jones Rd intersection. All entry approaches are proposed to be single lane as well. This alternative will require a minor right-of-way taking (approximately 0.05 acres) on the west side of Route 50.

- Alt. 50-D Dual Roundabout with Northbound Lane Addition:** This alternative features dual roundabouts similar to Alt. 50-C, but also adds an extra northbound through lane along NY Route 50 that begins before the Old Gick Rd/Ingersoll Rd intersection and drops as a left turn lane at the Jones Rd intersection. All other entry approaches are proposed as single lanes. This alternative will require a minor right-of-way taking (approximately 0.08 acres) on the west side of NY Route 50.
- Alt. 50-E Single 5-Leg Roundabout:** A much more drastic improvement, this alternative combined the Old Gick Rd/Ingersoll Rd and Jones Road intersections along NY Route 50 into a single roundabout intersection. This alternative will require extensive right-of-way acquisition, with approximately 1.2 acres being required, as well as the acquisition and demolition of a house.
- Alt. 50-E1 Longabout:** A 5-leg pseudo-roundabout option that combines the NY Route 50, Old Gick Rd, Ingersoll Rd and Jones Rd approaches into a single long oval intersection. This alternative does require left turn vehicles on the side streets to travel all the way around the extra-wide central island to complete the movement, which will add some travel time and may be considered inconvenient to some users. This may result in drivers “cutting-through” the Stewarts parking lot from Jones Rd to access Route 50 northbound. This alternative will require a moderate amount of right-of-way (approximately 0.25 acres), but this acquisition will be only on the west side of Route 50.
- Alt. 50-E2 Hourglass Roundabout:** Similar in operations to Alt. 50-E1, this alternative reduces the footprint of the longabout to minimize right-of-way takings. Right-of-way acquisitions for this alternative will be approximately 0.08 acres, all on the west side of NY Route 50.
- Alt. 50-F 4-Leg Roundabout with Relocated Unsignalized Ingersoll Rd:** Much of this alternative is similar to Alt. 50-E, but with the Ingersoll Rd approach removed and relocated further south along Route 50 with stop sign control. The removal of this approach from the roundabout allows the construction of the roundabout without the need to acquire and demolish the house required under Alt. 50-E. This alternative does require more right-of-way area to be acquired than the other alternatives (approximately 1.55 acres) and it hasn’t yet been vetted as to whether the terrain proposed will be conducive to the Ingersoll Road relocation. Additionally, the driveway extension for the house along Ingersoll Rd may be undesirable for the homeowner.

Alt. 50-G 4-Leg Roundabout with Relocated Signalized Ingersoll Rd: This alternative is the same as Alt. 50-F, but with signalized traffic control at the Route 50 and Ingersoll Rd intersection. This will increase the cost of this alternative over Alt. 50-F, but will allow for improved access to Route 50.

Alt. 50-H Relocated Old Gick Road with Traffic Signal Shift: This alternative separates Old Gick Rd from the NY Route 50 and Ingersoll Rd intersection and relocates it to form a new intersection farther south down Route 50. It is initially proposed that the existing traffic signal at Ingersoll Rd be relocated to Jones Rd, but the exact traffic control configuration won't be determined until further traffic analysis is performed. Right-of-way acquisition will be required.

6.2 Putnam Lane Access Alternatives

The alternatives considered for the Jones Rd and Putnam Lane intersection include the following (see sketch plans for each alternative in Appendix C):

Alt. A Relocate Putnam Lane as Main Site Access: This alternative relocates the existing Putnam Lane approximately 150 feet to the west and removes the skew of the existing intersection to improve sight distance. This alternative can be constructed without right-of-way acquisition.

Alt. A-1 Relocate Putnam Lane as Main Site Access with widening of Jones Rd to Provide Turn Lanes into the Site: This alternative is the same as Alt. A, but with the addition of a left turn lane and a right turn lane, along Jones Rd (as shown in the sketch plan). This alternative may be able to be constructed without any right-of-way acquisitions aside from some of the developer's property, but this cannot be confirmed until a more detailed design is performed. The need for turn lanes at the Putnam Lane intersection is discussed in Section 7.2.1 and 7.2.2 of this report.

Alt. B Urban Mini-Roundabout: This alternative features an 80 foot diameter mini-roundabout as the Jones Rd and relocated Putnam Lane intersection. By converting the intersection to a mini-roundabout it provides a traffic calming feature along Jones Rd to help reduce speeds, and provides an aesthetic gateway to both the Town and the development. It is also a traffic control means consistent with other proposed intersections along Jones Road and fits better into the Town's vision of the corridor. This alternative may be able to be constructed without right-of-way acquisition, but this cannot be confirmed until detailed design is performed.

7.0 Operating Conditions/Alternative Operations

7.1 NY Route 50

The detailed results of traffic operations analysis the Route 50 and Putnam Lane locations for existing and forecasted conditions with and without improvement are presented in Tables 6, 7 and 8. Tables 6 and 7 present the traditional Level and Service and delay Results for the AM and PM peak hours while Table 8 presents, for the PM peak hour, the results of a network analysis model of the Route 50 intersections (Old Gick Rd/ Ingersoll Rd and Jones Road) operating as a unit. Since these intersections are closely spaced and the Alternatives considered will affect both locations, the network results presented in Table 8 present a more useful comparison of the operations analysis results. The following is noted from these analyses:

- The PM peak hour is more critical than the AM peak hour in terms of traffic volume and delays experienced. In general all movements the AM peak hour operate within acceptable levels of delay even with the FG/BS development.
- Most movements currently (2017) operate at acceptable levels of delay in the PM peak hour and overall operations are at a LOS D.
- By 2027 without the FG/BS development, additional movements will begin to experience unacceptable delays and the overall LOS will drop to "E" in the PM peak hour if no improvements are made.
- The additional traffic expected to be generated by the FG/BS development will create additional delay and the overall LOS in the PM peak hour will drop to "F" if no improvements are made.
- Installing a traffic signal at NY Route 50 and Jones Rd (ALT. 50-A) will provide some congestion relief but conditions will still be a LOS F in the PM peak hour and is not a viable long term solution.
- Alternatives 50 – B, D, E and G will provide enough capacity for acceptable overall operations in the Route 50 area. All other alternatives experience some overcapacity conditions and approaches operating at LOS F in the future PM peak hour.
- Alternatives E, F, and G will all require significant new right of way to construct the required improvement severely impacting adjacent properties.

As the analysis summary tables show, all Alternatives provide acceptable (LOS D or better) operations along NY Route 50 in the AM Peak hour, but only Alternatives 50-B and 50-D will provide acceptable operations in the PM peak hour without requiring significant and costly right-of-way acquisitions. These results were considered in the feasibility evaluation detailed in Section 8.0 of this report.

**TABLE 6
AM PEAK HOUR LEVEL OF SERVICE SUMMARY**

Intersection	Movement	2017 PM Existing				2027 PM Without FG/BS Development				2027 PM Peak Hour Alternatives With FG/BS Development				
		Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal
NY Route 50 & Old Gick Rd/Ingersoll Rd	Traffic Control	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal
	NB Left (Rt 50)	B (12.3)	B (12.8)	B (12.6)	B (11.4)	C (22.0)	B (19.0)	B (19.0)	C (22.0)	B (19.0)	A (3.9)	A (3.9)	A (2.2)	Alt. 50-D Dual Rndbts + Lanes
	NB Thru (Rt 50)	A (4.8)	A (4.7)	A (5.3)	A (4.6)	B (12.6)	A (8.0)	A (8.0)	B (12.6)	A (7.1)	A (7.1)	A (5.5)	Alt. 50-C Dual 1-lane Roundabout	
	NB Right (Rt 50)	A (2.5)	A (1.8)	A (2.8)	A (2.1)	A (7.0)	A (2.8)	A (2.8)	A (7.0)	A (3.9)	A (3.9)	A (2.5)	Roundabout	
	SB Left (Rt 50)	A (8.9)	A (9.1)	A (10.0)	A (9.2)	B (10.1)	A (6.9)	A (6.9)	B (10.1)	A (3.9)	A (3.9)	A (3.5)	Roundabout	
	SB Thru (Rt 50)	A (6.0)	A (6.2)	A (7.0)	A (6.1)	A (8.4)	A (5.9)	A (5.9)	A (8.4)	A (5.1)	A (5.1)	A (4.6)	Roundabout	
	SB Right (Rt 50)	A (3.1)	A (3.4)	A (3.9)	A (3.6)	A (5.3)	A (3.3)	A (3.3)	A (5.3)	A (3.6)	A (3.6)	A (3.7)	Roundabout	
	EB Left (Old Gick)	B (16.5)	B (16.8)	B (16.7)	C (26.0)	C (31.5)	C (34.3)	C (34.3)	C (31.5)	A (4.2)	A (4.2)	A (6.7)	Roundabout	
	EB Thru (Old Gick)	B (18.6)	B (15.3)	B (16.7)	C (24.5)	C (28.6)	D (36.3)	D (36.3)	C (28.6)	A (6.1)	A (6.1)	A (8.1)	Roundabout	
	EB Right (Old Gick)	B (11.4)	A (9.0)	A (9.3)	B (10.9)	B (13.5)	A (9.0)	A (9.0)	B (13.5)	A (4.2)	A (4.2)	A (7.6)	Roundabout	
	WB Left (Ingersoll)	B (16.4)	B (16.2)	B (14.6)	C (26.2)	C (29.3)	C (29.6)	C (29.6)	C (29.3)	A (3.5)	A (3.5)	A (3.6)	Roundabout	
NY Route 50 & Jones Rd	WB Thru (Ingersoll)	B (16.2)	B (16.8)	B (18.0)	C (28.6)	C (33.0)	C (34.5)	C (34.5)	C (33.0)	A (5.1)	A (5.1)	A (5.0)	Roundabout	
	WB Right (Ingersoll)	A (5.4)	A (5.6)	A (5.5)	A (8.3)	B (10.1)	A (5.2)	A (5.2)	B (10.1)	A (3.4)	A (3.4)	A (3.1)	Roundabout	
	Total	A (6.7)	A (6.7)	A (7.3)	A (7.6)	B (11.3)	A (8.7)	A (8.7)	B (11.3)	A (5.2)	A (5.2)	A (4.7)	Roundabout	
	Traffic Control	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Roundabout
	NB Left (Rt 50)	A (6.5)	A (7.4)	A (8.5)	A (8.1)	B (15.7)	B (13.3)	B (13.3)	B (15.7)	A (2.7)	A (2.7)	A (2.7)	Roundabout	
	NB Thru (Rt 50)	A (1.4)	A (1.4)	A (1.5)	A (1.3)	A (2.6)	A (2.6)	A (2.6)	A (2.6)	A (3.9)	A (3.9)	A (3.2)	Roundabout	
	SB Thru (Rt 50)	A (3.0)	A (3.2)	A (3.8)	A (3.7)	C (28.0)	C (28.4)	C (28.4)	C (28.0)	B (10.7)	B (10.7)	A (9.6)	Roundabout	
	SB Right (Rt 50)	A (0.9)	A (0.9)	A (1.2)	A (1.2)	B (19.5)	B (19.8)	B (19.8)	B (19.5)	A (7.4)	A (7.4)	A (6.3)	Roundabout	
	EB Left (Jones)	C (21.0)	C (22.9)	D (31.3)	D (32.4)	D (46.2)	C (30.8)	C (30.8)	D (46.2)	A (6.5)	A (6.5)	A (7.5)	Roundabout	
	EB Right (Jones)	A (8.1)	A (9.9)	B (14.1)	B (13.9)	B (11.2)	B (10.3)	B (10.3)	B (11.2)	A (6.0)	A (6.0)	A (7.2)	Roundabout	
	Total	A (4.7)	A (5.3)	A (7.7)	A (7.5)	B (17.7)	B (16.6)	B (16.6)	B (17.7)	A (6.8)	A (6.8)	A (6.6)	Roundabout	
Jones Rd & Putnam Lane	Traffic Control	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	
	SB Left (Putnam)	A (3.0)	A (2.7)		A (8.3)		A (3.3)						Roundabout	
	SB Right (Putnam)	A (3.0)	A (2.7)		A (4.6)		A (2.9)						Roundabout	
	EB Left (Jones)	A (1.6)	A (1.3)		A (2.0)		A (3.6)						Roundabout	
	EB Thru (Jones)	A (0.2)	A (0.2)		A (0.7)		A (5.8)						Roundabout	
	WB Thru (Jones)	A (0.5)	A (0.5)		A (1.1)		A (5.3)						Roundabout	
Total	A (0.4)	A (0.4)		A (2.1)		A (5.0)							Roundabout	

TABLE 6 (continued)
AM PEAK HOUR LEVEL OF SERVICE SUMMARY

Intersection	Movement	2027 PM Peak Hour Alternatives With FG/BS Development				Mvmt.	Alt. 50-H	
		Alt. 50-E	Alt. 50-F	Alt. 50-G	Intersection			
NY Route 50 & Old Gick Rd & Jones Rd (Consolidated Intersection)	Traffic Control	Roundabout	Roundabout	Roundabout				
	Rt 50 NB to Old Gick	A (3.3)	A (2.8)	A (3.1)		NB LT	Signal A (8.1)	
	Rt 50 NB to Jones	A (3.2)	A (3.1)	A (3.3)		NB TH	A (2.1)	
	Rt 50 NB to Rt 50 NB	A (5.2)	A (4.9)	A (5.1)		SB TH	C (30.5)	
	Rt 50 NB to Ingersoll	A (2.5)				SB RT	C (22.5)	
	Rt 50 SB to Ingersoll	A (4.4)				EB LT	C (32.7)	
	Rt 50 SB to Rt 50 SB	A (6.8)	A (6.5)	A (6.6)		EB RT	A (8.4)	
	Rt 50 SB to Old Gick	A (4.6)	A (4.0)	A (4.2)		Total	B (16.2)	
	Rt 50 SB to Jones	A (1.1)	A (1.2)	A (1.2)			Signal	
	Jones SE to Rt 50 NB	A (6.0)	A (6.0)	A (5.8)			A (9.5)	
	Jones SE to Ingersoll	A (5.6)					A (2.8)	
	Jones SE to Rt 50 SB	A (5.6)	A (5.4)	A (5.4)			A (7.5)	
	Jones SE to Old Gick	A (5.9)	A (5.6)	A (5.3)			A (4.6)	
	Old Gick NE to Jones	A (5.4)	A (4.6)	A (4.6)			B (11.4)	
	Old Gick NE to Rt 50 NB	A (5.1)	A (4.4)	A (4.4)			A (4.8)	
	Old Gick NE to Ingersoll	A (4.8)					A (6.2)	
	Old Gick NE to Rt 50 SB	A (4.2)	A (5.6)	A (7.7)			Signal	
	Ingersoll NW to Rt 50 SB	A (4.0)					A (4.4)	
	Ingersoll NW to Old Gick	A (3.3)					NB TH	A (4.4)
	Ingersoll NW to Jones	A (3.5)					NB RT	A (2.5)
Ingersoll NW to Rt 50 NB	A (3.5)					SB LT	A (9.9)	
Total		B (5.3)	A (5.2)	A (5.3)		SB TH	A (6.3)	
NY Route 50 & Ingersoll Rd Only (New Intersection)	Traffic Control		Stop Sign	Signal				
	Rt 50 NB Thru		A (1.1)	A (5.2)		NB TH	A (4.4)	
	Rt 50 NB Right		A (0.3)	A (2.2)		NB RT	A (2.5)	
	Rt 50 SB Left		A (3.3)	A (5.9)		SB LT	A (9.9)	
	Rt 50 SB Thru		A (0.9)	A (3.4)		SB TH	A (6.3)	
	Ingersoll NW Left		C (17.7)	B (15.5)		WB LT	C (33.4)	
	Ingersoll NW Right		A (3.6)	A (4.5)		WB RT	B (11.7)	
	Total		A (1.7)	A (4.4)		Total	A (7.0)	

TABLE 7
PM PEAK HOUR LEVEL OF SERVICE SUMMARY

Intersection	Movement	2017 PM Existing		2027 PM Without FG/BS Development		2027 PM Peak Hour Alternatives With FG/BS Development								
		Signal	Signal	Signal	Signal	Existing Timings No Impr.	Signal Optimize Only	Alt. 50-A Two Rt 50 Signals	Alt. 50-B Two Signals + Lanes	Alt. 50-C Dual 1-lane Roundabout	Alt. 50-D Dual Rndbts + Lanes			
NY Route 50 & Old Gick Rd/Ingersoll Rd	Traffic Control	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal
	NB Left (Rt 50)	B (18.3)	E (67.0)	F (184.4)	E (60.3)	F (203.4)	D (48.0)	F (288.9)	B (10.8)					
	NB Thru (Rt 50)	C (30.4)	E (60.7)	F (139.2)	E (77.0)	F (160.1)	C (28.8)	F (255.9)	B (16.9)					
	NB Right (Rt 50)	C (24.2)	D (53.8)	F (132.7)	E (67.1)	F (154.6)	B (12.4)	F (246.6)	A (7.4)					
	SB Left (Rt 50)	E (66.0)	F (84.1)	F (104.0)	F (80.9)	D (38.8)	C (23.0)	A (3.4)	A (3.4)					
	SB Thru (Rt 50)	B (14.2)	B (19.4)	C (22.1)	B (16.0)	B (11.8)	B (10.5)	A (4.7)	A (4.5)					
	SB Right (Rt 50)	A (10.0)	B (14.4)	B (16.4)	A (10.0)	A (8.0)	A (6.8)	A (3.4)	A (3.2)					
	EB Left (Old Gick)	C (22.6)	C (23.8)	D (35.5)	E (69.7)	E (70.4)	D (35.4)	A (7.6)	A (9.2)					
	EB Thru (Old Gick)	C (26.0)	C (23.7)	D (36.8)	E (70.7)	E (77.4)	D (41.1)	A (9.0)	B (10.6)					
	EB Right (Old Gick)	B (13.4)	B (13.2)	D (37.2)	E (62.8)	E (64.7)	C (23.8)	A (7.5)	A (9.3)					
	WB Left (Ingersoll)	B (16.8)	B (17.0)	C (21.4)	C (29.1)	C (35.0)	C (22.5)	F (208.8)	A (6.0)					
	WB Thru (Ingersoll)	B (18.9)	B (18.4)	C (21.8)	C (30.3)	C (33.0)	C (26.9)	F (195.8)	A (8.8)					
	WB Right (Ingersoll)	B (13.4)	B (15.1)	B (19.2)	C (26.9)	C (27.7)	B (12.9)	F (219.2)	A (7.6)					
	Total		C (25.2)	D (42.4)	F (85.0)	E (57.6)	F (86.8)	C (22.2)	F (120.5)	B (10.7)				
NY Route 50 & Jones Rd	Traffic Control	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal
	NB Left (Rt 50)	B (12.8)	B (15.6)	B (17.7)	B (17.9)	C (21.3)	C (27.5)	C (25.9)	B (12.1)					
	NB Thru (Rt 50)	A (3.4)	A (3.8)	A (4.2)	A (4.4)	A (6.2)	A (3.9)	C (28.1)	A (5.1)					
	SB Thru (Rt 50)	A (8.4)	B (12.7)	C (19.7)	A (10.0)	C (30.3)	D (48.3)	B (11.3)	B (16.1)					
	SB Right (Rt 50)	A (5.2)	A (7.9)	B (14.7)	A (6.1)	C (21.3)	D (40.2)	A (8.6)	B (11.5)					
	EB Left (Jones)	F (202.1)	F (515+)	F (1100+)	F (1450+)	D (43.6)	D (36.8)	A (5.6)	A (6.1)					
	EB Right (Jones)	D (26.0)	F (170.4)	F (450+)	F (500+)	B (12.6)	A (0.8)	A (0.4)	A (5.8)					
	Total		C (18.2)	E (46.8)	F (94.0)	F (96.1)	B (17.6)	C (22.0)	B (17.9)	A (9.6)				
	Traffic Control	Stop Sign	Stop Sign	Alt A - Stop Sign	Alt A - Stop Sign	Alt. B - Mini-Roundabout	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal
	SB Left (Putnam)	B (10.1)	B (16.0)		C (18.5)		A (3.8)							
SB Right (Putnam)	B (10.1)	C (16.0)		B (11.4)		A (3.6)								
EB Left (Jones)	A (0.2)	A (0.9)		A (5.8)		A (4.0)								
EB Thru (Jones)	A (0.2)	A (0.9)		A (2.0)		A (6.3)								
WB Thru (Jones)	A (1.4)	A (1.5)		A (4.2)		A (7.9)								
WB Right (Jones)	A (0.6)	A (0.9)		A (2.5)		A (5.5)								
Total		A (0.9)	A (1.3)		A (4.3)		A (6.7)							

TABLE 7 (continued)
PM PEAK HOUR LEVEL OF SERVICE SUMMARY

Intersection	Movement	2027 PM Peak Hour Alternatives With FG/BS Development			
		Alt. 50-E	Alt. 50-F	Alt. 50-G	Alt. 50-H
NY Route 50 & Old Gick Rd & Jones Rd (Consolidated Intersection)	Traffic Control	Roundabout	Roundabout	Roundabout	Signal
	Rt 50 NB to Old Gick	D (42.8)	B (11.8)	B (12.7)	NB LT B (17.3)
	Rt 50 NB to Jones	C (26.7)	B (12.7)	B (13.1)	NB TH A (6.6)
	Rt 50 NB to Rt 50 NB	B (12.6)	A (7.1)	A (7.2)	SB TH F (216.1)
	Rt 50 NB to Ingersoll	A (9.5)			SB RT F (213.4)
	Rt 50 SB to Ingersoll	B (12.0)			EB LT D (51.5)
	Rt 50 SB to Rt 50 SB	B (14.4)	B (12.5)	B (12.2)	EB RT D (38.9)
	Rt 50 SB to Old Gick	B (12.3)	A (9.6)	A (8.7)	Total D (54.5)
	Rt 50 SB to Jones	A (7.1)	A (6.7)	A (6.5)	Signal
	Jones SE to Rt 50 NB	A (6.1)	A (6.2)	A (6.1)	NB LT B (17.7)
	Jones SE to Ingersoll	A (5.2)			NB TH B (13.8)
	Jones SE to Rt 50 SB	A (5.5)	A (5.5)	A (5.0)	SB TH B (13.9)
	Jones SE to Old Gick	A (5.3)	A (5.4)	A (4.9)	SB RT A (9.6)
	Old Gick NE to Jones	A (5.9)	A (5.4)	A (5.2)	EB LT C (21.0)
	Old Gick NE to Rt 50 NB	A (6.2)	A (6.2)	A (5.6)	EB RT B (14.4)
	Old Gick NE to Ingersoll	A (6.3)			Total B (14.4)
	Old Gick NE to Rt 50 SB	A (7.5)	A (5.1)	A (4.8)	Signal
	Ingersoll NW to Rt 50 SB	A (5.1)			NB LT B (17.7)
Ingersoll NW to Old Gick	A (5.3)			NB TH B (13.8)	
Ingersoll NW to Jones	A (6.0)			SB TH B (13.9)	
Ingersoll NW to Rt 50 NB	A (5.7)			SB RT A (9.6)	
Total		B (13.5)	B (12.8)	A (9.1)	EB LT C (21.0)
NY Route 50 & Ingersoll Rd Only (New Intersection)	Traffic Control		Stop Sign	Signal	EB RT B (14.4)
	Rt 50 NB Thru		A (5.5)	C (29.6)	Signal
	Rt 50 NB Right		A (2.5)	C (25.1)	NB TH C (33.1)
	Rt 50 SB Left		D (31.5)	C (25.9)	NB RT C (28.3)
	Rt 50 SB Thru		A (1.1)	A (2.9)	SB LT F (134.7)
	Ingersoll NW Left		F (177.8)	C (28.3)	SB TH B (18.9)
	Ingersoll NW Right		F (65.2)	C (21.2)	WB LT E (64.5)
	Total		B (12.8)	C (21.0)	WB RT E (59.9)
					Total D (37.6)

**TABLE 8
PM PEAK HOUR - ROUTE 50 NETWORK MEASURES OF EFFECTIVENESS (MOE) SUMMARY**

Movement	2017 PM Existing	2027 PM Peak Hour Without FG/BS Development	2027 PM Peak Hour Alternatives With FG/BS Development									
			Existing Timings No Impr.	Signal Optimize Only	Alt 50-A Two Rt50 Signals	Alt 50-B Two Signals + Lanes	Alt 50-C Dual 1-lane Roundabout	Alt 50-D Dual Rndbbs + Lanes	Alt 50-E Single 5-leg Roundabout	Alt 50-F Single 4-leg Roundabout w/lng. Stop	Alt 50-G Single 4-leg Roundabout w/lng.Signal	Alt 50-H Relocated Old Gick & Signal Mod.
Total Delay (VHD)	19.3	34.6	73.9	62.7	58.1	26.9	64.4	12.7	11.6	15.2	19.7	59.7
Delay per Vehicle (sec.)	36.2	61.4	131.0	111.8	97.7	43.5	120.3	20.6	18.8	24.6	31.9	97.9
LOS (if treated as one Int.)	D	E	F	F	F	D	F	C	B	C	C	F
Total Stops	1,982	2,414	2,552	2,474	3,047	2,436	1,568	1,758	1,545	1,612	2,270	3,240
Stops per Vehicle	1.03	1.19	1.26	1.22	1.42	1.09	0.81	0.79	0.70	0.73	1.02	1.48
Fuel Used (gal.)	34.5	40.3	63.9	61.6	54.5	40.7	75.3	39.4	36.8	39.0	40.8	64.6
HC Emissions (g)	430	467	525	527	537	482	546	506	403	447	449	656
CO Emissions (g)	20,722	21,759	22,822	22,837	23,555	22,574	24,205	24,601	14,308	16,187	15,909	29,240
Nox Emission (g)	1,495	1,577	1,599	1,621	1,739	1,723	1,501	1,728	1,346	1,474	1,495	2,204
Total Emissions (kg)	22.65	23.80	24.95	24.99	25.83	24.78	26.25	26.84	16.06	18.11	17.85	32.10

Note: Feasible Alternatives Highlighted in Yellow.

7.2 Jones Rd and Putnam Lane

This intersection, that will serve as the access to the proposed FG/BS development, was analyzed as both a traditional "T" intersection with stop sign control on Putnam Lane for both stop sign control and mini-roundabout traffic control in the future build condition. In both cases, overall level of service for the intersection was LOS A in both the AM and PM peak hour, with no individual movement falling below LOS C. It should be noted that the stop control analysis performed did not include any turn lanes, and turn lanes are not necessary to achieve acceptable levels of service, but there will be safety benefits to removing turning traffic from the through lanes if turn lanes were provided as presented below.

7.2.1 Putnam Lane Left Turn Warrant

The need for a left turn lane at an unsignalized intersection is defined in warranting conditions listed in AASHTO's A Policy on Geometric Design of Highways and Streets, 6th Edition, which is based on the charts provided by M. D. Harmelink in Highway Research Record Number 211 "Aspects of Traffic Control Devices". As can be seen in Figure 9, based on the approaching volume, opposing volume, left turn percentage and the speed of the roadway along Jones Road, a left turn lane is warranted for the Build Condition PM peak hour. However, this appears to be the only hour of the day that would warrant such treatment. As the chart shows, the point of need clearly above the line where a left turn lane would not be required and near the line where a 100 feet left turn lane may be necessary. The data suggests that a left turn lane of between 75 feet and 100 feet would be appropriate for this condition.

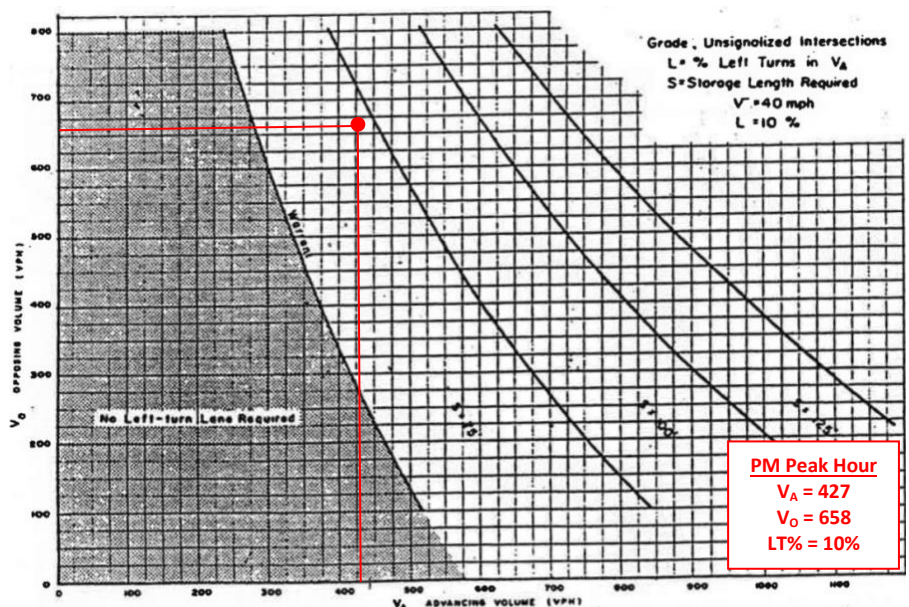


Figure 9 – PM Peak Hour Left Turn Warrant for Jones Rd and Putnam Lane

Harmelink Chart above is an excerpt from Highway Research Record #211 for the conditions existing on Jones Rd in Wilton, NY.

7.2.2 Putnam Lane Right Turn Warrant

The need for a right turn lane at an unsignalized intersection can be determined with the Cottrell Right Turn Lane Warrant Model, 1981, which defines the preferred geometric condition (radius only, taper, or full right turn lane) for a right turn movement based on the number of right turn vehicles and the total number of vehicles traveling on that approach. As shown in Figure 10 for the future build condition at the Jones Road and Putnam Lane intersection it can be seen that a full right turn lane is warranted for the PM peak hour.

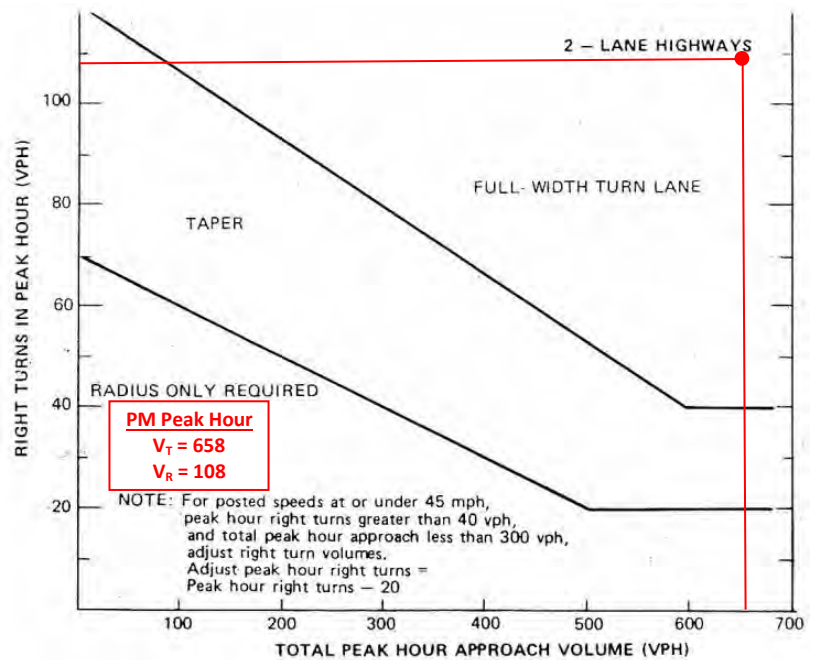


Figure 10 – PM Peak Hour Right Turn Warrant for Jones Rd and Putnam Lane

7.2.3 Putnam Lane Roundabout Considerations

The operations analysis shows that both the mini-roundabout and the stop sign control alternatives are feasible for the entrance to the FG/BS development. In both cases, level of service will be LOS A, with relatively minor delays and queues for all movements. Additionally, both alternatives will require little to no right-of-way

If a T-intersection with stop sign control is considered, it should be noted that even with acceptable levels of service, warrants for both left turn and right turn lanes are satisfied for the PM peak hour, so it would be reasonable to provide these turn lanes at this location. If provided, both lanes should be a minimum of 75 feet long, and to better serve exiting left turn traffic the center gore area across from the left turn lane should extend at least 100 feet at full width before tapering down to allow for a two-stage left turn movement out of the development. See Improvement Alternative Sketch Figure 11 in Appendix C for conceptual layout.

The mini-roundabout option while also providing good traffic operations will provide an additional benefit gateway element for the Town and the development. Roundabouts typically provide a traffic calming feature that will help reduce speeds along Jones Rd. (the current 85th percentile operating speeds on Jones Road are 48-49 mph and the posted speed limit is 45 mph). A conceptual layout for the mini roundabout alternative can be found on Figure 12 in Appendix C.

8.0 Feasible Alternatives

8.1 Route 50 Intersections

As discussed in Section 7.0, acceptable levels of service were not provided by all alternatives reviewed. As such, Alt. 50-A "Adding a Jones Rd signal with no lane additions", Alt. 50-C "Converting both intersections to single lane roundabouts", Alt 50-F "4-leg roundabout and relocated Ingersoll Rd with stop sign control" and Alt. 50-H "Relocate Old Gick Rd and reconfigure traffic control" are all removed from consideration because they do not provide sufficient capacity to accommodate future traffic. Also, alternatives that required extensive ROW on the east side of Route 50 were eliminated consideration.

In looking at the longabout options, there is a significant concern that the added travel time to make the left turn maneuver from Jones Rd to Route 50 will cause extensive cut-through traffic within the Stewarts Shop parking lot, which poses a safety issue. As a result Alt. 50-E1 and Alt. 50-E2 were discarded as undesirable conditions.

Considering future traffic operations (shown in Table 8 and construction costs (shown in Table 9 in Section 8.3), two alternatives were identified as feasible improvements to consider for future implementation, Alt 50-B "Two traffic signals with lane widening" (See Figure 2 in Appendix C for concept sketch) and Alt. 50-D "Dual Roundabouts with an added northbound through lane" (See Figure 4 in Appendix C for concept sketch). Both these options will provide acceptable levels of service, will significantly reduce queuing, and will provide reserve capacity to accommodate even more growth in the future. Alt. 50-B may be able to be constructed within the existing right-of-way; while Alt. 50-D will require minimal right-of-way, but all on the west side of Route 50 where discussions with the property owner have revealed favorable conditions for a smooth acquisition.

8.2 Jones Rd and Putnam Lane Intersection

The analysis shows that both the mini-roundabout and the traditional "T" intersection/ stop sign control (with left and right turn lanes on Jones Road) alternatives are feasible for the entrance to the residential development along Jones Rd. In both cases, level of service will be LOS A, with relatively minor delays and queues for all movements. Additionally, both alternatives will require little to no right-of-way.

8.2.1 Jones Rd and Putnam Lane Improvement Phasing

Improvements at the Jones Road and Putnam Lane intersection can be phased to accommodate the Forest Grove/Biss Shaw subdivision as it develops to its full build out of 250 homes. A review of the traffic forecasts, capacity analyses and turn lane warrants indicated that safe operations at this intersection can be achieved for access to up to 100 homes in the development if the westbound Jones Road approach is improved to provide a larger radius for right turns entering the site with a tapered approach. Beyond 100 homes, either the mini roundabout or full stop sign "T" intersection (with left and right turn lanes on Jones Road) option is warranted.

8.3 Estimated Improvement Costs

Based on sketch plan cost estimating practices and known costs associates with similar recently constructed projects, the design and construction costs for the feasible alternatives were developed for both the Route 50 area and the Jones Road and Putnam Lane intersection. Please note design and construction pricing is highly dependent on many factors, such as final design features included (curbs, drainage, sidewalks etc.), utility conflicts and relocations, pavement condition, terrain, drainage requirements, and right-of-way.

The prices listed below are conceptual and will need to be refined as these projects progress to preliminary and final design.

TABLE 9 – CONCEPTUAL COST ESTIMATE FOR ROUTE 50 INTERSECTIONS

	Alt. 50-B Dual Traffic Signals with Added NB Lane	Alt. 50-D Dual Roundabout with Added NB Lane
Construction cost range	\$1.5M – \$2.3M	\$1.4M- \$2.0M
Environmental, Prelim & Final Design (20%)	\$0.3M- 0.5M	\$0.3M – \$0.4M
Construction Inspection (15%)	\$0.2M – 0.3M	\$0.2M - \$0.3
Right-of Way Acquisition	\$0	\$0 - \$0.1M
Total Budget Cost	\$2.0 M- \$3.1M	\$1.9M - \$2.8M

TABLE 10 – CONCEPTUAL COST ESTIMATE FOR PUTNAM LANE INTERSECTION

	Alt. A-1 “T” Intersection with Left and Right Turn Lanes	Alt. B Mini-Roundabout
Construction cost range	\$350K - \$550K	\$400K - \$600K
Design (15% local road)	\$50K - \$80K	\$60K – \$90K
Construction Inspection	NA	NA
Total Budget Cost	\$400K – \$630K	\$460K – \$690K

9.0 Summary & Conclusions

This traffic study was performed to assess the traffic operations at the NY Route 50 intersections with Old Gick Road/Ingersoll Road and Jones Road, and to evaluate improvement alternatives that would accommodate future traffic conditions, including the additional traffic that would be generated by the Forest Grove/Biss Shaw (FG/BS) development at the Jones Road intersection with Putnam Lane. Additional analysis was done to evaluate options for the Jones Road and Putnam Lane intersection. The following is a summary of the analysis performed:

1. Existing condition analyses at the NY Route 50 and Jones Rd intersection and the NY Route 50 and Old Gick Rd/ Ingersoll Rd intersection indicate that there are movements currently operating below desirable levels of service, and this condition gets progressively worse over the next 10 years with or without the proposed FG/BS development being built.
2. On NY Route 50, several alternatives were reviewed to reduce accident rates, improve poor levels of service and provide additional capacity for future growth. Based on the analysis, and considering traffic operations, right-of-way impacts and other factors, two alternatives proved to be feasible; Alternative 50-B: Interconnected signals at both locations and the addition of a second northbound through lane that drops at Jones Rd; and Alternative 50-D, roundabouts at both intersections with a second northbound through lane that drops at Jones Rd. These roundabouts would both be 120 feet in diameter.
3. The budget cost to construct Alternative 50-B (new traffic signal and widening) including design and inspection would likely range from \$2.0 Million to \$3.1 Million.
4. The budget cost to construct Alternative 50-D (dual roundabouts and additional lanes) including design and inspection and an allowance for ROW would likely range from \$1.9 Million to \$2.8 Million.
5. The installation of a traffic signal at NY Route 50 and Jones Road, without any other improvement, provides some congestion relief but is not a viable long term solution.
6. The Forest Grove/Biss Shaw combined subdivision will be located along Jones Rd, with a single access point at Putnam Lane. The current site plan for these projects indicates Putnam Lane will be relocated from its current location, approximately 150 feet to the west to remove the skew of the roadway and improve sight lines.
7. Sight Distance measurements at the proposed Putnam Lane intersection with Jones Road (as part of the FG/BS development) revealed that sight lines to both the east and west are adequate for the current speeds on Jones Road.
8. An accident analysis was performed for the study area and no accidents were reported for the Jones Rd and Putnam Road intersection within the last three years.

There were 43 accidents at the Route 50 at Old Gick Rd/ Ingersoll Rd intersection and 15 accidents at the Route 50 at Jones Rd intersection during that period. These numbers represent accident rates that are 3.79 times the Statewide Average and 3.78 times the statewide average at the two intersections respectively compared to similar type facilities.

9. The FG/BS development is estimated to generate 185 AM peak hour trips (46 entering/139 exiting) and 240 PM peak hour trips (151 entering/89 exiting).
10. It's estimated that 72 new site trips would travel to or from the west along Jones Rd in the busiest hour of the day. This number of trips is lower than the 100 vehicle threshold considered significant enough to typically effect a change in traffic operations at a given intersection. As such, no significant change in traffic operations is expected at the Jones Rd and Carr Rd intersection, or the Jones Rd and Knollwood Dr/Harran Ln intersection.
11. A review of the build condition traffic operations at Jones Rd and Putnam Lane (the Site's access road) indicated that both a T-intersection with stop sign control on Putnam Lane and a mini-roundabout will provide acceptable levels of service at the the intersection. In both cases, the acquisition of additional right-of-way should not be necessary.
12. If a T-intersection is constructed at Jones Rd and Putnam Ln, the PM peak hour traffic volumes satisfy warrants for both a right and left turn lane at the intersection. If constructed, both lanes should be 75 to 100 feet long. Additionally, at least 100 feet of center median should be included along Jones Road on the east side of the intersection to allow left turn vehicles exiting the site the ability to make a 2-stage left turn movement. The budget cost of constructing these improvements, including design and inspection, would be expected to range between \$400,000 to \$630,000.
13. If a mini roundabout is constructed at the Jones Rd and Putnam Lane intersection, the intersection should be constructed with an 80-foot inscribed diameter and a traversable center island, which would allow larger trucks to drive over as necessary to make turn movements. The budget cost of constructing this improvement, including design, would likely range from \$460,000 – \$690,000.

An important consideration for the Town for the Route 50 alternatives is the role NYSDOT would play in the review of the options and as a possible source of funding. NY Route 50 is maintained by NYSDOT and would be required to accept any alternative advanced by the Town. However, NYSDOT and the local Metropolitan Planning Organization, the Capital District Transportation Committee (CDTC) is a potential source of funding through a variety of State and Federal programs. These funding streams have been provided to several other communities in the Capital District (Town of Malta and the City of Saratoga Springs for example) to construct transportation improvements on a similar scale.

APPENDIX A
Traffic Counts/Data Collection

Greenman-Pedersen, Inc.

80 Wolf Road, Suite 300
Albany, NY, 12205
(518)-453-9431

File Name : Route 50 & Jones Rd AM
Site Code : 05271751
Start Date : 5/24/2017
Page No : 1

Route 50 & Jones Rd - AM
Wilton, New York 12866
Project No. 2017079.00

Groups Printed- Cars + - Trucks

Start Time	Route 50 From North				Route 50 From South				Jones Rd From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	7	59	0	66	35	12	0	47	41	3	0	44	157
07:15 AM	13	104	0	117	30	24	0	54	53	8	0	61	232
07:30 AM	14	91	0	105	50	28	0	78	62	9	0	71	254
07:45 AM	17	118	0	135	51	34	0	85	59	14	0	73	293
Total	51	372	0	423	166	98	0	264	215	34	0	249	936
08:00 AM	15	84	0	99	42	34	0	76	48	6	0	54	229
08:15 AM	25	109	0	134	55	33	0	88	56	3	0	59	281
08:30 AM	13	100	0	113	48	40	0	88	58	10	0	68	269
08:45 AM	8	97	0	105	52	52	0	104	72	12	0	84	293
Total	61	390	0	451	197	159	0	356	234	31	0	265	1072
Grand Total	112	762	0	874	363	257	0	620	449	65	0	514	2008
Apprch %	12.8	87.2	0		58.5	41.5	0		87.4	12.6	0		
Total %	5.6	37.9	0	43.5	18.1	12.8	0	30.9	22.4	3.2	0	25.6	
Cars +	108	734	0	842	340	246	0	586	439	61	0	500	1928
% Cars +	96.4	96.3	0	96.3	93.7	95.7	0	94.5	97.8	93.8	0	97.3	96
Trucks	4	28	0	32	23	11	0	34	10	4	0	14	80
% Trucks	3.6	3.7	0	3.7	6.3	4.3	0	5.5	2.2	6.2	0	2.7	4

Greenman-Pedersen, Inc.

