

**TRAFFIC IMPACT STUDY
CLAY BUSINESS PARK
TOWN OF CLAY, NEW YORK**

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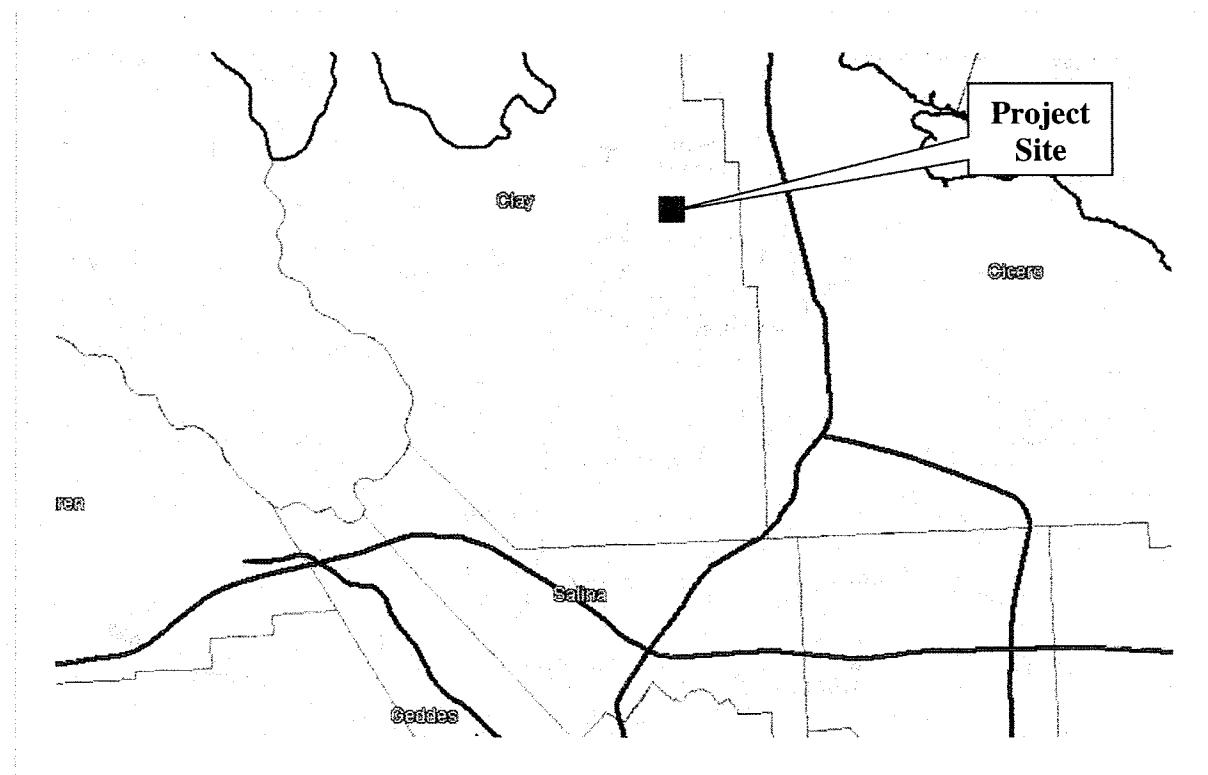
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1.0 INTRODUCTION

This study was conducted to evaluate the traffic impacts, if any, of a proposed development of the Clay Business Park on the adjacent roadway network. The proposed site is located in the Town of Clay, New York, on the north side of NYS Route 31 and west of Caughdenoy Road. The site is mostly a mixture of vacant land and wetlands. The site location is displayed below.

Figure 1
Site Location Map
Clay Business Park



The proposed development will consist of approximately 2 million square feet of industrial park development in a series of a number of different buildings. It is anticipated that the business park will contain a diverse tenant mix and include light manufacturing, warehousing and office space. The main access to the site will be through new driveways that will be constructed on Caughdenoy Road approximately 1000 feet north of NYS Route 31. A conceptual site plan is shown in Figure 2 in Appendix A.

2.0 EXISTING CONDITIONS

2.1 *Roadway Network*

The study area for the proposed development includes the following signalized intersections:

- NYS Route 31/County Route 57
- NYS Route 31/Target Driveway/Lowes Driveway
- NYS Route 31/Dell Center Drive/Willowfield Elementary Driveway
- NYS Route 31/Carling Road
- NYS Route 31/Wegmans East Driveway
- NYS Route 31/Soule Road/NYS Route 481 Southbound Off Ramp
- NYS Route 31/NYS Route 481 Northbound Ramps
- NYS Route 31/Market Fair Mall
- NYS Route 31/Great Northern Mall West Driveway
- NYS Route 31/Great Northern Mall East Driveway
- NYS Route 31/Morgan Road
- NYS Route 31/Henry Clay Boulevard
- NYS Route 31/US Route 11
- NYS Route 31/Interstate 81 Southbound Ramps
- NYS Route 31/Interstate 81 Northbound Off Ramp/Pardee Road
- NYS Route 31/Lakeshore Road Extension
- NYS Route 31/New Country Drive
- NYS Route 31/CNS High School
- NYS Route 31/Thompson Road

In addition, the unsignalized intersection of NYS Route 31 at Caughdenoy Road was also included as part of the study area.

The existing conditions of these roadways are summarized below.

2.2 *Data Collection*

The existing conditions of the roadway system that serve the study area were documented by a field inventory conducted in February and March 2010 and from previous traffic counts that were provided by the New York State Department of Transportation. The purpose of this inventory was to identify features that affect roadway capacity, including existing traffic control, lane usage, pavement widths, speed limits, etc. Manual traffic counts were conducted during the weekday AM (7-9) and PM (4-6) peak commuter periods at all of the intersections with the exception of the following:

- NYS Route 31/Lakeshore Road Extension
- NYS Route 31/New Country Drive
- NYS Route 31/CNS High School

Peak hour traffic volumes for these study area intersections were obtained from the NYSDOT from traffic counts taken in 2008 and 2009. All traffic data was collected while the local school districts were in session.

2.3 Roadway Description

NYS Route 31 is an east/west roadway classified as an urban principal arterial west of Interstate 81 and an urban minor arterial east of Interstate 81 and is owned by the New York State Department of Transportation. NYS Route 31 provides access to residential and commercial developments along its length between County Route 58 and Thompson Road. In the immediate vicinity of the project site, NYS Route 31 provides access mainly to residential development. In the area of the proposed site NYS Route 31 is a two-lane roadway, approximately 44 feet in width, with a single lane in each direction and 10 foot shoulders. According to New York State Department of Transportation (NYSDOT) traffic counts, NYS Route 31 carries between 13,000 and 26,000 vehicles per day.

2.4 Existing Traffic Volumes

As mentioned in Section 2.2, the existing traffic volumes at the study area intersections were documented by conducting manual traffic counts during the weekday AM and PM peak commuter periods and the Saturday peak period because this is when traffic flow is traditionally highest. This volume data was collected for the time periods of 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m. during a weekday in March 2010 while school was in session. Review of the collected data indicates that the peak hourly volumes generally occur during the following time periods:

- Weekday AM Peak: 7:30 – 8:30
- Weekday PM Peak: 4:45 – 5:45

The 2010 existing weekday AM and PM peak hour traffic volumes for the study area were increased by a growth rate of 1.0 percent per year to determine 2012 existing AM and PM peak hour traffic volumes which are shown in Figure 3.