80 Wolf Road, Suite 300
Albany, NY, 12205
(518)-453-9431

File Name : Route 50 & Jones Rd PM.ASF
Site Code : 05231752
Start Date : 5/23/2017
Page No : 1

Route 50 & Jones Rd - PM
Wilton, New York 12866
Project No. 2017079.00

Groups Printed- Cars + - Trucks

	Route 50 From North				Route 50 From South				Jones Rd From West				
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Start Time													
04:00 PM	42	55	0	97	155	97	0	252	90	9	0	99	448
04:15 PM	19	63	0	82	126	116	0	242	70	10	0	80	404
04:30 PM	21	74	0	95	150	120	0	270	80	11	0	91	456
04:45 PM	30	62	0	92	146	134	0	280	100	5	1	106	478
Total	112	254	0	366	577	467	0	1044	340	35	1	376	1786
05:00 PM	21	77	0	98	143	122	0	265	81	5	0	86	449
05:15 PM	18	80	0	98	107	153	0	260	70	13	0	83	441
05:30 PM	6	88	0	94	127	144	0	271	61	7	1	69	434
05:45 PM	7	73	0	80	107	125	0	232	92	7	0	99	411
Total	52	318	0	370	484	544	0	1028	304	32	1	337	1735
Grand Total	164	572	0	736	1061	1011	0	2072	644	67	2	713	3521
Apprch %	22.3	77.7	0		51.2	48.8	0		90.3	9.4	0.3		
Total %	4.7	16.2	0	20.9	30.1	28.7	0	58.8	18.3	1.9	0.1	20.2	
Cars +	160	563	0	723	1044	1004	0	2048	638	67	2	707	3478
% Cars +	97.6	98.4	0	98.2	98.4	99.3	0	98.8	99.1	100	100	99.2	98.8
Trucks	4	9	0	13	17	7	0	24	6	0	0	6	43
% Trucks	2.4	1.6	0	1.8	1.6	0.7	0	1.2	0.9	0	0	0.8	1.2

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Start Date : 5/23/2017
Page No : 2

Route 50 & Jones Rd - PM
Wilton, New York 12866
Project No. 2017079.00

Start Time	Route 50 From North			Route 50 From South			Jones Rd From West			Int. Total		
	Right	Thru	Peds	App. Total	Left	Peds	App. Total	Right	Left		Peds	App. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:45 PM												
04:45 PM	30	62	0	92	146	134	280	100	5	1	106	478
05:00 PM	21	77	0	98	143	122	265	81	5	0	86	449
05:15 PM	18	80	0	98	107	153	260	70	13	0	83	441
05:30 PM	6	88	0	94	127	144	271	61	7	1	69	434
Total Volume	75	307	0	382	523	553	1076	312	30	2	344	1802
% App. Total	19.6	80.4	0	97.4	48.6	51.4	96.1	90.7	8.7	0.6	81.1	94.2
PHF	.625	.872	.000	.974	.896	.904	.961	.780	.577	.500	.811	.942

Greenman-Pedersen, Inc.
 80 Wolf Road, Suite 300
 Albany, NY, 12205
 (518)-453-9431

File Name : Route 50 & Old Gick Rd AM
 Site Code : 05241751
 Start Date : 5/24/2017
 Page No : 1

Route 50 & Old Gick Rd/Ingersoll Rd
 Wilton, New York 12866
 Project No. 2017079.00

Groups Printed- Cars + - Trucks

Start Time	Route 50 From North						Ingersoll Rd From East						Route 50 From South						Old Gick Rd From West					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	
07:00 AM	32	59	9	0	100		11	4	0	0	15		2	26	0	0	28		0	2	10	0	12	
07:15 AM	37	112	7	0	156		18	1	3	0	22		1	31	1	0	33		4	4	14	0	19	
07:30 AM	34	110	10	0	154		10	5	4	0	19		3	56	2	0	61		6	6	12	0	18	
07:45 AM	26	131	20	0	177		16	2	5	0	23		2	55	1	0	58		4	4	14	0	20	
Total	129	412	46	0	587		55	12	12	0	79		8	168	4	0	180		3	16	50	0	69	
08:00 AM	20	99	10	0	129		17	3	2	0	22		4	49	2	0	55		0	5	10	0	15	
08:15 AM	22	126	18	0	166		12	4	4	0	20		7	61	1	0	69		1	3	15	0	19	
08:30 AM	13	131	15	0	159		8	1	4	0	13		3	65	0	0	68		1	1	13	0	15	
08:45 AM	29	115	24	0	168		13	5	10	0	28		1	67	2	0	70		0	0	24	0	24	
Total	84	471	67	0	622		50	13	20	0	83		15	242	5	0	262		2	9	62	0	73	
Grand Total	213	883	113	0	1209		105	25	32	0	162		23	410	9	0	442		5	25	112	0	142	
Approch %	17.6	73	9.3	0	64.8		15.4	19.8	0	0	5.2		92.8	2	0	0	22.6		3.5	17.6	78.9	0	7.3	
Total %	10.9	45.2	5.8	0	61.8		5.4	1.3	1.6	0	8.3		1.2	21	0.5	0	22.6		0.3	1.3	5.7	0	7.3	
Cars +	206	854	111	0	1171		100	22	31	0	153		20	383	9	0	412		5	23	108	0	136	
% Cars +	96.7	96.7	98.2	0	96.9		95.2	88	96.9	0	94.4		87	93.4	100	0	93.2		100	92	96.4	0	95.8	
Trucks	7	29	2	0	38		5	3	1	0	9		3	27	0	0	30		0	2	4	0	6	
% Trucks	3.3	3.3	1.8	0	3.1		4.8	12	3.1	0	5.6		13	6.6	0	0	6.8		0	8	3.6	0	4.2	

Greenman-Pedersen, Inc.

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Start Time	Route 50 From North						Ingersoll Rd From East						Route 50 From South						Old Gick Rd From West							
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:00 AM																										
08:00 AM	20	99	10	0	129		17	3	2	0	0	22	4	49	2	0	55	0	0	5	10	0	15	0	221	
08:15 AM	22	126	18	0	166		12	4	4	0	20	7	61	1	0	69	1	3	15	0	19	0	19	0	274	
08:30 AM	13	131	15	0	159		8	1	4	0	13	3	65	0	0	68	1	1	13	0	15	0	15	0	255	
08:45 AM	29	115	24	0	168		13	5	10	0	28	1	67	2	0	70	0	0	24	0	24	0	24	0	290	
Total Volume	84	471	67	0	622		50	13	20	0	83	15	242	5	0	262	2	9	62	0	73	0	73	0	1040	
% App. Total	13.5	75.7	10.8	0	60.2		15.7	24.1	0	5.7	92.4	1.9	0	0	0	2.7	12.3	84.9	0	0	0	0	0	0	1040	
PHF	.724	.899	.698	.000	.926		.735	.650	.500	.000	.741	.536	.903	.625	.000	.936	.500	.450	.646	.000	.760	.000	.760	.000	.897	

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Page No : 1

Route 50 & Old Gick Rd/Ingersoll Rd
Wilton, New York 12866
Project No. 2017079.00

Groups Printed- Cars + - Trucks

Start Time	Route 50 From North						Ingersoll Rd From East						Route 50 From South						Old Gick Rd From West							
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total			
04:00 PM	26	103	16	0	145		35	3	5	0	43		12	174	1	0	187		1	3	42	0	46			
04:15 PM	21	84	28	0	133		28	11	2	0	41		12	179	0	0	191		0	3	35	0	38			
04:30 PM	28	102	24	0	154		39	1	2	0	42		7	198	1	0	206		0	1	33	0	34			
04:45 PM	40	100	22	0	162		32	5	2	0	39		12	209	0	0	221		4	5	37	0	46			
Total	115	389	90	0	594		134	20	11	0	165		43	760	2	0	805		5	12	147	0	164			
05:00 PM	20	107	31	0	158		21	5	2	0	28		6	184	0	0	190		1	5	59	0	65			
05:15 PM	28	97	25	0	150		38	3	5	0	46		9	181	1	0	191		1	6	40	0	47			
05:30 PM	21	103	25	0	149		20	3	1	0	24		11	211	1	0	223		0	3	40	0	43			
05:45 PM	27	109	29	0	165		11	1	4	0	16		6	189	1	0	196		0	2	34	0	36			
Total	96	416	110	0	622		90	12	12	0	114		32	765	3	0	800		2	16	173	0	191			
Grand Total	211	805	200	0	1216		224	32	23	0	279		75	1525	5	0	1605		7	28	320	0	355			
Approch %	17.4	66.2	16.4	0		80.3	11.5	8.2	0		4.7	95	0.3	0		2	7.9	90.1	0		0.2	0.8	9.3	0	10.3	
Total %	6.1	23.3	5.8	0	35.2		6.5	0.9	0.7	0	8.1		2.2	44.1	0.1	0	46.5		0.7	2.8	3.3	0	3.7			
Cars +	208	796	196	0	1200		220	32	23	0	275		75	1509	5	0	1589		7	28	314	0	349			
% Cars +	98.6	98.9	98	0	98.7		98.2	100	100	0	98.6		100	99	100	0	99		100	100	98.1	0	98.3			
Trucks	3	9	4	0	16		4	0	0	0	4		0	16	0	0	16		0	0	6	0	6			
% Trucks	1.4	1.1	2	0	1.3		1.8	0	0	0	1.4		0	1	0	0	1		0	0	1.9	0	1.7			

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Start Time	Route 50 From North			Ingersoll Rd From East			Route 50 From South			Old Gick Rd From West			Int. Total								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru		Left	Peds	App. Total					
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	40	100	22	0	162	32	5	2	0	39	12	209	0	0	221	4	5	37	0	46	468
05:00 PM	20	107	31	0	158	21	5	2	0	28	6	184	0	0	190	1	5	59	0	65	441
05:15 PM	28	97	25	0	150	38	3	5	0	46	9	181	1	0	191	1	6	40	0	47	434
05:30 PM	21	103	25	0	149	20	3	1	0	24	11	211	1	0	223	0	3	40	0	43	439
Total Volume	109	407	103	0	619	111	16	10	0	137	38	785	2	0	825	6	19	176	0	201	1782
% App. Total	17.6	65.8	16.6	0	81	11.7	7.3	0	0	4.6	95.2	0.2	0	0	3	9.5	87.6	0	0	3	952
PHF	.681	.951	.831	.000	.955	.730	.800	.500	.000	.745	.792	.930	.500	.000	.925	.375	.792	.746	.000	.773	.952

Greenman-Pedersen, Inc.
 80 Wolf Road, Suite 300
 Albany, NY, 12205
 (518)-453-9431

File Name : Jones Road & Putnam Lane AM.ASF
 Site Code : 05241711
 Start Date : 5/24/2017
 Page No : 1

Jones Rd & Putnam Ln - AM
 Wilton, New York 12866
 Project No. 2017079.00

Groups Printed- Cars + - Trucks

Start Time	Jones Rd From North				Putnam Ln From East				Jones Rd From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	56	0	0	56	2	0	0	2	0	37	0	37	95
07:15 AM	71	3	0	74	2	0	0	2	0	43	0	43	119
07:30 AM	73	1	0	74	1	0	0	1	0	38	0	38	113
07:45 AM	68	1	0	69	1	0	0	1	0	48	0	48	118
Total	268	5	0	273	6	0	0	6	0	166	0	166	445
08:00 AM	59	2	0	61	1	0	0	1	0	60	0	60	122
08:15 AM	62	0	0	62	2	0	0	2	0	54	0	54	118
08:30 AM	64	3	0	67	0	0	0	0	0	60	0	60	127
08:45 AM	86	0	0	86	3	0	0	3	0	59	0	59	148
Total	271	5	0	276	6	0	0	6	0	233	0	233	515
Grand Total	539	10	0	549	12	0	0	12	0	399	0	399	960
Apprch %	98.2	1.8	0	100	100	0	0	100	0	100	0	100	
Total %	56.1	1	0	57.2	1.2	0	0	1.2	0	41.6	0	41.6	
Cars +	528	1	0	529	1	0	0	1	0	378	0	378	908
% Cars +	98	10	0	96.4	8.3	0	0	8.3	0	94.7	0	94.7	94.6
Trucks	11	9	0	20	11	0	0	11	0	21	0	21	52
% Trucks	2	90	0	3.6	91.7	0	0	91.7	0	5.3	0	5.3	5.4

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File Name : Jones Road & Putnam Lane PM.ASF
 Site Code : 05231712
 Start Date : 5/23/2017
 Page No : 1

Jones Rd & Putnam Ln - PM
 Wilton, New York 12866
 Project No. 2017079.00

Groups Printed- Cars + - Trucks

Start Time	Jones Rd From North				Putnam Ln From East				Jones Rd From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	89	0	0	89	0	0	0	0	0	105	0	105	194
04:15 PM	97	0	0	97	0	0	0	0	0	116	0	116	213
04:30 PM	94	0	0	94	0	0	0	0	0	123	0	123	217
04:45 PM	96	0	0	96	0	1	0	1	0	117	0	117	214
Total	376	0	0	376	0	1	0	1	0	461	0	461	838
05:00 PM	92	0	0	92	0	0	0	0	1	157	0	158	250
05:15 PM	77	0	0	77	0	1	0	1	1	127	0	128	206
05:30 PM	99	0	0	99	0	0	0	0	0	123	0	123	222
05:45 PM	105	0	0	105	0	0	0	0	2	118	0	120	225
Total	373	0	0	373	0	1	0	1	4	525	0	529	903
Grand Total	749	0	0	749	0	2	0	2	4	986	0	990	1741
Apprch %	100	0	0	100	0	100	0	100	0.4	99.6	0	99.6	
Total %	43	0	0	43	0	0.1	0	0.1	0.2	56.6	0	56.9	
Cars +	744	0	0	744	0	2	0	2	4	975	0	979	1725
% Cars +	99.3	0	0	99.3	0	100	0	100	100	98.9	0	98.9	99.1
Trucks	5	0	0	5	0	0	0	0	0	11	0	11	16
% Trucks	0.7	0	0	0.7	0	0	0	0	0	1.1	0	1.1	0.9

File Name : Jones Road & Carr Road AM.ASF
 Site Code : 05241721
 Start Date : 5/24/2017
 Page No : 1

Jones Road & Carr Road - AM
 Wilton, New York 12866
 Project No. 2017079.00

Groups Printed- Cars + - Trucks

Start Time	Carr Rd From North				Jones Rd From East				Jones Rd From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	53	31	0	84	17	26	0	43	10	15	0	25	152
07:15 AM	55	40	0	95	21	38	0	59	19	5	0	24	178
07:30 AM	61	53	0	114	29	57	0	86	9	1	0	10	210
07:45 AM	41	41	0	82	30	33	0	63	32	16	0	48	193
Total	210	165	0	375	97	154	0	251	70	37	0	107	733
08:00 AM	29	42	0	71	22	33	0	55	24	8	0	32	158
08:15 AM	29	46	0	75	23	24	0	47	24	3	0	27	149
08:30 AM	25	51	0	76	24	27	0	51	33	9	0	42	169
08:45 AM	30	67	0	97	35	22	0	57	36	7	7	50	204
Total	113	206	0	319	104	106	0	210	117	27	7	151	680
Grand Total	323	371	0	694	201	260	0	461	187	64	7	258	1413
Apprch %	46.5	53.5	0	46.5	43.6	56.4	0	46.1	72.5	24.8	2.7	25.8	1413
Total %	22.9	26.3	0	49.1	14.2	18.4	0	32.6	13.2	4.5	0.5	18.3	1354
Cars +	320	364	0	684	189	248	0	437	175	58	0	233	1354
% Cars +	99.1	98.1	0	98.6	94	95.4	0	94.8	93.6	90.6	0	90.3	95.8
Trucks	3	7	0	10	12	12	0	24	12	6	7	25	59
% Trucks	0.9	1.9	0	1.4	6	4.6	0	5.2	6.4	9.4	100	9.7	4.2

Greenman-Pedersen, Inc.
 80 Wolf Road, Suite 300
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File Name : Jones Road & Carr Road PM.ASF
 Site Code : 05231722
 Start Date : 5/23/2017
 Page No : 1

Jones Rd & Carr Rd - PM
 Wilton, New York 12866
 Project No. 2017079.00

Groups Printed- Cars + - Trucks

Start Time	Carr Rd From North				Jones Rd From East				Jones Rd From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
04:00 PM	15	46	0	61	53	32	0	85	27	11	5	43	189
04:15 PM	26	40	0	66	61	43	0	104	40	25	0	65	235
04:30 PM	20	57	0	77	95	28	0	123	42	29	0	71	271
04:45 PM	10	85	0	95	67	26	0	93	33	29	0	62	250
Total	71	228	0	299	276	129	0	405	142	94	5	241	945
05:00 PM	14	45	0	59	91	34	0	125	39	45	0	84	268
05:15 PM	21	58	0	79	95	35	0	130	39	35	0	74	283
05:30 PM	23	62	0	85	65	33	0	98	29	34	0	63	246
05:45 PM	13	76	0	89	65	33	0	98	53	42	0	95	282
Total	71	241	0	312	316	135	0	451	160	156	0	316	1079
Grand Total	142	469	0	611	592	264	0	856	302	250	5	557	2024
Approch %	23.2	76.8	0		69.2	30.8	0		54.2	44.9	0.9		
Total %	7	23.2	0	30.2	29.2	13	0	42.3	14.9	12.4	0.2	27.5	
Cars +	142	466	0	608	587	260	0	847	298	249	0	547	2002
% Cars +	100	99.4	0	99.5	99.2	98.5	0	98.9	98.7	99.6	0	98.2	98.9
Trucks	0	3	0	3	5	4	0	9	4	1	5	10	22
% Trucks	0	0.6	0	0.5	0.8	1.5	0	1.1	1.3	0.4	100	1.8	1.1

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80 Wolf Road, Suite 300
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Jones Rd & Carr Rd - PM
Wilton, New York 12866
Project No. 2017079.00

File Name : Jones Road & Carr Road PM.ASF
Site Code : 05231722
Start Date : 5/23/2017
Page No : 2

Start Time	Carr Rd From North			Jones Rd From East			Jones Rd From West			Int. Total		
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru		Left	Peds
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 05:00 PM												
05:00 PM	14	45	0	59	91	34	0	125	39	45	0	84
05:15 PM	21	58	0	79	95	35	0	130	39	35	0	74
05:30 PM	23	62	0	85	65	33	0	98	29	34	0	63
05:45 PM	13	76	0	89	65	33	0	98	53	42	0	95
Total Volume	71	241	0	312	316	135	0	451	160	156	0	316
% App. Total	22.8	77.2	0		70.1	29.9	0		50.6	49.4	0	
PHF	.772	.793	.000	.876	.832	.964	.000	.867	.755	.867	.000	.832

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File Name : Jones Road Intersections AM.ASF
 Site Code : 05241731
 Start Date : 5/24/2017
 Page No : 1

Jones Rd & Harran Ln/Knollwood Dr - AM
 Wilton, New York 12866
 Project No. 2017079.00

Groups Printed- Cars + - Trucks

Start Time	Harran Lane From North						Jones Rd From East						Knollwood Dr From South						Jones Rd From West					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0		0	28	0	0	28		0	0	2	0	2		2	50	1	0	53	
07:15 AM	0	0	0	0	0		0	42	1	0	43		0	0	3	0	9		0	58	0	0	58	
07:30 AM	0	0	0	0	0		0	43	1	0	44		2	0	2	0	4		0	71	0	0	71	
07:45 AM	0	0	0	0	0		0	44	0	0	44		3	0	1	0	4		2	72	0	0	74	
Total	0	0	0	0	0		157	2	0	0	159		11	0	8	0	19		4	251	1	0	256	
08:00 AM	0	0	0	0	0		1	55	0	0	56		3	0	1	0	4		0	56	1	0	57	
08:15 AM	0	0	0	0	0		1	62	1	0	64		3	0	0	0	3		0	62	0	0	62	
08:30 AM	0	0	0	0	0		1	52	1	0	54		0	0	1	0	1		0	64	0	0	64	
08:45 AM	0	0	1	0	1		0	64	1	0	65		2	0	1	0	3		4	77	0	0	81	
Total	0	0	1	0	1		233	3	0	0	239		8	0	3	0	11		4	259	1	0	264	
Grand Total	0	0	1	0	1		390	5	0	0	398		19	0	11	0	30		8	510	2	0	520	
Approch %	0	0	100	0	0		0.8	98	1.3	0	63.3		63.3	0	36.7	0	3.2		1.5	98.1	0.4	0	54.8	
Total %	0	0	0.1	0	0.1		0.3	41.1	0.5	0	41.9		2	0	1.2	0	3.2		0.8	53.7	0.2	0	54.8	
Cars +	0	0	0	0	0		2	363	4	0	369		15	0	10	0	25		2	494	2	0	498	
% Cars +	0	0	0	0	0		66.7	93.1	80	0	92.7		78.9	0	90.9	0	83.3		25	96.9	100	0	95.8	
Trucks	0	0	1	0	1		1	27	1	0	29		4	0	1	0	5		6	16	0	0	22	
% Trucks	0	0	100	0	100		33.3	6.9	20	0	7.3		21.1	0	9.1	0	16.7		75	3.1	0	0	4.2	

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File Name : Jones Road Intersections PM.ASF
 Site Code : 05231732
 Start Date : 5/23/2017
 Page No : 1

Jones Rd & Harran Ln/Knollwood Dr - PM
 Wilton, New York 12866
 Project No. 2017079.00

Groups Printed- Cars + - Trucks

Start Time	Harran Ln From North						Jones Rd From East						Knollwood Dr From South						Jones Rd From West						
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	1	2	3		2	99	0	0	101		3	0	3	0	6		0	82	0	0	82		
04:15 PM	0	0	0	1	1		0	118	1	0	119		0	0	0	0	0		2	76	0	0	78		
04:30 PM	0	0	0	0	0		0	116	2	0	118		2	0	4	0	6		3	94	0	0	97		
04:45 PM	0	0	0	0	0		0	124	1	0	125		0	0	1	0	1		0	87	0	0	87		
Total	0	0	1	3	4		2	457	4	0	463		5	0	8	0	13		5	339	0	0	344		
05:00 PM	0	0	1	0	1		1	150	0	0	151		1	0	0	0	1		1	98	0	0	99		
05:15 PM	0	0	0	0	0		0	142	2	0	144		2	0	1	0	3		1	82	1	0	84		
05:30 PM	0	0	0	0	0		1	126	5	0	132		1	2	1	0	4		0	79	0	0	79		
05:45 PM	0	0	0	0	0		0	111	1	0	112		0	0	1	0	1		1	92	0	0	93		
Total	0	0	1	0	1		2	529	8	0	539		4	2	3	0	9		3	351	1	0	355		
Grand Total	0	0	2	3	5		4	986	12	0	1002		9	2	11	0	22		8	690	1	0	699		
Approch %	0	0	40	60		0.4	98.4	1.2	0		40.9	9.1	50	0		1.1	98.7	0.1	0		1.1	98.7	0.1	0	
Total %	0	0	0.1	0.2	0.3		0.2	57.1	0.7	0	58		0.5	0.1	0.6	0	1.3		0.5	39.9	0.1	0	40.5		
Cars +	0	0	2	2	4		4	978	12	0	994		9	2	11	0	22		8	684	1	0	693		
% Cars +	0	0	100	66.7	80		100	99.2	100	0	99.2		100	100	100	0	100		100	99.1	100	0	99.1		
Trucks	0	0	0	1	1		0	8	0	0	8		0	0	0	0	0		0	6	0	0	6		
% Trucks	0	0	0	33.3	20		0	0.8	0	0	0.8		0	0	0	0	0		0	0.9	0	0	0.9		

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File Name : Jones Road Intersections PM.ASF
Site Code : 05231732
Start Date : 5/23/2017
Page No : 2

Jones Rd & Harran Ln/Knollwood Dr - PM
Wilton, New York 12866
Project No. 2017079.00

Start Time	Harran Ln From North			Jones Rd From East			Knollwood Dr From South			Jones Rd From West			Int. Total				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		Peds	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	116	2	0	0	0	4	0	3	94	0	0	97	221
04:45 PM	0	0	0	0	124	1	0	0	1	1	0	1	0	0	0	87	213
05:00 PM	0	0	1	0	150	0	0	1	0	0	0	1	98	0	0	99	252
05:15 PM	0	0	0	0	142	2	0	1	0	1	0	1	82	1	0	84	231
Total Volume	0	0	1	0	532	5	0	6	0	6	0	11	361	1	0	367	917
% App. Total	0	0	100	0	98.9	0.9	0	54.5	0	54.5	0	1.4	98.4	0.3	0	97	91.0
PHF	.000	.000	.250	.000	.887	.625	.000	.891	.625	.000	.375	.000	.458	.250	.000	.927	.910

TRAFFIC COUNT HOURLY REPORT

NY Route 50 (485' S of Old Gick)
Town of Wilton, Saratoga County, NY

Date of Count: 5/18/2017
Count Data by: GPI

Northbound

Date	Start Time												Daily Total												
	12A	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM		12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM
Thursday, May 18, 2017															573	653	760	776	631	525	397	292	153	93	4,853
Friday, May 19, 2017	80	34	16	10	18	26	83	160	226	302	408	499	598	556	657	680	755	762	702	527	498	407	195	103	8,302
Saturday, May 20, 2017	62	49	22	12	16	28	65	121	192	363	471	574	677	611	634	625	601	546	533	430	371	320	190	108	7,621
Sunday, May 21, 2017	58	38	15	12	8	22	40	84	160	266	366	495	573	671	605	688	628	566	466	308	240	149	84	26	6,568
Monday, May 22, 2017	24	21	6	6	18	21	67	137	234	214	355	456	470	540	526	647	732	748	642	486	361	225	100	72	7,108
Tuesday, May 23, 2017	28	22	6	9	9	31	79	148	220	261	343	421	476	498	559	585	747	736	616	496	433	265	124	95	7,207
Wednesday, May 24, 2017	29	16	11	13	14	32	79	163	225	268	291	410	486	505	522	634	780	707	581	524	389	295	137	82	7,193
Average Weekday Traffic	40	23	10	10	15	28	77	152	226	261	349	447	508	525	567	640	755	746	634	512	416	297	142	89	7,469

Seasonal Weekday Adjustment Factor: 1.072 High Hour: 755 (10.1%) of Daily **ESTIMATED NORTHBOUND AADT: 6,967**

Southbound

Date	Start Time												Daily Total												
	12A	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM		12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM
Thursday, May 18, 2017															421	455	483	525	387	240	146	111	50	31	2,849
Friday, May 19, 2017	16	11	11	12	49	167	324	491	469	542	544	512	541	500	436	521	496	473	458	345	238	149	60	46	7,411
Saturday, May 20, 2017	15	15	10	7	28	70	150	251	419	562	673	633	591	565	554	454	445	416	356	321	176	115	69	46	6,941
Sunday, May 21, 2017	29	12	7	12	19	48	87	197	295	417	524	582	579	582	513	534	434	366	266	190	105	68	27	18	5,911
Monday, May 22, 2017	9	9	8	19	61	181	328	464	426	457	399	443	460	456	368	447	455	407	334	252	141	56	38	17	6,235
Tuesday, May 23, 2017	11	7	3	22	52	189	334	516	436	430	421	408	475	446	365	382	416	423	368	276	186	101	44	21	6,332
Wednesday, May 24, 2017	12	7	3	15	59	188	360	477	469	469	414	444	464	436	411	467	461	432	359	272	169	93	45	22	6,548
Average Weekday Traffic	12	9	6	17	55	181	337	487	450	475	445	452	485	460	400	454	462	452	381	277	176	102	47	27	6,649

Seasonal Weekday Adjustment Factor: 1.072 High Hour: 487 (7.3%) of Daily **ESTIMATED SOUTHBOUND AADT: 6,202**

OVERALL ESTIMATED AADT FOR ROADWAY:

13,169

Total Weekday Traffic 52 32 16 27 70 209 414 639 676 736 794 899 993 985 967 1,094 1,217 1,198 1,015 789 592 399 189 116 14,118

High Hourly Total Traffic 1,217 (8.6%) of Daily

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Citr# GJ33

GPS: 43.117191, -73.727804

Eastbound		0	6	11	16	21	26	31	36	41	46	51	56	61	85th	95th	
Start	Time	5	10	15	20	25	30	35	40	45	50	55	60	65	Percent	Percent	
05/18/17	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	14:00	0	0	0	0	52	139	203	131	13	0	0	0	0	538	37	39
	15:00	0	0	0	0	88	155	226	127	19	1	0	0	0	616	37	39
	16:00	0	0	0	0	124	188	230	101	16	3	0	0	0	662	36	39
	17:00	0	0	0	0	113	149	223	129	8	0	0	0	0	622	36	39
	18:00	0	0	0	0	64	177	223	83	8	1	0	0	0	556	35	38
	19:00	0	0	0	0	60	192	199	47	5	2	1	0	0	506	34	38
	20:00	0	0	0	0	72	144	106	42	6	2	0	0	0	372	34	38
	21:00	0	0	0	0	22	88	94	56	11	1	0	0	0	272	37	39
	22:00	0	0	0	0	7	30	54	39	21	2	0	0	0	153	40	43
	23:00	0	0	0	0	0	9	51	26	6	1	0	0	0	93	40	41
Total		0	0	0	0	602	1271	1609	781	113	13	1	0	0	4390		
Percent		0.0%	0.0%	0.0%	0.0%	13.7%	29.0%	36.7%	17.8%	2.6%	0.3%	0.0%	0.0%	0.0%			
AM Peak Vol.						16:00	19:00	16:00	14:00	22:00	16:00	19:00			16:00		
PM Peak Vol.				124	192	230	131	21	3	1	1				662		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Eastbound	0	6	11	16	21	26	31	36	41	46	51	56	61	85th Percent	95th Percent	
Start Time	5	10	15	20	25	30	35	40	45	50	55	60	65	Total	Percent	
05/19/17	0	0	0	0	1	6	23	35	13	2	0	0	0	80	41	44
01:00	0	0	0	0	1	2	7	16	7	1	0	0	0	34	42	44
02:00	0	0	0	0	0	2	3	8	3	0	0	0	0	16	41	43
03:00	0	0	0	0	0	3	4	3	0	0	0	0	0	10	37	39
04:00	0	0	0	0	0	3	8	4	2	0	0	1	0	18	40	55
05:00	0	0	0	0	0	2	6	11	5	1	1	0	0	26	43	48
06:00	0	0	0	0	0	7	24	39	12	1	0	0	0	83	40	43
07:00	0	0	0	0	5	25	58	49	20	3	0	0	0	160	39	43
08:00	0	0	0	0	20	40	91	52	12	2	0	0	0	217	38	41
09:00	0	0	0	0	20	64	124	73	19	2	0	0	0	302	38	41
10:00	0	0	0	0	27	102	170	77	13	1	0	0	0	390	37	39
11:00	0	0	0	0	33	127	217	88	5	0	0	0	0	470	36	38
12 PM	0	0	0	0	78	147	212	91	15	0	0	0	0	543	36	39
13:00	0	0	0	0	31	161	219	100	12	1	0	0	0	524	36	39
14:00	0	0	0	0	67	207	226	84	16	0	0	0	0	600	35	39
15:00	0	0	0	0	94	146	244	81	10	0	0	0	0	575	35	38
16:00	0	0	0	0	124	206	222	66	8	0	0	0	0	626	34	38
17:00	0	0	0	0	119	194	218	74	5	1	0	0	0	611	34	38
18:00	0	0	0	0	111	258	199	63	12	2	0	0	0	645	34	38
19:00	0	0	0	0	67	141	196	76	13	2	0	0	0	495	36	39
20:00	0	0	0	0	62	163	180	60	5	1	0	1	0	472	34	38
21:00	0	0	0	0	51	107	130	81	9	0	1	0	0	379	37	39
22:00	0	0	0	0	9	49	69	53	13	0	0	0	0	193	38	41
23:00	0	0	0	0	5	8	28	36	19	1	0	0	0	97	41	43
Total	0	0	0	0	925	2170	2878	1320	248	21	2	2	0	7566		
Percent	0.0%	0.0%	0.0%	0.0%	12.2%	28.7%	38.0%	17.4%	3.3%	0.3%	0.0%	0.0%	0.0%			
AM Peak					11:00	11:00	11:00	11:00	07:00	07:00	05:00	04:00		11:00		
Vol.					33	127	217	88	20	3	1	1		470		
PM Peak					16:00	18:00	15:00	13:00	23:00	18:00	21:00	20:00		18:00		
Vol.					124	258	244	100	19	2	1	1		645		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Eastbound	0	6	11	16	21	26	31	36	41	46	51	56	61	65	85th	95th	
Start Time	5	10	15	20	25	30	35	40	45	50	55	60	65	Total	Percent	Percent	
05/20/17	0	0	0	0	0	2	18	33	5	4	0	0	0	0	62	39	46
01:00	0	0	0	0	2	1	13	21	11	0	1	0	0	0	49	42	44
02:00	0	0	0	0	0	3	5	7	4	1	2	0	0	22	44	52	
03:00	0	0	0	0	0	0	3	3	4	1	1	0	0	12	45	51	
04:00	0	0	0	0	0	0	5	7	4	0	0	0	0	16	42	44	
05:00	0	0	0	0	0	4	8	12	3	1	0	0	0	28	39	44	
06:00	0	0	0	0	0	3	24	25	11	2	0	0	0	65	41	44	
07:00	0	0	0	0	6	24	43	41	5	1	1	0	0	121	38	40	
08:00	0	0	0	0	9	40	85	46	8	2	0	0	0	190	37	40	
09:00	0	0	0	0	25	56	186	79	13	1	0	0	0	360	37	39	
10:00	0	0	0	0	46	122	188	89	17	0	0	0	0	462	37	39	
11:00	0	0	0	0	58	169	229	86	9	1	0	0	0	552	35	38	
12 PM	0	0	0	0	91	169	236	79	5	0	0	0	0	580	34	38	
13:00	0	0	0	0	61	170	227	92	16	1	0	0	0	567	36	39	
14:00	0	0	0	0	85	157	233	77	15	1	0	0	0	568	35	39	
15:00	0	0	0	0	47	178	246	117	13	2	0	0	1	604	36	39	
16:00	0	0	0	0	89	171	220	82	6	0	0	0	0	568	35	38	
17:00	0	0	0	0	82	179	189	74	9	0	0	0	0	533	35	38	
18:00	0	0	0	0	39	148	220	102	15	0	0	0	0	524	36	39	
19:00	0	0	0	0	38	104	197	65	17	0	0	0	0	421	36	39	
20:00	0	0	0	0	30	122	142	55	13	1	0	0	0	363	36	39	
21:00	0	0	0	0	36	85	111	66	16	2	0	0	0	316	37	40	
22:00	0	0	0	0	12	31	73	59	14	1	0	0	0	190	38	41	
23:00	0	0	0	0	0	9	47	38	13	1	0	0	0	108	39	43	
Total	0	0	0	0	756	1947	2948	1355	246	23	5	0	1	7281			
Percent	0.0%	0.0%	0.0%	0.0%	10.4%	26.7%	40.5%	18.6%	3.4%	0.3%	0.1%	0.0%	0.0%				
AM Peak					11:00	11:00	11:00	10:00	10:00	00:00	02:00				11:00		
Vol.					58	169	229	89	17	4	2				552		
PM Peak					12:00	17:00	15:00	15:00	19:00	15:00					15:00		
Vol.					91	179	246	117	17	2					604		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Eastbound	0	6	11	16	21	26	31	36	41	46	51	56	61	65	61	Total	85th Percent	95th Percent
Start Time	5	10	15	20	25	30	35	40	45	50	55	60	65	65				
05/21/17	0	0	0	0	1	10	15	21	10	1	0	0	0	0	0	58	41	44
01:00	0	0	0	0	0	2	21	10	3	1	1	0	0	0	0	38	39	45
02:00	0	0	0	0	0	1	4	5	3	2	0	0	0	0	0	15	44	48
03:00	0	0	0	0	0	0	2	9	1	0	0	0	0	0	0	12	39	41
04:00	0	0	0	0	0	0	1	5	1	1	0	0	0	0	0	8	43	47
05:00	0	0	0	0	1	1	8	5	5	2	0	0	0	0	0	22	43	47
06:00	0	0	0	0	0	5	9	19	5	2	0	0	0	0	0	40	41	45
07:00	0	0	0	0	4	9	25	30	13	3	0	0	0	0	0	84	41	44
08:00	0	0	0	0	3	15	80	48	11	2	0	1	0	0	0	160	38	42
09:00	0	0	0	0	7	52	124	66	13	3	0	0	0	0	0	265	38	41
10:00	0	0	0	0	22	76	171	74	16	1	1	0	0	0	0	361	37	39
11:00	0	0	0	0	46	141	199	74	7	1	0	0	0	0	0	468	35	38
12 PM	0	0	0	0	64	155	226	104	14	1	0	0	0	0	0	564	36	39
13:00	0	0	0	0	62	202	289	83	11	0	0	0	0	0	0	647	34	38
14:00	0	0	0	0	81	116	249	119	13	4	0	0	0	0	0	582	37	39
15:00	0	0	0	0	102	214	228	68	5	0	1	0	0	0	0	618	34	38
16:00	0	0	0	0	88	158	233	91	18	4	0	0	0	0	0	592	36	39
17:00	0	0	0	0	55	165	216	98	21	3	0	1	0	0	0	559	36	39
18:00	0	0	0	0	42	110	200	75	16	1	0	0	0	0	0	444	36	39
19:00	0	0	0	0	18	74	106	83	21	0	0	0	0	0	0	302	38	41
20:00	0	0	0	0	19	50	91	57	17	2	0	0	0	0	0	236	38	42
21:00	0	0	0	0	9	24	53	38	14	3	1	0	0	0	0	142	39	43
22:00	0	0	0	0	0	12	23	36	11	0	1	0	0	0	0	83	39	43
23:00	0	0	0	0	1	2	8	11	3	1	0	0	0	0	0	26	40	44
Total	0	0	0	0	625	1594	2581	1229	252	38	5	2	0	0	0	6326		
Percent	0.0%	0.0%	0.0%	0.0%	9.9%	25.2%	40.8%	19.4%	4.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak					11:00	11:00	11:00	10:00	10:00	07:00	01:00	08:00				11:00		
Vol.					46	141	199	74	16	3	1	1				468		
PM Peak					15:00	15:00	13:00	14:00	17:00	14:00	15:00	17:00				13:00		
Vol.					102	214	289	119	21	4	1	1				647		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Eastbound	0	6	11	16	21	26	31	36	41	46	51	56	61	65	Total	85th Percent	95th Percent
Start Time	5	10	15	20	25	30	35	40	45	50	55	60	65				
05/22/17	0	0	0	0	0	0	10	6	6	1	0	0	0	0	23	42	44
01:00	0	0	0	0	0	1	8	9	3	0	0	0	0	0	21	39	43
02:00	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6	38	39
03:00	0	0	0	0	0	2	1	1	2	0	0	0	0	0	6	42	44
04:00	0	0	0	0	0	1	6	9	2	0	0	0	0	0	18	39	42
05:00	0	0	0	0	0	4	7	7	3	0	0	0	0	0	21	39	43
06:00	0	0	0	0	0	6	22	31	4	4	0	0	0	0	67	39	45
07:00	0	0	0	0	3	11	54	47	17	2	0	0	0	0	134	39	43
08:00	0	0	0	0	11	54	76	71	14	0	0	0	0	0	226	38	40
09:00	0	0	0	0	13	30	78	71	13	1	0	0	0	0	206	38	41
10:00	0	0	0	0	16	72	170	77	15	0	0	0	0	0	350	37	39
11:00	0	0	0	0	53	130	178	71	9	2	0	0	0	0	443	36	39
12 PM	0	0	0	0	27	134	199	90	8	0	0	0	0	0	458	36	39
13:00	0	0	0	0	52	155	205	101	12	1	0	0	0	0	526	36	39
14:00	0	0	0	0	80	163	195	49	4	0	0	0	0	0	491	34	37
15:00	0	0	0	0	90	184	233	61	5	0	0	0	0	0	573	34	38
16:00	0	0	0	0	122	198	182	100	6	0	0	0	0	0	608	35	38
17:00	0	0	0	0	111	206	213	74	8	0	0	0	0	0	612	34	38
18:00	0	0	0	0	93	183	220	81	12	0	0	0	0	0	589	35	38
19:00	0	0	0	0	42	150	179	79	9	0	0	0	0	0	459	36	39
20:00	0	0	0	0	27	112	150	52	6	1	0	0	0	0	348	35	39
21:00	0	0	0	0	10	47	97	59	12	0	0	0	0	0	225	38	40
22:00	0	0	0	0	5	10	28	39	16	2	0	0	0	0	100	40	44
23:00	0	0	0	0	1	8	27	29	7	0	0	0	0	0	72	39	42
Total	0	0	0	0	756	1862	2540	1217	193	14	0	0	0	0	6582		
Percent	0.0%	0.0%	0.0%	0.0%	11.5%	28.3%	38.6%	18.5%	2.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak					11:00	11:00	11:00	10:00	07:00	06:00					11:00		
Vol.					53	130	178	77	17	4					443		
PM Peak					16:00	17:00	15:00	13:00	22:00	22:00					17:00		
Vol.					122	206	233	101	16	2					612		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Start Time	05	06	11	16	21	26	31	36	41	46	51	56	61	65	85th Percent	95th Percent
05/23/17	0	0	0	0	1	1	10	12	1	3	0	0	0	0	28	47
01:00	0	0	0	0	0	2	4	10	5	0	1	0	0	0	22	44
02:00	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	44
03:00	0	0	0	0	0	0	0	6	0	3	0	0	0	0	9	49
04:00	0	0	0	0	0	1	0	4	4	0	0	0	0	0	9	44
05:00	0	0	0	0	0	0	7	17	6	1	0	0	0	0	31	44
06:00	0	0	0	0	1	9	35	29	4	1	0	0	0	0	79	41
07:00	0	0	0	0	6	20	68	38	13	2	0	0	0	147	39	
08:00	0	0	0	0	11	47	85	63	10	0	1	0	0	217	38	
09:00	0	0	0	0	12	45	96	89	16	1	0	0	0	259	38	
10:00	0	0	0	0	20	77	162	72	10	1	0	0	0	342	37	
11:00	0	0	0	0	19	89	197	97	17	1	0	0	0	420	39	
12 PM	0	0	0	0	26	115	200	100	13	3	0	0	0	457	37	
13:00	0	0	0	0	19	140	217	98	10	1	0	0	0	485	36	
14:00	0	0	0	0	74	143	210	87	18	2	0	0	0	534	36	
15:00	0	0	0	0	77	119	210	104	22	0	0	0	0	532	37	
16:00	0	0	0	0	93	219	227	108	15	1	0	0	0	663	36	
17:00	0	0	0	0	93	213	248	88	16	0	0	0	0	658	35	
18:00	0	0	0	0	80	152	215	88	12	3	0	0	0	550	36	
19:00	0	0	0	0	48	121	213	87	18	1	0	0	0	488	36	
20:00	0	0	0	0	25	129	200	64	8	0	0	0	1	427	35	
21:00	0	0	0	0	7	47	125	75	7	0	0	0	0	262	37	
22:00	0	0	0	0	2	4	41	59	15	3	0	0	0	124	39	
23:00	0	0	0	0	1	4	32	41	16	0	0	1	0	95	40	
Total	0	0	0	0	615	1697	2802	1440	258	28	2	1	1	6844		
Percent	0.0%	0.0%	0.0%	0.0%	9.0%	24.8%	40.9%	21.0%	3.8%	0.4%	0.0%	0.0%	0.0%	0.0%		
AM Peak					10:00	11:00	11:00	11:00	11:00	00:00	01:00				11:00	
Vol.					20	89	197	97	17	3	1				420	
PM Peak					16:00	16:00	17:00	16:00	15:00	12:00	20:00	23:00	20:00	16:00	16:00	
Vol.					93	219	248	108	22	3	1	1	1	663		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Start Time	05	6	11	16	21	26	31	36	41	46	51	56	61	65	Total	85th Percent	95th Percent
05/24/17	0	0	0	0	4	2	3	13	5	2	0	0	0	0	29	42	46
01:00	0	0	0	0	0	2	5	6	2	1	0	0	0	0	16	41	46
02:00	0	0	0	0	0	0	2	4	5	0	0	0	0	0	11	43	44
03:00	0	0	0	0	0	1	2	4	6	0	0	0	0	0	13	43	44
04:00	0	0	0	0	0	0	5	4	5	0	0	0	0	0	14	42	44
05:00	0	0	0	0	3	0	11	14	4	0	0	0	0	0	32	39	42
06:00	0	0	0	0	1	10	23	32	13	0	0	0	0	0	79	40	43
07:00	0	0	0	0	3	27	61	58	12	2	0	0	0	0	163	39	42
08:00	0	0	0	0	14	59	83	59	8	0	1	0	0	0	224	37	39
09:00	0	0	0	0	8	59	109	75	15	2	0	0	0	0	268	38	41
10:00	0	0	0	0	14	74	133	48	14	0	0	0	0	0	283	37	39
11:00	0	0	0	0	44	108	175	58	10	0	0	0	0	0	395	35	39
12 PM	0	0	0	0	29	127	213	92	18	4	1	0	0	0	484	37	39
13:00	0	0	0	0	56	112	227	90	6	0	0	0	0	0	491	36	38
14:00	0	0	0	0	46	111	222	104	26	0	0	0	0	0	509	37	40
15:00	0	0	0	0	111	142	192	82	11	2	0	0	0	0	540	35	39
16:00	0	0	0	0	159	172	245	81	10	1	0	0	0	0	668	34	38
17:00	0	0	0	0	113	197	238	66	7	1	0	0	0	0	622	34	38
18:00	0	0	0	0	75	147	219	75	9	0	0	0	0	0	525	35	38
19:00	0	0	0	0	62	118	210	91	6	0	0	0	0	0	487	36	38
20:00	0	0	0	0	24	103	153	87	14	0	2	0	0	0	383	37	39
21:00	0	0	0	0	21	59	98	81	21	3	0	0	0	0	283	38	42
22:00	0	0	0	0	7	19	49	44	15	1	0	0	0	0	135	39	43
23:00	0	0	0	0	2	5	28	29	14	2	1	0	0	0	81	41	44
Total	0	0	0	0	796	1654	2706	1297	256	21	5	0	0	0	6735		
Percent	0.0%	0.0%	0.0%	0.0%	11.8%	24.6%	40.2%	19.3%	3.8%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak					11:00	11:00	11:00	09:00	09:00	00:00	08:00				11:00		
Vol.					44	108	175	75	15	2	1				395		
PM Peak					16:00	17:00	16:00	14:00	14:00	12:00	20:00				16:00		
Vol.					159	197	245	104	26	4	2				668		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Westbound		0	6	11	16	21	26	31	36	41	46	51	56	61	65	85th	95th
Start	Time	5	10	15	20	25	30	35	40	45	50	55	60	65	Total	Percent	Percent
05/18/17	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	0	0	0	0	0	38	128	166	52	11	1	0	0	396	40	44
	15:00	0	0	0	0	0	60	160	160	61	7	1	0	0	449	40	43
	16:00	0	0	0	0	0	49	142	199	68	11	0	0	0	469	40	44
	17:00	0	0	0	0	0	55	184	198	67	16	1	0	0	521	40	44
	18:00	0	0	0	0	0	48	117	145	58	8	0	0	0	376	40	44
	19:00	0	0	0	0	0	40	80	75	34	1	0	0	0	230	40	43
	20:00	0	0	0	0	0	23	44	54	20	1	1	0	0	143	40	43
	21:00	0	0	0	0	0	11	37	38	17	4	1	0	1	109	41	44
	22:00	0	0	0	0	0	6	14	19	9	1	1	0	0	50	41	44
	23:00	0	0	0	0	0	4	6	14	5	0	2	0	0	31	42	51
	Total	0	0	0	0	0	334	912	1068	391	60	8	0	1	2774		
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	32.9%	38.5%	14.1%	2.2%	0.3%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

15:00	17:00	16:00	16:00	17:00	17:00	23:00	21:00	17:00
60	184	199	68	16	2	1	1	521

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Westbound		0	6	11	16	21	26	31	36	41	46	51	56	61	65	Total	85th Percent	95th Percent
Start Time	5	10	15	20	25	30	35	40	45	50	55	60	65	65	65			
05/19/17	0	0	0	0	0	0	3	7	5	0	0	0	0	0	0	15	42	44
01:00	0	0	0	0	0	0	1	8	1	1	0	0	0	0	0	11	41	47
02:00	0	0	0	0	0	0	4	3	2	2	0	0	0	0	0	11	45	48
03:00	0	0	0	0	0	0	2	3	4	3	0	0	0	0	0	12	47	49
04:00	0	0	0	0	0	2	10	21	12	2	2	1	0	0	0	48	43	46
05:00	0	0	0	0	0	7	8	57	62	30	3	2	1	0	0	167	46	49
06:00	0	0	0	0	0	20	70	96	98	34	2	0	0	0	0	320	44	47
07:00	0	0	0	0	0	27	147	172	103	27	3	0	0	0	0	479	42	46
08:00	0	0	0	0	0	59	150	174	69	14	1	0	0	0	0	467	41	44
09:00	0	0	0	0	0	66	168	198	86	15	0	0	1	0	0	534	41	44
10:00	0	0	0	0	0	62	200	183	80	9	2	0	0	0	0	536	40	44
11:00	0	0	0	0	0	53	174	192	74	14	0	0	0	0	0	507	40	44
12 PM	0	0	0	0	0	53	202	188	76	7	1	0	0	0	0	527	40	43
13:00	0	0	0	0	0	74	194	161	63	4	0	0	1	0	0	497	39	43
14:00	0	0	0	0	0	48	150	160	59	9	1	1	1	1	1	429	40	44
15:00	0	0	0	0	0	49	203	182	58	11	0	0	0	0	0	503	39	43
16:00	0	0	0	0	0	54	172	190	69	6	2	0	0	0	0	494	40	43
17:00	0	0	0	0	0	27	158	202	76	7	0	0	0	0	0	470	40	43
18:00	0	0	0	0	0	56	141	167	74	14	1	1	0	0	0	453	41	44
19:00	0	0	0	0	0	53	97	128	51	11	0	0	0	1	1	341	41	44
20:00	0	0	0	0	0	30	82	81	40	4	1	0	0	0	0	238	41	44
21:00	0	0	0	0	0	7	35	65	37	5	0	0	0	0	0	149	42	44
22:00	0	0	0	0	0	2	12	27	16	1	2	0	0	0	0	60	43	45
23:00	0	0	0	0	0	2	7	18	17	1	0	0	0	0	0	45	43	44
Total	0	0	0	0	0	751	2390	2683	1232	231	19	4	3	3	3	7313		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	32.7%	36.7%	16.8%	3.2%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak						09:00	10:00	09:00	07:00	06:00	07:00	05:00				10:00		
Vol.						66	200	198	103	34	3	1				536		
PM Peak						13:00	15:00	17:00	12:00	18:00	16:00	13:00	14:00	14:00	14:00	12:00		
Vol.						74	203	202	76	14	2	1	1	1	1	527		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Westbound		0	6	11	16	21	26	31	36	41	46	51	56	61	65	Total	85th Percent	95th Percent
Start Time	5	10	15	20	25	30	35	40	45	50	55	60	65	65	65			
05/20/17	0	0	0	0	0	1	5	6	3	0	0	0	0	0	0	15	41	43
01:00	0	0	0	0	0	0	2	7	4	2	0	0	0	0	0	15	44	48
02:00	0	0	0	0	0	0	4	1	3	1	1	0	0	0	0	10	47	52
03:00	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	7	47	49
04:00	0	0	0	0	0	0	5	9	9	2	0	0	0	0	0	25	44	46
05:00	0	0	0	0	0	1	8	24	24	8	5	0	0	0	0	70	46	51
06:00	0	0	0	0	0	3	24	49	51	17	2	2	0	0	0	148	44	48
07:00	0	0	0	0	0	10	50	88	72	24	6	0	1	1	1	251	44	48
08:00	0	0	0	0	0	32	122	159	89	12	3	0	0	1	1	418	42	44
09:00	0	0	0	0	0	40	161	240	98	18	2	0	0	0	0	559	41	44
10:00	0	0	0	0	0	75	239	252	83	11	1	0	0	0	0	661	39	43
11:00	0	0	0	0	0	76	245	205	91	8	2	0	0	1	1	628	40	43
12 PM	0	0	0	0	0	44	228	221	75	16	1	0	0	0	0	585	40	44
13:00	0	0	0	0	0	64	168	215	91	23	0	0	0	0	0	561	41	44
14:00	0	0	0	0	0	57	170	232	67	17	1	0	0	0	0	544	40	44
15:00	0	0	0	0	0	18	126	183	99	16	2	0	0	0	0	444	42	44
16:00	0	0	0	0	0	38	155	155	69	18	4	0	0	0	0	439	41	45
17:00	0	0	0	0	0	27	137	163	76	12	1	0	0	0	0	416	41	44
18:00	0	0	0	0	0	19	99	151	67	16	3	0	0	1	1	356	42	45
19:00	0	0	0	0	0	25	92	128	63	8	2	1	0	0	0	319	42	44
20:00	0	0	0	0	0	20	45	77	24	4	1	0	0	0	0	171	40	44
21:00	0	0	0	0	0	9	28	52	17	8	0	0	0	1	1	115	42	46
22:00	0	0	0	0	0	8	12	24	18	6	1	0	0	0	0	69	44	47
23:00	0	0	0	0	0	0	7	24	8	6	0	0	0	0	0	45	44	48
Total	0	0	0	0	0	567	2133	2667	1203	255	38	3	5	5	5	6871		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	31.0%	38.8%	17.5%	3.7%	0.6%	0.0%	0.0%	0.1%	0.1%			
AM Peak																		
Vol.																		
PM Peak																		
Vol.																		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Westbound		0	6	11	16	21	26	31	36	41	46	51	56	61	65	85th	95th
Start	Time	5	10	15	20	25	30	35	40	45	50	55	60	65	Total	Percent	Percent
05/21/17	01:00	0	0	0	0	0	2	5	10	8	3	1	0	0	29	44	49
	02:00	0	0	0	0	0	0	3	5	3	1	0	0	0	12	43	46
	03:00	0	0	0	0	0	1	3	2	5	0	0	0	0	7	43	44
	04:00	0	0	0	0	0	0	5	7	3	2	1	0	0	12	47	51
	05:00	0	0	0	0	0	1	10	15	4	0	1	0	0	17	43	50
	06:00	0	0	0	0	0	2	12	30	16	5	0	1	0	48	44	48
	07:00	0	0	0	0	0	5	30	86	27	13	2	1	0	87	46	49
	08:00	0	0	0	0	0	16	78	113	62	12	2	0	0	197	43	46
	09:00	0	0	0	0	0	35	135	151	60	19	6	1	0	293	43	47
	10:00	0	0	0	0	0	43	174	210	76	15	1	0	1	414	41	44
	11:00	0	0	0	0	0	77	207	207	86	7	2	0	0	522	40	44
	12 PM	0	0	0	0	0	62	247	178	72	8	0	0	0	571	39	43
	13:00	0	0	0	0	0	62	197	213	76	14	0	0	0	577	40	44
	14:00	0	0	0	0	0	31	197	186	96	11	1	0	0	580	41	44
	15:00	0	0	0	0	0	47	187	197	76	13	2	0	0	505	41	44
	16:00	0	0	0	0	0	40	126	174	76	11	0	0	0	518	40	44
	17:00	0	0	0	0	0	15	112	157	66	14	1	0	1	429	41	44
	18:00	0	0	0	0	0	30	69	106	43	15	3	0	0	365	41	44
	19:00	0	0	0	0	0	7	44	81	42	10	1	1	0	266	42	46
	20:00	0	0	0	0	0	6	27	44	23	3	0	0	0	186	43	46
	21:00	0	0	0	0	0	2	19	26	14	5	2	0	0	103	42	44
	22:00	0	0	0	0	0	0	5	10	8	3	0	0	0	68	43	48
	23:00	0	0	0	0	0	0	4	12	1	3	0	0	0	26	44	47
	Total	0	0	0	0	0	484	1896	2222	1016	199	27	4	2	5850		
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	32.4%	38.0%	17.4%	3.4%	0.5%	0.1%	0.0%			
	AM Peak						11:00	11:00	10:00	10:00	08:00	08:00	05:00	09:00	11:00		
	Vol.						77	207	210	86	19	6	1	1	571		
	PM Peak						12:00	12:00	13:00	13:00	18:00	18:00	19:00	16:00	13:00		
	Vol.						62	247	213	96	15	3	1	1	580		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Westbound		0	6	11	16	21	26	31	36	41	46	51	56	61	Total	85th	95th
Start	Time	5	10	15	20	25	30	35	40	45	50	55	60	65		Percent	Percent
05/22/17	01:00	0	0	0	0	0	0	0	7	2	0	0	0	0	9	41	43
	02:00	0	0	0	0	0	1	1	5	2	0	0	0	0	9	41	43
	03:00	0	0	0	0	0	0	2	4	2	0	0	0	0	8	42	44
	04:00	0	0	0	0	0	3	4	3	5	4	0	0	0	19	46	48
	05:00	0	0	0	0	0	4	8	28	12	5	2	0	0	59	44	49
	06:00	0	0	0	0	0	6	28	77	61	7	1	0	0	180	43	44
	07:00	0	0	0	0	0	16	68	118	93	29	1	0	0	325	43	47
	08:00	0	0	0	0	0	59	142	161	78	19	2	0	0	461	41	44
	09:00	0	0	0	0	0	44	92	198	77	13	0	0	0	424	41	44
	10:00	0	0	0	0	0	47	158	159	71	17	0	0	0	452	41	44
	11:00	0	0	0	0	0	34	133	164	46	15	1	0	0	393	40	44
	12 PM	0	0	0	0	0	56	152	166	59	5	0	0	0	438	39	43
	13:00	0	0	0	0	0	58	143	170	72	10	0	0	0	451	40	44
	14:00	0	0	0	0	0	44	136	152	76	14	0	0	0	436	41	44
	15:00	0	0	0	0	0	67	153	125	35	8	1	0	0	366	39	43
	16:00	0	0	0	0	0	64	175	154	39	9	0	0	0	444	39	43
	17:00	0	0	0	0	0	42	160	157	49	8	0	0	0	438	39	43
	18:00	0	0	0	0	0	33	152	148	56	5	0	0	0	403	40	43
	19:00	0	0	0	0	0	38	115	123	44	11	0	0	0	326	40	44
	20:00	0	0	0	0	0	11	78	90	37	3	1	0	0	247	40	43
	21:00	0	0	0	0	0	6	50	50	24	3	0	0	2	140	41	44
	22:00	0	0	0	0	0	1	10	22	13	3	2	0	0	56	43	48
	23:00	0	0	0	0	0	1	8	12	14	2	1	0	0	38	44	47
	23:00	0	0	0	0	0	0	6	3	4	3	1	0	0	17	47	50
	Total	0	0	0	0	0	690	1974	2296	971	193	13	0	2	6139		
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	11.2%	32.2%	37.4%	15.8%	3.1%	0.2%	0.0%	0.0%			
	AM Peak						07:00	09:00	08:00	06:00	06:00	04:00			07:00		
	Vol.						59	158	198	93	29	2			461		
	PM Peak						15:00	15:00	12:00	13:00	13:00	21:00		20:00	12:00		
	Vol.						67	175	170	76	14	2		2	451		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Westbound		0	6	11	16	21	26	31	36	41	46	51	56	61	65	85th	95th
Start	Time	5	10	15	20	25	30	35	40	45	50	55	60	65	Total	Percent	Percent
05/23/17	01:00	0	0	0	0	0	0	1	4	5	0	1	0	0	11	44	52
	02:00	0	0	0	0	0	0	1	0	4	2	0	0	0	7	47	49
	03:00	0	0	0	0	0	0	5	6	5	4	0	0	0	3	47	49
	04:00	0	0	0	0	0	0	10	16	16	8	1	0	0	20	46	48
	05:00	0	0	0	0	0	4	23	56	61	34	9	2	0	189	47	50
	06:00	0	0	0	0	0	27	61	108	99	31	6	0	0	332	44	48
	07:00	0	0	0	0	0	18	139	208	120	24	6	1	0	516	43	46
	08:00	0	0	0	0	0	33	115	179	80	21	1	1	0	430	42	45
	09:00	0	0	0	0	0	52	116	166	69	18	2	0	0	423	41	44
	10:00	0	0	0	0	0	58	124	151	75	5	0	1	0	414	41	44
	11:00	0	0	0	0	0	32	143	162	57	7	1	0	0	402	40	43
	12 PM	0	0	0	0	0	67	138	170	85	11	1	0	0	472	41	44
	13:00	0	0	0	0	0	49	135	169	71	15	0	1	0	440	41	44
	14:00	0	0	0	0	0	38	113	132	64	12	0	0	0	359	41	44
	15:00	0	0	0	0	0	26	126	152	57	17	1	0	0	379	41	44
	16:00	0	0	0	0	0	14	122	185	82	11	1	0	0	415	41	44
	17:00	0	0	0	0	0	32	112	146	101	27	1	1	0	420	43	46
	18:00	0	0	0	0	0	48	104	122	76	12	1	0	0	363	42	44
	19:00	0	0	0	0	0	19	80	105	55	15	0	0	0	274	42	45
	20:00	0	0	0	0	0	22	54	65	35	7	2	0	0	185	42	44
	21:00	0	0	0	0	0	6	28	30	26	6	1	0	0	97	43	46
	22:00	0	0	0	0	0	2	5	21	8	4	4	0	0	44	46	52
	23:00	0	0	0	0	0	0	2	7	9	3	0	0	0	21	44	48
	Total	0	0	0	0	0	547	1757	2361	1261	295	39	7	0	6267		
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	8.7%	28.0%	37.7%	20.1%	4.7%	0.6%	0.1%	0.0%	0.0%		
	AM Peak				10:00	11:00	58	143	208	120	34	9	2		07:00		
	Vol.				12:00	12:00	67	138	185	101	27	4	1		516		
	PM Peak														12:00		
	Vol.														472		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Westbound		0	6	11	16	21	26	31	36	41	46	51	56	61	65	85th	95th
Start	Time	5	10	15	20	25	30	35	40	45	50	55	60	65	Total	Percent	Percent
05/24/17	01:00	0	0	0	0	0	1	0	7	1	3	0	0	0	12	47	49
	02:00	0	0	0	0	0	0	2	2	2	0	1	0	0	7	44	53
	03:00	0	0	0	0	0	0	0	1	2	0	0	0	0	3	43	44
	04:00	0	0	0	0	0	2	0	4	5	4	0	0	0	15	47	49
	05:00	0	0	0	0	0	0	9	29	12	6	2	0	0	58	44	49
	06:00	0	0	0	0	0	2	18	71	64	24	7	0	0	186	45	49
	07:00	0	0	0	0	0	17	54	127	108	48	6	0	0	360	45	48
	08:00	0	0	0	0	0	14	123	205	114	19	2	0	0	477	42	44
	09:00	0	0	0	0	0	21	144	167	108	27	2	0	0	469	43	46
	10:00	0	0	0	0	0	45	154	177	66	13	1	0	0	456	40	44
	11:00	0	0	0	0	0	46	150	152	52	11	2	0	1	414	40	44
	12 PM	0	0	0	0	0	42	135	172	66	13	1	0	0	429	41	44
	13:00	0	0	0	0	0	45	166	152	79	10	0	1	0	453	41	44
	14:00	0	0	0	0	0	33	148	174	67	10	2	0	0	434	41	44
	15:00	0	0	0	0	0	47	127	161	62	10	1	0	0	408	40	44
	16:00	0	0	0	0	0	55	203	149	42	9	0	0	1	459	39	43
	17:00	0	0	0	0	0	43	171	159	68	9	0	0	0	450	40	44
	18:00	0	0	0	0	0	38	127	177	77	12	0	0	0	431	41	44
	19:00	0	0	0	0	0	26	101	137	77	13	1	1	0	356	42	44
	20:00	0	0	0	0	0	25	79	107	53	8	0	0	0	272	41	44
	21:00	0	0	0	0	0	19	51	61	29	7	0	0	0	167	41	44
	22:00	0	0	0	0	0	9	35	27	17	4	0	0	0	92	42	44
	23:00	0	0	0	0	0	1	11	13	16	4	0	0	0	45	44	47
	Total	0	0	0	0	0	532	2012	2438	1195	265	29	2	2	6475		
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	8.2%	31.1%	37.7%	18.5%	4.1%	0.4%	0.0%	0.0%			
AM Peak	10:00						10:00	09:00	07:00	07:00	06:00	05:00			07:00		
Vol.	46						46	154	205	114	48	7			477		
PM Peak	15:00						15:00	15:00	17:00	12:00	18:00	13:00	12:00	15:00	15:00		
Vol.	55						55	203	177	79	13	2	1	1	459		

Tri-State Traffic Data Inc

184 Baker Rd
Coatesville PA 19320

Road Name: NY Route 50
Segment: 485' W of Old Gick Rd
Ctr# GJ33

GPS: 43.117191, -73.727804

Westbound		0	6	11	16	21	26	31	36	41	46	51	56	61	Total	85th	95th
Start	Time	5	10	15	20	25	30	35	40	45	50	55	60	65		Percent	Percent
05/25/17	0	0	0	0	0	0	1	2	4	2	1	0	0	0	10	43	47
	01:00	0	0	0	0	0	0	1	3	1	1	0	0	0	6	45	48
	02:00	0	0	0	0	6	0	0	8	4	1	0	0	0	19	42	45
	03:00	0	0	0	0	19	0	1	5	7	3	1	0	0	36	43	48
	04:00	0	0	0	0	9	1	11	15	9	3	0	0	0	48	42	45
	05:00	0	0	0	0	13	5	9	68	57	27	8	2	0	189	46	50
	06:00	0	0	0	0	12	14	61	127	112	24	2	1	1	354	43	46
	07:00	0	0	0	0	1	62	131	177	95	15	0	0	0	481	41	44
	08:00	0	0	0	0	11	34	154	165	85	14	3	0	0	466	41	44
	09:00	0	0	0	0	2	29	74	102	48	13	0	0	0	268	42	44
	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	73	146	444	674	420	102	14	3	1	1877		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	7.8%	23.7%	35.9%	22.4%	5.4%	0.7%	0.2%	0.1%			
AM Peak						03:00	07:00	08:00	07:00	06:00	05:00	05:00	05:00	06:00	07:00		
Vol.						19	62	154	177	112	27	8	2	1	481		
PM Peak																	
Vol.																	
Grand																	
Total	0	0	0	0	0	73	4051	13518	16409	7689	1600	187	23	16	43566		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	9.3%	31.0%	37.7%	17.6%	3.7%	0.4%	0.1%	0.0%			

Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	29927
	Percent in Pace :	68.7%
	Number of Vehicles > 45 MPH :	1826
	Percent of Vehicles > 45 MPH :	4.2%
	Mean Speed(Average) :	37 MPH
	15th Percentile :	30 MPH
	50th Percentile :	36 MPH
	85th Percentile :	41 MPH
	95th Percentile :	44 MPH

TRAFFIC COUNT HOURLY REPORT

Jones Rd (925' W of NY 50)
Town of Wilton, Saratoga County, NY

Date of Count: 5/18/2017
Count Data by: GPI

Westbound

Date	Start Time												Daily Total												
	12A	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM		12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM
Thursday, May 18, 2017														359	394	437	483	532	458	376	273	180	90	51	3,633
Friday, May 19, 2017	33	15	5	3	9	24	86	144	244	241	317	335	380	371	423	441	522	510	446	348	312	221	126	54	5,610
Saturday, May 20, 2017	23	21	7	3	6	12	32	100	223	302	392	464	440	436	472	413	413	386	302	265	236	194	105	64	5,311
Sunday, May 21, 2017	42	17	9	10	8	18	27	72	125	189	279	389	419	433	417	474	413	388	305	228	165	103	49	27	4,606
Monday, May 22, 2017	19	10	2	3	8	24	60	142	251	210	244	273	305	331	362	415	460	526	439	354	232	127	74	50	4,921
Tuesday, May 23, 2017	13	6	4	2	10	29	96	148	192	246	237	266	334	306	368	390	460	506	428	360	273	182	77	49	4,982
Wednesday, May 24, 2017	17	8	8	6	8	17	80	150	224	218	229	253	253												1,471
Average Weekday Traffic	21	10	5	4	9	24	81	146	228	229	257	282	318	342	387	421	481	519	443	360	273	178	92	51	5,161

Seasonal Weekday Adjustment Factor: 1.072 High Hour: 519 (10.1%) of Daily
(Factor Group 40 During May)

ESTIMATED WESTBOUND AADT: 4,814

Eastbound

Date	Start Time												Daily Total												
	12A	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM		12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM
Thursday, May 18, 2017														260	264	349	399	403	315	192	90	73	40	22	2,407
Friday, May 19, 2017	19	12	3	5	19	64	145	267	294	369	319	353	368	295	281	405	364	363	323	225	154	98	44	29	4,818
Saturday, May 20, 2017	16	13	3	2	14	33	81	157	310	354	479	439	450	448	364	322	291	312	229	204	133	84	64	37	4,839
Sunday, May 21, 2017	16	16	5	5	13	21	41	105	206	295	340	348	391	394	341	355	291	295	206	136	92	44	26	9	3,991
Monday, May 22, 2017	8	7	3	3	18	54	147	254	225	329	263	241	271	257	254	374	341	373	262	208	114	44	35	14	4,099
Tuesday, May 23, 2017	8	4	1	7	22	78	150	249	251	288	255	254	283	263	265	316	324	343	334	244	135	74	32	17	4,197
Wednesday, May 24, 2017	7	3	2	6	25	56	161	262	261	319	237	281	205												1,825
Average Weekday Traffic	11	7	2	5	21	63	151	258	258	326	269	282	282	269	266	361	357	371	309	217	123	72	38	21	4,339

Seasonal Weekday Adjustment Factor: 1.072 High Hour: 371 (8.6%) of Daily
(Factor Group 40 During May)

ESTIMATED EASTBOUND AADT: 4,048

OVERALL ESTIMATED AADT FOR ROADWAY:

8,862

Total Weekday Traffic	32	17	7	9	30	87	232	404	486	555	526	564	600	611	653	782	838	890	752	577	396	250	130	72	9,500
High Hourly Total Traffic	890	(9.4%) of Daily																							

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Northbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/18/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	2	2	4	13	73	173	78	13	0	0	0	0	0	0	1	359
14:00	2	2	4	18	73	190	96	8	0	0	1	0	0	0	0	394
15:00	4	0	3	19	109	196	94	10	1	1	0	0	0	0	0	437
16:00	2	4	0	22	115	225	94	18	2	0	1	0	0	0	0	483
17:00	3	4	1	7	70	251	165	24	4	1	2	0	0	0	0	532
18:00	4	2	1	14	74	227	107	23	2	1	1	0	0	0	2	458
19:00	3	0	0	10	86	191	69	14	3	0	0	0	0	0	0	376
20:00	0	0	2	11	88	117	46	8	1	0	0	0	0	0	0	273
21:00	1	0	0	9	54	79	30	5	2	0	0	0	0	0	0	180
22:00	0	0	1	3	21	32	23	5	3	2	0	0	0	0	0	90
23:00	0	0	1	0	9	20	19	2	0	0	0	0	0	0	0	51
Total	21	14	17	126	772	1701	821	130	18	5	5	0	0	0	3	3633

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Northbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/19/1																
7	0	0	0	2	3	14	12	1	1	0	0	0	0	0	0	33
01:00	0	0	1	0	3	4	5	2	0	0	0	0	0	0	0	15
02:00	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	5
03:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
04:00	0	0	1	0	4	4	0	0	0	0	0	0	0	0	0	9
05:00	0	1	1	1	6	8	5	2	0	0	0	0	0	0	0	24
06:00	0	0	0	4	8	29	34	9	2	0	0	0	0	0	0	86
07:00	0	1	0	7	21	55	50	7	1	0	1	0	0	0	1	144
08:00	2	0	0	9	53	93	67	19	1	0	0	0	0	0	0	244
09:00	4	2	3	9	44	100	66	11	2	0	0	0	0	0	0	241
10:00	4	3	2	12	92	125	66	11	1	0	1	0	0	0	0	317
11:00	3	1	0	14	63	157	81	11	4	0	0	0	1	0	0	335
12 PM	4	2	3	13	70	169	93	22	2	2	0	0	0	0	0	380
13:00	0	0	0	15	60	181	101	11	3	0	0	0	0	0	0	371
14:00	6	11	9	17	69	191	99	16	2	3	0	0	1	0	0	424
15:00	4	1	4	16	83	202	106	20	2	1	0	2	0	0	1	442
16:00	8	2	0	10	93	259	119	22	6	2	0	0	0	0	1	522
17:00	4	0	1	6	81	234	145	31	4	1	0	0	0	1	2	510
18:00	0	3	1	3	67	193	147	24	8	0	0	0	0	0	0	446
19:00	0	1	0	10	53	169	94	18	3	0	0	0	0	0	0	348
20:00	0	3	0	8	73	152	65	10	0	0	0	0	0	0	1	312
21:00	0	1	0	13	65	102	35	3	2	0	0	0	0	0	0	221
22:00	0	2	0	5	29	57	20	9	3	1	0	0	0	0	0	126
23:00	0	0	1	1	15	19	14	3	1	0	0	0	0	0	0	54
Total	39	34	27	177	1056	2519	1427	262	48	10	2	2	2	1	6	5612

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Northbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/20/1																
7	0	0	0	0	3	12	6	1	1	0	0	0	0	0	0	23
01:00	0	0	0	0	3	8	6	4	0	0	0	0	0	0	0	21
02:00	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7
03:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
04:00	0	0	1	1	0	2	1	1	0	0	0	0	0	0	0	6
05:00	0	0	1	1	3	4	3	0	0	0	0	0	0	0	0	12
06:00	0	0	0	1	7	10	12	2	0	0	0	0	0	0	0	32
07:00	2	0	0	3	13	30	38	11	3	0	0	0	0	0	0	100
08:00	0	2	1	8	27	79	80	23	3	0	0	0	0	0	0	223
09:00	0	1	0	2	45	135	94	17	5	0	1	0	1	0	1	302
10:00	3	1	3	9	75	170	113	14	1	2	0	0	0	0	1	392
11:00	2	6	1	18	89	195	133	16	0	1	0	1	0	0	2	464
12 PM	6	0	1	7	82	214	106	20	3	0	0	0	0	1	0	440
13:00	7	1	0	7	76	204	123	15	1	2	0	0	0	0	0	436
14:00	3	5	2	14	79	207	129	27	6	0	1	0	0	0	0	473
15:00	0	2	0	5	48	198	122	34	4	0	0	0	0	0	0	413
16:00	1	2	0	11	53	171	146	26	1	0	0	0	0	1	1	413
17:00	0	0	0	4	57	171	131	17	5	0	0	0	0	0	1	386
18:00	0	2	0	5	31	128	111	20	3	2	0	0	0	0	0	302
19:00	2	0	0	5	30	101	107	17	3	0	0	0	0	0	0	265
20:00	2	0	0	10	62	105	46	7	1	3	0	0	0	0	0	236
21:00	0	1	0	11	44	90	35	13	0	0	0	0	0	0	0	194
22:00	0	1	1	5	29	37	29	2	0	0	1	0	0	0	0	105
23:00	0	1	1	3	12	24	17	5	0	1	0	0	0	0	0	64
Total	28	25	12	130	868	2299	1592	294	40	11	3	1	1	2	6	5312

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Northbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/21/1																
7	0	0	0	2	8	19	8	3	1	1	0	0	0	0	0	42
01:00	0	0	0	0	4	7	5	1	0	0	0	0	0	0	0	17
02:00	0	0	0	0	2	4	3	0	0	0	0	0	0	0	0	9
03:00	0	0	0	0	0	6	3	1	0	0	0	0	0	0	0	10
04:00	0	0	1	0	0	3	2	2	0	0	0	0	0	0	0	8
05:00	0	0	0	1	2	9	3	3	0	0	0	0	0	0	0	18
06:00	0	0	0	1	2	8	11	3	1	0	1	0	0	0	0	27
07:00	0	0	1	3	16	23	22	6	1	0	0	0	0	0	0	72
08:00	0	0	0	5	23	49	37	7	4	0	0	0	0	0	0	125
09:00	0	2	1	4	38	80	41	19	4	0	0	0	0	0	0	189
10:00	0	0	2	3	46	120	89	14	2	3	0	0	0	0	0	279
11:00	3	0	2	12	65	190	93	21	2	1	0	0	0	0	0	389
12 PM	2	2	0	10	56	190	141	15	2	0	1	0	0	0	0	419
13:00	2	0	1	8	80	193	120	27	1	0	1	0	0	0	0	433
14:00	0	0	1	8	66	198	117	23	3	0	1	0	0	0	0	417
15:00	0	4	1	6	80	232	123	25	3	0	0	0	0	0	0	474
16:00	3	3	0	3	45	180	144	26	4	1	0	0	0	0	4	413
17:00	0	1	0	4	55	171	122	26	5	1	1	1	0	0	1	388
18:00	0	0	0	6	51	143	83	20	2	0	0	0	0	0	0	305
19:00	0	2	1	7	28	108	58	22	1	0	0	1	0	0	0	228
20:00	0	0	2	6	33	63	47	13	1	0	0	0	0	0	0	165
21:00	0	0	1	6	27	37	24	4	2	0	0	0	0	1	1	103
22:00	0	0	0	1	11	19	14	3	0	0	1	0	0	0	0	49
23:00	0	0	0	1	7	11	7	1	0	0	0	0	0	0	0	27
Total	10	14	14	97	745	2063	1317	285	39	7	6	2	0	1	6	4606

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Northbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/22/1																
7	0	0	0	1	4	7	4	2	1	0	0	0	0	0	0	19
01:00	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	10
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	8
05:00	0	0	0	2	7	7	4	4	0	0	0	0	0	0	0	24
06:00	0	0	1	3	11	16	23	6	0	0	0	0	0	0	0	60
07:00	0	2	0	8	18	44	55	15	0	0	0	0	0	0	0	142
08:00	2	4	4	21	48	89	65	17	0	1	0	0	0	0	0	251
09:00	3	1	4	4	44	76	63	13	1	1	0	0	0	0	0	210
10:00	1	1	1	9	38	109	69	11	4	0	0	0	1	0	0	244
11:00	2	3	7	6	61	103	77	12	2	0	0	0	0	0	0	273
12 PM	1	1	3	6	62	143	68	16	3	0	0	0	0	0	2	305
13:00	0	0	1	7	73	143	85	18	2	1	0	0	0	0	1	331
14:00	6	2	2	13	93	151	78	12	3	0	0	0	0	1	1	362
15:00	4	1	0	12	80	183	114	18	2	0	1	0	1	0	0	416
16:00	10	4	3	11	74	207	130	22	0	0	0	0	0	0	0	461
17:00	2	0	0	3	80	251	155	33	2	0	0	0	0	0	0	526
18:00	0	3	0	7	48	190	162	26	2	0	0	0	0	0	1	439
19:00	2	2	1	9	67	162	89	21	1	0	0	0	0	0	0	354
20:00	1	2	1	8	62	107	46	5	0	0	0	0	0	0	0	232
21:00	0	0	1	2	25	55	28	12	2	1	1	0	0	0	0	127
22:00	0	0	0	2	16	28	22	6	0	0	0	0	0	0	0	74
23:00	0	1	1	1	15	18	11	3	0	0	0	0	0	0	0	50
Total	34	27	30	135	936	2096	1353	273	25	4	2	0	2	1	5	4923

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Northbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/23/1																
7	0	0	0	0	1	5	5	2	0	0	0	0	0	0	0	13
01:00	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	2	2	1	4	0	0	1	0	0	0	0	0	0	10
05:00	0	0	1	0	5	8	9	5	0	0	1	0	0	0	0	29
06:00	0	0	3	2	15	37	28	10	0	1	0	0	0	0	0	96
07:00	1	2	0	4	34	50	43	12	2	0	0	0	0	0	0	148
08:00	0	2	2	12	21	68	65	19	3	0	0	0	0	0	0	192
09:00	2	1	0	6	39	124	61	10	2	1	0	0	0	0	0	246
10:00	0	0	1	11	53	104	60	7	1	0	0	0	0	0	0	237
11:00	0	0	2	6	54	112	76	15	0	0	0	0	0	0	1	266
12 PM	1	0	1	11	66	158	82	14	0	0	0	0	0	0	1	334
13:00	1	0	0	10	56	123	87	26	3	0	0	0	0	0	0	306
14:00	0	2	2	6	59	165	114	16	1	2	0	0	0	1	0	368
15:00	1	3	0	9	55	176	113	26	6	1	0	0	0	0	0	390
16:00	7	6	0	8	76	181	150	28	2	0	1	0	0	0	1	460
17:00	3	2	0	4	50	208	187	47	3	1	1	0	0	0	0	506
18:00	7	5	0	8	53	165	154	30	4	0	0	0	1	0	1	428
19:00	1	3	3	11	50	168	107	15	2	0	0	0	0	0	0	360
20:00	2	0	2	6	52	123	78	10	0	0	0	0	0	0	0	273
21:00	0	1	1	12	43	77	39	9	0	0	0	0	0	0	0	182
22:00	0	0	3	4	13	26	21	9	0	1	0	0	0	0	0	77
23:00	0	0	0	1	6	24	13	4	0	1	0	0	0	0	0	49
Total	26	27	23	135	806	2108	1496	314	30	8	3	0	1	1	4	4982

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Northbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/24/1																
7	0	0	0	0	3	9	5	0	0	0	0	0	0	0	0	17
01:00	0	0	0	2	1	5	0	0	0	0	0	0	0	0	0	8
02:00	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	8
03:00	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	6
04:00	0	0	1	0	2	1	3	0	1	0	0	0	0	0	0	8
05:00	0	0	0	1	4	4	6	2	0	0	0	0	0	0	0	17
06:00	0	0	1	4	17	25	29	3	0	1	0	0	0	0	0	80
07:00	1	0	3	6	27	56	46	9	2	0	0	0	0	0	0	150
08:00	0	1	2	10	43	89	61	17	1	0	0	0	0	0	0	224
09:00	0	1	0	9	42	95	58	10	1	1	0	0	0	0	1	218
10:00	1	0	3	14	43	91	57	18	1	0	1	0	0	0	0	229
11:00	0	2	1	15	58	108	59	10	0	0	0	0	0	0	0	253
12 PM	4	2	2	6	44	117	60	16	1	0	1	0	0	0	0	253
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	6	6	13	67	284	603	392	87	8	2	2	0	0	0	1	1471
Grand Total	164	147	136	867	5467	13389	8398	1645	208	47	23	5	6	6	31	30539

Stats	15th Percentile :	37 MPH
	50th Percentile :	43 MPH
	85th Percentile :	48 MPH
	95th Percentile :	51 MPH
	Mean Speed(Average) :	44 MPH
	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	21787
	Percent in Pace :	71.3%
	Number of Vehicles > 45 MPH :	10369
	Percent of Vehicles > 45 MPH :	34.0%

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Southbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/18/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	2	1	2	4	34	127	72	16	1	1	0	0	0	0	0	260
14:00	1	0	1	1	36	130	81	12	1	0	0	0	0	0	1	264
15:00	3	0	1	6	49	165	105	16	3	0	0	0	0	1	0	349
16:00	10	7	6	16	58	149	134	18	0	0	0	0	0	1	0	399
17:00	6	4	0	1	38	183	140	30	1	0	0	0	0	0	0	403
18:00	6	3	0	0	30	127	128	18	2	0	0	0	0	0	1	315
19:00	0	1	0	3	24	91	58	14	0	1	0	0	0	0	0	192
20:00	1	2	0	2	23	37	22	3	0	0	0	0	0	0	0	90
21:00	0	0	0	2	13	30	24	4	0	0	0	0	0	0	0	73
22:00	0	0	0	0	7	13	17	3	0	0	0	0	0	0	0	40
23:00	0	0	0	0	4	8	5	4	0	1	0	0	0	0	0	22
Total	29	18	10	35	316	1060	786	138	8	3	0	0	0	2	2	2407

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Southbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/19/1																
7	0	0	0	0	0	7	10	1	1	0	0	0	0	0	0	19
01:00	0	0	0	0	5	3	3	0	1	0	0	0	0	0	0	12
02:00	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	5
04:00	0	0	0	0	5	10	3	1	0	0	0	0	0	0	0	19
05:00	0	0	0	0	0	16	35	10	3	0	0	0	0	0	0	64
06:00	0	0	0	0	3	42	72	25	3	0	0	0	0	0	0	145
07:00	0	0	0	0	19	93	127	25	3	0	0	0	0	0	0	267
08:00	0	1	0	0	15	112	133	31	1	0	0	0	0	0	1	294
09:00	1	3	1	0	33	184	128	19	0	0	0	0	0	0	0	369
10:00	1	2	1	2	44	170	88	11	0	0	0	0	0	0	0	319
11:00	8	3	1	2	36	145	133	24	0	0	0	0	0	0	1	353
12 PM	2	3	2	3	42	166	121	26	3	0	0	0	0	0	0	368
13:00	4	0	0	0	26	139	104	20	1	0	0	0	0	0	1	295
14:00	8	3	2	4	44	105	93	20	2	0	0	0	0	0	0	281
15:00	4	5	2	8	29	195	140	22	0	0	0	0	0	0	0	405
16:00	0	1	0	3	46	156	133	22	1	2	0	0	0	0	0	364
17:00	5	1	0	4	24	163	136	25	2	2	0	0	0	0	1	363
18:00	8	2	0	4	28	146	105	25	3	1	1	0	0	0	0	323
19:00	2	0	0	1	18	113	72	17	2	0	0	0	0	0	0	225
20:00	0	0	0	1	20	59	61	11	0	2	0	0	0	0	0	154
21:00	1	0	0	0	6	43	39	9	0	0	0	0	0	0	0	98
22:00	0	0	0	0	6	19	14	4	1	0	0	0	0	0	0	44
23:00	0	0	0	1	4	12	7	5	0	0	0	0	0	0	0	29
Total	44	24	9	33	454	2101	1759	354	28	7	1	0	0	0	4	4818

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Southbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/20/1																
7	0	0	0	0	2	6	6	0	2	0	0	0	0	0	0	16
01:00	0	0	0	0	1	4	7	1	0	0	0	0	0	0	0	13
02:00	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	3	4	3	4	0	0	0	0	0	0	0	14
05:00	0	0	0	1	1	9	20	2	0	0	0	0	0	0	0	33
06:00	0	0	0	0	7	19	36	15	4	0	0	0	0	0	0	81
07:00	0	0	0	3	4	31	78	34	6	1	0	0	0	0	0	157
08:00	4	1	0	2	12	107	150	29	4	0	0	1	0	0	0	310
09:00	1	4	0	0	26	146	135	37	4	1	0	0	0	0	0	354
10:00	2	4	0	6	41	246	153	24	0	0	0	1	1	0	1	479
11:00	7	6	4	0	34	211	151	21	2	0	0	0	1	0	2	439
12 PM	6	4	0	12	47	214	138	26	1	1	0	0	0	0	1	450
13:00	2	5	0	1	36	213	161	26	2	1	0	1	0	0	0	448
14:00	4	1	1	2	23	168	146	15	3	0	0	0	0	0	1	364
15:00	4	1	0	4	21	132	131	28	1	0	0	0	0	0	0	322
16:00	1	2	0	0	9	121	140	14	2	0	0	1	0	0	1	291
17:00	1	3	1	7	34	128	119	17	2	0	0	0	0	0	0	312
18:00	0	1	0	0	8	91	106	19	3	0	1	0	0	0	0	229
19:00	0	1	0	3	21	75	84	18	0	0	1	1	0	0	0	204
20:00	0	0	1	0	12	57	50	11	1	0	0	0	0	0	1	133
21:00	0	1	0	1	7	42	29	3	1	0	0	0	0	0	0	84
22:00	0	0	0	2	9	22	22	8	1	0	0	0	0	0	0	64
23:00	0	0	0	0	3	16	13	3	2	0	0	0	0	0	0	37
Total	32	34	7	44	362	2064	1879	355	42	4	2	5	2	0	7	4839

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Southbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/21/1																
7	0	0	0	1	2	5	8	0	0	0	0	0	0	0	0	16
01:00	0	0	0	0	1	6	5	2	2	0	0	0	0	0	0	16
02:00	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
04:00	0	0	0	0	1	7	5	0	0	0	0	0	0	0	0	13
05:00	0	0	0	0	2	7	9	3	0	0	0	0	0	0	0	21
06:00	0	0	0	0	4	11	21	2	3	0	0	0	0	0	0	41
07:00	0	0	0	1	10	42	42	9	1	0	0	0	0	0	0	105
08:00	0	0	0	0	13	91	89	10	3	0	0	0	0	0	0	206
09:00	0	1	0	0	23	148	104	18	0	1	0	0	0	0	0	295
10:00	2	3	0	0	15	154	151	15	0	0	0	0	0	0	0	340
11:00	3	2	0	1	26	185	117	12	0	0	0	1	0	0	1	348
12 PM	2	3	0	0	31	158	178	18	1	0	0	0	0	0	0	391
13:00	6	4	2	5	35	181	138	21	1	1	0	0	0	0	0	394
14:00	3	3	0	0	37	160	119	18	1	0	0	0	0	0	0	341
15:00	6	4	2	1	42	162	118	17	1	0	1	0	0	0	1	355
16:00	3	1	0	2	16	123	121	20	5	0	0	0	0	0	0	291
17:00	1	1	0	0	16	118	137	20	1	0	0	0	0	0	1	295
18:00	3	0	1	0	7	72	96	24	3	0	0	0	0	0	0	206
19:00	1	0	1	0	10	37	74	12	0	0	0	0	1	0	0	136
20:00	1	0	0	3	8	36	35	8	1	0	0	0	0	0	0	92
21:00	0	0	0	0	2	25	14	2	1	0	0	0	0	0	0	44
22:00	0	0	0	0	2	8	9	7	0	0	0	0	0	0	0	26
23:00	0	0	0	0	1	5	2	0	1	0	0	0	0	0	0	9
Total	31	22	6	14	304	1749	1593	239	25	2	1	1	1	0	3	3991

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Southbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/22/1																
7	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	8
01:00	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	7
02:00	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
04:00	0	0	0	1	2	11	2	1	1	0	0	0	0	0	0	18
05:00	0	0	0	0	2	22	18	10	2	0	0	0	0	0	0	54
06:00	0	0	1	3	6	40	69	24	3	0	1	0	0	0	0	147
07:00	0	0	0	4	18	116	98	17	1	0	0	0	0	0	0	254
08:00	0	0	0	0	13	120	75	16	1	0	0	0	0	0	0	225
09:00	0	0	0	0	36	161	110	18	4	0	0	0	0	0	0	329
10:00	3	2	0	0	31	125	86	15	0	1	0	0	0	0	0	263
11:00	0	1	0	0	33	118	77	10	1	0	0	0	1	0	0	241
12 PM	2	0	0	0	16	146	91	13	1	0	0	0	0	0	2	271
13:00	0	0	0	2	25	124	90	15	1	0	0	0	0	0	0	257
14:00	12	3	0	7	33	122	69	7	0	0	0	0	1	1	0	255
15:00	3	1	0	2	56	197	103	10	1	0	0	0	0	0	1	374
16:00	3	1	0	6	43	156	118	13	0	0	0	0	0	0	1	341
17:00	2	6	0	2	43	170	131	17	1	1	0	0	0	0	0	373
18:00	5	2	0	0	23	103	109	20	0	0	0	0	0	0	0	262
19:00	1	1	0	0	15	94	84	11	2	0	0	0	0	0	0	208
20:00	3	1	0	0	15	51	32	10	1	0	1	0	0	0	0	114
21:00	0	0	0	0	5	17	16	6	0	0	0	0	0	0	0	44
22:00	0	0	0	0	6	13	10	6	0	0	0	0	0	0	0	35
23:00	0	0	0	0	3	4	5	2	0	0	0	0	0	0	0	14
Total	34	18	1	27	429	1917	1399	244	20	2	2	0	2	1	4	4100