3.0 FUTURE CONDITIONS

In order to assess the traffic conditions after the proposed development is constructed, it is necessary to estimate the traffic volumes generated by the proposed development and the traffic volumes that will be on the adjacent roadways.

3.1 *Background Traffic Condition (Future No Build)*

The background traffic condition represents the estimated traffic volumes on the roadway network in the future without the proposed development. It is anticipated that the proposed development will be complete within 20 years. As requested by the NYSDOT, development planned for the area of NYS Route 31 that is within the study area has been included in the background traffic conditions. The background development includes the following:

- Orange Commons – 113 Single Family Homes
- Clay Park – 106 Townhouses, 63,000 SF Retail
- Alt-Davis – 30 Single Family Homes, 17,000 SF Restaurant, 228,000 SF Retail
- Henry Clay Commons – 80,000 SF Retail
- Nice & Easy Phase 2 – 30,000 SF Retail
- Lepinske Property Residential Development – 266 Single Family Homes

In addition, existing traffic volumes were increased by an annual percentage rate of 1.0 percent per year to serve as increases in traffic due to development that is not known. The 2017, 2022, 2027 and 2032 future No Build weekday AM and PM peak hour traffic volumes for the study area are shown in Figures 4 through 7.

3.2 *Trip Generation*

The proposed development will add trips to the adjacent street network. The number of trips was estimated using the *Trip Generation* (8th Edition) informational report published by the Institute of Transportation Engineers (ITE). The trips were estimated using ITE Land Use Code 130: Industrial Park. Trips were generated for the weekday AM and PM peak hours to coincide with the peak hours for which traffic volumes were collected. It is assumed that all site trips are considered new trips to the surrounding roadway network and represent motorists whose primary destination is the Clay Business Park.

The Clay Business Park will be approximately 2 million square feet. The development has been broken down into four phases to coincide with development at the 25 percent, 50 percent, 75 percent and full build out of the Clay Business Park. The estimated number of new trips generated for each build out phase is summarized in Table 1. It is assumed that development would occur in 5 year increments with the first phase being complete in 2017. The trip generation calculations are contained in Appendix C.

Table 1
Trip Generation
Clay Business Park

| Land Use | Weekday AM Peak | | | Weekday PM Peak | | |
|------------------|-----------------|------|-------|-----------------|------|-------|
| | Enter | Exit | Total | Enter | Exit | Total |
| Phase I | 292 | 64 | 356 | 90 | 337 | 427 |
| Phase II | 498 | 109 | 607 | 171 | 642 | 813 |
| Phase III | 680 | 149 | 829 | 251 | 946 | 1197 |
| Phase IV | 849 | 186 | 1035 | 332 | 1250 | 1582 |

The estimated trips shown in Table 1 for each phase are the total number of trips that are expected to be generated by each phase of development.

3.3 Trip Distribution

Due to the regional nature of the development and the potential to attract traffic from a wide area, the Syracuse Metropolitan Transportation Council's (SMTA) Regional Travel Demand Model was utilized to estimate how traffic would travel to and from the proposed site. The following summarizes the distribution of traffic:

- Arrive from west – 27 percent
- Arrive from east – 73 percent
- Depart to east – 65 percent
- Depart to west – 35 percent

The distribution percentages for new site trips generated by the Clay Business Park can be seen on Figure 8 Appendix A. The distribution of the business park trips is displayed on Figures 9 through 12 in Appendix A.

3.4 Build Condition

To estimate the cumulative impacts of the Clay Business Park development, the Future No Build traffic volumes were combined with the proposed site trips to develop the Build condition traffic volumes, as shown on Figures 13 through 16 in Appendix A.

4.0 CAPACITY ANALYSES

Intersection capacity analyses were conducted for the study area intersections using methodology outlined in the *Highway Capacity Manual 2000* (HCM 2000) published by the Transportation Research Board. Appendix B provides descriptions of the level of service (LOS) criteria for signalized and unsignalized intersections. LOS criteria are measured in average delay per vehicle (seconds), and range from LOS A to LOS F. An overall intersection LOS of E or better is generally considered acceptable during peak periods for signalized intersections in highly congested corridors such as Route 31. A LOS of E or better is generally considered acceptable for unsignalized movements during peak periods. A LOS F represents unacceptable operating conditions at any intersection.

The intersections were analyzed for the weekday AM and PM peak hours for the Existing, No Build and Build conditions. All study area intersections are signal controlled with the exception of NYS Route 31 at Caughdenoy Road and Caughdenoy Road at the proposed Entrance Driveway which are stop sign controlled on the minor street approaches. For the stop sign controlled intersections, LOS results are shown for the stop controlled driveway approach and the left turn from the major roadway.

For the No Build analyses, it was assumed that infrastructure improvements would be completed at two study area intersections to accommodate the background growth that was discussed in Section 3.1. These improvements include:

- NYS Route 31 at Henry Clay Boulevard
 - Eastbound and Westbound exclusive left turn lanes
- NYS Route 31 at Caughdenoy Road
 - Exclusive left turn lanes on all approaches
 - Eastbound and Northbound exclusive right turn lanes
 - Signalization

For the Build analyses, the only improvement that is included in the analyses is a westbound right turn lane at the intersection of NYS Route 31/Caughdenoy Road. Tables 2 through 5 on the following pages summarize the results of the capacity analyses. These tables show the overall intersection operation for each of the No Build and Build scenarios. More detailed summaries by movement and the capacity analysis worksheets are included in Appendix C.

Table 2
Clay Business Park
Level of Service Summary - Phase I

| Intersection With NYS Route 31 | 2012 Existing | | 2017 No Build | | 2017 Build | |
|-----------------------------------|---------------|---------|---------------|---------|------------|---------|
| | AM | PM | AM | PM | AM | PM |
| County Route 57 | B(17.4) | C(25.0) | B(18.0) | C(30.0) | B(18.4) | C(30.3) |
| Target Driveway | B(10.7) | B(18.2) | A(7.6) | C(20.8) | B(10.3) | C(21.2) |
| Dell Center Drive | A(7.2) | B(10.5) | A(8.1) | B(11.1) | A(7.3) | B(11.3) |
| Carling Road | B(10.0) | C(22.6) | B(11.9) | C(24.0) | B(10.3) | C(24.2) |
| Wegmans East | A(4.1) | B(18.4) | A(3.9) | C(21.6) | A(3.9) | C(21.9) |
| Soule Road/I-481 SB | C(20.3) | D(40.6) | C(21.8) | D(46.9) | C(22.0) | D(47.5) |
| I-481 NB | B(14.0) | D(36.6) | B(13.8) | D(53.8) | B(13.8) | E(57.6) |
| Marketfair Mall | A(3.8) | A(6.7) | A(4.2) | B(12.1) | A(4.2) | C(34.6) |
| Great Northern Mall West | A(9.1) | B(16.5) | A(9.5) | C(30.2) | A(9.5) | D(35.8) |
| Great Northern Mall East | A(9.1) | A(6.7) | A(9.0) | A(7.4) | A(9.0) | A(7.6) |
| Morgan Road | C(21.5) | C(24.1) | C(23.7) | E(60.8) | C(24.0) | E(71.9) |
| Henry Clay Boulevard | B(14.1) | C(31.1) | C(24.2) | E(79.0) | C(28.8) | F(93.8) |
| Caughdenoy Road | A(4.1) | A(6.8) | B(12.2) | B(17.5) | B(13.1) | C(21.5) |
| US Route 11 | B(16.8) | C(29.0) | B(18.6) | D(35.9) | B(18.0) | D(51.7) |
| I-81 SB Ramps | B(19.2) | B(12.5) | C(26.0) | B(16.3) | C(24.8) | B(18.5) |
| I-81 NB Ramps | B(18.2) | D(40.5) | B(19.8) | F(121) | C(32.1) | F(139) |
| New County Plaza | A(8.0) | B(10.7) | A(8.4) | B(12.1) | A(8.2) | B(12.2) |
| CNS High School | B(10.0) | B(10.8) | B(10.8) | B(14.6) | B(10.8) | B(15.7) |
| Thompson Road | C(20.5) | E(64.0) | C(25.3) | F(150) | C(25.8) | F(157) |

Table 3
Clay Business Park
Level of Service Summary - Phase II

| Intersection With NYS Route 31 | 2022 No Build | | 2022 Build | |
|-----------------------------------|---------------|---------|------------|---------|
| | AM | PM | AM | PM |
| County Route 57 | B(18.8) | C(31.5) | B(19.0) | C(32.0) |
| Target Driveway | B(10.2) | C(22.7) | B(10.2) | C(23.9) |
| Dell Center Drive | A(7.9) | B(11.7) | A(7.8) | B(12.0) |
| Carling Road | B(10.4) | C(25.2) | B(10.3) | C(25.7) |
| Wegmans East | A(4.2) | C(23.2) | A(4.1) | C(23.9) |
| Soule Road/I-481 SB | C(22.4) | D(52.0) | C(23.2) | E(55.4) |
| I-481 NB | B(14.1) | E(67.6) | B(14.0) | F(85.1) |
| Marketfair Mall | A(4.4) | D(36.7) | A(4.4) | D(38.2) |
| Great Northern Mall West | A(9.6) | C(34.9) | A(9.6) | F(47.8) |
| Great Northern Mall East | A(9.3) | A(7.8) | A(9.3) | A(8.2) |
| Morgan Road | C(24.6) | E(71.4) | C(25.4) | F(96.4) |
| Henry Clay Boulevard | C(28.8) | F(91.3) | D(35.2) | F(123) |
| Caughdenoy Road | B(12.3) | B(18.4) | B(13.2) | C(29.0) |
| US Route 11 | B(19.5) | D(40.9) | B(19.1) | F(94.9) |
| I-81 SB Ramps | C(32.8) | B(18.4) | C(32.1) | C(34.3) |
| I-81 NB Ramps | C(23.7) | F(141) | E(66.1) | F(178) |
| New County Plaza | A(8.8) | B(12.7) | A(8.6) | B(12.9) |
| CNS High School | B(11.4) | B(16.4) | B(11.6) | B(19.5) |
| Thompson Road | C(28.6) | F(178) | C(29.6) | F(195) |

Table 4
Clay Business Park
Level of Service Summary - Phase III

| Intersection With NYS Route 31 | 2027 No Build | | 2027 Build | |
|-----------------------------------|---------------|---------|------------|---------|
| | AM | PM | AM | PM |
| County Route 57 | B(19.8) | C(33.2) | C(20.5) | C(34.2) |
| Target Driveway | B(10.4) | C(24.8) | B(10.3) | C(28.7) |
| Dell Center Drive | A(7.9) | B(12.3) | A(7.8) | B(12.9) |
| Carling Road | B(10.4) | C(26.6) | B(10.4) | C(28.3) |
| Wegmans East | A(4.4) | C(24.7) | A(4.3) | C(26.0) |
| Soule Road/I-481 SB | C(23.2) | E(61.6) | C(24.9) | E(71.0) |
| I-481 NB | B(14.4) | F(93.7) | B(14.3) | F(124) |
| Marketfair Mall | A(4.4) | D(39.3) | A(4.4) | D(46.6) |
| Great Northern Mall West | A(9.7) | D(40.5) | A(9.7) | E(60.8) |
| Great Northern Mall East | A(9.5) | A(8.1) | A(9.6) | A(8.7) |
| Morgan Road | C(25.6) | F(82.1) | C(27.3) | F(124) |
| Henry Clay Boulevard | C(32.5) | F(104) | D(48.0) | F(159) |
| Caughdenoy Road | B(12.3) | B(19.2) | B(15.2) | E(58.6) |
| US Route 11 | C(20.7) | D(48.3) | C(21.5) | F(148) |
| I-81 SB Ramps | D(41.4) | C(22.6) | D(41.9) | F(83.3) |
| I-81 NB Ramps | C(28.1) | F(165) | F(113) | F(212) |
| New County Plaza | A(9.2) | B(13.3) | A(9.0) | B(13.7) |
| CNS High School | B(12.1) | B(19.0) | B(12.3) | C(27.0) |
| Thompson Road | C(32.6) | F(210) | C(34.6) | F(236) |

Table 5
Clay Business Park
Level of Service Summary - Phase IV

| Intersection With NYS Route 31 | 2032 No Build | | 2032 Build | |
|-----------------------------------|---------------|---------|------------|---------|
| | AM | PM | AM | PM |
| County Route 57 | C(20.7) | D(35.3) | C(21.2) | D(37.3) |
| Target Driveway | B(10.4) | C(28.3) | B(10.3) | D(38.4) |
| Dell Center Drive | A(8.0) | B(12.9) | A(7.9) | B(13.6) |
| Carling Road | B(10.6) | C(28.5) | B(10.5) | D(35.8) |
| Wegmans East | A(4.4) | C(27.0) | A(4.3) | D(38.3) |
| Soule Road/I-481 SB | C(24.2) | E(76.5) | C(27.0) | F(90.6) |
| I-481 NB | B(14.7) | F(126) | B(14.7) | F(178) |
| Marketfair Mall | A(4.5) | D(44.7) | A(4.6) | E(69.3) |
| Great Northern Mall West | A(9.7) | D(46.8) | A(9.8) | E(75.0) |
| Great Northern Mall East | A(9.8) | A(8.6) | A(10.0) | A(9.6) |
| Morgan Road | C(26.8) | F(94.2) | C(29.7) | F(158) |
| Henry Clay Boulevard | D(38.6) | F(119) | E(62.3) | F(200) |
| Caughdenoy Road | B(12.5) | C(20.2) | C(21.3) | F(94.8) |
| US Route 11 | C(22.0) | D(54.5) | C(23.7) | F(204) |
| I-81 SB Ramps | D(52.0) | C(31.0) | E(55.4) | F(140) |
| I-81 NB Ramps | C(28.5) | F(191) | F(137) | F(269) |
| New County Plaza | A(9.6) | B(14.2) | A(9.5) | B(14.8) |
| CNS High School | B(12.9) | C(23.0) | B(13.3) | D(38.1) |
| Thompson Road | D(38.5) | F(254) | D(42.4) | F(281) |