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Southbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/23/1																
7	0	0	0	0	0	3	3	0	1	1	0	0	0	0	0	8
01:00	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	7
04:00	0	1	0	1	5	7	8	0	0	0	0	0	0	0	0	22
05:00	0	0	1	0	2	22	36	14	3	0	0	0	0	0	0	78
06:00	0	0	0	2	8	41	74	24	1	0	0	0	0	0	0	150
07:00	0	1	1	0	6	76	121	39	4	0	0	0	0	0	1	249
08:00	1	0	0	0	19	94	120	17	0	0	0	0	0	0	0	251
09:00	1	2	0	2	25	128	113	16	1	0	0	0	0	0	0	288
10:00	0	0	0	4	29	125	88	7	0	1	0	0	1	0	0	255
11:00	0	2	1	2	31	109	94	14	0	0	0	0	0	0	1	254
12 PM	0	0	5	2	42	115	100	17	2	0	0	0	0	0	0	283
13:00	3	2	0	5	21	122	97	11	1	0	0	0	0	0	1	263
14:00	1	2	0	0	33	109	103	15	1	1	0	0	0	0	0	265
15:00	0	2	0	0	26	151	114	22	0	1	0	0	0	0	0	316
16:00	2	3	1	0	26	143	126	19	2	0	0	0	0	1	1	324
17:00	6	1	2	3	30	150	126	23	1	1	0	0	0	0	0	343
18:00	4	4	1	2	21	138	137	23	2	0	0	0	0	0	2	334
19:00	2	0	0	2	17	108	97	16	2	0	0	0	0	0	0	244
20:00	0	0	0	0	13	55	57	10	0	0	0	0	0	0	0	135
21:00	0	0	0	1	6	31	26	10	0	0	0	0	0	0	0	74
22:00	0	0	0	0	2	8	15	5	0	2	0	0	0	0	0	32
23:00	0	0	0	0	3	3	9	2	0	0	0	0	0	0	0	17
Total	20	20	12	26	368	1742	1667	306	21	7	0	0	1	1	6	4197

Tri-State Traffic Data Inc

Road Name: Jones Rd
 Segment: 925' N of NY 50
 Ctr#: Peek 01

184 Baker Rd
 Coatesville PA 19320

GPS: 43.121138, -73.727951

Southbound

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
05/24/1																
7	0	0	0	0	2	1	4	0	0	0	0	0	0	0	0	7
01:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
03:00	0	0	0	0	1	0	3	1	1	0	0	0	0	0	0	6
04:00	0	0	0	0	6	9	10	0	0	0	0	0	0	0	0	25
05:00	0	0	0	0	3	12	23	14	3	1	0	0	0	0	0	56
06:00	0	0	0	1	6	42	74	32	6	0	0	0	0	0	0	161
07:00	0	1	0	1	18	114	98	26	4	0	0	0	0	0	0	262
08:00	0	1	0	4	38	95	107	14	2	0	0	0	0	0	0	261
09:00	4	2	1	0	30	152	117	11	2	0	0	0	0	0	0	319
10:00	0	0	1	1	31	120	75	7	1	0	1	0	0	0	0	237
11:00	1	2	0	3	29	158	77	9	1	0	0	1	0	0	0	281
12 PM	1	2	0	2	25	95	69	9	2	0	0	0	0	0	0	205
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	6	8	2	13	190	798	658	124	22	2	1	1	0	0	0	1825
Grand Total	196	144	47	192	2423	11431	9741	1760	166	27	7	7	6	4	26	26177

Stats

- 15th Percentile : 40 MPH
- 50th Percentile : 44 MPH
- 85th Percentile : 49 MPH
- 95th Percentile : 51 MPH
- Mean Speed(Average) : 45 MPH
- 10 MPH Pace Speed : 41-50 MPH
- Number in Pace : 21172
- Percent in Pace : 80.9%
- Number of Vehicles > 45 MPH : 11744
- Percent of Vehicles > 45 MPH : 44.9%

APPENDIX B
Accident Data

Date: 6/21/2017
10:53:57 AM

Accident Location Information System(ALIS) Accident Verbal Description

13923_VDR

Date in this report covers the period - 3/1/2014-2/28/2017

Complete Accident data from NYS DMV is only available thru 2/28/2017 12:00:00 AM

County: Saratoga	Muni: Wilton(T)	Ref. Marker: Street. JONES RD	Persons Killed: 0	Persons Injured: 0	Extent of Injuries: WILTON SP	Case: 2014-35187323
112 Meters East of Putnam Ln	Thu 07:35 AM	Accident Class: PROPERTY DAMAGE	Type Of Accident: COLLISION WITH GUIDE RAIL	Manner of Collision: OTHER	Road Surface Condition: SNOW/ICE	Police Agency: NO PASSING ZONE
3/20/2014		Loc. of Ped/Bicycle: NOT APPLICABLE			Road Char.: CURVE AND GRADE	Weather: RAIN
					Action of Ped/Bicycle: NOT APPLICABLE	Light Condition: DAYLIGHT
Veh :1	CAR/VAN/PICKUP	Registered Weight: 2905	State of Registration: NY	Sex: F	Citation Issued: N	Num of Veh: 1
	Num of Occupants: 1	Driver's Age: 24	Public Property Damage: OTHER			
	Direction of Travel: EAST					
	Pre-Accd Action: GOING STRAIGHT AHEAD					
	Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED					
County: Saratoga	Muni: Wilton(T)	Ref. Marker: 50 15023028 Street. ROUTE 50	Persons Killed: 0	Persons Injured: 0	Extent of Injuries: WILTON SP	Case: 2014-35207058
AT INTERSECTION WITH Ingersoll Rd	Fri 21:00 PM	Accident Class: PROPERTY DAMAGE	Type Of Accident: COLLISION WITH MOTOR VEHICLE	Manner of Collision: REAR END	Road Surface Condition: WET	Police Agency: TRAFFIC SIGNAL
4/4/2014		Loc. of Ped/Bicycle: NOT APPLICABLE			Road Char.: STRAIGHT AND LEVEL	Weather: RAIN
					Action of Ped/Bicycle: NOT APPLICABLE	Light Condition: DARK-ROAD UNLIGHTED
Veh :2	CAR/VAN/PICKUP	Registered Weight: 2548	State of Registration: NY	Sex: F	Citation Issued: N	Num of Veh: 2
	Num of Occupants: 2	Driver's Age: 51	Public Property Damage: OTHER			
	Direction of Travel: NORTH					
	Pre-Accd Action: SLOWED OR STOPPING					
	Apparent Factors: NOT APPLICABLE, NOT APPLICABLE					
Veh :1	CAR/VAN/PICKUP	Registered Weight: 2476	State of Registration: NY	Sex: M	Citation Issued: N	Num of Veh: 1
	Num of Occupants: 1	Driver's Age: 30	Public Property Damage: OTHER			
	Direction of Travel: NORTH-EAST					
	Pre-Accd Action: MAKING RIGHT TURN					
	Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE					
County: Saratoga	Muni: Wilton(T)	Ref. Marker: Street. ROUTE 50	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2014-35218026
AT INTERSECTION WITH Jones Rd	Wed 16:15 PM					
4/9/2014						

Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR)
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Police Agency: WILTON SP
 Traffic Control: NO PASSING ZONE
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

Registered Weight: 4127
 Driver's Age: 48
 Public Property Damage: OTHER

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: SOUTH
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

State of Registration: NY
 Citation Issued: N
 Sex: M
 School Bus Involved: OTHER

Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR)
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Police Agency: WILTON SP
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

Registered Weight: 2388
 Driver's Age: 21
 Public Property Damage: OTHER

Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 2
 Direction of Travel: NORTH
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PASSING OR LANE USAGE IMPROPERLY

State of Registration: NY
 Citation Issued: Y
 Sex: F
 School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: ROUTE 50
 AT INTERSECTION WITH Connecting Road
 4/16/2014 Wed 09:06 AM Persons Killed: 0
 Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH CURBING
 Manner of Collision: OTHER
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Police Agency: WILTON SP
 Extent of Injuries: Case: 2014-35226269
 Num of Veh: 1
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

Registered Weight: 2649
 Driver's Age: 17
 Public Property Damage: OTHER

Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 2
 Direction of Travel: NORTH-WEST
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, DRIVER INATTENTION

State of Registration: NY
 Citation Issued: N
 Sex: F
 School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50
 AT INTERSECTION WITH OLD GICK RD
 4/16/2014 Wed 21:16 PM Persons Killed: 0
 Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: RIGHT ANGLE
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Police Agency: SARATOGA CO SHERIFF OFFICE
 Extent of Injuries: Case: 2014-35228720
 Num of Veh: 2
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DARK-ROAD LIGHTED
 Action of Ped/Bicycle: NOT APPLICABLE

Registered Weight: 2687
 Driver's Age: 25
 Public Property Damage: OTHER

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: NORTH
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

State of Registration: NY
 Citation Issued: Y
 Sex: F
 School Bus Involved: OTHER

Veh :1
 CAR/VAN/PICKUP Registered Weight: 3329 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD
 11 Meters North of Route 50
4/22/2014 Tue 17:46 PM Persons Killed: 0 Persons Injured: 0
 Accident Class: PROPERTY DAMAGE Police Agency: WILTON SP Extent of Injuries: Case: 2014-35232908 Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN Weather: RAIN
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Road Surface Condition: WET Action of Ped/Bicycle: NOT APPLICABLE
 Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :2
 CAR/VAN/PICKUP Registered Weight: 3143 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP Registered Weight: 2946 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50
 AT INTERSECTION WITH OLD GICK RD
5/19/2014 Mon 16:09 PM Persons Killed: 0 Persons Injured: 1
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SARATOGA CO SHERIFF OFFICE Extent of Injuries: A Case: 2014-35263856 Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Weather: CLEAR
 Manner of Collision: LEFT TURN (WITH OTHER CAR) Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Road Surface Condition: DRY Action of Ped/Bicycle: NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP Registered Weight: 2600 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 17 Sex: F Citation Issued: Y
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2
 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
 Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: OLD GICK RD
AT INTERSECTION WITH [Route] 50
5/19/2014 Mon 11:00 AM Persons Killed: 0 Persons Injured: 0
Accident Class: NON-REPORTABLE Police Agency: SARATOGA CO SHERIFF OFFICE Extent of Injuries: Case: 2014-35263861 Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: OLD GICK RD
AT INTERSECTION WITH [Route] 50
5/24/2014 Sat 13:10 PM Persons Killed: 0 Persons Injured: 0
Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE Extent of Injuries: Case: 2014-35271455 Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: VT
Num of Occupants: 2 Driver's Age: 49 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3627 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50
 AT INTERSECTION WITH JONES RD
6/27/2014 Fri 19:04 PM Persons Killed: 0 Persons Injured: 0
 Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: OVERTAKING
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Case: 2014-35307049
 Num of Veh: 2

Veh :2
 CAR/VAN/PICKUP Registered Weight: 6500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: GLARE, NOT APPLICABLE School Bus Involved: OTHER

Veh :1
 CAR/VAN/PICKUP Registered Weight: 3010 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, GLARE School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023028 Street: ROUTE 50
 AT INTERSECTION WITH Ingersoll Rd
7/7/2014 Mon 13:50 PM Persons Killed: 0 Persons Injured: 0
 Accident Class: NON-REPORTABLE Police Agency: WILTON SP
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE
 Traffic Control: TRAFFIC SIGNAL
 Weather: CLOUDY
 Light Condition: DAYLIGHT
 Case: 2014-35320233
 Num of Veh: 2

Veh :1
 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2
 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: OLD GICK RD
 AT INTERSECTION WITH [Route] 50
7/20/2014 Sun 12:29 PM Persons Killed: 0 Persons Injured: 0
 Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE
 Case: 2014-35340661
 Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Traffic Control: TRAFFIC SIGNAL
 Weather: CLOUDY
 Light Condition: DAYLIGHT

Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 2
 Direction of Travel: SOUTH-EAST
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight: 3087
 Driver's Age: 59
 Sex: F
 State of Registration: NY
 Citation Issued: N
 School Bus Involved: OTHER

Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: EAST
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Registered Weight: 3529
 Driver's Age: 59
 Sex: M
 State of Registration: NY
 Citation Issued: N
 School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref: Marker: Street: OLD GICK RD
 AT INTERSECTION WITH [Route] 50
 8/2/2014 Sat 04:17 AM Persons Killed: 0 Persons Injured: 0
 Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE
 Type Of Accident: COLLISION WITH OTHER FIXED OBJECT
 Manner of Collision: OTHER
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Case: 2014-35352749
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DARK-ROAD UNLIGHTED
 Action of Ped/Bicycle: NOT APPLICABLE
 Num of Veh: 1

Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: NORTH
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FATIGUED/DROWSY, FELL ASLEEP

Registered Weight: 2895
 Driver's Age: 19
 Sex: M
 State of Registration: NY
 Citation Issued: Y
 School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref: Marker: Street: [Route] 50
 AT INTERSECTION WITH JONES RD
 8/9/2014 Sat 17:28 PM Persons Killed: 0 Persons Injured: 0
 Accident Class: NON-REPORTABLE Police Agency: SARATOGA CO SHERIFF OFFICE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: OVERTAKING
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Case: 2014-35362070
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE
 Num of Veh: 2

Veh :1
 OTHER
 Num of Occupants: 1
 Direction of Travel: NORTH-WEST
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, PASSING TOO CLOSELY

Registered Weight:
 Driver's Age:
 Sex: U
 State of Registration:
 Citation Issued: N
 School Bus Involved: OTHER

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: ROUTE 50
 11 Meters South of Connecting Road
8/9/2014 Sat 10:00 AM Persons Killed: 0 Persons Injured: 0
 Police Agency: WILTON SP Extent of Injuries: Case: 2014-35364441
 Type Of Accident: PROPERTY DAMAGE Traffic Control: NO PASSING ZONE Num of Veh: 2
 Manner of Collision: COLLISION WITH MOTOR VEHICLE
 Road Surface Condition: DRY Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3675 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 49 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, AGGRESSIVE DRIVING/ROAD RAGE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3458 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 18 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50
 AT INTERSECTION WITH INGERSOLL RD
8/14/2014 Thu 12:58 PM Persons Killed: 0 Persons Injured: 2
 Police Agency: SARATOGA CO SHERIFF OFFICE Extent of Injuries: BC Case: 2014-35373834
 Type Of Accident: PROPERTY DAMAGE AND INJURY Traffic Control: TRAFFIC SIGNAL Num of Veh: 2
 Manner of Collision: COLLISION WITH MOTOR VEHICLE
 Road Surface Condition: DRY Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2884 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 2804 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 62 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

County: Saratoga
10/20/2014
 Muni: Wilton(T) Ref. Marker: 50 I5023027 Street: ROUTE 50
 Mon 18:18 PM Persons Killed: 0 Persons Injured: 2
 Accident Class: PROPERTY DAMAGE AND INJURY
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE
 Light Condition: DUSK
 Police Agency: WILTON SP
 Traffic Control: TRAFFIC SIGNAL
 Weather: CLEAR
 Case: 2014-35439657
 Num of Veh: 2
 Extent of Injuries: AC
 State of Registration: NY
 Citation Issued: N
 Sex: F
 School Bus Involved: OTHER
 Registered Weight: 3426
 Driver's Age: 30
 Public Property Damage: OTHER
 State of Registration: NY
 Citation Issued: N
 Sex: F
 School Bus Involved: OTHER

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 3
 Direction of Travel: NORTH-EAST
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
 Registered Weight: 2591
 Driver's Age: 19
 Public Property Damage: OTHER
 State of Registration: NY
 Citation Issued: Y
 Sex: F
 School Bus Involved: OTHER

County: Saratoga
11/27/2014
 Muni: Wilton(T) Ref. Marker: Street: JONES RD
 Thu 21:03 PM Persons Killed: 0
 Accident Class: NON-REPORTABLE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: SNOW/ICE
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE
 Police Agency: WILTON SP
 Traffic Control: STOP SIGN
 Weather: SNOW
 Light Condition: DARK-ROAD UNLIGHTED
 Case: 2014-35494663
 Num of Veh: 2
 Extent of Injuries: AC
 State of Registration: NY
 Citation Issued: N
 Sex: F
 School Bus Involved: OTHER

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: EAST
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
 Registered Weight:
 Driver's Age: 43
 Public Property Damage: OTHER
 State of Registration: NY
 Citation Issued: N
 Sex: F
 School Bus Involved: OTHER

County: Saratoga
12/19/2014
 Muni: Wilton(T) Ref. Marker: Street: [Route] 50
 AT INTERSECTION WITH OLD GICK RD
 Fri 16:35 PM Persons Killed: 0
 Persons Injured: 0
 Extent of Injuries:
 Case: 2014-35519674

Accident Class: NON-REPORTABLE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Police Agency: SARATOGA CO SHERIFF OFFICE
 Weather: CLEAR
 Light Condition: DARK-ROAD LIGHTED
 Action of Ped/Bicycle: NOT APPLICABLE
 Traffic Control: NONE
 Num of Veh: 2

Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: SOUTH
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: LOST CONSCIOUSNESS, NOT APPLICABLE
 Registered Weight:
 Driver's Age: 20
 Public Property Damage: OTHER
 State of Registration: NY
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 2
 Direction of Travel: SOUTH
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
 Registered Weight:
 Driver's Age: 42
 Public Property Damage: OTHER
 State of Registration: NY
 Sex: F
 Citation Issued: N
 School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50
 AT INTERSECTION WITH OLD GICK RD
 12/20/2014 Sat 19:32 PM Persons Killed: 0
 Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Police Agency: SARATOGA CO SHERIFF OFFICE
 Extent of Injuries:
 Traffic Control: TRAFFIC SIGNAL
 Weather: CLEAR
 Light Condition: DARK-ROAD LIGHTED
 Action of Ped/Bicycle: NOT APPLICABLE
 Case: 2014-35521626
 Num of Veh: 2

Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: SOUTH
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION
 Registered Weight:
 Driver's Age: 53
 Public Property Damage: OTHER
 State of Registration: OR
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: SOUTH
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
 Registered Weight: 2465
 Driver's Age: 40
 Public Property Damage: OTHER
 State of Registration: NY
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD
 14 Meters North of Route 50
 12/24/2014 Wed 13:00 PM Persons Killed: 0
 Accident Class: NON-REPORTABLE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: WET
 Police Agency: WILTON SP
 Extent of Injuries:
 Traffic Control: NO PASSING ZONE
 Weather: RAIN
 Light Condition: DAYLIGHT
 Case: 2014-35533367
 Num of Veh: 2

Road Char.: STRAIGHT AND LEVEL

<p>Veh :1</p>	<p>Loc. of Ped/Bicycle: NOT APPLICABLE</p> <p>CAR/VAN/PICKUP</p> <p>Num of Occupants: 2</p> <p>Direction of Travel: SOUTH</p> <p>Pre-Accd Action: STOPPED IN TRAFFIC</p> <p>Apparent Factors: NOT APPLICABLE, NOT APPLICABLE</p>	<p>Registered Weight:</p> <p>Driver's Age: 46</p> <p>Public Property Damage: OTHER</p>	<p>Action of Ped/Bicycle: NOT APPLICABLE</p> <p>State of Registration: NY</p> <p>Sex: F</p> <p>Citation Issued: N</p> <p>School Bus Involved: OTHER</p>
<p>Veh :2</p>	<p>CAR/VAN/PICKUP</p> <p>Num of Occupants: 2</p> <p>Direction of Travel: SOUTH</p> <p>Pre-Accd Action: GOING STRAIGHT AHEAD</p> <p>Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY</p>	<p>Registered Weight:</p> <p>Driver's Age: 17</p> <p>Public Property Damage: OTHER</p>	<p>State of Registration: NY</p> <p>Sex: M</p> <p>Citation Issued: N</p> <p>School Bus Involved: OTHER</p>
<p>County: Saratoga</p> <p>AT INTERSECTION WITH [Route] 50</p> <p>12/5/2014</p> <p>Fri 14:30 PM</p> <p>Accident Class: PROPERTY DAMAGE</p> <p>Type Of Accident: COLLISION WITH MOTOR VEHICLE</p> <p>Manner of Collision: UNKNOWN</p> <p>Road Surface Condition: DRY</p> <p>Loc. of Ped/Bicycle: NOT APPLICABLE</p>	<p>Muni: Wilton(T) Ref. Marker: Street: JONES RD</p> <p>Persons Killed: 0</p> <p>Persons Injured: 0</p> <p>Road Char.: STRAIGHT AND LEVEL</p>	<p>Extent of Injuries:</p> <p>Police Agency:</p> <p>Weather: CLEAR</p> <p>Light Condition: DAYLIGHT</p> <p>Traffic Control: NONE</p> <p>Num of Veh: 2</p> <p>Case: 2014-35533694</p>	<p>Action of Ped/Bicycle: NOT APPLICABLE</p> <p>State of Registration: -3</p> <p>Sex: M</p> <p>Citation Issued: N</p> <p>School Bus Involved: OTHER</p>
<p>Veh :2</p>	<p>OTHER</p> <p>Num of Occupants: 1</p> <p>Direction of Travel: NORTH-EAST</p> <p>Pre-Accd Action: STARTING IN TRAFFIC</p> <p>Apparent Factors: NOT ENTERED, NOT ENTERED</p>	<p>Registered Weight:</p> <p>Driver's Age: 77</p> <p>Public Property Damage: OTHER</p>	<p>State of Registration: NY</p> <p>Sex: M</p> <p>Citation Issued: N</p> <p>School Bus Involved: OTHER</p>
<p>Veh :1</p>	<p>CAR/VAN/PICKUP</p> <p>Num of Occupants: 1</p> <p>Direction of Travel: NORTH-WEST</p> <p>Pre-Accd Action: GOING STRAIGHT AHEAD</p> <p>Apparent Factors: NOT ENTERED, NOT ENTERED</p>	<p>Registered Weight: 3255</p> <p>Driver's Age: 69</p> <p>Public Property Damage: OTHER</p>	<p>State of Registration: NY</p> <p>Sex: M</p> <p>Citation Issued: N</p> <p>School Bus Involved: OTHER</p>
<p>County: Saratoga</p> <p>AT INTERSECTION WITH [Route] 50</p> <p>12/30/2014</p> <p>Tue 20:45 PM</p> <p>Accident Class: PROPERTY DAMAGE</p> <p>Type Of Accident: COLLISION WITH MOTOR VEHICLE</p> <p>Manner of Collision: OVERTAKING</p> <p>Road Surface Condition: DRY</p> <p>Loc. of Ped/Bicycle: NOT APPLICABLE</p>	<p>Muni: Wilton(T) Ref. Marker: Street: OLD GICK RD</p> <p>Persons Killed: 0</p> <p>Persons Injured: 0</p> <p>Road Char.: STRAIGHT AND LEVEL</p>	<p>Extent of Injuries:</p> <p>Police Agency: SARATOGA CO SHERIFF OFFICE</p> <p>Weather: CLOUDY</p> <p>Light Condition: DARK-ROAD LIGHTED</p> <p>Traffic Control: NONE</p> <p>Num of Veh: 2</p> <p>Case: 2014-35538560</p>	<p>Action of Ped/Bicycle: NOT APPLICABLE</p> <p>State of Registration: NY</p> <p>Sex: F</p> <p>Citation Issued: N</p>
<p>Veh :2</p>	<p>CAR/VAN/PICKUP</p> <p>Num of Occupants: 2</p>	<p>Registered Weight: 3317</p> <p>Driver's Age: 16</p>	<p>State of Registration: NY</p> <p>Sex: F</p> <p>Citation Issued: N</p>

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: -3
Num of Occupants: 0 Driver's Age: Sex:
Direction of Travel: EAST Public Property Damage: OTHER Citation Issued:
Pre-Accd Action: CHANGING LANES School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50
AT INTERSECTION WITH OLD GICK RD
1/1/2015 Thu 13:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35541152 Num of Veh: 2
Accident Class: NON-REPORTABLE Police Agency: SARATOGA CO SHERIFF OFFICE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT ANGLE Road Char.: STRAIGHT AND LEVEL Traffic Control: NONE
Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Weather: CLEAR
Light Condition: DAYLIGHT

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50
AT INTERSECTION WITH OLD GICK RD
1/5/2015 Mon 17:39 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35543379 Num of Veh: 2
Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT ANGLE Road Char.: STRAIGHT AND LEVEL Traffic Control: TRAFFIC SIGNAL
Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Weather: CLEAR
Light Condition: DARK-ROAD LIGHTED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2587 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4477 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD
 30 Meters East of PUTNAM LN
1/6/2015 Tue 22:20 PM Persons Killed: 0
 Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE
 Type Of Accident: COLLISION WITH TREE Extent of Injuries:
 Manner of Collision: OTHER Weather: CLOUDY Traffic Control: NONE
 Road Surface Condition: SNOW/ICE Light Condition: DARK-ROAD UNLIGHTED Num of Veh: 1
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2342 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

County: Saratoga Muni: Wilton(T) Ref. Marker: Street:
1/30/2015 Fri 10:02 AM Persons Killed: 0
 Accident Class: PROPERTY DAMAGE Police Agency: WILTON SP
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Extent of Injuries:
 Manner of Collision: REAR END Weather: SNOW Traffic Control: NONE
 Road Surface Condition: SNOW/ICE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3126 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5257 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50
 AT INTERSECTION WITH OLD GICK RD
1/31/2015 Sat 12:22 PM Persons Killed: 0
 Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE
 Extent of Injuries:
 Case: 2015-35583553 Num of Veh: 2

<p>Veh :1</p> <p>Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: RIGHT TURN (WITH OTHER CAR) Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE</p> <p>CAR/VAN/PICKUP Registered Weight: 2511 Driver's Age: 21</p> <p>Direction of Travel: NORTH-WEST Public Property Damage: OTHER</p> <p>Pre-Accd Action: MAKING RIGHT TURN</p> <p>Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE</p>	<p>Traffic Control: TRAFFIC SIGNAL Weather: CLEAR Light Condition: DAYLIGHT Action of Ped/Bicycle: NOT APPLICABLE</p> <p>State of Registration: NY Citation Issued: Y Sex: F School Bus Involved: OTHER</p>
<p>Veh :2</p> <p>County: Saratoga Muni: Wilton(T) Ref: Marker: Street: OLD GICK RD AT INTERSECTION WITH [Route] 50 2/12/2015 Thu 19:10 PM Persons Killed: 0 Accident Class: NON-REPORTABLE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: REAR END Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE</p> <p>CAR/VAN/PICKUP Registered Weight: 4396 Driver's Age: 55</p> <p>Direction of Travel: NORTH Public Property Damage: OTHER</p> <p>Pre-Accd Action: GOING STRAIGHT AHEAD</p> <p>Apparent Factors: NOT APPLICABLE, NOT APPLICABLE</p>	<p>Persons Injured: 0 Extent of Injuries: Police Agency: SARATOGA CO SHERIFF OFFICE Case: 2015-35602151 Num of Veh: 2</p> <p>Traffic Control: TRAFFIC SIGNAL Weather: CLOUDY Light Condition: DARK-ROAD LIGHTED Action of Ped/Bicycle: NOT APPLICABLE</p> <p>State of Registration: NY Citation Issued: N Sex: M School Bus Involved: OTHER</p>
<p>Veh :2</p> <p>CAR/VAN/PICKUP Registered Weight: Driver's Age: 48</p> <p>Direction of Travel: EAST Public Property Damage: OTHER</p> <p>Pre-Accd Action: STOPPED IN TRAFFIC</p> <p>Apparent Factors: NOT APPLICABLE, NOT APPLICABLE</p>	<p>State of Registration: NY Citation Issued: N Sex: F School Bus Involved: OTHER</p>
<p>Veh :1</p> <p>CAR/VAN/PICKUP Registered Weight: Driver's Age: 22</p> <p>Direction of Travel: EAST Public Property Damage: OTHER</p> <p>Pre-Accd Action: GOING STRAIGHT AHEAD</p> <p>Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY</p>	<p>State of Registration: NY Citation Issued: Y Sex: F School Bus Involved: OTHER</p>
<p>County: Saratoga Muni: Wilton(T) Ref: Marker: 50 15023028 Street: [Route] 50 AT INTERSECTION WITH INGERSOLL RD 2/22/2015 Sun 16:06 PM Persons Killed: 0 Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE</p>	<p>Persons Injured: 0 Extent of Injuries: Police Agency: SARATOGA CO SHERIFF OFFICE Case: 2015-35618363 Num of Veh: 2</p> <p>Traffic Control: TRAFFIC SIGNAL Weather: CLEAR Light Condition: DAYLIGHT Action of Ped/Bicycle: NOT APPLICABLE</p>

<p>Veh :2</p>	<p>CAR/VAN/PICKUP Registered Weight: 2796 Num of Occupants: 2 Direction of Travel: NORTH Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: NOT APPLICABLE, NOT APPLICABLE</p>	<p>State of Registration: NY Sex: F Citation Issued: N School Bus Involved: OTHER</p>
<p>Veh :1</p>	<p>CAR/VAN/PICKUP Registered Weight: 3008 Num of Occupants: 1 Driver's Age: 70 Direction of Travel: EAST Pre-Accd Action: MAKING LEFT TURN Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY</p>	<p>State of Registration: NY Sex: F Citation Issued: Y School Bus Involved: OTHER</p>
<p>County: Saratoga 2/11/2015</p>	<p>Muni: Wilton(T) Ref. Marker: Street Wed 14:01 PM Persons Killed: 0 Accident Class: NON-REPORTABLE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: SIDESWIPE Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE</p>	<p>Extent of Injuries: WILTON SP Police Agency: WILTON SP Persons Injured: 0 Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE Weather: CLEAR Light Condition: DAYLIGHT Traffic Control: NONE Case: 2015-35618997 Num of Veh: 2</p>
<p>Veh :2</p>	<p>CAR/VAN/PICKUP Registered Weight: Num of Occupants: 1 Driver's Age: 49 Direction of Travel: NORTH-EAST Pre-Accd Action: ENTERING PARKED POSITION Apparent Factors: NOT APPLICABLE, NOT APPLICABLE</p>	<p>State of Registration: NY Sex: F Citation Issued: N School Bus Involved: OTHER Public Property Damage: OTHER</p>
<p>Veh :1</p>	<p>CAR/VAN/PICKUP Registered Weight: Num of Occupants: 1 Driver's Age: 33 Direction of Travel: NORTH-WEST Pre-Accd Action: BACKING Apparent Factors: BACKING UNSAFELY, FAILURE TO KEEP RIGHT</p>	<p>State of Registration: NY Sex: F Citation Issued: N School Bus Involved: OTHER Public Property Damage: OTHER</p>
<p>County: Saratoga AT INTERSECTION WITH Connecting Road 2/28/2015</p>	<p>Muni: Wilton(T) Ref. Marker: Street: ROUTE 50 Sat 11:03 AM Persons Killed: 0 Accident Class: NON-REPORTABLE Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICABLE</p>	<p>Extent of Injuries: WILTON SP Police Agency: WILTON SP Persons Injured: 0 Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE Weather: CLEAR Light Condition: DAYLIGHT Traffic Control: STOP SIGN Case: 2015-35626899 Num of Veh: 3</p>
<p>Veh :1</p>	<p>CAR/VAN/PICKUP Registered Weight: Num of Occupants: 1 Driver's Age: 45 Direction of Travel: SOUTH</p>	<p>State of Registration: NY Sex: F Citation Issued: N School Bus Involved: OTHER Public Property Damage: OTHER</p>

Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY
 Veh :3
 CAR/VAN/PICKUP State of Registration: NY
 Num of Occupants: 3 Driver's Age: 40 Sex: F Citation Issued: N
 Direction of Travel: SOUTH School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
 Veh :2
 CAR/VAN/PICKUP State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
 Direction of Travel: SOUTH School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
 County: Saratoga Muni: Wilton(T) Ref. Marker: Street [Route] 50
 AT INTERSECTION WITH OLD GICK RD
 1/27/2015 Tue 00:00 AM Persons Killed: 0 Persons Injured: 1 Police Agency: Case: 2015-35642792
 Accident Class: INJURY Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
 Manner of Collision: UNKNOWN Weather: UNKNOWN
 Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE
 Veh :2 OTHER Registered Weight: State of Registration: -3
 Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED
 Veh :1
 CAR/VAN/PICKUP Registered Weight: 2752 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: OTHER
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: NOT ENTERED, NOT ENTERED
 County: Saratoga Muni: Wilton(T) Ref. Marker: Street [Route] 50
 AT INTERSECTION WITH OLD GICK RD
 3/25/2015 Wed 15:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Num of Veh: 2
 Accident Class: NON-REPORTABLE Police Agency: SARATOGA CO SHERIFF OFFICE Traffic Control: TRAFFIC SIGNAL
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: CLEAR Light Condition: DAYLIGHT
 Manner of Collision: REAR END Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 38 Citation Issued: N
 Direction of Travel: SOUTH School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
 Veh :1
 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, ALCOHOL INVOLVEMENT

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD Case: 2015-35668849 Num of Veh: 1
 3/28/2015 Sat 08:41 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:
 Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE Traffic Control: NO PASSING ZONE
 Type Of Accident: COLLISION WITH GUIDE RAIL Weather: CLOUDY
 Manner of Collision: OTHER Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Road Surface Condition: SNOW/ICE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 Registered Weight: 2727 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: Y
 Direction of Travel: NORTH-WEST School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD Case: 2015-35689681 Num of Veh: 2
 4/15/2015 Wed 15:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:
 Accident Class: NON-REPORTABLE Police Agency: WILTON SP Traffic Control: NONE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: CLEAR
 Manner of Collision: OTHER Light Condition: DAYLIGHT
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
 Direction of Travel: NORTH-EAST School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023029 Street: [Route] 50
 AT INTERSECTION WITH JONES RD
4/6/2015 Mon 17:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:
 Police Agency: SARATOGA CO SHERIFF OFFICE

Case: 2015-35703550
 Num of Veh: 2

Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: RIGHT ANGLE
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE
 Traffic Control: STOP SIGN
 Weather: CLEAR
 Light Condition: DAYLIGHT

Veh :1
 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 61 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2
 CAR/VAN/PICKUP Registered Weight: 5211 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50
 AT INTERSECTION WITH OLD GICK RD
4/17/2015 Fri 18:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:
 Police Agency: SARATOGA CO SHERIFF OFFICE

Case: 2015-35703584
 Num of Veh: 3

Accident Class: NON-REPORTABLE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: OTHER
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Traffic Control: NONE

Veh :3
 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PASSING OR LANE USAGE IMPROPERLY

Veh :2
 BUS Registered Weight: State of Registration: QC
 Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER
 School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023028 Street: INGERSOLL RD
 AT INTERSECTION WITH [Route] 50
 5/3/2015 Sun 01:00 AM Persons Killed: 0 Persons Injured: 0
 Case: 2015-35707687 Num of Veh: 1
 Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE
 Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 6000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: BRAKES DEFECTIVE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023028 Street: ROUTE 50
 AT INTERSECTION WITH Ingersoll Rd
 5/14/2015 Thu 12:12 PM Persons Killed: 0 Persons Injured: 0
 Case: 2015-35730120 Num of Veh: 2
 Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3225 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023028 Street: OLD GICK RD
 AT INTERSECTION WITH [Route] 50
 5/18/2015 Mon 18:30 PM Persons Killed: 0 Persons Injured: 0
 Case: 2015-35746694 Num of Veh: 2
 Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: UNKNOWN Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3359 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: DRIVER INATTENTION, DRIVER INATTENTION

<p>Veh :1</p> <p>CAR/VAN/PICKUP</p> <p>Num of Occupants: 1</p> <p>Direction of Travel: NORTH</p> <p>Pre-Accd Action: GOING STRAIGHT AHEAD</p> <p>Apparent Factors: NOT ENTERED, NOT ENTERED</p>	<p>Registered Weight: 4655</p> <p>Driver's Age: 45</p> <p>Public Property Damage: OTHER</p>	<p>State of Registration: NY</p> <p>Citation Issued: N</p> <p>School Bus Involved: OTHER</p>
<p>OTHER</p> <p>Num of Occupants: 0</p> <p>Direction of Travel: SOUTH</p> <p>Pre-Accd Action: OTHER</p> <p>Apparent Factors: NOT ENTERED, NOT ENTERED</p>	<p>Registered Weight:</p> <p>Driver's Age:</p> <p>Public Property Damage: OTHER</p>	<p>State of Registration: -3</p> <p>Sex:</p> <p>Citation Issued:</p> <p>School Bus Involved: OTHER</p>
<p>County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD AT INTERSECTION WITH Route 50 6/28/2015</p> <p>Sun 12:03 PM Persons Killed: 0</p> <p>Accident Class: NON-REPORTABLE</p> <p>Type Of Accident: COLLISION WITH MOTOR VEHICLE</p> <p>Manner of Collision: REAR END</p> <p>Road Surface Condition: DRY</p> <p>Loc. of Ped/Bicycle: NOT APPLICABLE</p>	<p>Persons Injured: 0</p> <p>Police Agency: CLIFTON PARK SP</p> <p>Extent of Injuries:</p> <p>Weather: CLOUDY</p> <p>Road Char.: STRAIGHT AND LEVEL</p> <p>Action of Ped/Bicycle: NOT APPLICABLE</p>	<p>Case: 2015-35778271</p> <p>Num of Veh.: 2</p> <p>Traffic Control: STOP SIGN</p> <p>Light Condition: DAYLIGHT</p>
<p>Veh :1</p> <p>CAR/VAN/PICKUP</p> <p>Num of Occupants: 1</p> <p>Direction of Travel: SOUTH-EAST</p> <p>Pre-Accd Action: GOING STRAIGHT AHEAD</p> <p>Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY</p>	<p>Registered Weight:</p> <p>Driver's Age: 20</p> <p>Public Property Damage: OTHER</p>	<p>State of Registration: NY</p> <p>Citation Issued: Y</p> <p>School Bus Involved: OTHER</p>
<p>Veh :2</p> <p>CAR/VAN/PICKUP</p> <p>Num of Occupants: 1</p> <p>Direction of Travel: SOUTH-EAST</p> <p>Pre-Accd Action: STOPPED IN TRAFFIC</p> <p>Apparent Factors: NOT APPLICABLE, NOT APPLICABLE</p>	<p>Registered Weight:</p> <p>Driver's Age: 49</p> <p>Public Property Damage: OTHER</p>	<p>State of Registration: NY</p> <p>Citation Issued: N</p> <p>School Bus Involved: OTHER</p>
<p>County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50 AT INTERSECTION WITH OLD GICK RD 6/22/2015</p> <p>Mon 20:25 PM</p> <p>Accident Class: PROPERTY DAMAGE</p> <p>Type Of Accident: COLLISION WITH MOTOR VEHICLE</p> <p>Manner of Collision: OTHER</p> <p>Road Surface Condition: DRY</p> <p>Loc. of Ped/Bicycle: NOT APPLICABLE</p>	<p>Persons Injured: 0</p> <p>Police Agency: SARATOGA CO SHERIFF OFFICE</p> <p>Extent of Injuries:</p> <p>Weather: CLEAR</p> <p>Road Char.: STRAIGHT AND LEVEL</p> <p>Action of Ped/Bicycle: NOT APPLICABLE</p>	<p>Case: 2015-35784464</p> <p>Num of Veh.: 3</p> <p>Traffic Control: TRAFFIC SIGNAL</p> <p>Light Condition: DAYLIGHT</p>
<p>Veh :2</p> <p>CAR/VAN/PICKUP</p> <p>Num of Occupants: 1</p> <p>Direction of Travel: WEST</p>	<p>Registered Weight: 3472</p> <p>Driver's Age: 18</p> <p>Public Property Damage: OTHER</p>	<p>State of Registration: NY</p> <p>Citation Issued: N</p> <p>School Bus Involved: OTHER</p>

Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :3
CAR/VAN/PICKUP
Num of Occupants: 2
Direction of Travel: EAST
Registered Weight: 6150
Driver's Age: 24
Public Property Damage: OTHER
State of Registration: OH
Sex: F
Citation Issued: N
School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1
TRUCK
Num of Occupants: 2
Direction of Travel: SOUTH
Registered Weight: 6150
Driver's Age: 48
Public Property Damage: OTHER
State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga
7/6/2015
Muni: Wilton(T) Ref. Marker: Street:
Mon 21:03 PM Persons Killed: 0
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Police Agency: WILTON SP
Persons Injured: 0
Extent of Injuries:
Weather: CLEAR
Light Condition: DARK-ROAD LIGHTED
Traffic Control: NONE
Case: 2015-35794270
Num of Veh: 2

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH
Registered Weight: 4613
Driver's Age: 59
Public Property Damage: OTHER
State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: NORTH
Registered Weight: 3106
Driver's Age: 22
Public Property Damage: OTHER
State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga
23 Meters South of OLD GICK RD
7/23/2015
Muni: Wilton(T) Ref. Marker: Street: [Route] 50
Thu 16:45 PM Persons Killed: 0
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OVERTAKING
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Police Agency: SARATOGA CO SHERIFF OFFICE
Persons Injured: 0
Extent of Injuries:
Weather: CLEAR
Light Condition: DAYLIGHT
Traffic Control: NONE
Case: 2015-35812132
Num of Veh: 2

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 2
Registered Weight: 2928
Driver's Age: 36
State of Registration: NY
Sex: F
Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3889 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 35 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD
 9/3/2015 Thu 20:29 PM Persons Killed: 0
 Accident Class: PROPERTY DAMAGE Police Agency: WILTON SP Case: 2015-35870968
 Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE Num of Veh: 1
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 6900 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 61 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: ROUTE 50
 44 Meters North of Jones Rd
 9/6/2015 Sun 13:14 PM Persons Killed: 0
 Accident Class: NON-REPORTABLE Police Agency: SARATOGA CO SHERIFF OFFICE Case: 2015-35876563
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Extent of Injuries: Num of Veh: 2
 Manner of Collision: REAR END Traffic Control: NONE
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Weather: CLEAR
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Light Condition: DAYLIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: Persons Injured: 0 Extent of Injuries: Case: 2015-35905332 Num of Veh: 2
 9/30/2015 Wed 17:24 PM Accident Class: NON-REPORTABLE Police Agency: SARATOGA CO SHERIFF OFFICE Traffic Control: NONE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: RIGHT ANGLE Weather: RAIN
 Road Surface Condition: WET Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 22 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 78 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023027 Street: ROUTE 50 Persons Injured: 0 Extent of Injuries: Case: 2015-35984377 Num of Veh: 1
 11/27/2015 Fri 20:32 PM Accident Class: NON-REPORTABLE Police Agency: SARATOGA CO SHERIFF OFFICE Traffic Control: NONE
 Type Of Accident: COLLISION WITH OTHER Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: OBSTRUCTION/DEBRIS, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD Persons Injured: 0 Extent of Injuries: Case: 2015-35994913 Num of Veh: 2
 AT INTERSECTION WITH Route 50 Wed 13:00 PM Accident Class: NON-REPORTABLE Police Agency: SARATOGA CO SHERIFF OFFICE Traffic Control: STOP SIGN
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2
 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 36 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: CONNECTING ROAD
 AT INTERSECTION WITH Route 50
11/24/2015 Tue 12:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-35999247 Num of Veh: 2
 Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE Traffic Control: NONE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: CLEAR
 Manner of Collision: RIGHT ANGLE Light Condition: DAYLIGHT
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE
 Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP Registered Weight: 2528 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING

Apparent Factors: BACKING UNSAFELY, VIEW OBSTRUCTED/LIMITED

Veh :2
 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: INGERSOLL RD
 AT INTERSECTION WITH Old Gick Rd
12/24/2015 Thu 13:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2015-36031140 Num of Veh: 2
 Accident Class: NON-REPORTABLE Police Agency: WILTON SP Traffic Control: TRAFFIC SIGNAL
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: CLOUDY
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Light Condition: DAYLIGHT
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE
 Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :2
 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 3 Driver's Age: 33 Sex: F Citation Issued: Y

Direction of Travel: NORTH-EAST

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Saratoga Muni: Wilton(T) Ref: Marker: Street: ROUTE 50
AT INTERSECTION WITH Jones Rd

Tue 15:30 PM Persons Killed: 0

Persons Injured: 0

Extent of Injuries: WILTON SP

Case: 2016-36039057
Num of Veh: 2

Accident Class: NON-REPORTABLE

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: REAR END

Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL

Action of Ped/Bicycle: NOT APPLICABLE

Traffic Control: NO PASSING ZONE

Weather: CLEAR

Light Condition: DAYLIGHT

Veh :1

CAR/VAN/PICKUP

Registered Weight:

Driver's Age: 17

State of Registration: MD

Sex: F Citation Issued: N

Num of Occupants: 1

Public Property Damage: OTHER

School Bus Involved: OTHER

Direction of Travel: SOUTH

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: GLARE, FOLLOWING TOO CLOSELY

Veh :2

CAR/VAN/PICKUP

Registered Weight:

Driver's Age: 23

State of Registration: NY

Sex: F Citation Issued: N

Num of Occupants: 2

Public Property Damage: OTHER

School Bus Involved: OTHER

Direction of Travel: SOUTH

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref: Marker: Street: ROUTE 50
AT INTERSECTION WITH OLD GICK RD

Sun 17:15 PM Persons Killed: 0

Persons Injured: 1

Extent of Injuries: C

Case: 2016-36041366
Num of Veh: 2

Accident Class: INJURY

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: REAR END

Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL

Action of Ped/Bicycle: NOT APPLICABLE

Traffic Control: TRAFFIC SIGNAL

Weather: CLOUDY

Light Condition: DARK-ROAD LIGHTED

Veh :1

CAR/VAN/PICKUP

Registered Weight:

Driver's Age: 29

State of Registration: FL

Sex: F Citation Issued: N

Num of Occupants: 1

Public Property Damage: OTHER

School Bus Involved: OTHER

Direction of Travel: SOUTH-WEST

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2

CAR/VAN/PICKUP

Registered Weight: 3359

Driver's Age: 38

State of Registration: NY

Sex: M Citation Issued: N

Num of Occupants: 3

Public Property Damage: OTHER

School Bus Involved: OTHER

Direction of Travel: SOUTH-WEST

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: ROUTE 50
 25 Meters South of Connecting Road
 1/9/2016 Sat 1:52 PM Persons Killed: 0 Persons Injured: 0
 Accident Class: NON-REPORTABLE Police Agency: WILTON SP Extent of Injuries: Case: 2016-36046582
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE Num of Veh: 2
 Manner of Collision: RIGHT ANGLE
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Weather: CLOUDY
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Light Condition: DAYLIGHT

Veh :1
 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, BACKING UNSAFELY

Veh :2
 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 16 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50
 AT INTERSECTION WITH OLD GICK RD
 1/24/2016 Sun 18:30 PM Persons Killed: 0 Persons Injured: 0
 Accident Class: NON-REPORTABLE Police Agency: SARATOGA CO SHERIFF OFFICE Extent of Injuries: Case: 2016-36066390
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE Num of Veh: 2
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2
 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 24 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1
 OTHER Registered Weight: State of Registration: OTHER
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: ROUTE 50
 AT INTERSECTION WITH Ingersoll Rd
 1/12/2016 Tue 09:45 AM Persons Killed: 0 Persons Injured: 0
 Extent of Injuries: Case: 2016-36072964

Num of Veh: 2

Police Agency: SARATOGA CO SHERIFF OFFICE

Accident Class: NON-REPORTABLE

Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: OVERTAKING
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Traffic Control: TRAFFIC SIGNAL
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: SOUTH
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight:
 Driver's Age: 22
 Public Property Damage: OTHER

State of Registration: NY
 Sex: F
 Citation Issued: N
 School Bus Involved: OTHER

Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 2
 Direction of Travel: SOUTH
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, UNKNOWN

Registered Weight:
 Driver's Age: 25
 Public Property Damage: OTHER

State of Registration: NY
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

County: Saratoga
 Muni: Wilton(T) Ref. Marker: Street:
 Sat 17:11 PM Persons Killed: 0
 Accident Class: NON-REPORTABLE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Extent of Injuries:
 Police Agency: WILTON SP
 Case: 2016-36075082
 Num of Veh: 2
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DUSK
 Action of Ped/Bicycle: NOT APPLICABLE

Persons Injured: 0

Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: NORTH
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Registered Weight:
 Driver's Age: 62
 Public Property Damage: OTHER

State of Registration: NY
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

Veh :2
 TRUCK
 Num of Occupants: 2
 Direction of Travel: UNKNOWN
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight:
 Driver's Age:
 Public Property Damage: OTHER

State of Registration: NY
 Sex:
 Citation Issued:
 School Bus Involved: OTHER

County: Saratoga
 Muni: Wilton(T) Ref. Marker: Street: [Route] 50
 AT INTERSECTION WITH OLD GICK RD
 Wed 09:14 AM Persons Killed: 0
 Accident Class: PROPERTY DAMAGE AND INJURY
 Type Of Accident: COLL. W/EARTH ELE/ROCK CUT/DITCH
 Manner of Collision: OTHER
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Extent of Injuries: C
 Police Agency: WILTON SP
 Case: 2016-36084023
 Num of Veh: 1
 Traffic Control: TRAFFIC SIGNAL
 Weather: CLOUDY
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

Persons Injured: 1

Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2700 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 16 Sex: M Citation Issued: Y
 Direction of Travel: WEST School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: [Route] 50
 AT INTERSECTION WITH OLD GICK RD
 2/27/2016 Sat 18:00 PM Persons Killed: 0 Persons Injured: 0
 Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: LEFT TURN (WITH OTHER CAR)
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE
 Extent of Injuries: Case: 2016-36140747
 Police Agency: Traffic Control: TRAFFIC SIGNAL Num of Veh: 2
 Weather: CLEAR
 Light Condition: DUSK

Veh :1 CAR/VAN/PICKUP Registered Weight: 3232 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-EAST School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 OTHER Registered Weight: State of Registration: -3
 Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
 Direction of Travel: NORTH-EAST School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023028 Street: ROUTE 50
 AT INTERSECTION WITH Ingersoll Rd
 4/24/2016 Sun 10:25 AM Persons Killed: 0 Persons Injured: 0
 Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: OVERTAKING
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE
 Extent of Injuries: Case: 2016-36193326
 Police Agency: WILTON SP Traffic Control: TRAFFIC SIGNAL Num of Veh: 2
 Weather: CLEAR
 Light Condition: DAYLIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: 2531 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH-WEST School Bus Involved: OTHER
 Pre-Accd Action: OVERTAKING
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3560 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-WEST School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023028 Street: ROUTE 50
AT INTERSECTION WITH Ingersoll Rd
5/5/2016 Thu 16:06 PM Persons Killed: 0 Persons Injured: 1
Accident Class: PROPERTY DAMAGE AND INJURY
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OTHER
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Extent of Injuries: A
Police Agency: WILTON SP
Traffic Control: TRAFFIC SIGNAL
Weather: CLOUDY
Light Condition: DAYLIGHT
Case: 2016-36196575
Num of Veh: 3

Veh :3 CAR/VAN/PICKUP Registered Weight:
Num of Occupants: 1 Driver's Age: 26
Direction of Travel: NORTH Public Property Damage: OTHER
Sex: M Citation Issued: Y
State of Registration: NY
School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight:
Num of Occupants: 1 Driver's Age: 29
Direction of Travel: NORTH Public Property Damage: OTHER
Sex: M Citation Issued: N
State of Registration: VT
School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3436
Num of Occupants: 1 Driver's Age: 55
Direction of Travel: NORTH Public Property Damage: OTHER
Sex: F Citation Issued: N
State of Registration: NY
School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: ROUTE 50
AT INTERSECTION WITH OLD GICK RD
5/3/2016 Tue 15:25 PM Persons Killed: 0 Persons Injured: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Extent of Injuries:
Police Agency: SARATOGA SPRINGS CITY PD
Traffic Control: TRAFFIC SIGNAL
Weather: CLOUDY
Light Condition: DAYLIGHT
Case: 2016-36201942
Num of Veh: 2

Veh :1 CAR/VAN/PICKUP Registered Weight:
Num of Occupants: 1 Driver's Age: 44
Direction of Travel: NORTH Public Property Damage: OTHER
Sex: M Citation Issued: Y
State of Registration: NY
School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight:
Registered Weight:
State of Registration: NY

Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
 County: Saratoga Muni: Wilton(T) Ref. Marker: Street: ROUTE 50
 AT INTERSECTION WITH Ingersoll Rd Persons Killed: 0 Persons Injured: 1 Police Agency: SARATOGA CO SHERIFF OFFICE Case: 2016-36207997 Num of Veh: 2
5/15/2016 Sun 13:00 PM Accident Class: PROPERTY DAMAGE AND INJURY Traffic Control: TRAFFIC SIGNAL
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: CLOUDY
 Manner of Collision: RIGHT ANGLE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Road Surface Condition: DRY Action of Ped/Bicycle: NOT APPLICABLE
 Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :1 Registered Weight: 3718 State of Registration: NY
 CAR/VAN/PICKUP Driver's Age: 17 Citation Issued: Y
 Num of Occupants: 1 Public Property Damage: OTHER
 Direction of Travel: NORTH
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 Registered Weight: 3144 State of Registration: NY
 CAR/VAN/PICKUP Driver's Age: 16 Citation Issued: N
 Num of Occupants: 2 Public Property Damage: OTHER
 Direction of Travel: SOUTH
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
 County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023028 Street: ROUTE 50
 AT INTERSECTION WITH Ingersoll Rd Persons Killed: 0 Persons Injured: 0 Police Agency: SARATOGA CO SHERIFF OFFICE Case: 2016-36279338 Num of Veh: 2
7/1/2016 Fri 18:18 PM Accident Class: NON-REPORTABLE Traffic Control: TRAFFIC SIGNAL
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: RAIN
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Light Condition: DAYLIGHT
 Road Surface Condition: WET Action of Ped/Bicycle: NOT APPLICABLE
 Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :1 Registered Weight: State of Registration: NY
 CAR/VAN/PICKUP Driver's Age: 55 Citation Issued: Y
 Num of Occupants: 1 Public Property Damage: OTHER
 Direction of Travel: SOUTH
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

Veh :2 Registered Weight: State of Registration: NY
 CAR/VAN/PICKUP Driver's Age: 55 Citation Issued: N
 Num of Occupants: 1 Public Property Damage: OTHER
 Direction of Travel: WEST
 Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD
 7/6/2016 Wed 08:25 AM Persons Killed: 0
 Accident Class: NON-REPORTABLE Police Agency: WILTON SP Case: 2016-36290288
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Num of Veh: 2
 Manner of Collision: REAR END Traffic Control: STOP SIGN
 Road Surface Condition: DRY Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 35 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023029 Street: ROUTE 50
 AT INTERSECTION WITH Jones Rd
 7/31/2016 Sun 10:50 AM Persons Killed: 0
 Accident Class: PROPERTY DAMAGE Police Agency: SARATOGA CO SHERIFF OFFICE Case: 2016-36325249
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Num of Veh: 2
 Manner of Collision: REAR END Traffic Control: NONE
 Road Surface Condition: WET Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4386 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2676 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: ROUTE 50
 AT INTERSECTION WITH Ingersoll Rd
 8/11/2016 Thu 10:22 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2016-36343209

Num of Veh: 3

Accident Class: PROPERTY DAMAGE AND INJURY
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: OTHER
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Police Agency: SARATOGA CO SHERIFF OFFICE
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE
 Traffic Control: NONE

Veh :3
 CAR/VAN/PICKUP
 Registered Weight: 4296
 Driver's Age: 63
 Sex: M
 State of Registration: NY
 Citation Issued: N
 Direction of Travel: SOUTH
 Public Property Damage: OTHER
 School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2
 CAR/VAN/PICKUP
 Registered Weight: 2877
 Driver's Age: 40
 Sex: M
 State of Registration: NY
 Citation Issued: N
 Direction of Travel: SOUTH
 Public Property Damage: OTHER
 School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP
 Registered Weight: 3566
 Driver's Age: 19
 Sex: M
 State of Registration: NY
 Citation Issued: Y
 Direction of Travel: SOUTH
 Public Property Damage: OTHER
 School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, FELL ASLEEP

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: ROUTE 50
 AT INTERSECTION WITH Ingersoll Rd
 Mon 08:16 AM
 Persons Killed: 0
 Persons Injured: 0
 Police Agency: SARATOGA CO SHERIFF OFFICE
 Extent of Injuries: Case: 2016-36351444
 Num of Veh: 2

Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Police Agency: SARATOGA CO SHERIFF OFFICE
 Weather: CLOUDY
 Light Condition: DAYLIGHT
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE
 Traffic Control: TRAFFIC SIGNAL

Veh :2
 CAR/VAN/PICKUP
 Registered Weight: 4918
 Driver's Age: 36
 Sex: M
 State of Registration: NY
 Citation Issued: N
 Direction of Travel: NORTH
 Public Property Damage: OTHER
 School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP
 Registered Weight: 4621
 Driver's Age: 49
 Sex: M
 State of Registration: NY
 Citation Issued: Y
 Direction of Travel: NORTH
 Public Property Damage: OTHER
 School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD
 15 Meters North of Route 50
8/19/2016 Fri 07:41 AM Persons Killed: 0 Persons Injured: 0
 Accident Class: NON-REPORTABLE Police Agency: SARATOGA CO SHERIFF OFFICE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Case: **2016-36351459** Num of Veh: 2
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DAYLIGHT
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :2
 CAR/VAN/PICKUP Registered Weight:
 Num of Occupants: 2 Driver's Age:
 Direction of Travel: WEST Public Property Damage: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

State of Registration: NY
 Sex: Citation Issued:
 School Bus Involved: OTHER

Veh :1
 CAR/VAN/PICKUP Registered Weight:
 Num of Occupants: 2 Driver's Age: 57
 Direction of Travel: WEST Public Property Damage: OTHER
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, DRIVER INATTENTION

State of Registration: NY
 Sex: M Citation Issued: N
 School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: ROUTE 50
 11 Meters North of Jones Rd
8/25/2016 Thu 20:47 PM Persons Killed: 0 Persons Injured: 0
 Accident Class: NON-REPORTABLE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: OTHER
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Case: **2016-36357583** Num of Veh: 2
 Traffic Control: NONE
 Weather: CLEAR
 Light Condition: DARK-ROAD LIGHTED
 Action of Ped/Bicycle: NOT APPLICABLE

Veh :1
 CAR/VAN/PICKUP Registered Weight:
 Num of Occupants: 6 Driver's Age: 29
 Direction of Travel: NORTH Public Property Damage: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

State of Registration: NY
 Sex: M Citation Issued: N
 School Bus Involved: OTHER

Veh :2
 CAR/VAN/PICKUP Registered Weight:
 Num of Occupants: 2 Driver's Age:
 Direction of Travel: NORTH Public Property Damage: OTHER
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

State of Registration: NY
 Sex: Citation Issued:
 School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD
 9/3/2016 Sat 17:23 PM Persons Killed: 0
 Accident Class: NON-REPORTABLE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE

Case: **2016-36369748** Num of Veh: 2
 Traffic Control: NONE
 Extent of Injuries:
 Police Agency: SARATOGA CO SHERIFF OFFICE

Manner of Collision: OTHER
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Registered Weight:
Driver's Age: 54
Public Property Damage: OTHER

State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

Direction of Travel: SOUTH
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Extent of Injuries:
Police Agency: UNKNOWN
Traffic Control: UNKNOWN
Weather: CLEAR
Light Condition: DARK-ROAD LIGHTED
Action of Ped/Bicycle: NOT APPLICABLE

Registered Weight:
Driver's Age: 30
Public Property Damage: OTHER

State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Direction of Travel: NORTH
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Extent of Injuries:
Police Agency: WILTON SP
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD
AT INTERSECTION WITH Route 50
8/8/2016 Mon 10:00 AM Persons Killed: 0
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH DEER
Manner of Collision: OTHER
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

Case: 2016-36370251
Num of Veh: 1

Registered Weight:
Driver's Age: 32
Public Property Damage: OTHER

State of Registration: NY
Sex: M
Citation Issued: N
School Bus Involved: OTHER

Direction of Travel: UNKNOWN
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

Extent of Injuries:
Police Agency: WILTON SP
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023028 Street: ROUTE 50
AT INTERSECTION WITH Ingersoll Rd
9/13/2016 Tue 18:10 PM Persons Killed: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OVERTAKING
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

Case: 2016-36388917
Num of Veh: 2

Registered Weight:
Driver's Age: 47
Public Property Damage: OTHER

State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

Direction of Travel: SOUTH
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Extent of Injuries:
Police Agency: WILTON SP
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023028 Street: ROUTE 50
AT INTERSECTION WITH Ingersoll Rd
9/13/2016 Tue 18:10 PM Persons Killed: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OVERTAKING
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

Case: 2016-36388917
Num of Veh: 2

Registered Weight:
Driver's Age: 47
Public Property Damage: OTHER

State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

Direction of Travel: SOUTH
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Extent of Injuries:
Police Agency: WILTON SP
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023028 Street: ROUTE 50
AT INTERSECTION WITH Ingersoll Rd
9/13/2016 Tue 18:10 PM Persons Killed: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OVERTAKING
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

Case: 2016-36388917
Num of Veh: 2

Registered Weight:
Driver's Age: 47
Public Property Damage: OTHER

State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

Direction of Travel: SOUTH
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Extent of Injuries:
Police Agency: WILTON SP
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

<p>Veh :2</p> <p>County: Saratoga 9/20/2016</p>	<p>CAR/VAN/PICKUP</p> <p>Num of Occupants: 1</p> <p>Direction of Travel: SOUTH</p> <p>Pre-Accd Action: CHANGING LANES</p> <p>Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE</p> <p>Muni: Wilton(T) Ref. Marker: Street: JONES RD Tue 13:44 PM Persons Killed: 0</p> <p>Accident Class: NON-REPORTABLE</p> <p>Type Of Accident: COLLISION WITH MOTOR VEHICLE</p> <p>Manner of Collision: SIDESWIPE</p> <p>Road Surface Condition: DRY</p> <p>Loc. of Ped/Bicycle: NOT APPLICABLE</p>	<p>Registered Weight:</p> <p>Driver's Age: 78</p> <p>Public Property Damage: OTHER</p> <p>Persons Injured: 0</p> <p>Road Char.: STRAIGHT AND LEVEL</p> <p>Action of Ped/Bicycle: NOT APPLICABLE</p> <p>Registered Weight:</p> <p>Driver's Age: 34</p> <p>Public Property Damage: OTHER</p>	<p>State of Registration: NY</p> <p>Citation Issued: Y</p> <p>School Bus Involved: OTHER</p> <p>Case: 2016-36395340</p> <p>Num of Veh: 2</p> <p>Traffic Control: NONE</p> <p>Weather: CLEAR</p> <p>Light Condition: DAYLIGHT</p> <p>Police Agency: WILTON SP</p> <p>Extent of Injuries:</p> <p>State of Registration: NY</p> <p>Citation Issued: Y</p> <p>School Bus Involved: OTHER</p>
<p>Veh :1</p> <p>County: Saratoga 10/19/2016</p>	<p>CAR/VAN/PICKUP</p> <p>Num of Occupants: 1</p> <p>Direction of Travel: EAST</p> <p>Pre-Accd Action: BACKING</p> <p>Apparent Factors: VIEW OBSTRUCTED/LIMITED, BACKING UNSAFELY</p> <p>Muni: Wilton(T) Ref. Marker: Street: Wed 15:32 PM Persons Killed: 0</p> <p>Accident Class: NON-REPORTABLE</p> <p>Type Of Accident: COLLISION WITH MOTOR VEHICLE</p> <p>Manner of Collision: REAR END</p> <p>Road Surface Condition: DRY</p> <p>Loc. of Ped/Bicycle: NOT APPLICABLE</p>	<p>Registered Weight:</p> <p>Driver's Age: 43</p> <p>Public Property Damage: OTHER</p> <p>Persons Injured: 0</p> <p>Road Char.: STRAIGHT AND LEVEL</p> <p>Action of Ped/Bicycle: NOT APPLICABLE</p> <p>Registered Weight:</p> <p>Driver's Age: 34</p> <p>Public Property Damage: OTHER</p>	<p>State of Registration: NY</p> <p>Citation Issued: Y</p> <p>School Bus Involved: OTHER</p> <p>Case: 2016-36432844</p> <p>Num of Veh: 2</p> <p>Traffic Control: NONE</p> <p>Weather: CLEAR</p> <p>Light Condition: DAYLIGHT</p> <p>Police Agency: WILTON SP</p> <p>Extent of Injuries:</p> <p>State of Registration: NY</p> <p>Citation Issued: Y</p> <p>School Bus Involved: OTHER</p>
<p>Veh :2</p> <p>County: Saratoga 9/20/2016</p>	<p>CAR/VAN/PICKUP</p> <p>Num of Occupants: 1</p> <p>Direction of Travel: NORTH</p> <p>Pre-Accd Action: GOING STRAIGHT AHEAD</p> <p>Apparent Factors: NOT APPLICABLE, NOT APPLICABLE</p> <p>Muni: Wilton(T) Ref. Marker: Street: Tue 13:44 PM Persons Killed: 0</p> <p>Accident Class: NON-REPORTABLE</p> <p>Type Of Accident: COLLISION WITH MOTOR VEHICLE</p> <p>Manner of Collision: SIDESWIPE</p> <p>Road Surface Condition: DRY</p> <p>Loc. of Ped/Bicycle: NOT APPLICABLE</p>	<p>Registered Weight:</p> <p>Driver's Age: 34</p> <p>Public Property Damage: OTHER</p> <p>Persons Injured: 0</p> <p>Road Char.: STRAIGHT AND LEVEL</p> <p>Action of Ped/Bicycle: NOT APPLICABLE</p> <p>Registered Weight:</p> <p>Driver's Age: 34</p> <p>Public Property Damage: OTHER</p>	<p>State of Registration: NY</p> <p>Citation Issued: N</p> <p>School Bus Involved: OTHER</p> <p>Case: 2016-36395340</p> <p>Num of Veh: 2</p> <p>Traffic Control: NONE</p> <p>Weather: CLEAR</p> <p>Light Condition: DAYLIGHT</p> <p>Police Agency: WILTON SP</p> <p>Extent of Injuries:</p> <p>State of Registration: NY</p> <p>Citation Issued: N</p> <p>School Bus Involved: OTHER</p>

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: JONES RD
 11/7/2016 Mon 18:45 PM Persons Killed: 0
 Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR)
 Road Surface Condition: DRY
 Loc. of Ped/Bicycle: NOT APPLICABLE

Persons Injured: 0
 Police Agency: SARATOGA CO SHERIFF OFFICE
 Extent of Injuries:
 Traffic Control: STOP SIGN
 Weather: CLEAR
 Light Condition: DARK-ROAD LIGHTED
 Action of Ped/Bicycle: NOT APPLICABLE

Registered Weight: 4671
 Driver's Age: 44
 Public Property Damage: OTHER

State of Registration: NY
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

Case: 2016-36462702
 Num of Veh: 2

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: SOUTH
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: OTHER (VEHICLE), NOT APPLICABLE

Registered Weight: 4036
 Driver's Age: 48
 Public Property Damage: OTHER

State of Registration: NY
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

Case: 2016-36488369
 Num of Veh: 2

County: Saratoga Muni: Wilton(T) Ref. Marker: Street:
 11/20/2016 Sun 14:09 PM Persons Killed: 0
 Accident Class: NON-REPORTABLE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: SIDESWIPE
 Road Surface Condition: WET
 Loc. of Ped/Bicycle: NOT APPLICABLE

Persons Injured: 0
 Police Agency: WILTON SP
 Extent of Injuries:
 Weather: CLOUDY
 Light Condition: DAYLIGHT
 Road Char.: STRAIGHT AND LEVEL
 Action of Ped/Bicycle: NOT APPLICABLE

Registered Weight:
 Driver's Age: 32
 Public Property Damage: OTHER

State of Registration: NY
 Sex: M
 Citation Issued: Y
 School Bus Involved: OTHER

Case: 2017-36565185
 Num of Veh: 2

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 2
 Direction of Travel: EAST
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Registered Weight:
 Driver's Age: 63
 Public Property Damage: OTHER

State of Registration: NY
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

Case: 2017-36565185
 Num of Veh: 2

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: ROUTE 50
 AT INTERSECTION WITH Connecting Road
 1/13/2017 Fri 13:46 PM Persons Killed: 0
 Accident Class: NON-REPORTABLE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE

Persons Injured: 0
 Police Agency: WILTON SP
 Extent of Injuries:
 Traffic Control: TRAFFIC SIGNAL

State of Registration: NY
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

Case: 2017-36565185
 Num of Veh: 2

Manner of Collision: RIGHT ANGLE
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLEAR
Light Condition: DAYLIGHT

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: WEST
Pre-Accd Action: MAKING LEFT TURN
Registered Weight:
Driver's Age: 25
Public Property Damage: OTHER
State of Registration: NY
Sex: M
Citation Issued: Y
School Bus Involved: OTHER

Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: SOUTH
Pre-Accd Action: GOING STRAIGHT AHEAD
Registered Weight:
Driver's Age: 26
Public Property Damage: OTHER
State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: 50 15023028 Street: ROUTE 50
AT INTERSECTION WITH Ingersoll Rd
1/15/2017 Sun 16:07 PM Persons Killed: 0
Accident Class: PROPERTY DAMAGE AND INJURY
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT ANGLE
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Action of Ped/Bicycle: NOT APPLICABLE
Extent of Injuries: C
Police Agency: WILTON SP
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Light Condition: DAYLIGHT
Case: 2017-36575083
Num of Veh: 2

Veh :2
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: WEST
Pre-Accd Action: GOING STRAIGHT AHEAD
Registered Weight: 3296
Driver's Age: 53
Public Property Damage: OTHER
State of Registration: NY
Sex: F
Citation Issued: N
School Bus Involved: OTHER

Veh :1
CAR/VAN/PICKUP
Num of Occupants: 1
Direction of Travel: NORTH-WEST
Pre-Accd Action: MAKING LEFT TURN
Registered Weight: 6105
Driver's Age: 43
Public Property Damage: OTHER
State of Registration: NY
Sex: M
Citation Issued: Y
School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: OLD GICK RD
559 Meters East of Pyramid Pines Est
1/22/2017 Sun 12:48 PM Persons Killed: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: SIDESWIPE
Road Surface Condition: WET
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT/ GRADE
Action of Ped/Bicycle: NOT APPLICABLE
Weather: CLOUDY
Light Condition: DAYLIGHT
Case: 2017-36577396
Num of Veh: 2

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 2
 Direction of Travel: NORTH-WEST
 Pre-Accd Action: PARKED
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE
 Registered Weight:
 Driver's Age:
 Public Property Damage: OTHER
 State of Registration: NY
 Sex:
 Citation Issued:
 School Bus Involved: OTHER

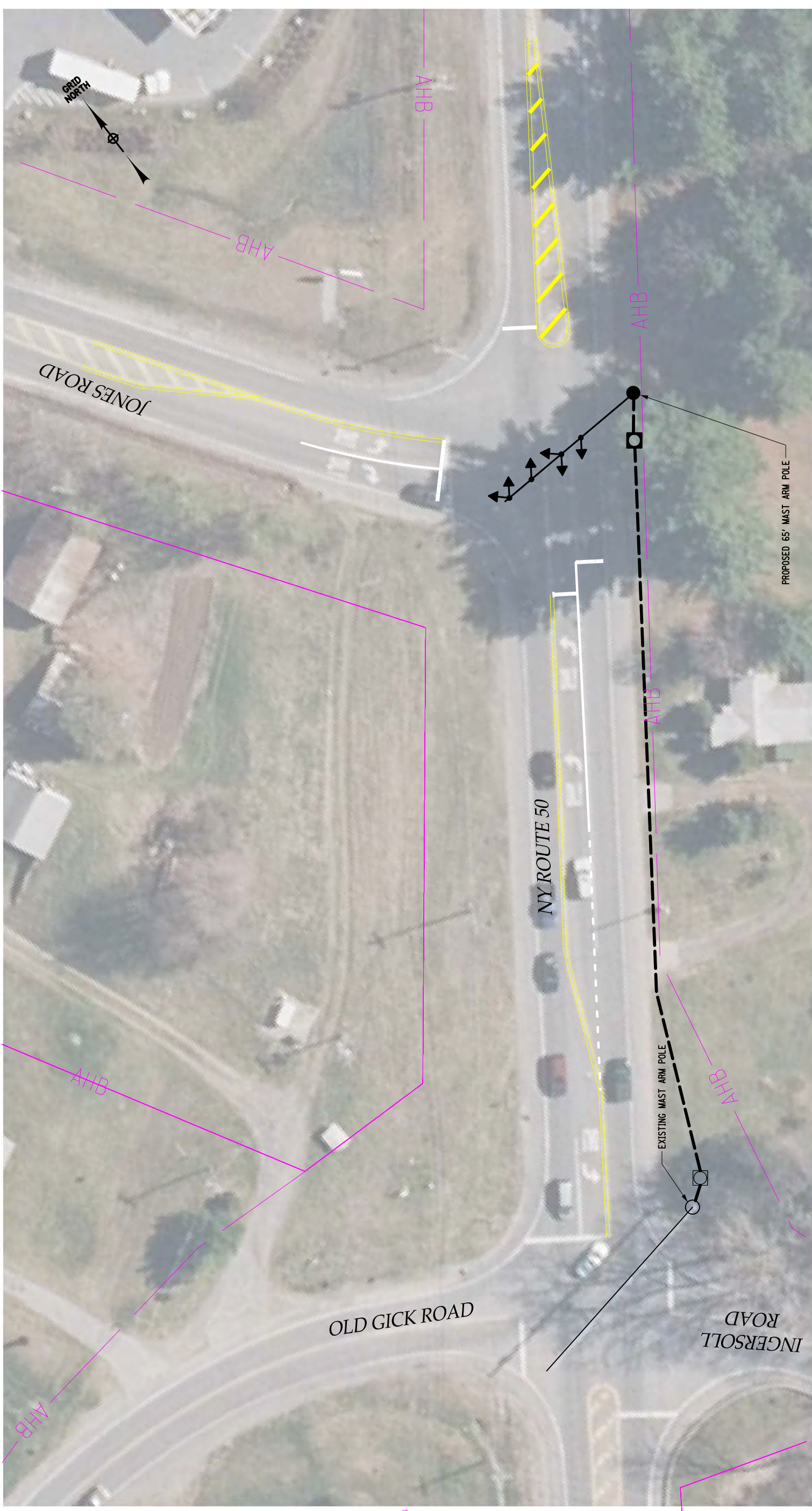
Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: SOUTH
 Pre-Accd Action: BACKING
 Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE
 Registered Weight:
 Driver's Age: 24
 Public Property Damage: OTHER
 State of Registration: NY
 Sex: F
 Citation Issued: N
 School Bus Involved: OTHER

County: Saratoga Muni: Wilton(T) Ref. Marker: Street: OLD GICK RD
 AT INTERSECTION WITH ROUTE 50
2/10/2016
 Wed 21:35 PM
 Accident Class: PROPERTY DAMAGE
 Type Of Accident: COLLISION WITH MOTOR VEHICLE
 Manner of Collision: REAR END
 Road Surface Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE
 Persons Injured: 0
 Extent of Injuries:
 Police Agency:
 Weather: UNKNOWN
 Traffic Control: UNKNOWN
 Light Condition: UNKNOWN
 Action of Ped/Bicycle: NOT APPLICABLE
 Road Char.: UNKNOWN
 Case: 2016-36615673
 Num of Veh: 2

Veh :2
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: UNKNOWN
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED
 Registered Weight: 3390
 Driver's Age: 21
 Public Property Damage: OTHER
 State of Registration: NY
 Sex: F
 Citation Issued: N
 School Bus Involved: OTHER

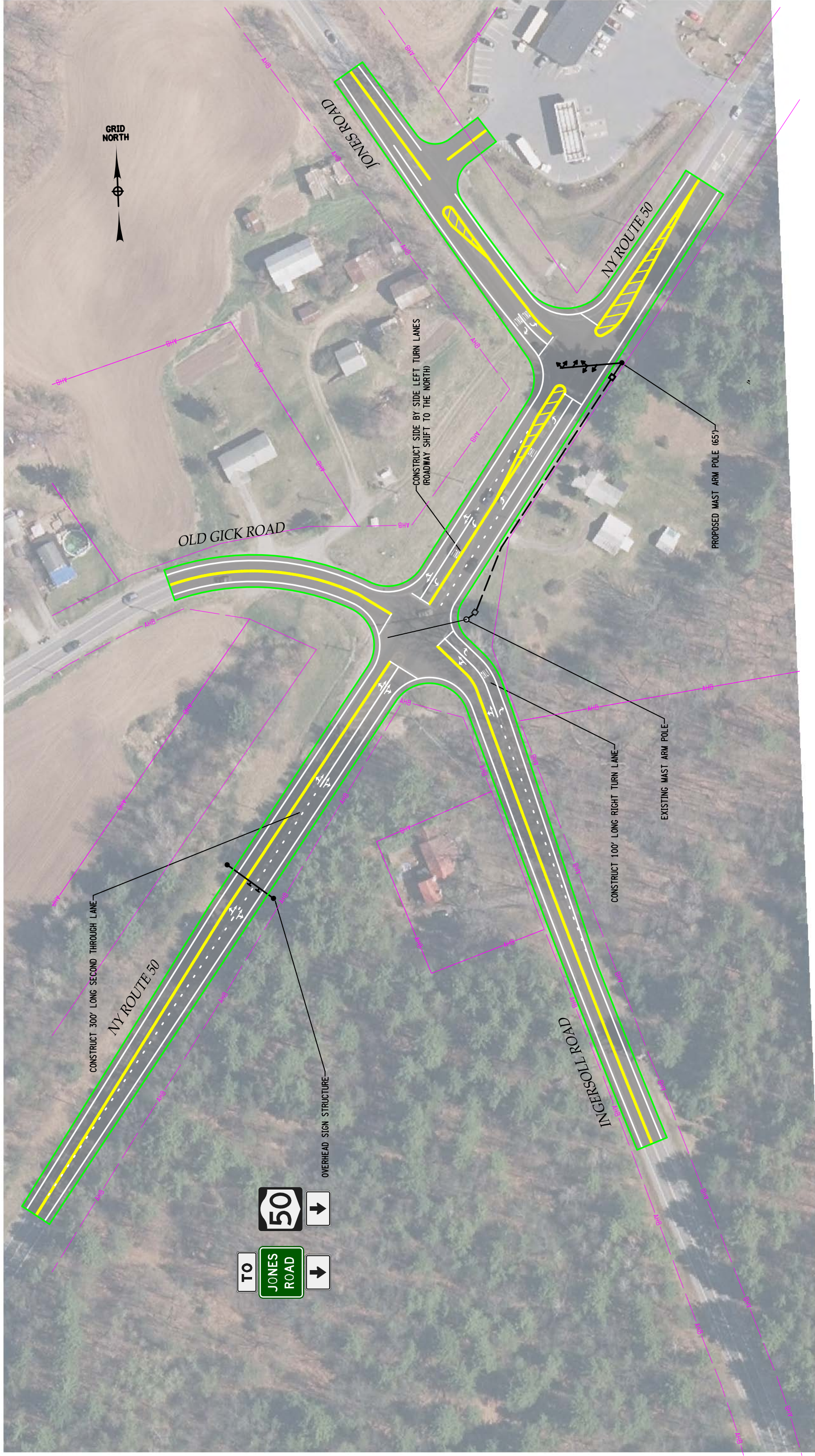
Veh :1
 CAR/VAN/PICKUP
 Num of Occupants: 1
 Direction of Travel: UNKNOWN
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT ENTERED, NOT ENTERED
 Registered Weight: 3049
 Driver's Age: 21
 Public Property Damage: OTHER
 State of Registration: NY
 Sex: M
 Citation Issued: N
 School Bus Involved: OTHER

APPENDIX C
Improvement Alternative Sketches



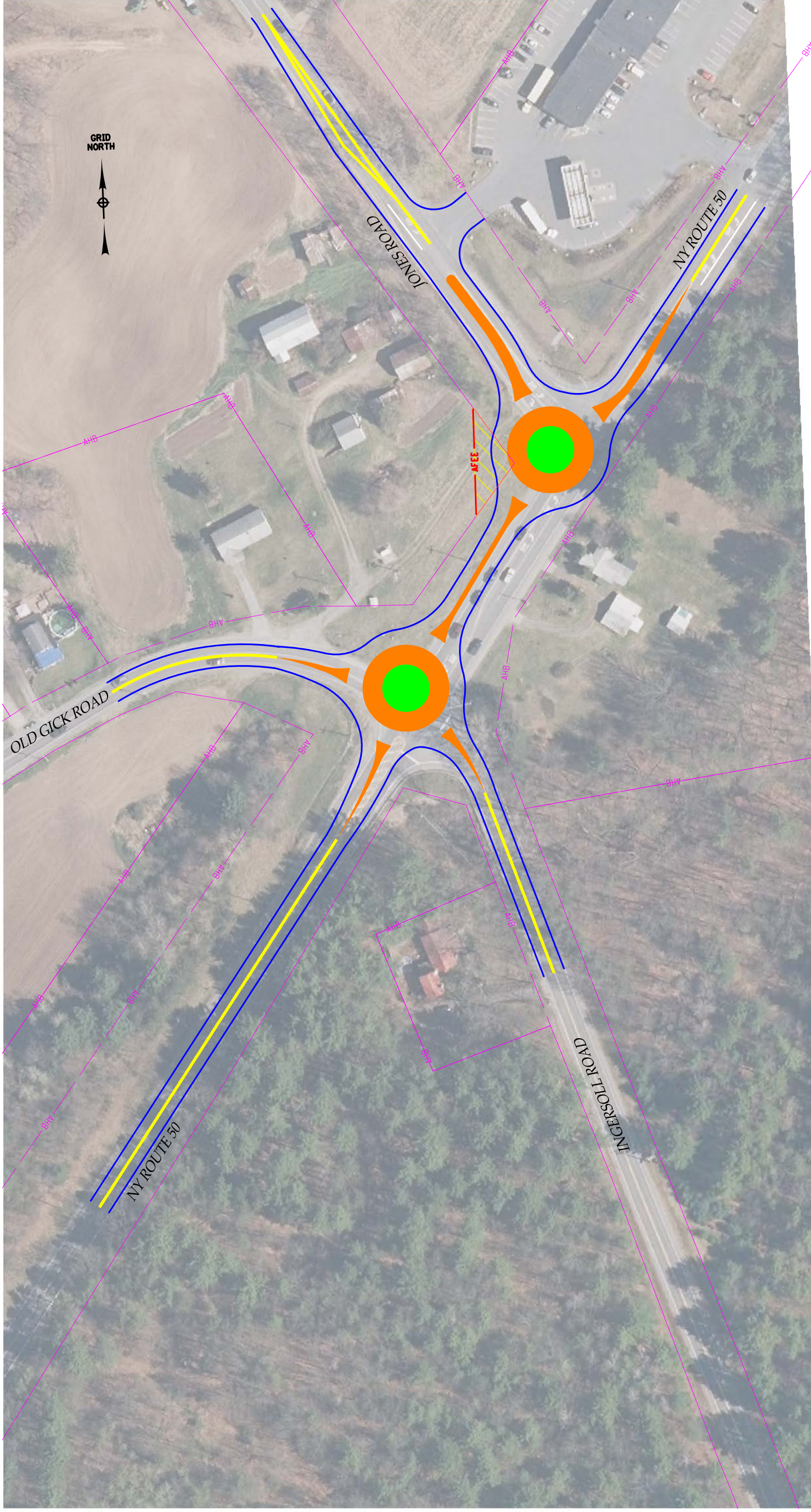
Greenman-Pedersen CONSULTING ENGINEERS		IMPROVEMENT ALTERNATIVE 50-A	
GPI 80 Wolf Road Suite 300 Albany, NY 12205		JONES RD SIGNAL ADDITION AND COORDINATION	
JOB NO. 207079.00	SCALE: AS SHOWN	DATE: JULY 2017	FIGURE NO. 1

FOREST GROVE/BISS SHAW SUBDIVISION
2017 TRAFFIC IMPACT STUDY
TOWN OF WILTON
SARATOGA COUNTY, NEW YORK



FEASIBLE IMPROVEMENT FOR CONSIDERATION

Greenman-Pedersen CONSULTING ENGINEERS GPI <small>80 Wolf Road Suite 300 Albany, NY 12205</small>	IMPROVEMENT ALTERNATIVE 50-B FOREST GROVE/BISS SHAW SUBDIVISION 2017 TRAFFIC IMPACT STUDY TOWN OF WILTON SARATOGA COUNTY, NEW YORK
JONES RD SIGNAL ADDITION AND LANE WIDENING	JOB NO. 2077079.00 SCALE: AS SHOWN DATE: JULY 2017 FIGURE NO. 2

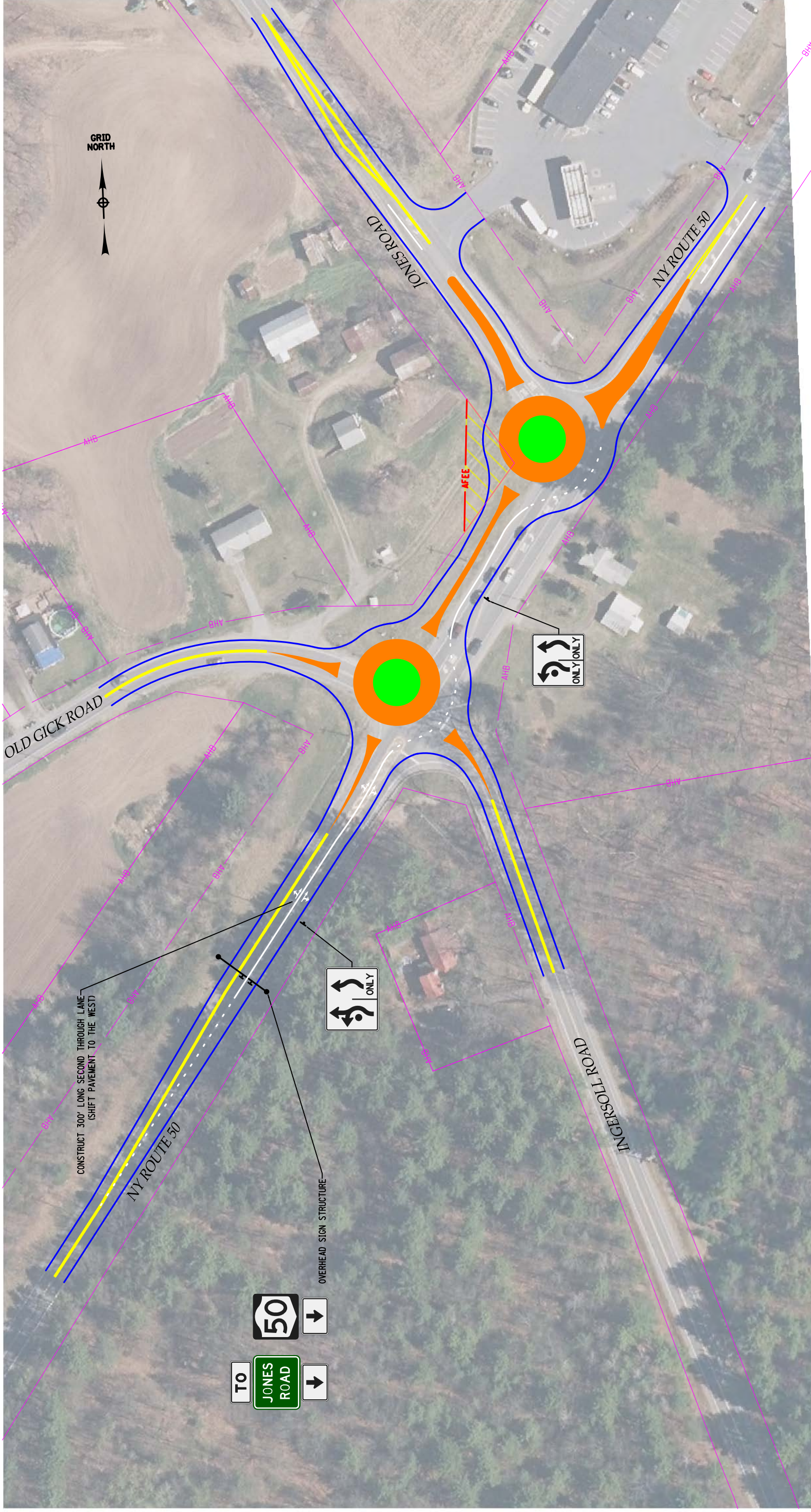


Greenman-Pedersen
CONSULTING ENGINEERS
GPI
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Suite 300
Albany, NY 12205

FOREST GROVE/BISS SHAW SUBDIVISION
2017 TRAFFIC IMPACT STUDY
TOWN OF WILTON
SARATOGA COUNTY, NEW YORK

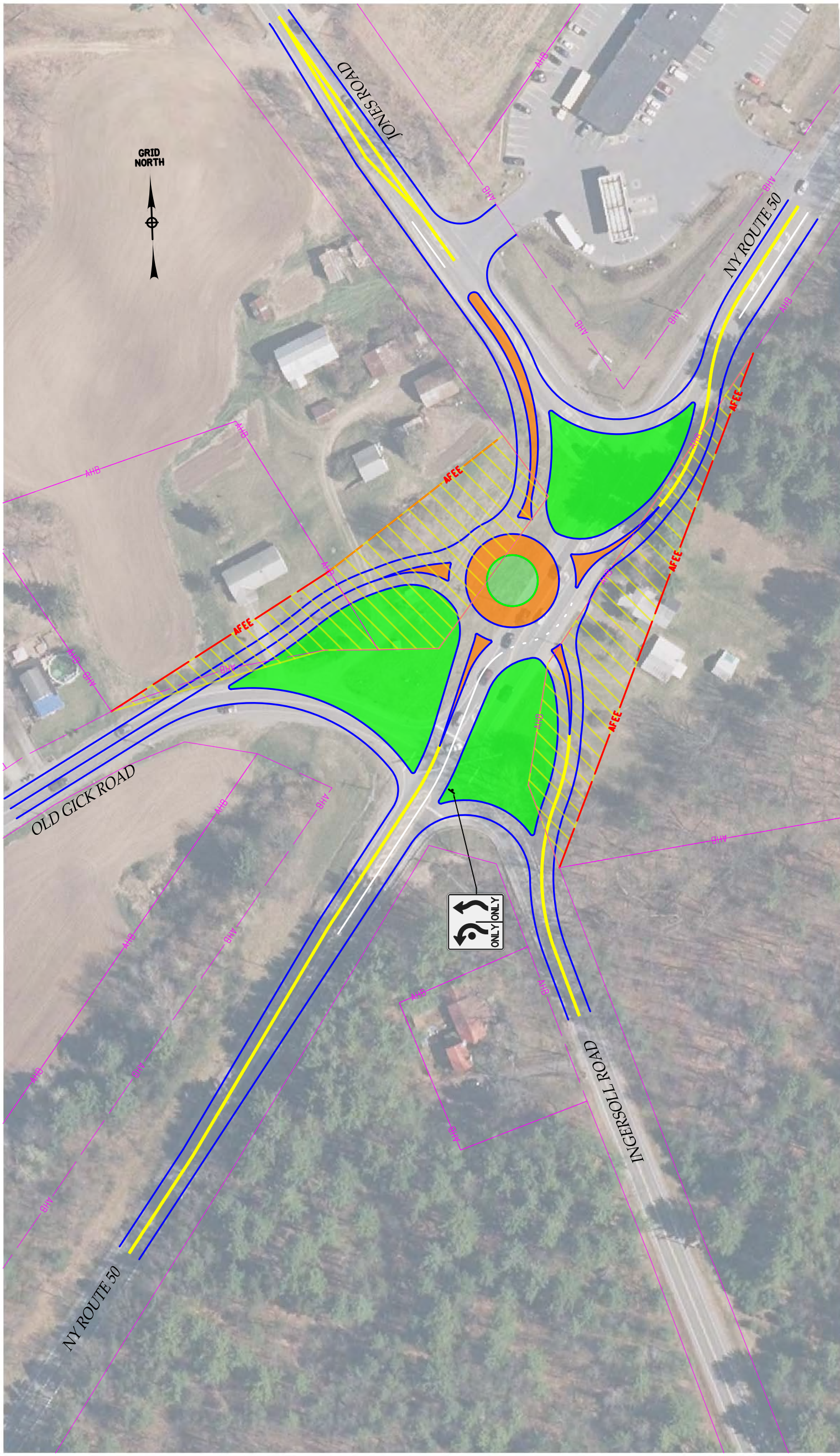
IMPROVEMENT ALTERNATIVE 50-C
120' DIA. DUAL ROUNDABOUTS
(SINGLE LANE)