4.1 Existing Condition

The operating conditions for the study area intersections were analyzed using the existing roadway geometry, existing traffic volumes and traffic signal timing, phasing and coordination provided by the New York State Department of Transportation. All study area intersections currently operate at an overall level of service of C or better during the weekday AM peak hour and LOS D or better during the weekday PM peak hour with the exception of the NYS Route 31/Thompson Road intersection which currently operates at LOS E during the PM peak hour. There are a number of individual movements that currently operate at LOS F during the weekday PM peak hour. They include:

- Northbound left turn from Soule Road
- Eastbound left turn at NYS Route 481 Northbound Ramp
- Northbound movements from Thompson Road

Currently the majority of movements from the study area intersections operate at LOS D or better during the weekday AM peak hour.

4.2 2017 Future No Build and Build Conditions

Under 2017 Future No Build conditions, all study area intersections are projected to continue to operate at overall acceptable levels of service with the exception of the following intersections during the weekday PM peak hour

- Morgan Road – LOS E
- Henry Clay Boulevard – LOS E
- Interstate 81 Northbound Ramps – LOS F
- Thompson Road – LOS F

In addition to the movements that currently operate at LOS F during the weekday PM peak hour, the following movements are projected to worsen to LOS F under 2017 No Build conditions:

- Interstate 481 northbound ramps left turn
- Interstate 481 northbound ramps left/thru movement
- Northbound left turn at Marketfair Mall
- Westbound thru/right movement at Morgan Road
- Eastbound thru/right movement at Henry Clay Boulevard
- Henry Clay Boulevard northbound movements
- Eastbound left turn at Interstate 81 northbound ramps
- Westbound thru/right at Interstate 81 northbound ramps
- Interstate 81 northbound ramps left turn
- Interstate 81 northbound ramps right turn
- Eastbound movements at Thompson Road

All movements are projected to operate at LOS E or better during the weekday AM peak hour under 2017 No Build conditions.

Under 2017 Build conditions, all intersections that are projected to operate at LOS E or worse under 2017 No Build conditions will continue to operate at LOS E or worse under 2017 Build conditions. The following intersections are anticipated to worsen to LOS E or F under 2017 Build conditions for the weekday PM peak hour:

- NYS Route 481 Northbound Ramps – LOS E
- Henry Clay Boulevard – LOS F

In addition to the movements that are projected to operate at LOS F under 2017 No Build conditions, the following movements are projected to worsen to LOS F under 2017 Build conditions:

- Westbound left turn at Henry Clay Boulevard

All movements are projected to operate at LOS E or better during the weekday AM peak hour.

The movements at the proposed driveways onto Caughdenoy Road are projected to operate at LOS B or better during both peak hours.

4.3 2022 Future No Build and Build Conditions

Under 2022 Future No Build conditions, all study area intersections are projected to continue to operate at overall acceptable levels of service with the exception of the intersections identified under 2017 No Build conditions and the additional following intersections during the weekday PM peak hour

- NYS Route 481 Northbound Ramps – LOS E
- Henry Clay Boulevard – LOS F

All intersections are project to operate at LOS D or better during the weekday AM peak hour.

In addition to the movements that are projected to operate at LOS F during the 2017 No Build conditions for weekday PM peak hour, the following movements are projected to worsen to LOS F under 2022 No Build conditions:

- Westbound movements at Thompson Road

All movements are projected to operate at LOS E or better during the weekday AM peak hour under 2022 No Build conditions.

Under 2022 Build conditions, all intersections that are projected to operate at LOS E or worse under 2022 No Build conditions and 2017 Build conditions will continue to operate at LOS E or worse under 2022 Build conditions. The following intersections are anticipated to worsen to LOS E or F under 2022 Build conditions for the weekday PM peak hour:

- NYS Route 481 Northbound Ramps – LOS F
- Morgan Road – LOS F
- US Route 11 – LOS F

All intersections are projected to operate at LOS D or better during the AM peak hour with the exception of Interstate 481 Northbound Ramps which is projected to operate at LOS E.

In addition to the movements that are projected to operate at LOS F under 2017 or 2022 No Build conditions and 2017 Build conditions, the following movements are projected to worsen to LOS F under 2022 Build conditions:

- Westbound through movement at NYS Route 481 Northbound Ramps
- Westbound through movement at Great Northern Mall West Driveway
- Westbound left at Morgan Road
- Westbound through/right at Henry Clay Boulevard

All movements are projected to operate at LOS E or better during the weekday AM peak hour with the exception of the northbound left turn at the NYS Route 481 Northbound Ramps intersection.

The movements at the proposed driveways onto Caughdenoy Road are projected to operate at LOS B or better during the AM peak hours. During the PM peak hour, traffic exiting the Clay Business Park is projected to operate at LOS E, while all other movements are anticipated to operate at LOS A.

4.4 2027 Future No Build and Build Conditions

Under 2027 Future No Build conditions, all study area intersections are projected to continue to operate at overall acceptable levels of service with the exception of those intersections identified under 2017 and 2022 No Build conditions and the additional following intersections during the weekday PM peak hour

- Soule Road – LOS E
- NYS Route 481 Northbound Ramps – LOS F
- Morgan Road – LOS F

All intersections are projected to operate at LOS D or better during the weekday AM peak hour.

In addition to the movements that are projected to operate at LOS F during the 2017 and 2022 No Build conditions for weekday PM peak hour, the following movements are projected to worsen to LOS F under 2027 No Build conditions:

- Westbound through at Great Northern Mall West Driveway
- Eastbound through/right at US Route 11

All movements are projected to operate at LOS E or better during the weekday AM peak hour under 2027 No Build conditions with the exception of the westbound left at the Interstate 81 Southbound Ramps and the southbound movements at the Interstate 81 Northbound Ramps.

Under 2027 Build conditions, all intersections that are projected to operate at LOS E or worse under 2017 and 2022 No Build and Build conditions will continue to operate at LOS E or worse under 2027 Build conditions. The following intersections are anticipated to worsen to LOS E or F under 2027 Build conditions for the weekday PM peak hour:

- Interstate 81 Southbound Ramps – LOS F
- Caughdenoy Road – LOS E

All intersections are projected to operate at LOS D or better during the AM peak hour with the exception of Interstate 481 Northbound Ramps which is projected to operate at LOS F.

In addition to the movements that are projected to operate at LOS F under 2017, 2022 and 2027 No Build conditions and 2017 and 2022 Build conditions, the following movements are projected to worsen to LOS F under 2027 Build conditions:

- Eastbound through/right at Interstate 481 Southbound Ramps
- Northbound through at Caughdenoy Road
- Southbound left at Caughdenoy Road

All movements are projected to operate at LOS E or better during the weekday AM peak hour with the exception of the northbound left turn at the NYS Route 481 Northbound Ramps intersection, the westbound left turn at Interstate 81 Southbound Ramps and the northbound movements at Henry Clay Boulevard.

The movements at the proposed driveways onto Caughdenoy Road are projected to operate at LOS B or better during the AM peak hours. During the PM peak hour, traffic exiting the Clay Business Park is projected to operate at LOS C at the northern driveway and LOS F at the southern driveway, while all other movements are anticipated to operate at LOS A.

4.5 2032 Future No Build and Build Conditions

Under 2032 Future No Build conditions, all study area intersections are projected to continue to operate at overall acceptable levels of service with the exception of those intersections identified under 2017, 2022 and 2027 No Build conditions. No additional intersections are projected to worsen to LOS E or F.

In addition to the movements that are projected to operate at LOS F during the 2017, 2022 and 2027 No Build conditions for weekday PM peak hour, the following movements are projected to worsen to LOS F under 2032 No Build conditions:

- Eastbound through at Soule Road

- Westbound through at NYS Route 481 Northbound Ramps
- Northbound right at NYS Route 481 Northbound Ramps

All movements are projected to operate at LOS E or better during the weekday AM peak hour under 2032 No Build conditions with the exception of the westbound left turn at the Interstate 81 Southbound Ramps and the northbound through movements at Henry Clay Boulevard.

Under 2032 Build conditions, all intersections that are projected to operate at LOS E or worse under 2017, 2022 and 2027 No Build and Build conditions will continue to operate at LOS E or worse under 2032 Build conditions. The following intersections are anticipated to worsen to LOS E or F under 2027 Build conditions for the weekday PM peak hour:

- Soule Road – LOS F
- Market Fair Mall – LOS E
- Caughdenoy Road – LOS F

All intersections are projected to operate at LOS D or better during the weekday AM Peak hour with the exception of Henry Clay Boulevard (LOS E), Interstate 81 Southbound Ramps (LOS E) and Interstate 81 Northbound Ramps (LOS F).

In addition to the movements that are projected to operate at LOS F under 2017, 2022 and 2027 No Build conditions and 2017, 2022 and 2027 Build conditions, the following movements are projected to worsen to LOS F under 2032 Build conditions during the weekday PM peak hour:

- Westbound through at Soule Road
- Westbound through at Interstate 81 Soutbound Ramps
- Eastbound left at Caughdenoy Road
- Eastbound through at Caughdenoy Road
- Westbound through at Caughdenoy Road
- Northbound right at Caughdenoy Road
- Southbound through/right at Caughdenoy Road

All movements are projected to operate at LOS E or better during the weekday AM peak hour with the exception of the northbound left turn at the NYS Route 481 Northbound Ramps intersection, the northbound movements and westbound left turn at Henry Clay Boulevard, the westbound left at Interstate 81 Southbound Ramps, and the northbound left at Interstate 81 Northbound ramps.

The movements at the proposed driveways onto Caughdenoy Road are projected to operate at LOS C or better during the AM peak hours. During the PM peak hour, traffic exiting the Clay Business Park is projected to operate at LOS F at the northern driveway and LOS F at the southern driveway, while all other movements are anticipated to operate at LOS A.

4.6 Mitigation

The only mitigation that is proposed for this project is reconstruction of the intersection of NYS Route 31 at Caughdenoy Road and widening of Caughdenoy Road. The intersection would be widened to provide exclusive left turn lanes on all approaches and an exclusive westbound right turn lane. In addition, eastbound and north bound right turn lanes would also be needed, but these improvements are necessary based on the background growth and other development that has already been identified. By 2032 these improvements will be inadequate to accommodate the projected traffic that will be generated by the Clay Business Park during the weekday PM peak hour. Since this is 20 years in the future and the amount of background development is unknown, it is recommended that this intersection be re-evaluated when, and if, the complete build out of the Clay Business Park occurs. In addition, a right turn in only from NYS Route 31 should be considered. This has the effect of reducing the number of trips traveling through the Caughdenoy Road intersection.

Caughdenoy Road would also be reconstructed to provide for a three lane sections with with exclusive left and right turn lanes at each of the driveways and separate left and right turn lanes exiting the driveways. This reconstruction would occur between NYS Route 31 and the northern end of the business park. Based on the analysis, the driveway configuration would accommodate up to one million square feet of development before the driveway intersections begin to fail. After one million square feet of development, additional analyses should be performed with the actual volumes at the driveways to determine the true operating conditions. If it is determined that the driveway intersections are truly failing then a traffic signal warrant analysis should be performed to identify if a signal is warranted. In addition, a right turn in only from NYS Route 31 should be considered. This has the effect of reducing the number of trips using the driveways on Caughdenoy Road.

In addition to the above infrastructure improvements, signal timing and coordination parameters should be evaluated as the Clay Business Park and other development progresses to assure that the intersections are operating as efficiently as possible.

As the level of service analysis shows, there are a number of other intersections and movements that are projected to fail by 2032 regardless of the Clay Business Park. The main areas of concern are at the NYS Route 481 interchange, Henry Clay Boulevard, NYS Route 31 between US Route 11 and the Interstate 81 northbound ramps and Thompson Road. These areas are projected to either be failing or near failing by 2017 without the Clay Business Park and projected to worsen by 2032. The mitigation for these areas will be required by others and is not the responsibility of the Clay Business Park.