JOB NO.	SCALE:	DATE:	FIGURE NO.
2017079.00	AS SHOWN	JULY 2017	3



FEASIBLE IMPROVEMENT FOR CONSIDERATION

Greenman-Pedersen CONSULTING ENGINEERS		IMPROVEMENT ALTERNATIVE 50-D	
GPI 80 Wolf Road Suite 300 Albany, NY 12205		DUAL ROUNDABOUTS WITH ADDED NORTHBOUND LANE	
JOB NO. 2070793.00	SCALE: AS SHOWN	DATE: JULY 2017	FIGURE NO. 4
FOREST GROVE/BISS SHAW SUBDIVISION 2017 TRAFFIC IMPACT STUDY TOWN OF WILTON SARATOGA COUNTY, NEW YORK			



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FOREST GROVE/BISS SHAW SUBDIVISION
2017 TRAFFIC IMPACT STUDY
TOWN OF WILTON
SARATOGA COUNTY, NEW YORK

IMPROVEMENT ALTERNATIVE 50-E

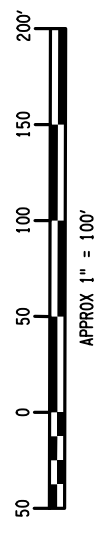
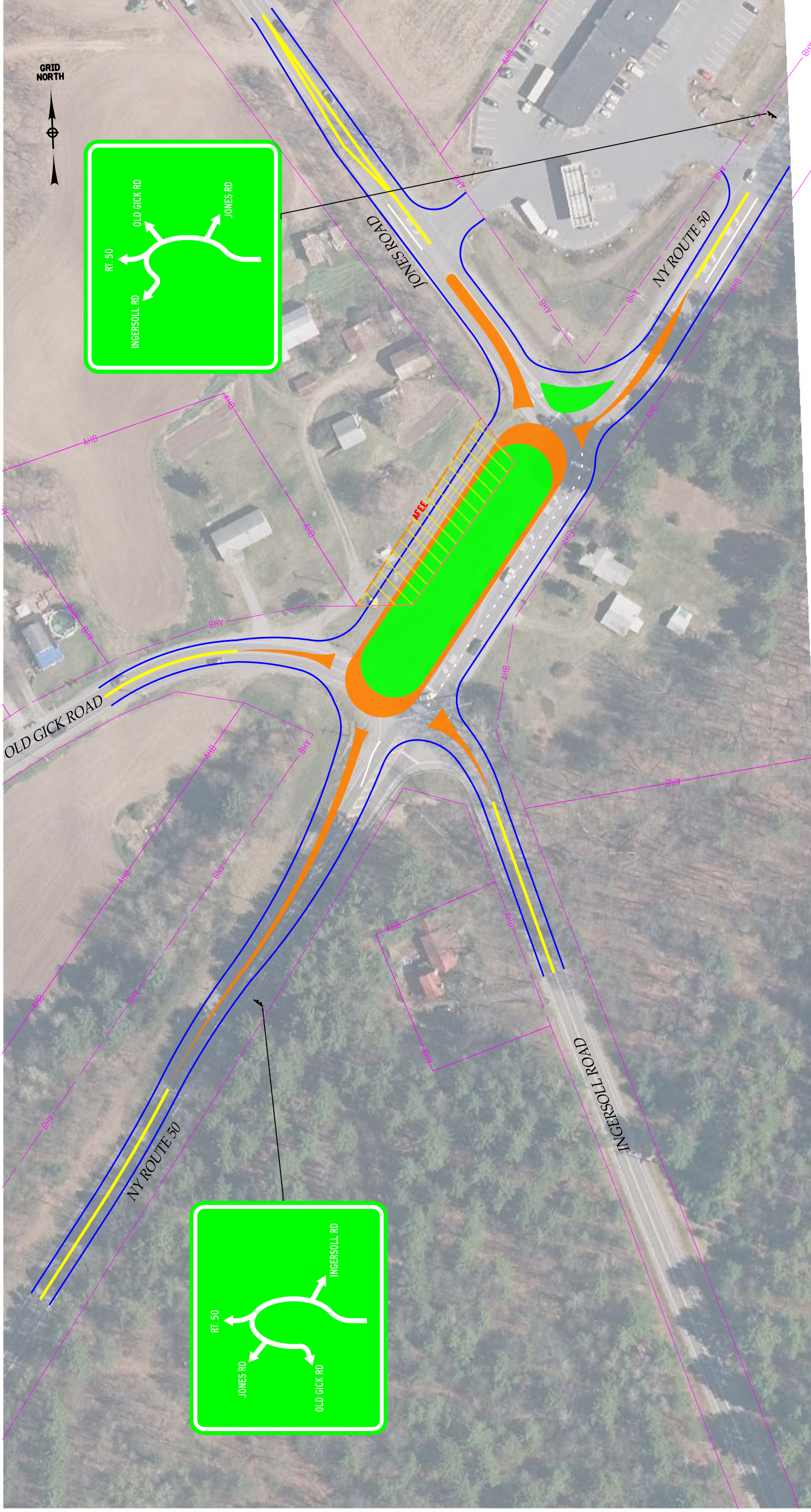
SINGLE 5-LEG ROUNDABOUT

JOB NO. 2070793.00

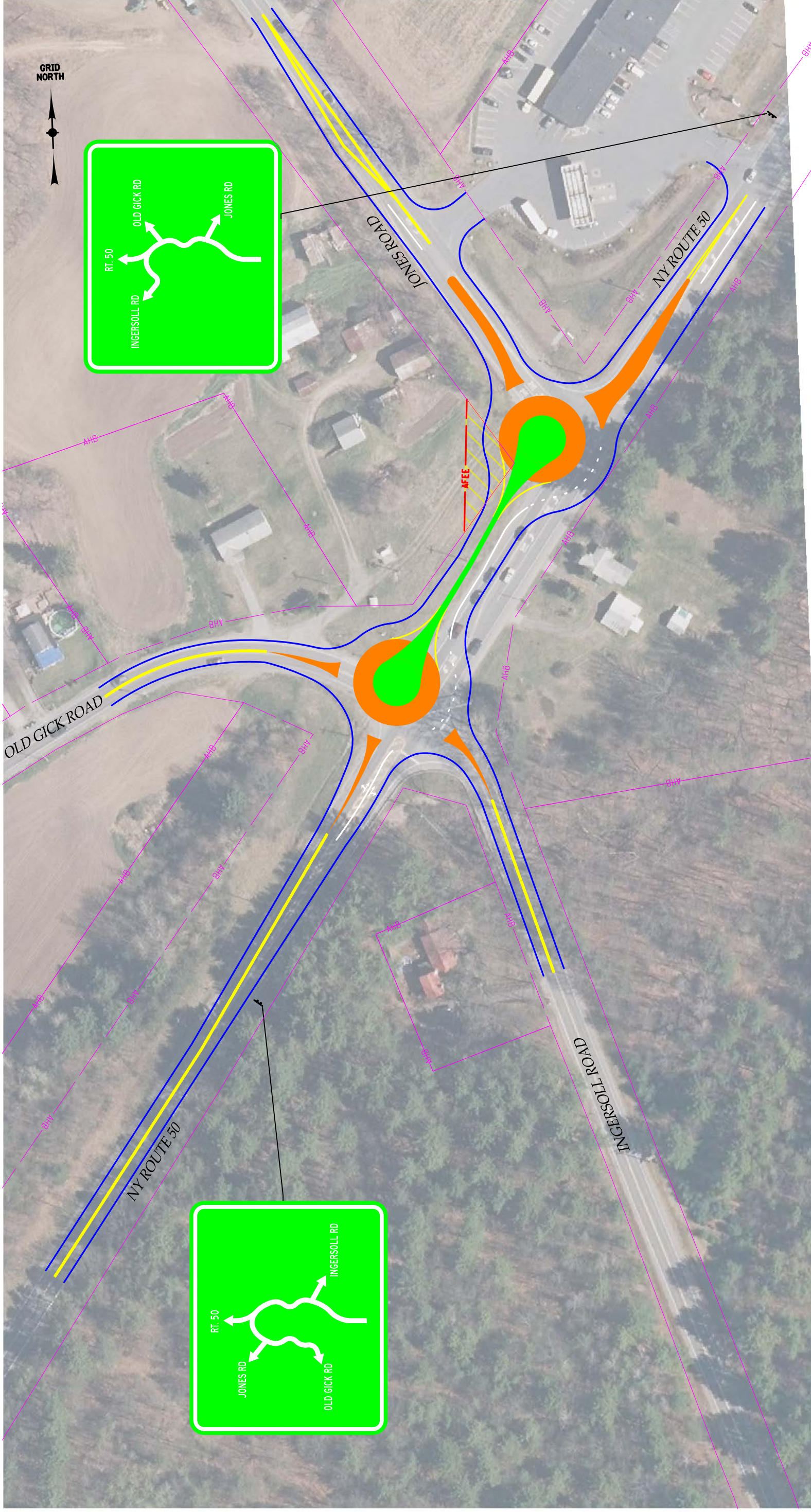
SCALE: AS SHOWN

DATE: JULY 2017

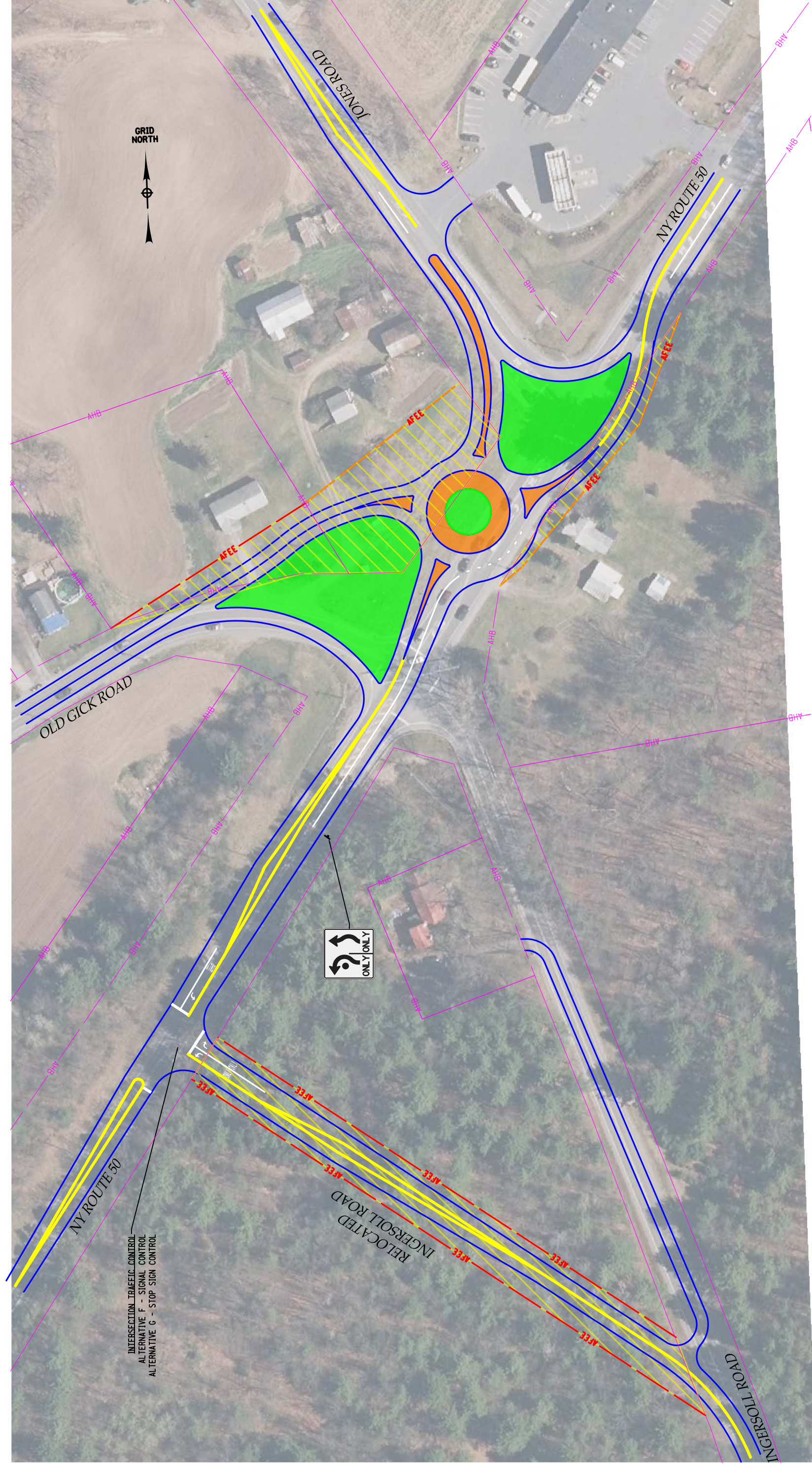
FIGURE NO. 5



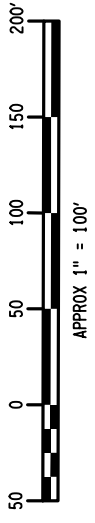
Greenman-Pedersen CONSULTING ENGINEERS GPI 80 Wolf Road Suite 300 Albany, NY 12205	FOREST GROVE/BISS SHAW SUBDIVISION 2017 TRAFFIC IMPACT STUDY TOWN OF WILTON SARATOGA COUNTY, NEW YORK	IMPROVEMENT ALTERNATIVE 50-E1 SINGLE ELONGATED ROUNDABOUT 5-LEG "LONGABOUT"	JOB NO.: 2017079.00 SCALE: AS SHOWN DATE: JULY 2017 FIGURE NO.: 6
	IMPROVEMENT ALTERNATIVE 50-E1 SINGLE ELONGATED ROUNDABOUT 5-LEG "LONGABOUT"		



<p>Greenman-Pedersen CONSULTING ENGINEERS</p> <p>GPI 80 Wolf Road Suite 300 Albany, NY 12205</p>	<p>FOREST GROVE/BISS SHAW SUBDIVISION 2017 TRAFFIC IMPACT STUDY TOWN OF WILTON SARATOGA COUNTY, NEW YORK</p>	<p>IMPROVEMENT ALTERNATIVE 50-E2</p> <p>HOURGLASS "LONGABOUT"</p> <p>JOB NO. 2070793.00 SCALE: AS SHOWN DATE: JULY 2017 FIGURE NO. 7</p>
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INTERSECTION TRAFFIC CONTROL
 ALTERNATIVE F - SIGNAL CONTROL
 ALTERNATIVE G - STOP SIGN CONTROL



Greenman-Pedersen CONSULTING ENGINEERS GPI 80 Wolf Road Suite 300 Albany, NY 12205	FOREST GROVE/BISS SHAW SUBDIVISION 2017 TRAFFIC IMPACT STUDY TOWN OF WILTON SARATOGA COUNTY, NEW YORK		IMPROVEMENT ALTERNATIVE 50-F/G SINGLE 4-LEG ROUNDABOUT W/ INGERSOLL RD SEPARATED	
	JOB NO. 2070793.00	SCALE: AS SHOWN	DATE: JULY 2017	FIGURE NO. 8



Greenman-Pedersen CONSULTING ENGINEERS GPI 80 Wolf Road Suite 300 Albany, NY 12205	FOREST GROVE/BISS SHAW SUBDIVISION 2017 TRAFFIC IMPACT STUDY TOWN OF WILTON SARATOGA COUNTY, NEW YORK	IMPROVEMENT ALTERNATIVE 50-H RELOCATED OLD GICK AND MOVE TRAFFIC SIGNAL JOB NO. 2017079.00 SCALE: AS SHOWN DATE: JULY 2017 FIGURE NO. 9
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FOREST GROVE/BISS SHAW SUBDIVISION
2017 TRAFFIC IMPACT STUDY
TOWN OF WILTON
SARATOGA COUNTY, NEW YORK

IMPROVEMENT ALTERNATIVE A
JONES RD AND PUTNAM LANE
STOP-CONTROLLED INTERSECTION

JOB NO. 2017079.00	SCALE: AS SHOWN	DATE: JULY 2017	FIGURE NO. 10
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Albany, NY 12205

FOREST GROVE/BISS SHAW SUBDIVISION
2017 TRAFFIC IMPACT STUDY
TOWN OF WILTON
SARATOGA COUNTY, NEW YORK

IMPROVEMENT ALTERNATIVE A-1
JONES RD AND PUTNAM LANE
T-INTERSECTION W/LEFT TURN LANE

JOB NO. 2070793.00 SCALE: AS SHOWN DATE: JULY 2017 FIGURE NO. 11



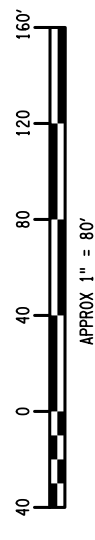
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80 Wolf Road
Suite 300
Albany, NY 12205

FOREST GROVE/BISS SHAW SUBDIVISION
2017 TRAFFIC IMPACT STUDY
TOWN OF WILTON
SARATOGA COUNTY, NEW YORK

IMPROVEMENT ALTERNATIVE B
JONE RD AND PUTNAM LANE
80 FT DIA. URBAN ROUNDABOUT

JOB NO.	SCALE:	DATE:	FIGURE NO.
20170719.00	NO SCALE	MARCH 2018	12



APPENDIX D
Traffic Simulation Output Reports

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

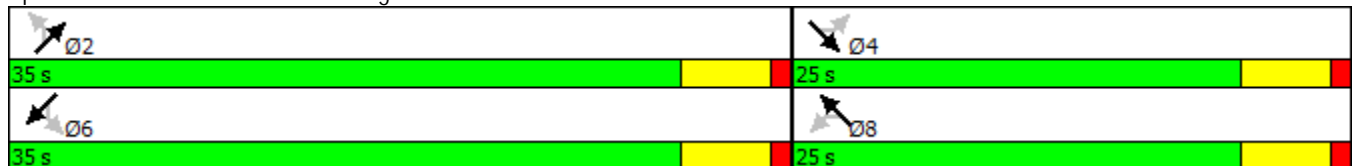
2017 Existing AM Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (vph)	62	9	2	20	13	50	5	244	15	67	473	84
Future Volume (vph)	62	9	2	20	13	50	5	244	15	67	473	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		571			721			1331			312	
Travel Time (s)		11.1			14.0			20.2			4.7	
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 (%)	4%	8%	2%	3%	12%	5%	2%	7%	13%	2%	3%	3%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 46.9
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
2: Route 50 & Jones Road

2017 Existing AM Peak Hour



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	31	234	159	197	390	61
Future Volume (vph)	31	234	159	197	390	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	4%	6%	4%	4%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2017 Existing AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	271	233	0	0	6
Future Volume (vph)	5	271	233	0	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.3	0.2	0.2	0.2	0.3	0.3	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.1	0.1	0.1	0.0	0.3	0.0	0.2	0.8	0.1
Total Del/Veh (s)	16.5	18.6	11.4	16.4	16.2	5.4	12.3	4.8	2.5	8.9	6.0	3.1
Total Stops	53	7	2	13	11	43	3	49	4	34	123	21
Stop/Veh	0.84	0.78	1.00	0.81	0.79	0.86	0.60	0.19	0.27	0.52	0.25	0.25

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.0
Total Del/Veh (s)	6.7
Total Stops	363
Stop/Veh	0.34

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.2
Total Delay (hr)	0.2	0.0	0.5	0.3	0.1	0.3	0.0	1.4
Total Del/Veh (s)	21.0	0.5	8.1	6.5	1.4	3.0	0.9	4.7
Total Stops	30	0	232	83	0	1	3	349
Stop/Veh	1.00	0.00	0.99	0.54	0.00	0.00	0.05	0.32

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.6	0.2	0.5	3.0	0.4
Total Stops	1	0	0	6	7
Stop/Veh	0.20	0.00	0.00	1.00	0.01

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	88	82	121	77	173
Average Queue (ft)	39	34	36	24	79
95th Queue (ft)	72	66	86	58	146
Link Distance (ft)	536	686	1301		255
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				1	9
Queuing Penalty (veh)				7	6

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	SW
Directions Served	L	R	L	TR
Maximum Queue (ft)	61	103	90	26
Average Queue (ft)	17	44	40	2
95th Queue (ft)	42	82	74	14
Link Distance (ft)		1380		766
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		160	
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	16	31
Average Queue (ft)	1	6
95th Queue (ft)	11	25
Link Distance (ft)	462	268
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Lanes, Volumes, Timings
1: Route 50 & Ingersoll Road/Old Gick Road

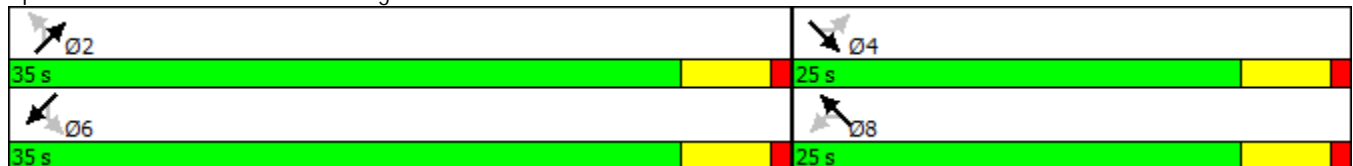
2017 Existing PM Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↔		↔	↔	↔
Traffic Volume (vph)	176	19	6	10	16	111	2	789	38	103	407	109
Future Volume (vph)	176	19	6	10	16	111	2	789	38	103	407	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			1331				312
Travel Time (s)		11.1			14.0			20.2				4.7
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 53.9
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
2: Route 50 & Jones Road

2017 Existing PM Peak Hour



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	312	553	523	307	75
Future Volume (vph)	30	312	553	523	307	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2017 Existing PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	364	524	2	2	0
Future Volume (vph)	0	364	524	2	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.9	0.0	0.0	0.3
Total Delay (hr)	1.1	0.2	0.0	0.1	0.1	0.4	0.0	6.8	0.2	1.9	1.6	0.3
Total Del/Veh (s)	22.6	26.0	13.7	16.8	18.9	13.4	18.3	30.4	24.2	66.0	14.2	10.0
Total Stops	148	18	7	8	10	81	1	610	29	110	222	64
Stop/Veh	0.82	0.86	0.88	0.73	0.62	0.74	1.00	0.75	0.78	1.06	0.53	0.56

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	12.8
Total Del/Veh (s)	25.2
Total Stops	1308
Stop/Veh	0.71

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.1
Total Delay (hr)	1.7	0.0	4.2	2.0	0.5	0.7	0.1	9.3
Total Del/Veh (s)	202.1	26.0	46.4	12.8	3.4	8.4	5.2	18.2
Total Stops	34	0	327	366	6	24	19	776
Stop/Veh	1.10	0.00	1.00	0.65	0.01	0.08	0.25	0.42

3: Jones Road & Putnam Lane Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.2	0.0	0.0	0.2
Total Del/Veh (s)	0.2	1.4	0.6	10.1	0.9
Total Stops	0	0	0	2	2
Stop/Veh	0.00	0.00	0.00	1.00	0.00

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	178	121	613	100	269
Average Queue (ft)	88	49	272	70	144
95th Queue (ft)	154	94	551	115	258
Link Distance (ft)	536	685	1301		255
Upstream Blk Time (%)					4
Queuing Penalty (veh)					28
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				47	20
Queuing Penalty (veh)				243	21

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	135	447	209	281	198
Average Queue (ft)	47	155	117	31	32
95th Queue (ft)	117	602	207	174	171
Link Distance (ft)		1379		255	766
Upstream Blk Time (%)		1		1	
Queuing Penalty (veh)		3		11	
Storage Bay Dist (ft)	100		160		
Storage Blk Time (%)	9	14	6	0	
Queuing Penalty (veh)	30	4	34	0	

Intersection: 3: Jones Road & Putnam Lane

Movement	SB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	268
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

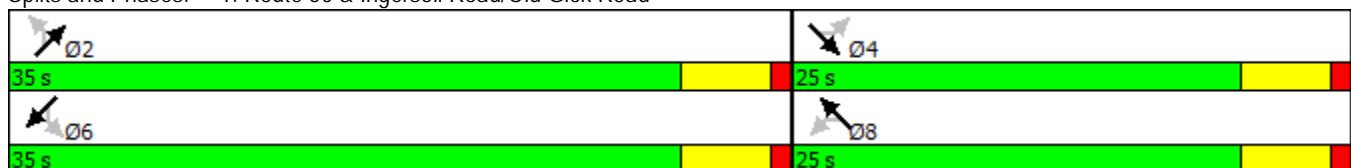
2027 No-Build AM Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (vph)	65	10	2	21	14	53	5	256	16	71	497	88
Future Volume (vph)	65	10	2	21	14	53	5	256	16	71	497	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			1331				312
Travel Time (s)		11.1			14.0			20.2				4.7
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 (%)	4%	8%	2%	3%	12%	5%	2%	7%	13%	2%	3%	3%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

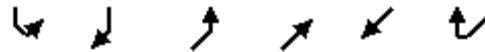
Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 47.1
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
2: Route 50 & Jones Road

2027 No-Build AM Peak Hour



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	33	246	167	207	410	64
Future Volume (vph)	33	246	167	207	410	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	4%	6%	4%	4%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 No-Build AM Peak Hour

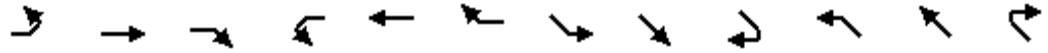


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	285	245	0	0	6
Future Volume (vph)	5	285	245	0	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

Lanes, Volumes, Timings
 10: Jones Road & Dummy Node

2027 No-Build AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	0	0	0	0	14	0	279	6	0	231	0
Future Volume (vph)	0	0	0	0	0	14	0	279	6	0	231	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		58			49			1069			1455	
Travel Time (s)		1.0			0.8			18.2			24.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.1	0.2	0.2	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.1	0.1	0.1	0.0	0.4	0.0	0.2	0.9	0.1
Total Del/Veh (s)	16.8	15.3	9.0	16.2	16.8	5.6	12.8	4.7	1.8	9.1	6.2	3.4
Total Stops	53	7	2	15	10	43	3	50	4	39	131	28
Stop/Veh	0.85	0.70	1.00	0.83	0.77	0.83	0.75	0.18	0.25	0.57	0.26	0.31

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.1
Total Del/Veh (s)	6.7
Total Stops	385
Stop/Veh	0.34

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.2
Total Delay (hr)	0.2	0.0	0.7	0.3	0.1	0.4	0.0	1.7
Total Del/Veh (s)	22.9	0.5	9.9	7.4	1.4	3.2	0.9	5.3
Total Stops	32	0	246	95	0	1	3	377
Stop/Veh	1.00	0.00	0.99	0.57	0.00	0.00	0.05	0.33

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	94	86	106	93	164
Average Queue (ft)	39	34	38	27	80
95th Queue (ft)	75	67	84	67	143
Link Distance (ft)	536	685	1301		255
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				1	10
Queuing Penalty (veh)				8	7

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	SW
Directions Served	L	R	L	TR
Maximum Queue (ft)	66	141	106	40
Average Queue (ft)	18	49	44	3
95th Queue (ft)	48	101	81	20
Link Distance (ft)		1379		766
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		160	
Storage Blk Time (%)	0	2	0	
Queuing Penalty (veh)	0	1	0	

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

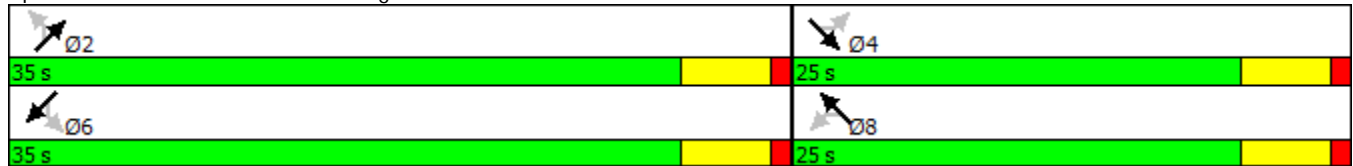
2027 No-Build PM Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (vph)	185	20	6	11	17	117	2	828	40	108	427	115
Future Volume (vph)	185	20	6	11	17	117	2	828	40	108	427	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			1331				312
Travel Time (s)		11.1			14.0			20.2				4.7
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 54.5
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
2: Route 50 & Jones Road

2027 No-Build PM Peak Hour



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	32	328	581	549	322	79
Future Volume (vph)	32	328	581	549	322	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 No-Build PM Peak Hour



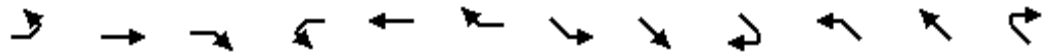
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	382	550	2	2	0
Future Volume (vph)	0	382	550	2	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Lanes, Volumes, Timings
 10: Jones Road & Dummy Node

2027 No-Build PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	0	0	0	0	0	0	360	24	0	552	108
Future Volume (vph)	0	0	0	0	0	0	0	360	24	0	552	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		58			49			1069			1455	
Travel Time (s)		1.0			0.8			18.2			24.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.2	0.2	0.2	0.2	5.7	3.9	3.6	0.0	0.0	0.3
Total Delay (hr)	1.2	0.1	0.0	0.1	0.1	0.5	0.0	14.3	0.6	2.5	2.2	0.5
Total Del/Veh (s)	23.8	23.7	13.2	17.0	18.4	15.1	67.0	60.7	53.8	84.1	19.4	14.4
Total Stops	155	15	5	9	12	87	2	873	39	119	270	80
Stop/Veh	0.83	0.75	0.83	0.69	0.67	0.76	1.00	1.03	1.03	1.09	0.65	0.69

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	1.0
Denied Del/Veh (s)	1.9
Total Delay (hr)	22.2
Total Del/Veh (s)	42.4
Total Stops	1666
Stop/Veh	0.88

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0	0.4	0.4	0.1
Total Delay (hr)	4.4	0.0	16.1	2.5	0.6	1.2	0.2	25.0
Total Del/Veh (s)	516.2	32.2	170.4	15.6	3.8	12.7	7.9	46.8
Total Stops	36	1	364	405	9	57	25	897
Stop/Veh	1.16	0.25	1.07	0.70	0.02	0.17	0.31	0.47

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	208	131	972	100	273
Average Queue (ft)	94	57	511	78	178
95th Queue (ft)	166	105	1138	121	304
Link Distance (ft)	536	685	1301		255
Upstream Blk Time (%)			7		11
Queuing Penalty (veh)			0		74
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				58	22
Queuing Penalty (veh)				319	24

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	150	1129	209	295	298
Average Queue (ft)	80	494	136	55	58
95th Queue (ft)	175	1321	226	235	221
Link Distance (ft)		1379		255	766
Upstream Blk Time (%)		5		2	
Queuing Penalty (veh)		18		19	
Storage Bay Dist (ft)	100		160		
Storage Blk Time (%)	34	39	11	0	
Queuing Penalty (veh)	112	13	60	0	

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 No-Build AM Peak Hour - Optimized Timings

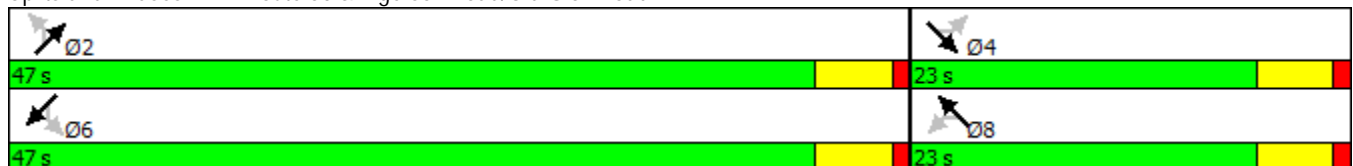


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (vph)	65	10	2	21	14	53	5	256	16	71	497	88
Future Volume (vph)	65	10	2	21	14	53	5	256	16	71	497	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			1331				312
Travel Time (s)		11.1			14.0			20.2				4.7
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 (%)	4%	8%	2%	3%	12%	5%	2%	7%	13%	2%	3%	3%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	23.0	23.0		23.0	23.0		47.0	47.0		47.0	47.0	
Total Split (%)	32.9%	32.9%		32.9%	32.9%		67.1%	67.1%		67.1%	67.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 62.4
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings 2: Route 50 & Jones Road

2027 No-Build AM Peak Hour - Optimized Timings



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	33	246	167	207	410	64
Future Volume (vph)	33	246	167	207	410	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	4%	6%	4%	4%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 No-Build AM Peak Hour - Optimized Timings



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	285	245	0	0	6
Future Volume (vph)	5	285	245	0	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.1	0.2	0.2	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.1	0.1	0.1	0.0	0.3	0.0	0.2	0.8	0.1
Total Del/Veh (s)	22.1	22.5	10.0	19.2	23.5	6.5	12.2	4.5	2.3	8.3	5.8	3.1
Total Stops	52	8	2	14	11	45	3	46	4	36	115	23
Stop/Veh	0.84	0.80	1.00	0.78	0.85	0.87	0.75	0.17	0.25	0.53	0.23	0.25

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.1
Total Del/Veh (s)	6.9
Total Stops	359
Stop/Veh	0.32

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.2
Total Delay (hr)	0.2	0.0	0.7	0.3	0.1	0.4	0.0	1.7
Total Del/Veh (s)	22.2	0.5	9.6	7.2	1.3	3.2	0.9	5.2
Total Stops	32	0	246	93	0	1	3	375
Stop/Veh	1.00	0.00	0.99	0.56	0.00	0.00	0.05	0.33

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	0.2	0.5	2.7	0.4
Total Stops	1	0	0	6	7
Stop/Veh	0.20	0.00	0.00	1.00	0.01

Queuing and Blocking Report

2027 No-Build AM Peak Hour - Optimized Timings

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	105	92	116	89	173
Average Queue (ft)	43	37	38	26	82
95th Queue (ft)	85	72	86	66	149
Link Distance (ft)	536	685	1301		255
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				1	9
Queuing Penalty (veh)				5	7

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	SW
Directions Served	L	R	L	TR
Maximum Queue (ft)	63	142	108	37
Average Queue (ft)	18	48	44	3
95th Queue (ft)	47	101	82	18
Link Distance (ft)		1379		766
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		160	
Storage Blk Time (%)	0	1	0	
Queuing Penalty (veh)	0	1	0	

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	17	31
Average Queue (ft)	1	5
95th Queue (ft)	8	24
Link Distance (ft)	462	268
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 No-Build PM Peak Hour - Optimized Timings

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (vph)	185	20	6	11	17	117	2	828	40	108	427	115
Future Volume (vph)	185	20	6	11	17	117	2	828	40	108	427	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			1331				312
Travel Time (s)		11.1			14.0			20.2				4.7
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	23.0	23.0		23.0	23.0		47.0	47.0		47.0	47.0	
Total Split (%)	32.9%	32.9%		32.9%	32.9%		67.1%	67.1%		67.1%	67.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 68
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
2: Route 50 & Jones Road

2027 No-Build PM Peak Hour - Optimized Timings



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	32	328	581	549	322	79
Future Volume (vph)	32	328	581	549	322	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 No-Build PM Peak Hour - Optimized Timings



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	0	382	550	2	2	0
Future Volume (vph)	0	382	550	2	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.2	0.2	0.2	0.2	1.2	0.9	1.0	0.0	0.0	0.1
Total Delay (hr)	1.9	0.2	0.0	0.1	0.1	0.6	0.0	5.9	0.2	2.1	1.8	0.4
Total Del/Veh (s)	35.8	41.4	24.2	22.2	24.4	17.6	33.6	25.2	20.0	65.0	15.0	10.9
Total Stops	167	18	5	10	13	90	2	493	22	122	225	67
Stop/Veh	0.89	0.90	0.83	0.77	0.72	0.78	1.00	0.58	0.59	1.07	0.52	0.55

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	13.3
Total Del/Veh (s)	25.0
Total Stops	1234
Stop/Veh	0.65

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0	0.4	0.3	0.1
Total Delay (hr)	4.2	0.0	12.6	2.4	0.6	0.7	0.1	20.5
Total Del/Veh (s)	485.4	33.9	132.3	14.8	3.6	7.7	4.1	38.2
Total Stops	37	1	367	418	7	35	23	888
Stop/Veh	1.19	0.25	1.07	0.72	0.01	0.10	0.29	0.46

3: Jones Road & Putnam Lane Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1	0.1
Total Delay (hr)	0.1	0.2	0.0	0.0	0.3
Total Del/Veh (s)	0.9	1.5	0.9	16.0	1.3
Total Stops	2	0	0	2	4
Stop/Veh	0.01	0.00	0.00	1.00	0.00

10: Jones Road & Dummy Node Performance by movement

Movement	SET	SER	NWT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.3	0.1	0.5	0.1	2.0
Total Del/Veh (s)	12.2	14.3	3.5	2.4	6.7
Total Stops	22	1	0	0	23
Stop/Veh	0.06	0.04	0.00	0.00	0.02

Queuing and Blocking Report

2027 No-Build PM Peak Hour - Optimized Timings

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	236	142	619	100	264
Average Queue (ft)	113	60	251	74	161
95th Queue (ft)	202	117	512	118	282
Link Distance (ft)	536	685	1301		255
Upstream Blk Time (%)					7
Queuing Penalty (veh)					43
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				48	19
Queuing Penalty (veh)				264	20

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	150	923	209	291	192
Average Queue (ft)	80	421	135	39	37
95th Queue (ft)	176	1179	221	195	145
Link Distance (ft)		1379		255	766
Upstream Blk Time (%)		4		1	
Queuing Penalty (veh)		14		13	
Storage Bay Dist (ft)	100		160		
Storage Blk Time (%)	33	32	8	0	
Queuing Penalty (veh)	111	10	47	1	

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	42	27
Average Queue (ft)	2	1
95th Queue (ft)	48	12
Link Distance (ft)	462	268
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Jones Road & Dummy Node

Movement	SE
Directions Served	LTR
Maximum Queue (ft)	232
Average Queue (ft)	40
95th Queue (ft)	312
Link Distance (ft)	999
Upstream Blk Time (%)	1
Queuing Penalty (veh)	2
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

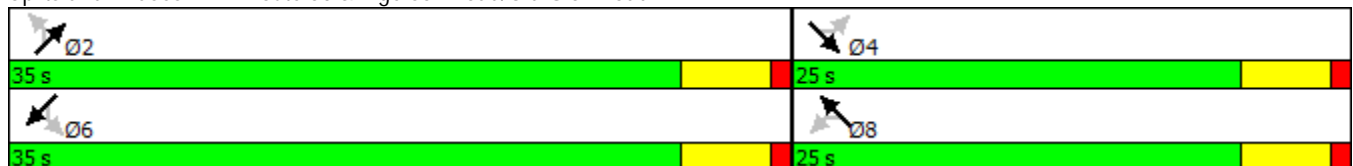
2027 Build AM Peak Hour - No Optimization or Improve

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Future Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			1331				312
Travel Time (s)		11.1			14.0			20.2				4.7
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 (%)	4%	8%	2%	3%	12%	5%	2%	7%	13%	2%	3%	3%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 49.5
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
 2: Route 50 & Jones Road

2027 Build AM Peak Hour - No Optimization or Improve



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	47	329	194	207	410	69
Future Volume (vph)	47	329	194	207	410	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	4%	6%	4%	4%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.2	0.3	0.3	0.3	0.1	0.0	0.0
Total Delay (hr)	0.3	0.1	0.0	0.1	0.1	0.1	0.0	0.4	0.0	0.2	1.1	0.1
Total Del/Veh (s)	16.7	16.7	9.3	14.6	18.0	5.5	12.6	5.3	2.8	10.0	7.0	3.9
Total Stops	49	9	2	16	10	52	3	57	5	56	163	28
Stop/Veh	0.82	0.82	1.00	0.76	0.83	0.81	0.60	0.21	0.25	0.62	0.28	0.31

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.5
Total Del/Veh (s)	7.3
Total Stops	450
Stop/Veh	0.37

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.2
Total Delay (hr)	0.4	0.0	1.3	0.4	0.1	0.4	0.0	2.7
Total Del/Veh (s)	31.3	0.6	14.1	8.5	1.5	3.8	1.2	7.7
Total Stops	50	0	327	116	0	3	5	501
Stop/Veh	1.04	0.00	0.99	0.62	0.00	0.01	0.07	0.39

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	97	86	129	99	219
Average Queue (ft)	38	37	44	31	96
95th Queue (ft)	76	69	93	74	175
Link Distance (ft)	536	685	1301		255
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				2	12
Queuing Penalty (veh)				15	12

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	SW
Directions Served	L	R	L	TR
Maximum Queue (ft)	126	196	120	59
Average Queue (ft)	31	75	51	6
95th Queue (ft)	84	157	95	32
Link Distance (ft)		1379		766
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		160	
Storage Blk Time (%)	1	6	0	
Queuing Penalty (veh)	3	3	0	

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

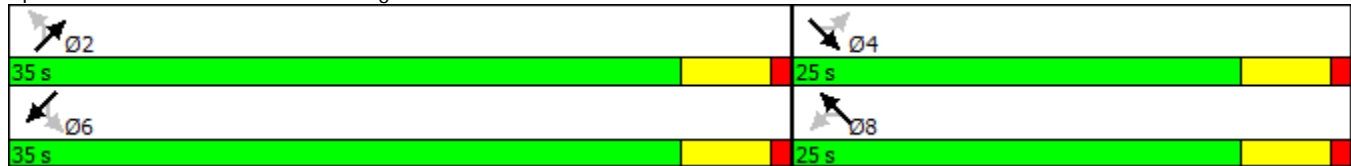
2027 Build PM Peak Hour - No Optimization or Improve

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Future Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			1331				312
Travel Time (s)		11.1			14.0			20.2				4.7
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 54.8
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
 2: Route 50 & Jones Road

2027 Build PM Peak Hour - No Optimization or Improve



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	41	381	672	549	322	94
Future Volume (vph)	41	381	672	549	322	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6	1.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.9	0.2	0.2	0.2	0.2	150.4	96.1	93.9	0.0	0.0	0.1
Total Delay (hr)	1.9	0.2	0.1	0.1	0.1	0.8	0.1	34.0	1.4	2.7	2.2	0.4
Total Del/Veh (s)	35.5	36.8	37.2	21.4	21.8	19.2	184.4	139.2	132.7	104.0	22.1	16.4
Total Stops	161	16	6	7	12	112	2	920	41	100	261	68
Stop/Veh	0.84	0.80	1.00	0.70	0.67	0.76	2.00	1.05	1.05	1.06	0.72	0.75

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	25.7
Denied Del/Veh (s)	49.0
Total Delay (hr)	43.9
Total Del/Veh (s)	85.0
Total Stops	1706
Stop/Veh	0.92

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	2.8	0.0	0.0	0.8	0.9	0.6
Total Delay (hr)	9.3	0.2	34.1	3.2	0.6	1.8	0.4	49.6
Total Del/Veh (s)	1111.3	400.6	465.1	17.7	4.2	19.7	14.7	94.0
Total Stops	35	1	310	488	14	60	34	942
Stop/Veh	1.17	0.50	1.17	0.76	0.03	0.18	0.36	0.50

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	275	188	1328	100	270
Average Queue (ft)	108	73	1089	76	172
95th Queue (ft)	250	151	1695	121	316
Link Distance (ft)	536	685	1301		255
Upstream Blk Time (%)	1		61		12
Queuing Penalty (veh)	0		0		85
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				62	21
Queuing Penalty (veh)				365	25

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	150	1390	210	299	381
Average Queue (ft)	119	1001	153	79	83
95th Queue (ft)	194	1813	236	281	339
Link Distance (ft)		1379		255	766
Upstream Blk Time (%)		42		4	1
Queuing Penalty (veh)		180		46	0
Storage Bay Dist (ft)	100		160		
Storage Blk Time (%)	72	40	16	0	
Queuing Penalty (veh)	277	17	91	1	