5.0 SUMMARY

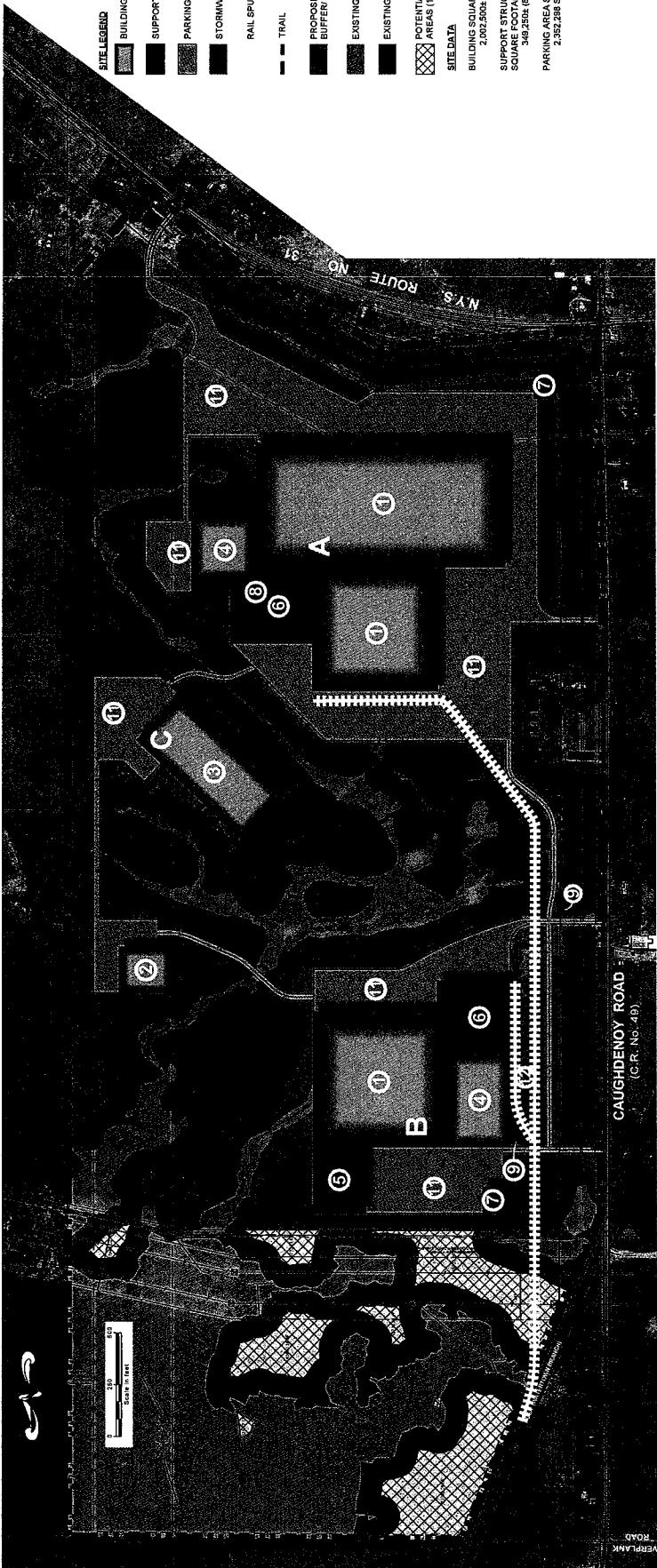
The preceding analyses evaluated the potential traffic impacts of the Clay Business Park development that will consist of approximately 2 million square feet of industrial park development on the northeast corner of NYS Route 31 and Caughdenoy Road. The following summarizes the results of the analysis.

- The development was analyzed in multiple phases, with access to the site via to driveways from Caughdenoy Road. The phased development analysis considered development at 500,000 square feet, one million square feet, 1.5 million square feet and 2 million square feet.
- The study area included all the signalized intersections on NYS Route 31 between County Route 57 and Thompson Road and the unsignalized intersection of NYS Route 31 and Caughdenoy Road.
- It is estimated that the proposed Phase I development will generate a total of 356 trips during the weekday AM peak hour and 421 trips during the PM peak hour. Phase II will generate a total of 607 trips during the AM peak hour and 813 trips during the PM peak hour. Phase III will generate a total of 829 trips during the AM peak hour and 1,197 during the PM peak hour. Full build out of the Clay Business Park will generate 1,035 trips during the AM peak hour and 1,582 trips during the PM peak hour.
- Included in the future traffic volumes is a 1 percent per year background growth of traffic to account for any unknown development and six specific developments that have been identified by the NYSDOT as being needed for inclusion in the background traffic volumes.
- Traffic volumes were distributed through the study area using the results of the Syracuse Metropolitan Transportation Council's Regional Travel Demand Model. This model shows that the majority of traffic will be traveling to and from the east towards Interstate 81.
- There are a number of movements and intersections that currently or are projected to operate at LOS E or F during the weekday AM or PM peak hours without the proposed development of the Clay Business Park.
- The capacity analyses indicate that the traffic generated by the proposed development will have the greatest impact at the intersection of NYS Route 31 and Caughdenoy Road. Mitigation proposed for this intersection include exclusive left turn lanes on all approaches, an exclusive westbound right turn lane and signalization of the intersection. Additional improvements at the intersection that are needed at the intersection that are not caused by the Clay Business Park included exclusive eastbound and northbound right turn lanes.
- Improvements proposed for Caughdenoy Road include widening for a three-lane section from NYS Route 31 to the northern end of the Clay Business Park and exclusive right turn lanes at each of the driveways.
- Regardless of the Clay Business Park, improvements are needed at the intersections of NYS Route 31 with the NYS Route 81 Ramps, Thompson Road, NYS Route 31 between US Route 11 and Interstate 81 Northbound Ramps and

Thompson Road. The analyses for these intersections show that under future No Build conditions these areas are anticipated to operate at LOS F.

- All study area intersections should be monitored periodically as the Clay Business Park is developed and other development occurs in the corridor. Traffic signal timing and coordination parameters should be adjusted as needed to assure that the intersections are operating as efficiently as possible.

**APPENDIX A
FIGURES**



CONCEPTUAL SITE PLAN & PREFERRED DEVELOPMENT SCENARIO

CLAY BUSINESS PARK

SCALE: 1"=250'

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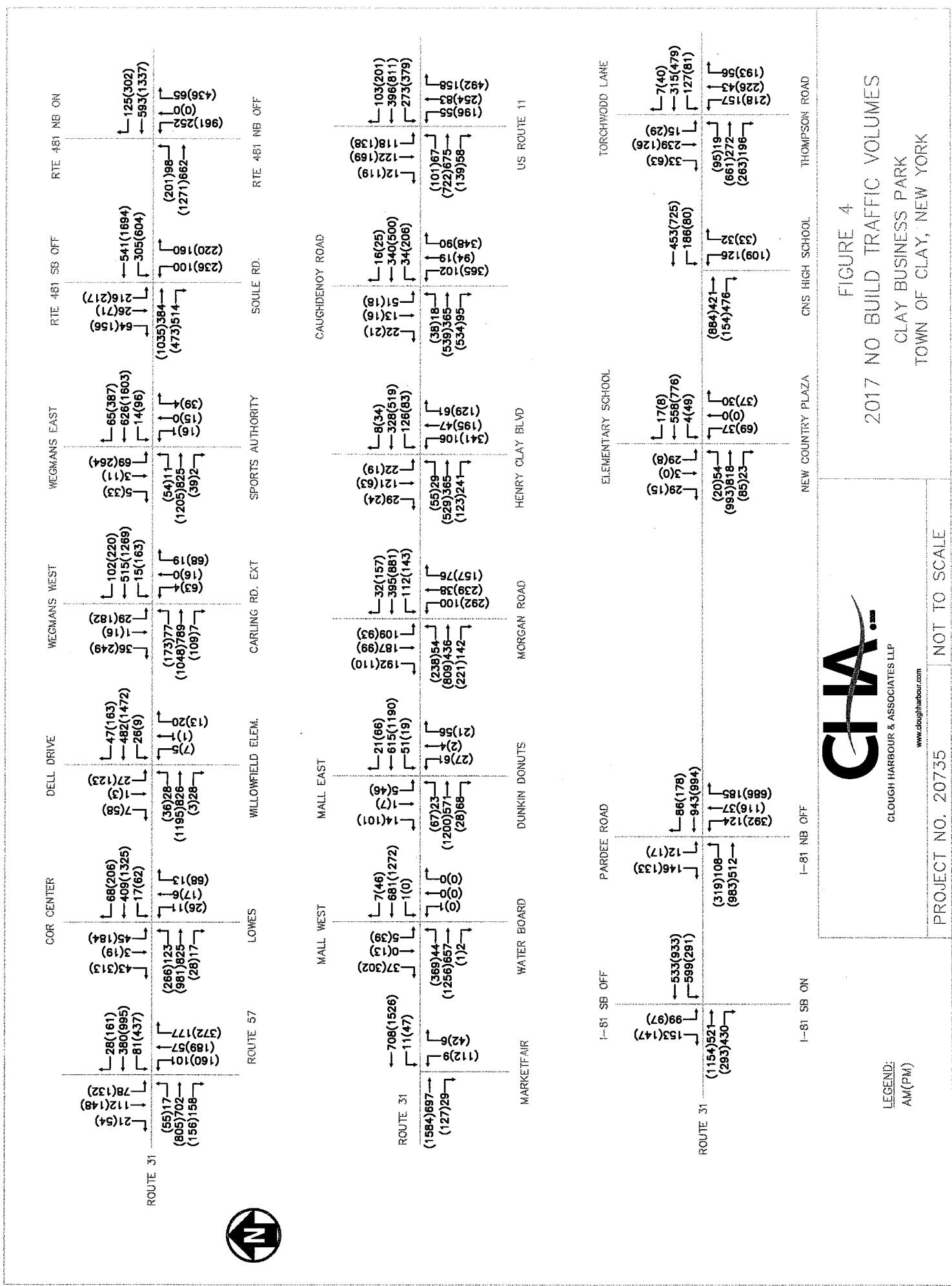