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

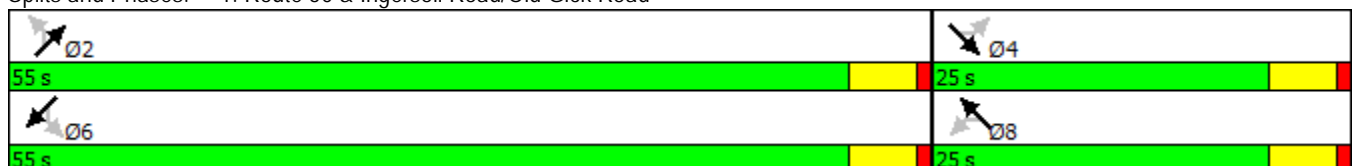
2027 Build AM Peak Hour - Optimized

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Future Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			1331				312
Travel Time (s)		11.1			14.0			20.2				4.7
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 (%)	4%	8%	2%	3%	12%	5%	2%	7%	13%	2%	3%	3%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 70.7
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
2: Route 50 & Jones Road

2027 Build AM Peak Hour - Optimized



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	47	329	194	207	410	69
Future Volume (vph)	47	329	194	207	410	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	4%	6%	4%	4%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 Build AM Peak Hour - Optimized



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	19	285	245	33	97	48
Future Volume (vph)	19	285	245	33	97	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.1	0.2	0.3	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.2	0.1	0.1	0.0	0.4	0.0	0.2	1.0	0.1
Total Del/Veh (s)	26.0	24.5	10.9	26.2	28.6	8.3	11.4	4.6	2.1	9.2	6.1	3.6
Total Stops	51	8	1	18	11	55	4	45	4	48	131	23
Stop/Veh	0.85	0.73	0.50	0.86	0.92	0.86	0.80	0.16	0.20	0.53	0.23	0.26

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.6
Total Del/Veh (s)	7.6
Total Stops	399
Stop/Veh	0.33

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.2
Total Delay (hr)	0.4	0.0	1.3	0.4	0.1	0.4	0.0	2.7
Total Del/Veh (s)	32.4	0.6	13.9	8.1	1.3	3.7	1.2	7.5
Total Stops	50	0	326	113	0	3	6	498
Stop/Veh	1.04	0.00	0.99	0.60	0.00	0.01	0.08	0.39

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.2	0.1	0.4
Total Del/Veh (s)	2.0	0.7	1.0	0.4	8.2	5.1	2.1
Total Stops	5	1	0	0	100	48	154
Stop/Veh	0.26	0.00	0.00	0.00	0.99	1.00	0.21

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	99	104	114	87	209
Average Queue (ft)	43	44	39	28	92
95th Queue (ft)	83	86	88	66	169
Link Distance (ft)	536	685	1301		255
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				2	11
Queuing Penalty (veh)				13	10

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	SW
Directions Served	L	R	L	TR
Maximum Queue (ft)	137	195	123	58
Average Queue (ft)	32	75	51	7
95th Queue (ft)	87	154	95	32
Link Distance (ft)		1379		766
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		160	
Storage Blk Time (%)	1	6	0	
Queuing Penalty (veh)	4	3	0	

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	44	82
Average Queue (ft)	5	44
95th Queue (ft)	25	71
Link Distance (ft)	462	268
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build PM Peak Hour - Optimized

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Future Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			1331				312
Travel Time (s)		11.1			14.0			20.2				4.7
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 78.9
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
2: Route 50 & Jones Road

2027 Build PM Peak Hour - Optimized



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	41	381	672	549	322	94
Future Volume (vph)	41	381	672	549	322	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 Build PM Peak Hour - Optimized



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	45	382	550	108	64	27
Future Volume (vph)	45	382	550	108	64	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.2	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.2	0.2	0.2	0.2	24.7	18.7	17.3	0.0	0.0	0.0
Total Delay (hr)	3.7	0.4	0.1	0.1	0.2	1.1	0.0	19.8	0.8	1.9	1.5	0.2
Total Del/Veh (s)	69.7	70.7	62.8	29.1	30.3	26.9	60.3	77.0	67.1	80.9	16.0	10.0
Total Stops	192	20	6	9	14	120	2	1032	46	86	164	41
Stop/Veh	0.99	1.00	1.00	0.90	0.78	0.81	1.00	1.11	1.12	1.04	0.50	0.50

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	5.0
Denied Del/Veh (s)	9.8
Total Delay (hr)	29.8
Total Del/Veh (s)	57.6
Total Stops	1732
Stop/Veh	0.93

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	4.2	0.0	0.0	0.4	0.4	0.5
Total Delay (hr)	10.6	0.3	34.8	3.4	0.7	0.9	0.2	50.9
Total Del/Veh (s)	1467.1	510.7	594.2	17.9	4.4	10.0	6.1	96.1
Total Stops	28	1	243	518	22	32	28	872
Stop/Veh	1.08	0.50	1.15	0.76	0.04	0.10	0.30	0.46

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	3.6	27.3	0.0	0.0	2.3	1.2	34.4
Denied Del/Veh (s)	280.4	249.2	0.0	0.0	136.4	145.2	102.7
Total Delay (hr)	0.8	8.1	0.5	0.1	3.6	1.2	14.3
Total Del/Veh (s)	95.4	107.6	3.4	1.9	278.9	196.7	49.0
Total Stops	18	34	0	0	44	21	117
Stop/Veh	0.58	0.12	0.00	0.00	0.96	0.95	0.11

10: Jones Road & Dummy Node Performance by movement

Movement	SET	SER	NWT	NWR	All
Denied Delay (hr)	0.2	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	2.5	0.0	0.0	0.0	0.7
Total Delay (hr)	21.4	1.4	0.7	0.1	23.6
Total Del/Veh (s)	279.0	306.3	3.8	2.4	79.1
Total Stops	88	6	0	0	94
Stop/Veh	0.32	0.35	0.00	0.00	0.09

Queuing and Blocking Report

2027 Build PM Peak Hour - Optimized

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	380	194	1214	100	268
Average Queue (ft)	168	88	708	63	134
95th Queue (ft)	328	158	1421	111	278
Link Distance (ft)	536	685	1301		255
Upstream Blk Time (%)	0		13		6
Queuing Penalty (veh)	0		0		41
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				44	15
Queuing Penalty (veh)				256	18

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	150	1387	210	298	306
Average Queue (ft)	121	1041	160	108	47
95th Queue (ft)	189	1853	245	329	207
Link Distance (ft)		1379		255	766
Upstream Blk Time (%)		52		4	0
Queuing Penalty (veh)		219		51	0
Storage Bay Dist (ft)	100		160		
Storage Blk Time (%)	80	22	19	0	
Queuing Penalty (veh)	310	9	107	0	

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	486	2	278
Average Queue (ft)	221	0	130
95th Queue (ft)	576	2	300
Link Distance (ft)	462	999	268
Upstream Blk Time (%)	40		29
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Jones Road & Dummy Node

Movement	SE
Directions Served	LTR
Maximum Queue (ft)	1008
Average Queue (ft)	527
95th Queue (ft)	1313
Link Distance (ft)	999
Upstream Blk Time (%)	41
Queuing Penalty (veh)	180
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build AM Peak Hour - Signal Control Only



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Future Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		75	50		100	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			1319				312
Travel Time (s)		11.1			14.0			20.0				4.7
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 (%)	4%	8%	2%	3%	12%	5%	2%	7%	13%	2%	3%	3%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		custom	NA	
Protected Phases		4			4			2		3	3 5 6	
Permitted Phases	4			4			2			5 6		
Detector Phase	4	4		4	4		2	2		3	3 5 6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0		
Minimum Split (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0		
Total Split (s)	27.0	27.0		27.0	27.0		60.0	60.0		13.0		
Total Split (%)	27.0%	27.0%		27.0%	27.0%		60.0%	60.0%		13.0%		
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		
Total Lost Time (s)		5.0			5.0			5.0		5.0		
Lead/Lag	Lag	Lag		Lag	Lag					Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes		
Recall Mode	None	None		None	None		Min	Min		Min		

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 80
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build AM Peak Hour - Signal Control Only

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Right Turn on Red		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	13.0	13.0
Total Split (s)	13.0	47.0
Total Split (%)	13%	47%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	Min
Intersection Summary		

Lanes, Volumes, Timings

2: Route 50 & Jones Road

2027 Build AM Peak Hour - Signal Control Only



Lane Group	SBL	SBR	NEL	NET	SWT	SWR	Ø2	Ø4	Ø5
Lane Configurations									
Traffic Volume (vph)	47	329	194	207	410	69			
Future Volume (vph)	47	329	194	207	410	69			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	12	11	11	11			
Storage Length (ft)	100	0	160			0			
Storage Lanes	1	1	1			0			
Taper Length (ft)	50		50						
Right Turn on Red		Yes				Yes			
Link Speed (mph)	40			45	45				
Link Distance (ft)	1455			312	813				
Travel Time (s)	24.8			4.7	12.3				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	6%	2%	4%	6%	4%	4%			
Shared Lane Traffic (%)									
Turn Type	Prot	pt+ov	custom	NA	NA				
Protected Phases	3	4 5	4 5	2 4 5	6		2	4	5
Permitted Phases		3	2						
Detector Phase	3	4 5	4 5	2 4 5	6				
Switch Phase									
Minimum Initial (s)	8.0				8.0		8.0	8.0	8.0
Minimum Split (s)	13.0				13.0		13.0	13.0	13.0
Total Split (s)	13.0				47.0		60.0	27.0	13.0
Total Split (%)	13.0%				47.0%		60%	27%	13%
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0
All-Red Time (s)	1.0				1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0				0.0				
Total Lost Time (s)	5.0				5.0				
Lead/Lag	Lead				Lag		Lag	Lead	
Lead-Lag Optimize?	Yes				Yes		Yes	Yes	
Recall Mode	Min				Min		Min	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 80
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Route 50 & Jones Road

 60 s	 13 s	 27 s
 13 s	 47 s	

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 Build AM Peak Hour - Signal Control Only



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	19	285	245	33	97	48
Future Volume (vph)	19	285	245	33	97	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.1	0.2	0.3	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	0.5	0.1	0.0	0.2	0.1	0.2	0.0	1.0	0.0	0.3	1.3	0.1
Total Del/Veh (s)	31.5	28.6	13.5	29.3	33.0	10.1	22.0	12.6	7.0	10.1	8.4	5.3
Total Stops	48	8	2	16	10	51	4	106	8	47	132	22
Stop/Veh	0.80	0.73	1.00	0.76	0.83	0.80	0.80	0.38	0.40	0.52	0.23	0.25

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	3.8
Total Del/Veh (s)	11.3
Total Stops	454
Stop/Veh	0.37

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.2
Total Delay (hr)	0.6	0.0	1.0	0.8	0.2	3.3	0.4	6.3
Total Del/Veh (s)	46.2	0.6	11.2	15.7	2.6	28.0	19.5	17.7
Total Stops	44	0	182	124	14	264	51	679
Stop/Veh	0.92	0.00	0.55	0.66	0.07	0.63	0.68	0.53

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.2	0.1	0.5
Total Del/Veh (s)	2.1	0.7	1.2	0.4	8.3	5.2	2.2
Total Stops	5	1	0	0	100	48	154
Stop/Veh	0.26	0.00	0.00	0.00	0.99	1.00	0.21

Queuing and Blocking Report

2027 Build AM Peak Hour - Signal Control Only

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	124	112	215	99	254
Average Queue (ft)	47	46	86	31	109
95th Queue (ft)	95	93	170	75	216
Link Distance (ft)	536	685	1289		255
Upstream Blk Time (%)					0
Queuing Penalty (veh)					3
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				2	15
Queuing Penalty (veh)				12	14

Intersection: 2: Route 50 & Jones Road

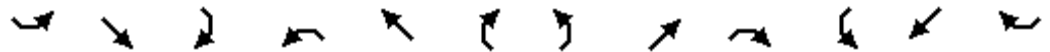
Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	123	201	172	133	358
Average Queue (ft)	34	77	72	15	197
95th Queue (ft)	84	158	136	63	317
Link Distance (ft)		1379		255	766
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)	100		160		
Storage Blk Time (%)	1	4	1	0	
Queuing Penalty (veh)	3	2	2	0	

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	43	96
Average Queue (ft)	5	45
95th Queue (ft)	26	75
Link Distance (ft)	462	268
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build PM Peak Hour - Signal Control Only

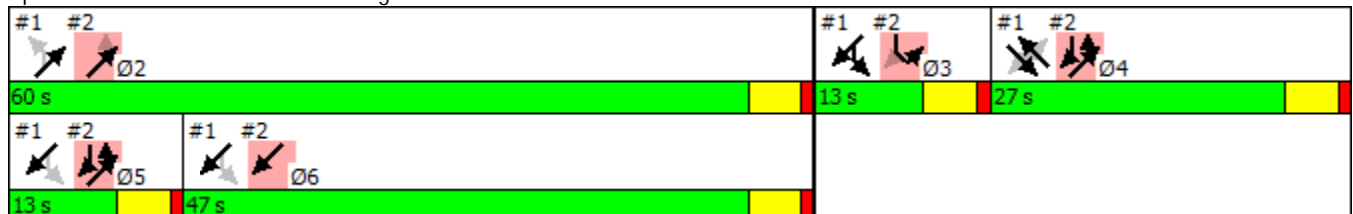


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Future Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		75	50		100	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			1319				312
Travel Time (s)		11.1			14.0			20.0				4.7
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		custom	NA	
Protected Phases		4			4			2		3	3 5 6	
Permitted Phases	4			4			2			5 6		
Detector Phase	4	4		4	4		2	2		3	3 5 6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0		
Minimum Split (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0		
Total Split (s)	27.0	27.0		27.0	27.0		60.0	60.0		13.0		
Total Split (%)	27.0%	27.0%		27.0%	27.0%		60.0%	60.0%		13.0%		
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		
Total Lost Time (s)		5.0			5.0			5.0		5.0		
Lead/Lag	Lag	Lag		Lag	Lag					Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes		
Recall Mode	None	None		None	None		Min	Min		Min		

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build PM Peak Hour - Signal Control Only

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Right Turn on Red		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	13.0	13.0
Total Split (s)	13.0	47.0
Total Split (%)	13%	47%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	Min
Intersection Summary		

Lanes, Volumes, Timings
2: Route 50 & Jones Road

2027 Build PM Peak Hour - Signal Control Only



Lane Group	SBL	SBR	NEL	NET	SWT	SWR	Ø2	Ø4	Ø5
Lane Configurations									
Traffic Volume (vph)	41	381	672	549	322	94			
Future Volume (vph)	41	381	672	549	322	94			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	12	11	11	11			
Storage Length (ft)	100	0	160			0			
Storage Lanes	1	1	1			0			
Taper Length (ft)	50		50						
Right Turn on Red		Yes				Yes			
Link Speed (mph)	40			45	45				
Link Distance (ft)	1455			312	813				
Travel Time (s)	24.8			4.7	12.3				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Shared Lane Traffic (%)									
Turn Type	Prot	pt+ov	custom	NA	NA				
Protected Phases	3	4 5	4 5	2 4 5	6		2	4	5
Permitted Phases		3	2						
Detector Phase	3	4 5	4 5	2 4 5	6				
Switch Phase									
Minimum Initial (s)	8.0			8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	13.0			13.0	13.0		13.0	13.0	13.0
Total Split (s)	13.0			47.0	60.0		27.0	13.0	
Total Split (%)	13.0%			47.0%	60%		27%	13%	
Yellow Time (s)	4.0			4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0					
Total Lost Time (s)	5.0			5.0					
Lead/Lag	Lead			Lag			Lag	Lead	
Lead-Lag Optimize?	Yes			Yes			Yes	Yes	
Recall Mode	Min			Min			Min	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Route 50 & Jones Road

 60 s	 13 s	 27 s
 13 s	 47 s	

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 Build PM Peak Hour - Signal Control Only



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	45	382	550	108	64	27
Future Volume (vph)	45	382	550	108	64	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	40.2	1.8	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.2	0.2	0.2	0.2	241.4	157.1	162.2	0.0	0.0	0.0
Total Delay (hr)	3.8	0.4	0.1	0.1	0.2	1.1	0.1	37.6	1.6	1.3	1.6	0.3
Total Del/Veh (s)	70.4	77.4	64.7	35.0	33.0	27.7	203.4	160.1	154.6	38.8	11.8	8.0
Total Stops	193	20	6	8	14	118	2	1158	52	119	168	45
Stop/Veh	1.00	1.00	1.00	0.80	0.78	0.80	2.00	1.37	1.37	0.99	0.35	0.37

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	42.1
Denied Del/Veh (s)	73.5
Total Delay (hr)	48.1
Total Del/Veh (s)	86.8
Total Stops	1903
Stop/Veh	0.95

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.1
Total Delay (hr)	0.5	0.0	1.4	3.7	0.9	2.8	0.6	9.8
Total Del/Veh (s)	43.6	0.9	12.6	21.3	6.2	30.3	21.3	17.6
Total Stops	39	0	223	456	98	209	66	1091
Stop/Veh	0.91	0.00	0.57	0.72	0.19	0.64	0.70	0.54

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.1	0.2	0.5	0.1	0.3	0.1	1.2
Total Del/Veh (s)	5.5	1.9	3.5	2.0	16.4	8.3	3.7
Total Stops	24	18	0	0	61	29	132
Stop/Veh	0.52	0.05	0.00	0.00	1.00	0.97	0.11

Queuing and Blocking Report

2027 Build PM Peak Hour - Signal Control Only

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	339	189	1343	100	262
Average Queue (ft)	174	91	1204	69	144
95th Queue (ft)	313	160	1639	112	258
Link Distance (ft)	536	685	1289		255
Upstream Blk Time (%)			63		2
Queuing Penalty (veh)			0		13
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				30	20
Queuing Penalty (veh)				175	25

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	113	222	210	302	346
Average Queue (ft)	31	91	190	188	172
95th Queue (ft)	81	178	240	362	281
Link Distance (ft)		1379		255	766
Upstream Blk Time (%)				5	
Queuing Penalty (veh)				61	
Storage Bay Dist (ft)	100		160		
Storage Blk Time (%)	0	7	25	0	
Queuing Penalty (veh)	0	3	141	1	

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	140	2	101
Average Queue (ft)	29	0	44
95th Queue (ft)	89	3	81
Link Distance (ft)	462	999	268
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build AM Peak Hour - Signal Control w/Added Lanes

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Future Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		75	50		100	100		0
Storage Lanes	0		0	0		1	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45				45
Link Distance (ft)		571			721			313				312
Travel Time (s)		11.1			14.0			4.7				4.7
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 (%)	4%	8%	2%	3%	12%	5%	2%	7%	13%	2%	3%	3%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		custom	NA	
Protected Phases		4			4			2		3	3 5 6	
Permitted Phases	4			4		4	2			5 6		
Detector Phase	4	4		4	4	4	2	2		3	3 5 6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		8.0		
Minimum Split (s)	13.0	13.0		13.0	13.0	13.0	13.0	13.0		13.0		
Total Split (s)	13.0	13.0		13.0	13.0	13.0	51.0	51.0		16.0		
Total Split (%)	16.3%	16.3%		16.3%	16.3%	16.3%	63.8%	63.8%		20.0%		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0		
Total Lost Time (s)		5.0			5.0	5.0		5.0		5.0		
Lead/Lag	Lag	Lag		Lag	Lag	Lag				Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes		
Recall Mode	None	None		None	None	None	Min	Min		Min		

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 72.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build AM Peak Hour - Signal Control w/Added Lanes

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Right Turn on Red		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	13.0	13.0
Total Split (s)	13.0	38.0
Total Split (%)	16%	48%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	Min
Intersection Summary		

Lanes, Volumes, Timings

2: Route 50 & Jones Road

2027 Build AM Peak Hour - Signal Control w/Added Lanes

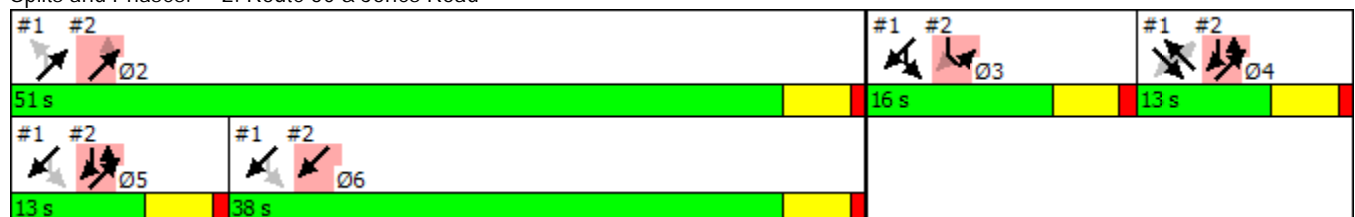


Lane Group	SBL	SBR	NEL	NET	SWT	SWR	Ø2	Ø4	Ø5
Lane Configurations									
Traffic Volume (vph)	47	329	194	207	410	69			
Future Volume (vph)	47	329	194	207	410	69			
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	12	11	11	11			
Storage Length (ft)	100	0	0			0			
Storage Lanes	1	1	1			0			
Taper Length (ft)	50		50						
Right Turn on Red		Yes				Yes			
Link Speed (mph)	40			45	45				
Link Distance (ft)	1455			312	813				
Travel Time (s)	24.8			4.7	12.3				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	6%	2%	4%	6%	4%	4%			
Shared Lane Traffic (%)									
Turn Type	Prot	pt+ov	custom	NA	NA				
Protected Phases	3	4 5	4 5	2 4 5	6		2	4	5
Permitted Phases		3	2						
Detector Phase	3	4 5	4 5	2 4 5	6				
Switch Phase									
Minimum Initial (s)	8.0				8.0		8.0	8.0	8.0
Minimum Split (s)	13.0				13.0		13.0	13.0	13.0
Total Split (s)	16.0				38.0		51.0	13.0	13.0
Total Split (%)	20.0%				47.5%		64%	16%	16%
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0
All-Red Time (s)	1.0				1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0				0.0				
Total Lost Time (s)	5.0				5.0				
Lead/Lag	Lead				Lag		Lag	Lead	
Lead-Lag Optimize?	Yes				Yes		Yes	Yes	
Recall Mode	Min				Min		Min	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 72.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Route 50 & Jones Road



Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 Build AM Peak Hour - Signal Control w/Added Lanes



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	19	285	245	33	97	48
Future Volume (vph)	19	285	245	33	97	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.2	0.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.6	0.1	0.0	0.2	0.1	0.1	0.0	0.6	0.0	0.2	0.9	0.1
Total Del/Veh (s)	34.3	36.3	9.0	29.6	34.5	5.2	19.0	8.0	2.8	6.9	5.9	3.3
Total Stops	59	8	2	18	11	55	4	101	6	40	92	17
Stop/Veh	0.88	0.80	0.67	0.90	0.79	0.90	0.80	0.36	0.33	0.43	0.16	0.19

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	3.0
Total Del/Veh (s)	8.7
Total Stops	413
Stop/Veh	0.33

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.2
Total Delay (hr)	0.4	0.0	1.0	0.7	0.2	3.3	0.4	6.0
Total Del/Veh (s)	30.8	0.6	10.3	13.3	2.6	28.4	19.8	16.6
Total Stops	38	0	188	128	13	286	49	702
Stop/Veh	0.79	0.00	0.55	0.66	0.06	0.68	0.70	0.54

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.2	0.1	0.4
Total Del/Veh (s)	2.0	0.7	1.1	0.4	8.3	4.6	2.1
Total Stops	4	1	0	0	98	52	155
Stop/Veh	0.21	0.00	0.00	0.00	1.00	1.00	0.20

Queuing and Blocking Report

2027 Build AM Peak Hour - Signal Control w/Added Lanes

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NW	NE	NE	SW	SW
Directions Served	LTR	LT	R	LT	TR	L	TR
Maximum Queue (ft)	117	86	68	102	116	113	200
Average Queue (ft)	54	26	27	38	44	26	69
95th Queue (ft)	102	64	53	85	91	69	150
Link Distance (ft)	536	675		255	255		251
Upstream Blk Time (%)							0
Queuing Penalty (veh)							0
Storage Bay Dist (ft)			75			100	
Storage Blk Time (%)		1	0			0	2
Queuing Penalty (veh)		1	0			0	2

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	106	181	156	54	364
Average Queue (ft)	28	73	66	13	189
95th Queue (ft)	71	141	123	40	312
Link Distance (ft)		1380	251	251	766
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	0	3			
Queuing Penalty (veh)	1	2			

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	46	99
Average Queue (ft)	5	45
95th Queue (ft)	25	76
Link Distance (ft)	462	268
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

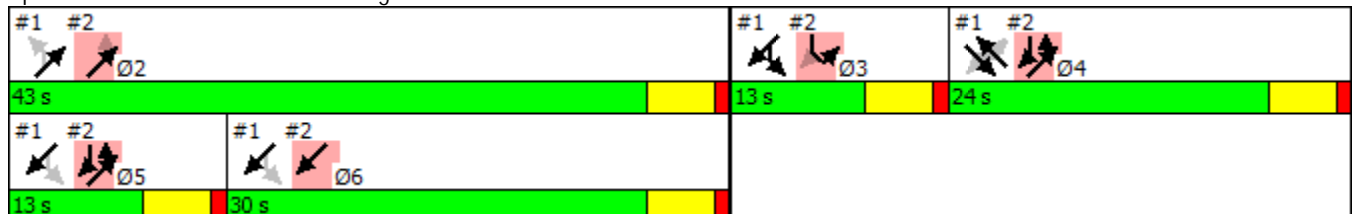
2027 Build PM Peak Hour - Signal Control w/Added Lanes

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Future Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		75	50		100	100		0
Storage Lanes	0		0	0		1	0		0	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		571			721			313			312	
Travel Time (s)		11.1			14.0			4.7			4.7	
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		custom	NA	
Protected Phases		4			4			2		3	3 5 6	
Permitted Phases	4			4		4	2			5 6		
Detector Phase	4	4		4	4	4	2	2		3	3 5 6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		8.0		
Minimum Split (s)	13.0	13.0		13.0	13.0	13.0	13.0	13.0		13.0		
Total Split (s)	24.0	24.0		24.0	24.0	24.0	43.0	43.0		13.0		
Total Split (%)	30.0%	30.0%		30.0%	30.0%	30.0%	53.8%	53.8%		16.3%		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0		
Total Lost Time (s)		5.0			5.0	5.0		5.0		5.0		
Lead/Lag	Lag	Lag		Lag	Lag	Lag				Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes		
Recall Mode	None	None		None	None	None	Min	Min		Min		

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 77.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Route 50 & Ingersoll Road/Old Gick Road



Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build PM Peak Hour - Signal Control w/Added Lanes

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Right Turn on Red		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	13.0	13.0
Total Split (s)	13.0	30.0
Total Split (%)	16%	38%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	Min
Intersection Summary		

Lanes, Volumes, Timings

2: Route 50 & Jones Road

2027 Build PM Peak Hour - Signal Control w/Added Lanes

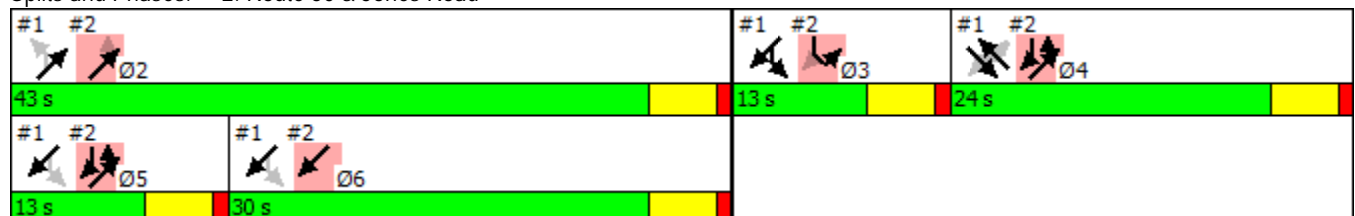


Lane Group	SBL	SBR	NEL	NET	SWT	SWR	Ø2	Ø4	Ø5
Lane Configurations									
Traffic Volume (vph)	41	381	672	549	322	94			
Future Volume (vph)	41	381	672	549	322	94			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	12	11	11	11			
Storage Length (ft)	100	0	0			0			
Storage Lanes	1	1	1			0			
Taper Length (ft)	50		50						
Right Turn on Red		Yes				Yes			
Link Speed (mph)	40			45	45				
Link Distance (ft)	1455			312	813				
Travel Time (s)	24.8			4.7	12.3				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Shared Lane Traffic (%)									
Turn Type	Prot	pt+ov	custom	NA	NA				
Protected Phases	3	4 5	4 5	2 4 5	6		2	4	5
Permitted Phases		3	2						
Detector Phase	3	4 5	4 5	2 4 5	6				
Switch Phase									
Minimum Initial (s)	8.0			8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	13.0			13.0	13.0		13.0	13.0	13.0
Total Split (s)	13.0			30.0	30.0		43.0	24.0	13.0
Total Split (%)	16.3%			37.5%	37.5%		54%	30%	16%
Yellow Time (s)	4.0			4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0	0.0				
Total Lost Time (s)	5.0			5.0	5.0				
Lead/Lag	Lead			Lag	Lag		Lag	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	
Recall Mode	Min			Min	Min		Min	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 77.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Route 50 & Jones Road



Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 Build PM Peak Hour - Signal Control w/Added Lanes



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	45	382	550	108	64	27
Future Volume (vph)	45	382	550	108	64	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.2	0.4	0.4	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.8	0.2	0.0	0.1	0.1	0.5	0.0	7.3	0.1	0.8	1.4	0.2
Total Del/Veh (s)	35.4	41.1	23.8	22.5	26.9	12.9	48.0	28.8	12.4	23.0	10.5	6.8
Total Stops	162	17	5	8	10	107	1	634	24	96	158	42
Stop/Veh	0.86	0.89	0.83	0.67	0.71	0.78	1.00	0.69	0.60	0.79	0.32	0.36

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	12.7
Total Del/Veh (s)	22.2
Total Stops	1264
Stop/Veh	0.61

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.4	0.5	0.1
Total Delay (hr)	0.4	0.0	0.9	5.2	0.6	4.7	1.1	13.0
Total Del/Veh (s)	36.8	0.8	8.4	27.5	3.9	48.3	40.2	22.0
Total Stops	38	0	166	520	54	320	92	1190
Stop/Veh	0.88	0.00	0.43	0.76	0.10	0.91	0.95	0.56

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.1	0.2	0.6	0.1	0.3	0.1	1.4
Total Del/Veh (s)	5.8	2.0	4.2	2.5	18.5	11.4	4.3
Total Stops	27	18	0	0	63	29	137
Stop/Veh	0.57	0.05	0.00	0.00	1.00	1.00	0.11

Queuing and Blocking Report

2027 Build PM Peak Hour - Signal Control w/Added Lanes

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NW	NE	NE	B13	SW	SW
Directions Served	LTR	LT	R	LT	TR	T	L	TR
Maximum Queue (ft)	229	115	112	333	294	477	149	249
Average Queue (ft)	113	21	48	224	146	105	63	120
95th Queue (ft)	195	65	91	360	253	441	125	215
Link Distance (ft)	536	675		255	255	991		251
Upstream Blk Time (%)				16	1	0		0
Queuing Penalty (veh)				0	0	0		2
Storage Bay Dist (ft)			75				100	
Storage Blk Time (%)		0	3				1	9
Queuing Penalty (veh)		0	1				8	11

Intersection: 2: Route 50 & Jones Road

















Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	87	168	272	255	403
Average Queue (ft)	26	66	246	63	236
95th Queue (ft)	63	134	293	185	384
Link Distance (ft)		1380	251	251	766
Upstream Blk Time (%)			13	1	
Queuing Penalty (veh)			81	3	
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	0	2			
Queuing Penalty (veh)	0	1			

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	129	4	111
Average Queue (ft)	32	0	46
95th Queue (ft)	94	3	90
Link Distance (ft)	462	999	268
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build AM Peak Hour - Roundabouts

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Future Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		75	50		100	50		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		571			721			1319			312	
Travel Time (s)		11.1			14.0			20.0			4.7	
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 (%)	4%	8%	2%	3%	12%	5%	2%	7%	13%	2%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Lanes, Volumes, Timings
 2: Route 50 & Jones Road

2027 Build AM Peak Hour - Roundabouts



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	47	329	194	207	410	69
Future Volume (vph)	47	329	194	207	410	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	0	0	0			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	4%	6%	4%	4%
Shared Lane Traffic (%)						
Sign Control	Yield			Yield	Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 Build AM Peak Hour - Roundabouts



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	19	285	245	33	97	48
Future Volume (vph)	19	285	245	33	97	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%
Shared Lane Traffic (%)						
Sign Control		Yield	Yield		Yield	

Intersection Summary	
Area Type:	Other
Control Type:	Roundabout

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.2	0.3	0.3	0.3	0.1	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.5	0.0	0.1	0.8	0.1
Total Del/Veh (s)	4.2	6.1	4.2	3.5	5.1	3.4	3.9	7.1	3.9	3.9	5.1	3.6
Total Stops	21	4	1	5	2	11	1	31	2	12	51	7
Stop/Veh	0.35	0.36	0.50	0.24	0.17	0.17	0.20	0.11	0.10	0.13	0.09	0.08

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.8
Total Del/Veh (s)	5.2
Total Stops	148
Stop/Veh	0.12

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.2
Total Delay (hr)	0.1	0.0	0.5	0.1	0.2	1.2	0.2	2.4
Total Del/Veh (s)	6.5	0.5	6.0	2.7	3.9	10.7	7.4	6.8
Total Stops	18	0	96	10	9	131	21	285
Stop/Veh	0.38	0.00	0.29	0.05	0.04	0.31	0.28	0.22

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.5	0.4	0.0	0.1	0.0	1.0
Total Del/Veh (s)	3.4	5.8	5.3	3.1	3.0	3.0	4.9
Total Stops	1	18	5	0	19	6	49
Stop/Veh	0.05	0.06	0.02	0.00	0.19	0.12	0.07

Queuing and Blocking Report

2027 Build AM Peak Hour - Roundabouts

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	64	88	141
Average Queue (ft)	20	15	23	25
95th Queue (ft)	52	46	62	91
Link Distance (ft)	516	666	1264	203
Upstream Blk Time (%)				0
Queuing Penalty (veh)				2
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Route 50 & Jones Road

















Movement	SB	NE	SW
Directions Served	LR	LT	TR
Maximum Queue (ft)	132	82	176
Average Queue (ft)	45	12	57
95th Queue (ft)	95	48	126
Link Distance (ft)	1372	203	758
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	64	71	54
Average Queue (ft)	15	6	19
95th Queue (ft)	47	34	48
Link Distance (ft)	426	976	238
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build PM Peak Hour - Roundabouts

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Future Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Storage Length (ft)	0		0	0		75	50		100	50		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		571			721			1319			312	
Travel Time (s)		11.1			14.0			20.0			4.7	
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
Shared Lane Traffic (%)												
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type: Other
 Control Type: Roundabout

Lanes, Volumes, Timings
 2: Route 50 & Jones Road

2027 Build PM Peak Hour - Roundabouts



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	41	381	672	549	322	94
Future Volume (vph)	41	381	672	549	322	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	0	0	0			0
Taper Length (ft)	50		50			
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control	Yield			Yield	Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 Build PM Peak Hour - Roundabouts



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	45	382	550	108	64	27
Future Volume (vph)	45	382	550	108	64	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Yield	Yield		Yield	

Intersection Summary

Area Type: Other
 Control Type: Roundabout

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.9	0.2	135.7	6.2	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	16.6	25.4	21.9	795.0	529.8	558.7	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	0.6	0.9	8.8	0.1	45.8	1.9	0.1	0.6	0.1
Total Del/Veh (s)	7.6	9.0	7.5	208.8	195.8	219.2	288.9	255.9	246.6	3.4	4.7	3.4
Total Stops	90	9	2	8	13	119	0	88	4	8	24	6
Stop/Veh	0.47	0.45	0.33	0.80	0.76	0.83	0.00	0.14	0.14	0.07	0.05	0.05

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	143.2
Denied Del/Veh (s)	250.0
Total Delay (hr)	59.4
Total Del/Veh (s)	120.5
Total Stops	371
Stop/Veh	0.21

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.6	0.4	0.0	0.0	1.1
Denied Del/Veh (s)	0.0	0.0	0.0	4.5	3.7	0.4	0.4	2.2
Total Delay (hr)	0.1	0.0	0.6	3.6	3.3	1.0	0.2	8.8
Total Del/Veh (s)	5.6	0.4	5.7	25.9	28.1	11.3	8.6	17.9
Total Stops	10	0	97	466	377	139	40	1129
Stop/Veh	0.24	0.00	0.25	0.92	0.90	0.42	0.43	0.63

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.1	0.1	0.2
Total Delay (hr)	0.1	0.7	0.8	0.1	0.1	0.0	1.8
Total Del/Veh (s)	4.1	6.3	6.8	4.7	3.4	3.3	6.0
Total Stops	3	16	19	3	16	7	64
Stop/Veh	0.07	0.04	0.04	0.03	0.26	0.23	0.06

Queuing and Blocking Report

2027 Build PM Peak Hour - Roundabouts

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	120	531	1319	96
Average Queue (ft)	45	281	1250	16
95th Queue (ft)	91	641	1496	63
Link Distance (ft)	516	666	1264	203
Upstream Blk Time (%)		10	91	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Route 50 & Jones Road

Movement	SB	NE	SW
Directions Served	LR	LT	TR
Maximum Queue (ft)	112	279	157
Average Queue (ft)	44	230	61
95th Queue (ft)	86	338	120
Link Distance (ft)	1372	203	758
Upstream Blk Time (%)		70	
Queuing Penalty (veh)		860	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	75	79	68
Average Queue (ft)	14	15	19
95th Queue (ft)	51	54	53
Link Distance (ft)	426	976	238
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build AM Peak Hour - Roundabouts with Lanes



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Future Volume (vph)	65	10	2	21	14	60	5	276	16	91	560	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		571			721			402			312	
Travel Time (s)		11.1			14.0			6.1			4.7	
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 (%)	4%	8%	2%	3%	12%	5%	2%	7%	13%	2%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type: Other
 Control Type: Roundabout

Lanes, Volumes, Timings
 2: Route 50 & Jones Road

2027 Build AM Peak Hour - Roundabouts with Lanes



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	47	329	194	207	410	69
Future Volume (vph)	47	329	194	207	410	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	4%	6%	4%	4%
Shared Lane Traffic (%)						
Sign Control	Yield			Yield	Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Lanes, Volumes, Timings

3: Jones Road & Putnam Lane

2027 Build AM Peak Hour - Roundabouts with Lanes



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	19	285	245	33	97	48
Future Volume (vph)	19	285	245	33	97	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%
Shared Lane Traffic (%)						
Sign Control		Yield	Yield		Yield	

Intersection Summary	
Area Type:	Other
Control Type:	Roundabout

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.1	0.7	0.1
Total Del/Veh (s)	6.7	8.1	7.6	3.6	5.0	3.1	2.2	5.5	2.5	3.5	4.6	3.7
Total Stops	38	5	2	5	3	10	0	51	3	10	59	9
Stop/Veh	0.56	0.50	0.67	0.26	0.23	0.17	0.00	0.18	0.19	0.11	0.10	0.10

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.6
Total Del/Veh (s)	4.7
Total Stops	195
Stop/Veh	0.16

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.2
Total Delay (hr)	0.1	0.0	0.7	0.1	0.2	1.1	0.1	2.4
Total Del/Veh (s)	7.5	0.4	7.2	2.7	3.2	9.6	6.3	6.6
Total Stops	21	0	129	19	10	104	10	293
Stop/Veh	0.42	0.00	0.38	0.10	0.05	0.25	0.15	0.23

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.5	0.4	0.0	0.1	0.0	1.1
Total Del/Veh (s)	3.6	5.8	5.3	3.1	3.3	2.9	5.0
Total Stops	2	18	6	0	21	5	52
Stop/Veh	0.10	0.06	0.02	0.00	0.20	0.10	0.07

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	NE	SW
Directions Served	LTR	LTR	LT	TR	LTR
Maximum Queue (ft)	75	57	76	68	168
Average Queue (ft)	29	16	20	18	33
95th Queue (ft)	63	46	55	51	110
Link Distance (ft)	496	646	299	299	163
Upstream Blk Time (%)					1
Queuing Penalty (veh)					9
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Route 50 & Jones Road

Movement	SB	NE	NE	SW
Directions Served	LR	L	T	TR
Maximum Queue (ft)	172	69	59	148
Average Queue (ft)	59	14	9	48
95th Queue (ft)	123	47	38	106
Link Distance (ft)	1352	163	163	739
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	69	53	65
Average Queue (ft)	15	5	18
95th Queue (ft)	48	30	50
Link Distance (ft)	426	976	238
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Lanes, Volumes, Timings
 1: Route 50 & Ingersoll Road/Old Gick Road

2027 Build PM Peak Hour - Roundabouts with Lanes



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Future Volume (vph)	185	20	6	11	17	140	2	896	40	121	467	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	11	11
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		571			721			402			312	
Travel Time (s)		11.1			14.0			6.1			4.7	
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
Shared Lane Traffic (%)												
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Lanes, Volumes, Timings
 2: Route 50 & Jones Road

2027 Build PM Peak Hour - Roundabouts with Lanes



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	41	381	672	549	322	94
Future Volume (vph)	41	381	672	549	322	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Link Speed (mph)	40			45	45	
Link Distance (ft)	1455			312	813	
Travel Time (s)	24.8			4.7	12.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control	Yield			Yield	Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Lanes, Volumes, Timings
 3: Jones Road & Putnam Lane

2027 Build PM Peak Hour - Roundabouts with Lanes



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	45	382	550	108	64	27
Future Volume (vph)	45	382	550	108	64	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		40	40		30	
Link Distance (ft)		481	1069		294	
Travel Time (s)		8.2	18.2		6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Yield	Yield		Yield	

Intersection Summary

Area Type: Other
 Control Type: Roundabout

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.3	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.1	0.0	0.0	0.0	0.3	0.0	4.3	0.1	0.1	0.6	0.1
Total Del/Veh (s)	9.2	10.6	9.3	6.0	8.8	7.6	10.8	16.9	7.4	3.4	4.5	3.2
Total Stops	121	11	4	6	9	75	1	559	18	9	32	6
Stop/Veh	0.62	0.55	0.67	0.50	0.50	0.54	0.50	0.62	0.43	0.08	0.07	0.05

1: Route 50 & Ingersoll Road/Old Gick Road Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	6.1
Total Del/Veh (s)	10.7
Total Stops	851
Stop/Veh	0.41

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBT	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.4	0.4	0.1
Total Delay (hr)	0.1	0.0	0.6	2.3	0.8	1.5	0.3	5.6
Total Del/Veh (s)	6.1	0.4	5.8	12.1	5.1	16.1	11.5	9.6
Total Stops	17	0	106	391	83	219	40	856
Stop/Veh	0.40	0.00	0.28	0.57	0.15	0.67	0.43	0.41

3: Jones Road & Putnam Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.1	0.2	0.2
Total Delay (hr)	0.1	0.7	1.2	0.2	0.1	0.0	2.2
Total Del/Veh (s)	4.0	6.3	7.9	5.5	3.8	3.6	6.7
Total Stops	2	15	32	5	22	6	82
Stop/Veh	0.04	0.04	0.06	0.05	0.33	0.21	0.07

Intersection: 1: Route 50 & Ingersoll Road/Old Gick Road

Movement	SE	NW	NE	NE	B4	SW
Directions Served	LTR	LTR	LT	TR	T	LTR
Maximum Queue (ft)	129	122	288	157	59	124
Average Queue (ft)	53	43	127	68	4	22
95th Queue (ft)	96	83	263	138	53	82
Link Distance (ft)	496	646	299	299	889	163
Upstream Blk Time (%)			2			1
Queuing Penalty (veh)			0			5
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Route 50 & Jones Road

Movement	SB	NE	NE	SW
Directions Served	LR	L	T	TR
Maximum Queue (ft)	126	208	201	211
Average Queue (ft)	48	102	57	78
95th Queue (ft)	93	207	177	160
Link Distance (ft)	1352	163	163	739
Upstream Blk Time (%)		12	3	
Queuing Penalty (veh)		74	19	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Jones Road & Putnam Lane

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	72	81	66
Average Queue (ft)	14	21	21
95th Queue (ft)	48	63	53
Link Distance (ft)	426	976	238
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Lanes, Volumes, Timings

1: Route 50 & Ingersoll Rd & Old Gick Rd & Jones Rd 2027 Build AM Peak Hour - 1 Roundabout with 5 legs



Lane Group	EBL2	EBL	EBR	SBL2	SBL	SBR	SBR2	NWL2	NWL	NWR	NWR2	NEL2
Lane Configurations												
Traffic Volume (vph)	29	36	20	47	47	249	33	21	14	31	29	5
Future Volume (vph)	29	36	20	47	47	249	33	21	14	31	29	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35			40				35			
Link Distance (ft)		274			277				954			
Travel Time (s)		5.3			4.7				18.6			
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
Shared Lane Traffic (%)												
Sign Control		Yield			Yield				Yield			

Intersection Summary

Area Type: Other
 Control Type: Roundabout



Lane Group	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	134	142	16	44	311	55
Future Volume (vph)	134	142	16	44	311	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45	
Link Distance (ft)		368			256	
Travel Time (s)		5.6			3.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Yield			Yield	

Intersection Summary

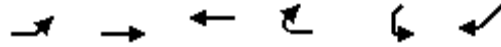
Lanes, Volumes, Timings
 2: Jones Rd & Route 50 Slip Ramp

2027 Build AM Peak Hour - 1 Roundabout with 5 legs

	↑	↖	↙	↓	↘	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↗
Traffic Volume (vph)	194	0	0	376	0	69
Future Volume (vph)	194	0	0	376	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	40			40	25	
Link Distance (ft)	277			1311	250	
Travel Time (s)	4.7			22.3	6.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Lanes, Volumes, Timings
 3: Route 50 & Old Gick Slip Ramp

2027 Build AM Peak Hour - 1 Roundabout with 5 legs



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑	↑			↗
Traffic Volume (vph)	0	297	581	0	0	6
Future Volume (vph)	0	297	581	0	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45	45		25	
Link Distance (ft)		1195	368		340	
Travel Time (s)		18.1	5.6		9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Rd & Old Gick Rd & Jones Rd Performance by movement

Movement	EBL2	EBL	EBR	SBL2	SBL	SBT	SBR	SBR2	NWL2	NWL	NWR	NWR2
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.1
Total Delay (hr)	0.0	0.1	0.0	0.1	0.1	0.0	0.4	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.4	5.1	4.8	6.0	5.6	1.2	5.6	5.9	4.0	3.3	3.5	3.5
Total Stops	14	21	9	19	21	0	108	15	7	4	6	7
Stop/Veh	0.54	0.55	0.47	0.41	0.44	0.00	0.43	0.45	0.37	0.31	0.19	0.25

1: Route 50 & Ingersoll Rd & Old Gick Rd & Jones Rd Performance by movement

Movement	NEL2	NEL	NET	NER	SWL	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.2	0.0	0.1	0.6	0.1	1.9
Total Del/Veh (s)	3.3	3.2	5.2	2.5	4.4	6.8	4.6	5.3
Total Stops	1	34	25	2	15	94	15	417
Stop/Veh	0.25	0.25	0.17	0.12	0.32	0.29	0.28	0.33

2: Jones Rd & Route 50 Slip Ramp Performance by movement

Movement	NBT	SBT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.0	0.2
Total Delay (hr)	0.1	0.2	0.0	0.3
Total Del/Veh (s)	1.2	1.9	1.1	1.6
Total Stops	8	1	10	19
Stop/Veh	0.04	0.00	0.14	0.03

3: Route 50 & Old Gick Slip Ramp Performance by movement

Movement	EBT	WBT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.1	0.2	0.0	0.3
Total Del/Veh (s)	0.8	1.1	4.2	1.0
Total Stops	0	5	4	9
Stop/Veh	0.00	0.01	0.50	0.01

Queuing and Blocking Report

2027 Build AM Peak Hour - 1 Roundabout with 5 legs

Intersection: 1: Route 50 & Ingersoll Rd & Old Gick Rd & Jones Rd

Movement	EB	SB	NW	NE	NE	SW
Directions Served	<LR	<LR>	<LR>	<L	TR	LTR
Maximum Queue (ft)	72	141	63	67	52	120
Average Queue (ft)	29	57	19	23	19	51
95th Queue (ft)	60	105	50	54	48	97
Link Distance (ft)	161	167	878	259	259	154
Upstream Blk Time (%)		0				0
Queuing Penalty (veh)		0				0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jones Rd & Route 50 Slip Ramp

Movement	SB	NW
Directions Served	T	R
Maximum Queue (ft)	13	41
Average Queue (ft)	1	10
95th Queue (ft)	11	34
Link Distance (ft)	1283	174
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Route 50 & Old Gick Slip Ramp

Movement	SW
Directions Served	R
Maximum Queue (ft)	35
Average Queue (ft)	4
95th Queue (ft)	22
Link Distance (ft)	245
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Lanes, Volumes, Timings

1: Route 50 & Ingersoll Rd & Old Gick Rd & Jones Rd

2027 Build PM Peak Hour - 1 Roundabout with 5 legs



Lane Group	EBL2	EBL	EBR	SBL2	SBL	SBR	SBR2	NWL2	NWL	NWR	NWR2	NEL2
Lane Configurations												
Traffic Volume (vph)	95	90	10	41	67	256	58	11	17	83	57	2
Future Volume (vph)	95	90	10	41	67	256	58	11	17	83	57	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35			40				35			
Link Distance (ft)		274			277				954			
Travel Time (s)		5.3			4.7				18.6			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Sign Control		Yield			Yield				Yield			

Intersection Summary

Area Type: Other

Control Type: Roundabout



Lane Group	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	494	402	40	54	211	57
Future Volume (vph)	494	402	40	54	211	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45	
Link Distance (ft)		368			256	
Travel Time (s)		5.6			3.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control		Yield			Yield	

Intersection Summary

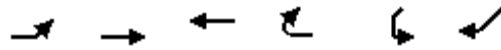
Lanes, Volumes, Timings
 2: Jones Rd & Route 50 Slip Ramp

2027 Build PM Peak Hour - 1 Roundabout with 5 legs

	↑	↖	↙	↓	↘	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↗
Traffic Volume (vph)	672	0	0	422	0	94
Future Volume (vph)	672	0	0	422	0	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	40			40	25	
Link Distance (ft)	277			1311	250	
Travel Time (s)	4.7			22.3	6.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Lanes, Volumes, Timings
 3: Route 50 & Old Gick Slip Ramp

2027 Build PM Peak Hour - 1 Roundabout with 5 legs



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑	↑			↑
Traffic Volume (vph)	0	938	478	0	0	2
Future Volume (vph)	0	938	478	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45	45		25	
Link Distance (ft)		1195	368		340	
Travel Time (s)		18.1	5.6		9.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Rd & Old Gick Rd & Jones Rd Performance by movement

Movement	EBL2	EBL	EBR	SBL2	SBL	SBT	SBR	SBR2	NWL2	NWL	NWR	NWR2
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.1	0.2	0.2	0.1
Total Delay (hr)	0.2	0.2	0.0	0.1	0.1	0.0	0.4	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	5.9	6.2	6.3	6.1	5.2		5.5	5.3	5.1	5.3	6.0	5.7
Total Stops	51	49	7	20	25	0	107	23	5	8	43	32
Stop/Veh	0.50	0.56	0.54	0.48	0.38		0.41	0.40	0.45	0.50	0.53	0.54

1: Route 50 & Ingersoll Rd & Old Gick Rd & Jones Rd Performance by movement

Movement	NEL2	NEL	NET	NER	SWL	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	3.7	1.4	0.1	0.2	0.9	0.2	7.8
Total Del/Veh (s)	42.8	26.7	12.6	9.5	12.0	14.4	12.3	13.5
Total Stops	1	418	218	22	37	153	44	1263
Stop/Veh	1.00	0.84	0.53	0.54	0.69	0.70	0.72	0.61

2: Jones Rd & Route 50 Slip Ramp Performance by movement

Movement	NBT	SBT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.0	0.1
Total Delay (hr)	0.6	0.2	0.2	1.1
Total Del/Veh (s)	3.2	2.1	7.1	3.1
Total Stops	102	0	66	168
Stop/Veh	0.15	0.00	0.68	0.14

3: Route 50 & Old Gick Slip Ramp Performance by movement

Movement	EBT	WBT	SWR	All
Denied Delay (hr)	0.3	0.0	0.0	0.3
Denied Del/Veh (s)	1.0	0.0	0.0	0.7
Total Delay (hr)	2.0	0.2	0.0	2.2
Total Del/Veh (s)	7.5	1.5	3.5	5.4
Total Stops	96	10	1	107
Stop/Veh	0.10	0.02	0.33	0.07

Queuing and Blocking Report

2027 Build PM Peak Hour - 1 Roundabout with 5 legs

Intersection: 1: Route 50 & Ingersoll Rd & Old Gick Rd & Jones Rd

Movement	EB	SB	NW	NE	NE	SW
Directions Served	<LR	<LR>	<LR>	<L	TR	LTR
Maximum Queue (ft)	106	140	83	271	210	154
Average Queue (ft)	44	58	39	157	84	78
95th Queue (ft)	79	108	69	286	167	142
Link Distance (ft)	161	167	878	259	259	156
Upstream Blk Time (%)	0	0		3	0	1
Queuing Penalty (veh)	0	0		15	1	5
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jones Rd & Route 50 Slip Ramp

Movement	NB	SB	NW
Directions Served	T	T	R
Maximum Queue (ft)	5	6	88
Average Queue (ft)	0	0	35
95th Queue (ft)	5	6	70
Link Distance (ft)	167	1283	173
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Route 50 & Old Gick Slip Ramp

Movement	EB	SW
Directions Served	T	R
Maximum Queue (ft)	306	18
Average Queue (ft)	42	1
95th Queue (ft)	227	12
Link Distance (ft)	1167	245
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Lanes, Volumes, Timings
 1: Route 50 & Old Gick Rd & Jones Rd

2027 Build AM Peak Hour - Roundabout minus Ingersoll



Lane Group	EBL2	EBL	EBR	SBL	SBR	SBR2	NEL2	NEL	NET	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	29	36	0	47	296	33	19	165	171	355	55
Future Volume (vph)	29	36	0	47	296	33	19	165	171	355	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35		40					45	45	
Link Distance (ft)		274		277					290	256	
Travel Time (s)		5.3		4.7					4.4	3.9	
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
Shared Lane Traffic (%)											
Sign Control		Yield		Yield					Yield	Yield	

Intersection Summary

Area Type: Other
 Control Type: Roundabout

Lanes, Volumes, Timings
 2: Route 50 & Ingersoll Rd

2027 Build AM Peak Hour - Roundabout minus Ingersoll



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	21	74	281	16	111	566
Future Volume (vph)	21	74	281	16	111	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	50				50	
Link Speed (mph)	35		45			45
Link Distance (ft)	842		955			251
Travel Time (s)	16.4		14.5			3.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

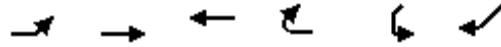
Intersection Summary

Area Type: Other

Control Type: Unsignalized

Lanes, Volumes, Timings
 3: Route 50 & Old Gick Slip Ramp

2027 Build AM Peak Hour - Roundabout minus Ingersoll



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑	↑			↗
Traffic Volume (vph)	0	355	651	0	0	26
Future Volume (vph)	0	355	651	0	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45	45		25	
Link Distance (ft)		251	290		315	
Travel Time (s)		3.8	4.4		8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Lanes, Volumes, Timings
 4: Jones Rd & Route 50 Slip Ramp

2027 Build AM Peak Hour - Roundabout minus Ingersoll

	↑	↖	↙	↓	↘	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↗
Traffic Volume (vph)	194	0	0	376	0	69
Future Volume (vph)	194	0	0	376	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	40			40	25	
Link Distance (ft)	277			1311	250	
Travel Time (s)	4.7			22.3	6.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

1: Route 50 & Old Gick Rd & Jones Rd Performance by movement

Movement	EBL2	EBL	EBT	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.5	0.1	0.0	0.1	0.2	0.6	0.1
Total Del/Veh (s)	4.6	4.4	0.0	6.0		5.4	5.6	2.8	3.1	4.9	6.5	4.0
Total Stops	14	18	0	20	0	122	15	3	26	16	96	13
Stop/Veh	0.45	0.49	0.00	0.42		0.39	0.43	0.17	0.15	0.09	0.27	0.23

1: Route 50 & Old Gick Rd & Jones Rd Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.8
Total Del/Veh (s)	5.2
Total Stops	343
Stop/Veh	0.28

2: Route 50 & Ingersoll Rd Performance by movement

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	4.0	0.3	0.3	0.0	0.0	0.3
Total Delay (hr)	0.1	0.1	0.1	0.0	0.1	0.1	0.5
Total Del/Veh (s)	17.7	3.6	1.1	0.3	3.3	0.9	1.7
Total Stops	22	72	0	0	35	0	129
Stop/Veh	0.96	0.99	0.00	0.00	0.32	0.00	0.12

3: Route 50 & Old Gick Slip Ramp Performance by movement

Movement	EBT	WBT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.0	0.3
Total Del/Veh (s)	1.0	0.9	5.6	1.1
Total Stops	0	3	18	21
Stop/Veh	0.00	0.00	0.60	0.02

4: Jones Rd & Route 50 Slip Ramp Performance by movement

Movement	NBT	SBT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.0	0.2
Total Delay (hr)	0.1	0.2	0.0	0.3
Total Del/Veh (s)	1.1	1.9	1.2	1.6
Total Stops	8	1	13	22
Stop/Veh	0.04	0.00	0.18	0.03

Queuing and Blocking Report

2027 Build AM Peak Hour - Roundabout minus Ingersoll

Intersection: 1: Route 50 & Old Gick Rd & Jones Rd

Movement	EB	SB	NE	NE	SW
Directions Served	<L	LR>	<L	T	TR
Maximum Queue (ft)	60	152	66	63	116
Average Queue (ft)	23	58	19	15	45
95th Queue (ft)	54	112	51	49	91
Link Distance (ft)	161	167	172	172	154
Upstream Blk Time (%)		0			0
Queuing Penalty (veh)		0			1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Route 50 & Ingersoll Rd

Movement	NW	NW	SW
Directions Served	L	R	L
Maximum Queue (ft)	52	61	62
Average Queue (ft)	15	28	24
95th Queue (ft)	41	47	53
Link Distance (ft)	798		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Route 50 & Old Gick Slip Ramp

Movement	SW
Directions Served	R
Maximum Queue (ft)	50
Average Queue (ft)	15
95th Queue (ft)	44
Link Distance (ft)	209
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

2027 Build AM Peak Hour - Roundabout minus Ingersoll

Intersection: 4: Jones Rd & Route 50 Slip Ramp

Movement	SB	NW
Directions Served	T	R
Maximum Queue (ft)	9	42
Average Queue (ft)	1	11
95th Queue (ft)	7	37
Link Distance (ft)	1283	174
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Lanes, Volumes, Timings

1: Route 50 & Old Gick Rd & Jones Rd

2027 Build PM Peak Hour - Roundabout minus Ingersoll



Lane Group	EBL2	EBL	EBR	SBL	SBR	SBR2	NEL2	NEL	NET	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	95	90	0	41	323	58	19	577	459	265	57
Future Volume (vph)	95	90	0	41	323	58	19	577	459	265	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35		40					45	45	
Link Distance (ft)		274		277					290	256	
Travel Time (s)		5.3		4.7					4.4	3.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)											
Sign Control		Yield		Yield					Yield	Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Lanes, Volumes, Timings
 2: Route 50 & Ingersoll Rd

2027 Build PM Peak Hour - Roundabout minus Ingersoll



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	11	157	898	40	131	469
Future Volume (vph)	11	157	898	40	131	469
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	50				50	
Link Speed (mph)	35		45			45
Link Distance (ft)	842		955			251
Travel Time (s)	16.4		14.5			3.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

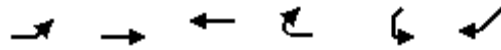
Intersection Summary

Area Type: Other

Control Type: Unsignalized

Lanes, Volumes, Timings
 3: Route 50 & Old Gick Slip Ramp

2027 Build PM Peak Hour - Roundabout minus Ingersoll



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑	↑			↗
Traffic Volume (vph)	0	1055	588	0	0	12
Future Volume (vph)	0	1055	588	0	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45	45		25	
Link Distance (ft)		251	290		315	
Travel Time (s)		3.8	4.4		8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Lanes, Volumes, Timings
 4: Jones Rd & Route 50 Slip Ramp

2027 Build PM Peak Hour - Roundabout minus Ingersoll

	↑	↖	↘	↓	↙	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↗
Traffic Volume (vph)	672	0	0	422	0	94
Future Volume (vph)	672	0	0	422	0	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	40			40	25	
Link Distance (ft)	277			1311	250	
Travel Time (s)	4.7			22.3	6.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

1: Route 50 & Old Gick Rd & Jones Rd Performance by movement

Movement	EBL2	EBL	SBL	SBR	SBR2	NEL2	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.1	0.5	0.1	0.1	2.1	0.9	0.9	0.2	5.1
Total Del/Veh (s)	5.4	6.2	6.2	5.5	5.4	11.8	12.7	7.1	12.5	9.6	9.1
Total Stops	43	52	21	126	22	14	432	123	186	41	1060
Stop/Veh	0.47	0.56	0.50	0.38	0.38	0.70	0.73	0.27	0.69	0.67	0.52

2: Route 50 & Ingersoll Rd Performance by movement

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.2	0.3	0.0	0.0	0.0	0.4
Denied Del/Veh (s)	0.5	3.9	1.0	1.0	0.0	0.0	0.9
Total Delay (hr)	0.5	3.0	1.4	0.0	1.1	0.1	6.2
Total Del/Veh (s)	177.8	65.2	5.5	2.5	31.5	1.1	12.8
Total Stops	12	161	23	5	114	4	319
Stop/Veh	1.09	0.99	0.03	0.12	0.88	0.01	0.18

3: Route 50 & Old Gick Slip Ramp Performance by movement

Movement	EBT	WBT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.1	0.3	0.0	1.5
Total Del/Veh (s)	3.8	2.0	5.1	3.2
Total Stops	56	19	6	81
Stop/Veh	0.05	0.03	0.50	0.05

4: Jones Rd & Route 50 Slip Ramp Performance by movement

Movement	NBT	SBT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.4	0.0	0.1
Total Delay (hr)	0.6	0.3	0.2	1.0
Total Del/Veh (s)	2.9	2.1	6.7	2.9
Total Stops	72	1	59	132
Stop/Veh	0.11	0.00	0.63	0.11

Queuing and Blocking Report

2027 Build PM Peak Hour - Roundabout minus Ingersoll

Intersection: 1: Route 50 & Old Gick Rd & Jones Rd

Movement	EB	SB	NE	NE	SW
Directions Served	<L	LR>	<L	T	TR
Maximum Queue (ft)	93	149	181	123	155
Average Queue (ft)	41	58	110	49	73
95th Queue (ft)	75	111	187	97	132
Link Distance (ft)	161	167	172	172	154
Upstream Blk Time (%)		0	2	0	1
Queuing Penalty (veh)		1	8	0	3
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Route 50 & Ingersoll Rd

Movement	NW	NW	NE	SW	SW
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	308	150	153	127	97
Average Queue (ft)	76	91	18	66	11
95th Queue (ft)	264	160	103	119	83
Link Distance (ft)	798		922		179
Upstream Blk Time (%)				0	1
Queuing Penalty (veh)				0	8
Storage Bay Dist (ft)		100		200	
Storage Blk Time (%)	1	27		0	1
Queuing Penalty (veh)	1	3		2	2

Intersection: 3: Route 50 & Old Gick Slip Ramp

Movement	EB	WB	SW
Directions Served	T	T	R
Maximum Queue (ft)	158	55	31
Average Queue (ft)	23	6	6
95th Queue (ft)	103	58	25
Link Distance (ft)	179	172	209
Upstream Blk Time (%)	0	1	
Queuing Penalty (veh)	3	5	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

2027 Build PM Peak Hour - Roundabout minus Ingersoll

Intersection: 4: Jones Rd & Route 50 Slip Ramp

Movement	NB	SB	NW
Directions Served	T	T	R
Maximum Queue (ft)	6	16	81
Average Queue (ft)	0	1	33
95th Queue (ft)	6	22	65
Link Distance (ft)	167	1283	174
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Lanes, Volumes, Timings

1: Route 50 & Old Gick Rd & Jones Rd

2027 Build AM Peak Hour - Roundabout minus Ingersoll (Signal)



Lane Group	EBL2	EBL	EBR	SBL	SBR	SBR2	NEL2	NEL	NET	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	29	36	0	47	296	33	19	165	171	355	55
Future Volume (vph)	29	36	0	47	296	33	19	165	171	355	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35		40					45	45	
Link Distance (ft)		274		277					290	256	
Travel Time (s)		5.3		4.7					4.4	3.9	
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
Shared Lane Traffic (%)											
Sign Control		Yield		Yield					Yield	Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Lanes, Volumes, Timings
2: Route 50 & Ingersoll Rd

2027 Build AM Peak Hour - Roundabout minus Ingersoll (Signal)



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	21	74	281	16	111	566
Future Volume (vph)	21	74	281	16	111	566
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	50				50	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	35		45			45
Link Distance (ft)	842		955			251
Travel Time (s)	16.4		14.5			3.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	25.0		8.0	25.0
Minimum Split (s)	13.0	13.0	30.0		13.0	30.0
Total Split (s)	15.0	15.0	52.0		13.0	65.0
Total Split (%)	18.8%	18.8%	65.0%		16.3%	81.3%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min

Intersection Summary

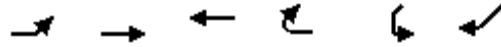
Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 53.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Route 50 & Ingersoll Rd



Lanes, Volumes, Timings
 3: Route 50 & Old Gick Slip Ramp

2027 Build AM Peak Hour - Roundabout minus Ingersoll (Signal)



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑	↑			↗
Traffic Volume (vph)	0	355	651	0	0	26
Future Volume (vph)	0	355	651	0	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45	45		25	
Link Distance (ft)		251	290		315	
Travel Time (s)		3.8	4.4		8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Lanes, Volumes, Timings
 4: Jones Rd & Route 50 Slip Ramp

2027 Build AM Peak Hour - Roundabout minus Ingersoll (Signal)

	↑	↖	↙	↓	↘	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↗
Traffic Volume (vph)	194	0	0	376	0	69
Future Volume (vph)	194	0	0	376	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	40			40	25	
Link Distance (ft)	277			1311	250	
Travel Time (s)	4.7			22.3	6.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

1: Route 50 & Old Gick Rd & Jones Rd Performance by movement

Movement	EBL2	EBL	EBT	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.5	0.1	0.0	0.2	0.2	0.7	0.1
Total Del/Veh (s)	4.6	4.4	0.0	5.8		5.4	5.3	3.1	3.3	5.1	6.6	4.2
Total Stops	14	20	0	20	0	120	14	2	29	15	94	14
Stop/Veh	0.45	0.54	0.00	0.42		0.38	0.40	0.11	0.17	0.09	0.26	0.25

1: Route 50 & Old Gick Rd & Jones Rd Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.8
Total Del/Veh (s)	5.3
Total Stops	342
Stop/Veh	0.28

2: Route 50 & Ingersoll Rd Performance by movement

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	4.1	0.3	0.3	0.0	0.0	0.4
Total Delay (hr)	0.1	0.1	0.4	0.0	0.2	0.5	1.3
Total Del/Veh (s)	15.5	4.5	5.2	2.2	5.9	3.4	4.4
Total Stops	18	62	58	6	48	88	280
Stop/Veh	0.78	0.85	0.20	0.35	0.44	0.15	0.25

3: Route 50 & Old Gick Slip Ramp Performance by movement

Movement	EBT	WBT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.1	0.4
Total Del/Veh (s)	1.8	1.0	7.7	1.5
Total Stops	0	3	19	22
Stop/Veh	0.00	0.00	0.63	0.02

4: Jones Rd & Route 50 Slip Ramp Performance by movement

Movement	NBT	SBT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.0	0.2
Total Delay (hr)	0.1	0.2	0.0	0.3
Total Del/Veh (s)	1.2	1.9	1.2	1.6
Total Stops	9	0	13	22
Stop/Veh	0.04	0.00	0.18	0.03

Queuing and Blocking Report

2027 Build AM Peak Hour - Roundabout minus Ingersoll (Signal)

Intersection: 1: Route 50 & Old Gick Rd & Jones Rd

Movement	EB	SB	NE	NE	SW
Directions Served	<L	LR>	<L	T	TR
Maximum Queue (ft)	56	144	76	61	122
Average Queue (ft)	24	58	20	13	45
95th Queue (ft)	54	109	55	43	96
Link Distance (ft)	161	167	172	172	154
Upstream Blk Time (%)		0			0
Queuing Penalty (veh)		0			1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Route 50 & Ingersoll Rd

Movement	NW	NW	NE	SW	SW
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	48	62	114	74	144
Average Queue (ft)	13	28	42	31	58
95th Queue (ft)	38	48	89	63	122
Link Distance (ft)	798		922		179
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)		100		200	
Storage Blk Time (%)					0
Queuing Penalty (veh)					0

Intersection: 3: Route 50 & Old Gick Slip Ramp

Movement	WB	SW
Directions Served	T	R
Maximum Queue (ft)	17	56
Average Queue (ft)	1	17
95th Queue (ft)	12	47
Link Distance (ft)	172	209
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

2027 Build AM Peak Hour - Roundabout minus Ingersoll (Signal)

Intersection: 4: Jones Rd & Route 50 Slip Ramp

Movement	NB	SB	NW
Directions Served	T	T	R
Maximum Queue (ft)	3	11	49
Average Queue (ft)	0	0	11
95th Queue (ft)	4	8	39
Link Distance (ft)	167	1283	174
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Lanes, Volumes, Timings

1: Route 50 & Old Gick Rd & Jones Rd

2027 Build PM Peak Hour - Roundabout minus Ingersoll (Signal)



Lane Group	EBL2	EBL	EBR	SBL	SBR	SBR2	NEL2	NEL	NET	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	95	90	0	41	323	58	19	577	459	265	57
Future Volume (vph)	95	90	0	41	323	58	19	577	459	265	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		35		40					45	45	
Link Distance (ft)		274		277					290	256	
Travel Time (s)		5.3		4.7					4.4	3.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)											
Sign Control		Yield		Yield					Yield	Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Lanes, Volumes, Timings

2: Route 50 & Ingersoll Rd

2027 Build PM Peak Hour - Roundabout minus Ingersoll (Signal)



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	11	157	898	40	131	469
Future Volume (vph)	11	157	898	40	131	469
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	50				50	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	35		45			45
Link Distance (ft)	842		955			251
Travel Time (s)	16.4		14.5			3.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	25.0		8.0	25.0
Minimum Split (s)	13.0	13.0	30.0		13.0	30.0
Total Split (s)	15.0	15.0	52.0		13.0	65.0
Total Split (%)	18.8%	18.8%	65.0%		16.3%	81.3%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min

Intersection Summary

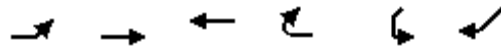
Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 73.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Route 50 & Ingersoll Rd



Lanes, Volumes, Timings
 3: Route 50 & Old Gick Slip Ramp

2027 Build PM Peak Hour - Roundabout minus Ingersoll (Signal)



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑	↑			↑
Traffic Volume (vph)	0	1055	588	0	0	12
Future Volume (vph)	0	1055	588	0	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45	45		25	
Link Distance (ft)		251	290		315	
Travel Time (s)		3.8	4.4		8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Lanes, Volumes, Timings
 4: Jones Rd & Route 50 Slip Ramp

2027 Build PM Peak Hour - Roundabout minus Ingersoll (Signal)

	↑	↖	↘	↓	↙	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↗
Traffic Volume (vph)	672	0	0	422	0	94
Future Volume (vph)	672	0	0	422	0	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	40			40	25	
Link Distance (ft)	277			1311	250	
Travel Time (s)	4.7			22.3	6.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

1: Route 50 & Old Gick Rd & Jones Rd Performance by movement

Movement	EBL2	EBL	SBL	SBR	SBR2	NEL2	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.1	0.4	0.1	0.1	2.0	0.9	0.9	0.1	4.8
Total Del/Veh (s)	5.2	5.6	6.1	5.0	4.9	12.7	13.1	7.2	12.2	8.7	9.1
Total Stops	41	47	20	114	19	13	418	113	171	36	992
Stop/Veh	0.47	0.53	0.51	0.37	0.35	0.68	0.75	0.26	0.67	0.63	0.52

2: Route 50 & Ingersoll Rd Performance by movement

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.2	0.4	0.0	0.0	0.0	0.6
Denied Del/Veh (s)	0.4	3.6	1.6	1.4	0.0	0.0	1.2
Total Delay (hr)	0.1	0.9	7.1	0.3	0.9	0.4	9.6
Total Del/Veh (s)	28.3	21.2	29.6	25.1	25.9	2.9	21.0
Total Stops	9	130	556	31	103	60	889
Stop/Veh	0.90	0.85	0.64	0.78	0.85	0.13	0.54

3: Route 50 & Old Gick Slip Ramp Performance by movement

Movement	EBT	WBT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.2	0.0	1.6
Total Del/Veh (s)	5.0	1.3	4.8	3.7
Total Stops	56	8	6	70
Stop/Veh	0.06	0.01	0.60	0.04

4: Jones Rd & Route 50 Slip Ramp Performance by movement

Movement	NBT	SBT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.0	0.1
Total Delay (hr)	0.5	0.2	0.2	0.9
Total Del/Veh (s)	2.9	2.0	6.5	2.8
Total Stops	66	1	57	124
Stop/Veh	0.10	0.00	0.65	0.11

Queuing and Blocking Report

2027 Build PM Peak Hour - Roundabout minus Ingersoll (Signal)

Intersection: 1: Route 50 & Old Gick Rd & Jones Rd

Movement	EB	SB	NE	NE	SW
Directions Served	<L	LR>	<L	T	TR
Maximum Queue (ft)	92	140	180	121	155
Average Queue (ft)	42	55	122	52	72
95th Queue (ft)	76	104	190	101	129
Link Distance (ft)	161	167	172	172	154
Upstream Blk Time (%)		0	1		1
Queuing Penalty (veh)		0	8		2
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Route 50 & Ingersoll Rd

Movement	NW	NW	NE	SW	SW
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	133	135	652	118	127
Average Queue (ft)	14	73	323	70	50
95th Queue (ft)	65	121	662	113	105
Link Distance (ft)	798		922		179
Upstream Blk Time (%)			2		0
Queuing Penalty (veh)			0		0
Storage Bay Dist (ft)		100		200	
Storage Blk Time (%)	0	4			0
Queuing Penalty (veh)	0	0			0

Intersection: 3: Route 50 & Old Gick Slip Ramp

Movement	EB	SW
Directions Served	T	R
Maximum Queue (ft)	149	31
Average Queue (ft)	27	7
95th Queue (ft)	115	27
Link Distance (ft)	179	209
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	3	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

2027 Build PM Peak Hour - Roundabout minus Ingersoll (Signal)

Intersection: 4: Jones Rd & Route 50 Slip Ramp

Movement	NB	SB	NW
Directions Served	T	T	R
Maximum Queue (ft)	2	9	83
Average Queue (ft)	0	0	35
95th Queue (ft)	3	7	67
Link Distance (ft)	167	1283	174
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Lanes, Volumes, Timings
1: Route 50 & Ingersoll Road

2027 Build AM Peak Hour - Relocated Old Gick & All Signals

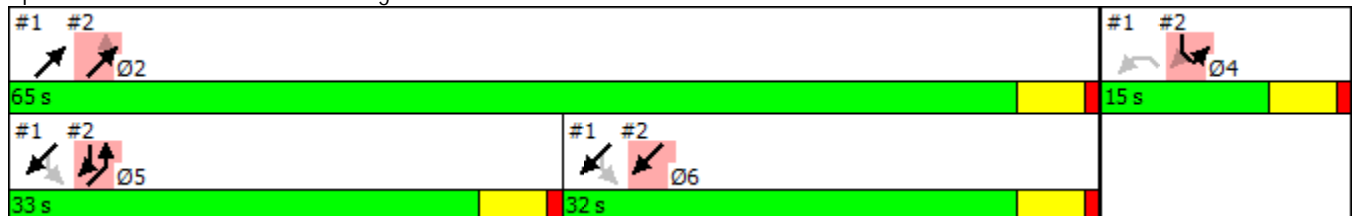


Lane Group	NWL	NWR	NET	NER	SWL	SWT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	35	60	341	26	91	648		
Future Volume (vph)	35	60	341	26	91	648		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	11		
Storage Length (ft)	0	75		100	75			
Storage Lanes	1	0		0	1			
Taper Length (ft)	50				50			
Right Turn on Red		Yes		Yes				
Link Speed (mph)	35		45			45		
Link Distance (ft)	721		1221			312		
Travel Time (s)	14.0		18.5			4.7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Shared Lane Traffic (%)								
Turn Type	Perm		NA		Perm	NA		
Protected Phases			2			5 6	5	6
Permitted Phases	4				5 6			
Detector Phase	4		2		5 6	5 6		
Switch Phase								
Minimum Initial (s)	8.0		8.0			8.0	8.0	
Minimum Split (s)	13.0		13.0			13.0	13.0	
Total Split (s)	15.0		65.0			33.0	32.0	
Total Split (%)	18.8%		81.3%			41%	40%	
Yellow Time (s)	4.0		4.0			4.0	4.0	
All-Red Time (s)	1.0		1.0			1.0	1.0	
Lost Time Adjust (s)	0.0		0.0					
Total Lost Time (s)	5.0		5.0					
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Recall Mode	None		Min				None	Min

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 65.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Route 50 & Ingersoll Road



Lanes, Volumes, Timings

2: Route 50 & Jones Road

2027 Build AM Peak Hour - Relocated Old Gick & All Signals



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	47	329	194	207	410	69
Future Volume (vph)	47	329	194	207	410	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			45	45	
Link Distance (ft)	728			312	813	
Travel Time (s)	12.4			4.7	12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	
Total Split (s)	15.0	33.0	33.0	65.0	32.0	
Total Split (%)	18.8%	41.3%	41.3%	81.3%	40.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 65.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Route 50 & Jones Road

#1 #2 Ø2	#1 #2 Ø4
65 s	15 s
#1 #2 Ø5	#1 #2 Ø6
33 s	32 s

Lanes, Volumes, Timings 3: Route 50 & Relocate Old Gick

2027 Build AM Peak Hour - Relocated Old Gick & All Signals



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	75	2	5	292	574	109
Future Volume (vph)	75	2	5	292	574	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			45	45	
Link Distance (ft)	746			860	1221	
Travel Time (s)	17.0			13.0	18.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	10.0		10.0	10.0	10.0	
Total Split (s)	17.0		43.0	43.0	43.0	
Total Split (%)	28.3%		71.7%	71.7%	71.7%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min	Min	Min	

Intersection Summary

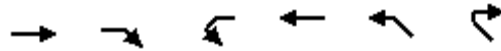
Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 47.1
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Route 50 & Relocate Old Gick



Lanes, Volumes, Timings
 4: Relocate Old Gick & Old Gick Road

2027 Build AM Peak Hour - Relocated Old Gick & All Signals



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	1	76	1	1	113	1
Future Volume (vph)	1	76	1	1	113	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	35			30	30	
Link Distance (ft)	515			1268	746	
Travel Time (s)	10.0			28.8	17.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road Performance by movement

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.3	0.2	0.4	0.0	0.3	1.1	2.4
Total Del/Veh (s)	33.4	11.7	4.4	2.5	9.9	6.3	7.0
Total Stops	33	55	40	5	55	147	335
Stop/Veh	0.92	0.89	0.12	0.17	0.60	0.22	0.28

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	3.5	0.5	0.0	0.0	0.5	0.5	0.4
Total Delay (hr)	0.4	0.8	0.4	0.1	3.5	0.4	5.7
Total Del/Veh (s)	32.7	8.4	8.1	2.1	30.5	22.5	16.2
Total Stops	42	153	96	14	297	54	656
Stop/Veh	0.91	0.47	0.48	0.07	0.72	0.78	0.52

3: Route 50 & Relocate Old Gick Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.3	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.2	1.2	0.1	1.8
Total Del/Veh (s)	11.4	4.8	9.5	2.8	7.5	4.6	6.2
Total Stops	60	2	4	38	87	20	211
Stop/Veh	0.86	0.67	0.67	0.13	0.15	0.19	0.20

4: Relocate Old Gick & Old Gick Road Performance by movement

Movement	EBT	EBR	WBL	WBT	NWL	NWT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.0		0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Total Del/Veh (s)	1.5	0.4	1.5	0.0	4.5		2.2	2.8
Total Stops	0	0	0	0	109	0	1	110
Stop/Veh	0.00	0.00	0.00	0.00	0.99		1.00	0.59

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	10.6
Total Del/Veh (s)	28.0
Total Stops	1312
Stop/Veh	0.96

Queuing and Blocking Report

2027 Build AM Peak Hour - Relocated Old Gick & All Signals

Intersection: 1: Route 50 & Ingersoll Road

Movement	NW	NE	SW	SW
Directions Served	LR	TR	L	T
Maximum Queue (ft)	121	106	119	227
Average Queue (ft)	47	33	40	98
95th Queue (ft)	94	81	96	191
Link Distance (ft)	685	1154		266
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)			75	
Storage Blk Time (%)			0	7
Queuing Penalty (veh)			3	6

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	83	156	110	57	416
Average Queue (ft)	27	59	52	13	184
95th Queue (ft)	61	117	92	42	332
Link Distance (ft)		679		266	766
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		160		
Storage Blk Time (%)	0	2			
Queuing Penalty (veh)	0	1			

Intersection: 3: Route 50 & Relocate Old Gick

Movement	EB	NE	SW
Directions Served	LR	LT	TR
Maximum Queue (ft)	84	94	157
Average Queue (ft)	35	30	62
95th Queue (ft)	65	74	129
Link Distance (ft)	668	835	1154
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

2027 Build AM Peak Hour - Relocated Old Gick & All Signals

Intersection: 4: Relocate Old Gick & Old Gick Road

Movement	WB	NW
Directions Served	LT	LR
Maximum Queue (ft)	3	56
Average Queue (ft)	0	28
95th Queue (ft)	3	45
Link Distance (ft)	1230	668
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 11

Lanes, Volumes, Timings
1: Route 50 & Ingersoll Road

2027 Build PM Peak Hour - Relocated Old Gick & All Signals

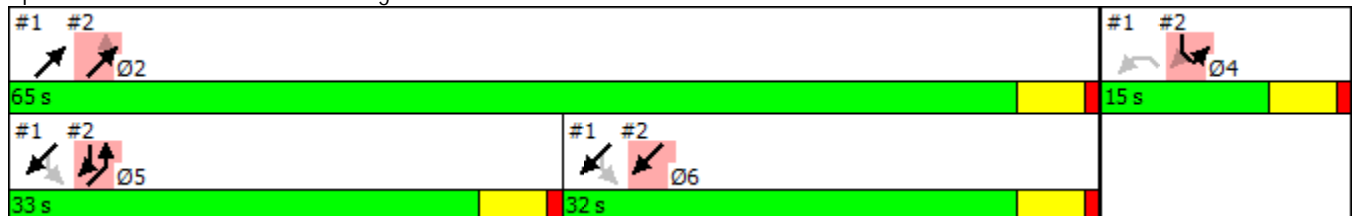


Lane Group	NWL	NWR	NET	NER	SWL	SWT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	28	140	1081	60	121	582		
Future Volume (vph)	28	140	1081	60	121	582		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	11		
Storage Length (ft)	0	75		100	75			
Storage Lanes	1	0		0	1			
Taper Length (ft)	50				50			
Right Turn on Red		Yes		Yes				
Link Speed (mph)	35		45			45		
Link Distance (ft)	721		1221			312		
Travel Time (s)	14.0		18.5			4.7		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Shared Lane Traffic (%)								
Turn Type	Perm		NA		Perm	NA		
Protected Phases			2			5 6	5	6
Permitted Phases	4				5 6			
Detector Phase	4		2		5 6	5 6		
Switch Phase								
Minimum Initial (s)	8.0		8.0			8.0	8.0	
Minimum Split (s)	13.0		13.0			13.0	13.0	
Total Split (s)	15.0		65.0			33.0	32.0	
Total Split (%)	18.8%		81.3%			41%	40%	
Yellow Time (s)	4.0		4.0			4.0	4.0	
All-Red Time (s)	1.0		1.0			1.0	1.0	
Lost Time Adjust (s)	0.0		0.0					
Total Lost Time (s)	5.0		5.0					
Lead/Lag							Lead	Lag
Lead-Lag Optimize?							Yes	Yes
Recall Mode	None		Min				None	Min

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 78.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Route 50 & Ingersoll Road



Lanes, Volumes, Timings

2: Route 50 & Jones Road

2027 Build PM Peak Hour - Relocated Old Gick & All Signals



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	41	381	672	549	322	94
Future Volume (vph)	41	381	672	549	322	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11
Storage Length (ft)	100	0	160			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			45	45	
Link Distance (ft)	728			312	813	
Travel Time (s)	12.4			4.7	12.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	
Total Split (s)	15.0	33.0	33.0	65.0	32.0	
Total Split (%)	18.8%	41.3%	41.3%	81.3%	40.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 78.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Route 50 & Jones Road

#1 #2 Ø2	#1 #2 Ø4
65 s	15 s
#1 #2 Ø5	#1 #2 Ø6
33 s	32 s

Lanes, Volumes, Timings
 3: Route 50 & Relocate Old Gick

2027 Build PM Peak Hour - Relocated Old Gick & All Signals

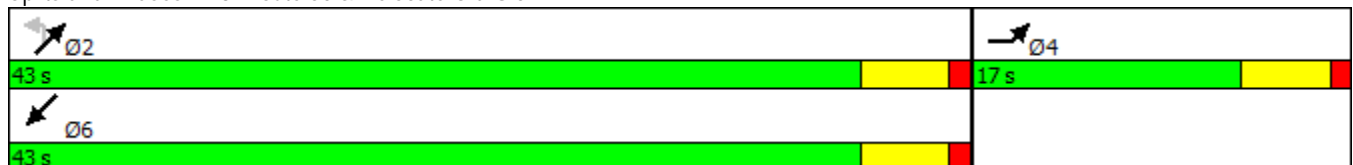


Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	205	6	2	936	478	132
Future Volume (vph)	205	6	2	936	478	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			45	45	
Link Distance (ft)	746			860	1221	
Travel Time (s)	17.0			13.0	18.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	10.0		10.0	10.0	10.0	
Total Split (s)	17.0		43.0	43.0	43.0	
Total Split (%)	28.3%		71.7%	71.7%	71.7%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min	Min	Min	

Intersection Summary

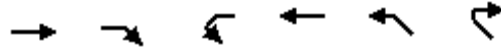
Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 58.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Route 50 & Relocate Old Gick



Lanes, Volumes, Timings
 4: Relocate Old Gick & Old Gick Road

2027 Build PM Peak Hour - Relocated Old Gick & All Signals



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	1	209	2	1	132	2
Future Volume (vph)	1	209	2	1	132	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	35			30	30	
Link Distance (ft)	515			1268	746	
Travel Time (s)	10.0			28.8	17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

1: Route 50 & Ingersoll Road Performance by movement

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	2.5	10.1	0.5	4.3	2.8	20.7
Total Del/Veh (s)	64.5	59.9	33.1	28.3	134.7	18.9	37.6
Total Stops	25	138	677	40	125	314	1319
Stop/Veh	0.96	0.91	0.62	0.65	1.08	0.59	0.67

2: Route 50 & Jones Road Performance by movement

Movement	SBL	SBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	22.2	5.7	28.0
Denied Del/Veh (s)	3.8	0.8	0.0	0.0	248.7	220.4	48.5
Total Delay (hr)	0.7	4.2	3.3	1.0	16.8	4.9	30.8
Total Del/Veh (s)	51.5	38.9	17.3	6.6	216.1	213.4	54.5
Total Stops	50	286	404	98	208	63	1109
Stop/Veh	1.09	0.74	0.60	0.17	0.74	0.77	0.54

3: Route 50 & Relocate Old Gick Performance by movement

Movement	EBL	EBT	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	1.4	1.0	0.0	0.0	0.6
Total Delay (hr)	1.2	0.0	0.0	0.0	3.6	1.7	0.3	6.9
Total Del/Veh (s)	21.0	0.1	14.4	17.7	13.8	13.9	9.6	14.4
Total Stops	172	0	6	2	338	134	37	689
Stop/Veh	0.82	0.00	0.75	1.00	0.36	0.31	0.31	0.40

4: Relocate Old Gick & Old Gick Road Performance by movement

Movement	EBT	EBR	WBL	WBT	NWL	NWT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.2	0.1	0.1	0.0		0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.2
Total Del/Veh (s)		1.0	5.2	0.1	4.7		2.3	2.4
Total Stops	0	0	1	0	119	0	3	123
Stop/Veh		0.00	1.00	0.00	0.99		1.00	0.36

Queuing and Blocking Report

2027 Build PM Peak Hour - Relocated Old Gick & All Signals

Intersection: 1: Route 50 & Ingersoll Road

Movement	NW	NE	SW	SW
Directions Served	LR	TR	L	T
Maximum Queue (ft)	274	753	125	285
Average Queue (ft)	125	357	108	219
95th Queue (ft)	253	787	154	335
Link Distance (ft)	685	1154		266
Upstream Blk Time (%)				23
Queuing Penalty (veh)				167
Storage Bay Dist (ft)			75	
Storage Blk Time (%)			70	10
Queuing Penalty (veh)			414	12

Intersection: 2: Route 50 & Jones Road

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	150	512	210	295	817
Average Queue (ft)	44	181	170	124	581
95th Queue (ft)	124	439	236	285	1015
Link Distance (ft)		679		266	766
Upstream Blk Time (%)		1		2	52
Queuing Penalty (veh)		0		30	0
Storage Bay Dist (ft)	100		160		
Storage Blk Time (%)	0	30	17	0	
Queuing Penalty (veh)	1	12	92	1	

Intersection: 3: Route 50 & Relocate Old Gick

Movement	EB	NE	SW
Directions Served	LR	LT	TR
Maximum Queue (ft)	176	425	265
Average Queue (ft)	92	162	97
95th Queue (ft)	150	363	213
Link Distance (ft)	668	835	1154
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

2027 Build PM Peak Hour - Relocated Old Gick & All Signals

Intersection: 4: Relocate Old Gick & Old Gick Road

Movement	WB	NW
Directions Served	LT	LR
Maximum Queue (ft)	15	67
Average Queue (ft)	1	28
95th Queue (ft)	8	49
Link Distance (ft)	1230	668
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 728

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Teamwork | Quality | Commitment