FIGURE 4
2017 NO BUILD TRAFFIC VOLUMES
CLAY BUSINESS PARK
TOWN OF CLAY, NEW YORK

NOT TO SCALE

CLOUGH HARBOUR & ASSOCIATES LLP

LEGEND:
AM (PM)

www.cloughharbour.com

CLAY BUSINESS PARK
TOWN OF CLAY, NEW YORK

THE JOURNAL OF CLIMATE VOL. 17, NO. 10, OCTOBER 2004

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FIGURE 4
3D TRAFFIC VOLUMES

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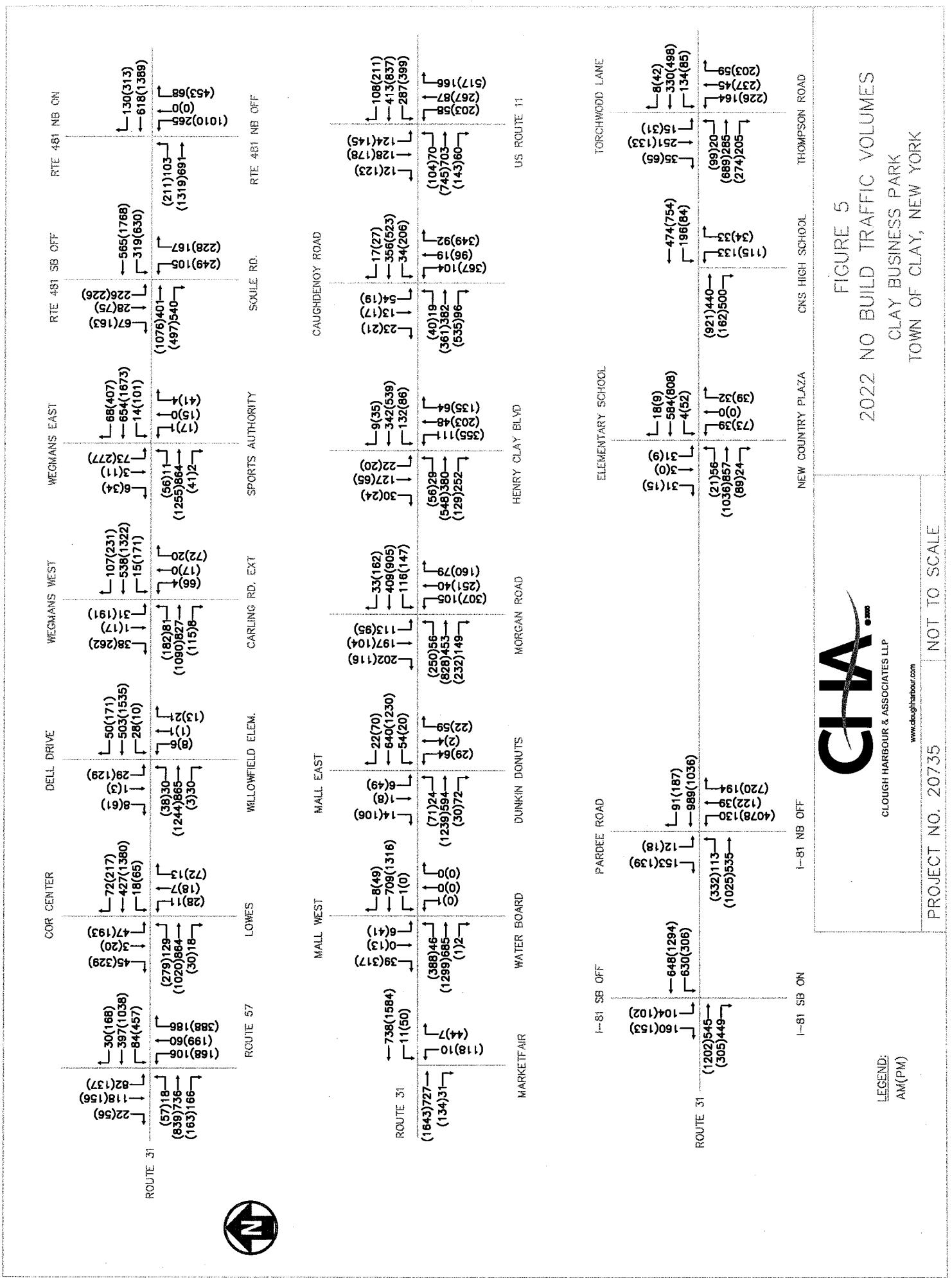
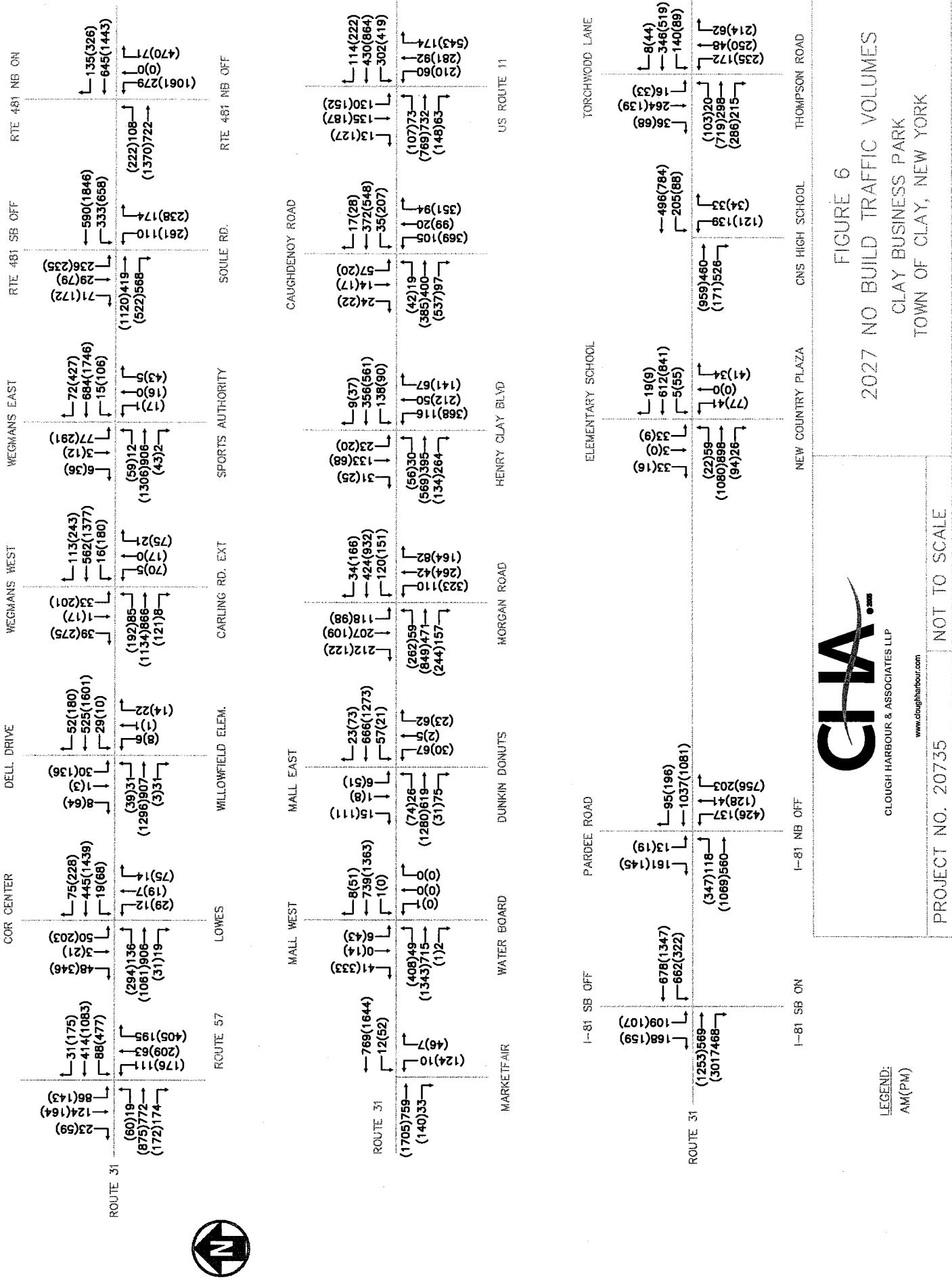


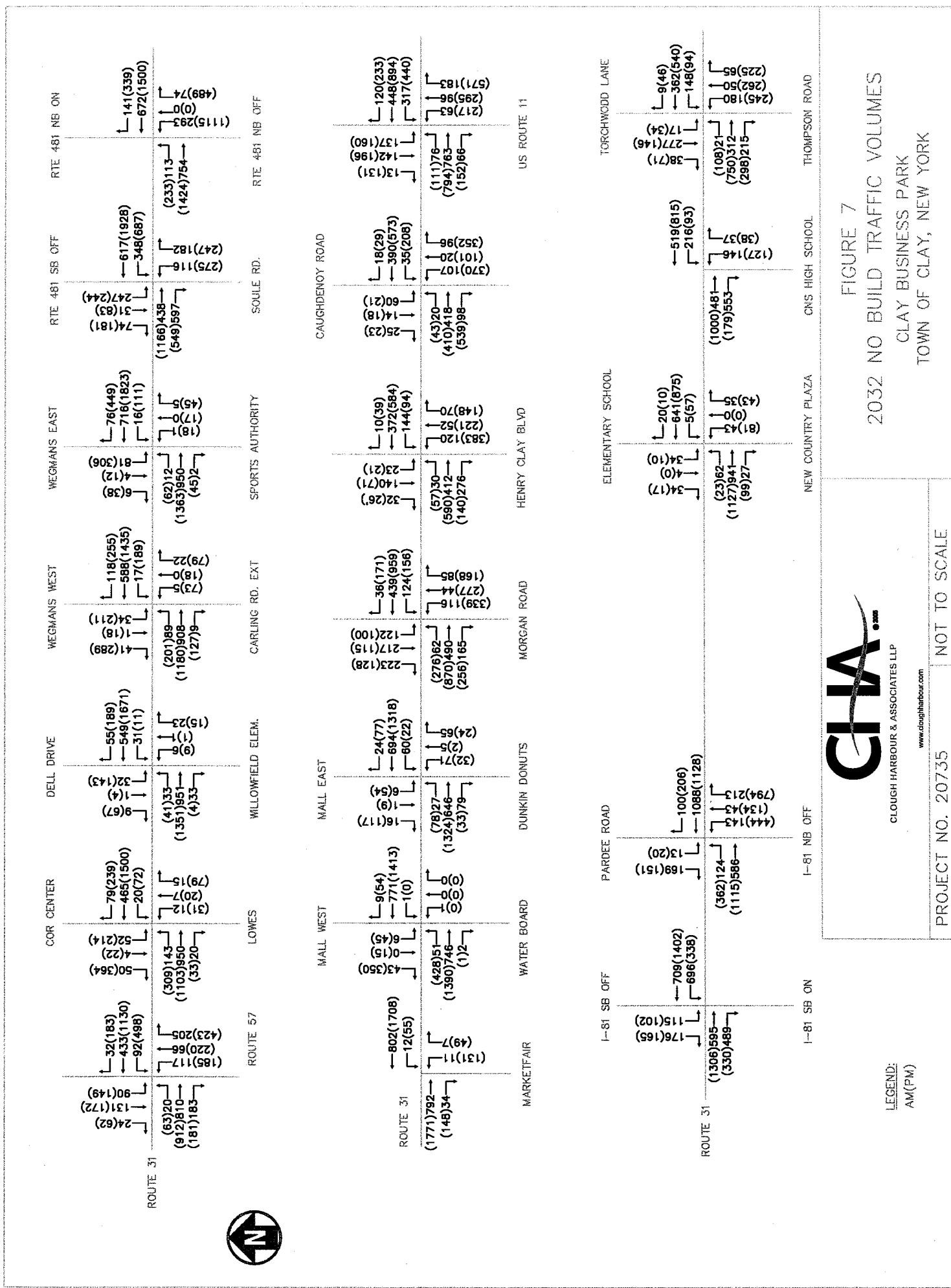
FIGURE 5
2022 NO BUILD TRAFFIC VOLUMES
CLAY BUSINESS PARK
TOWN OF CLAY, NEW YORK

CLOUGH HARBOUR & ASSOCIATES LLP

PROJECT No. 20735
NOT TO SCALE
www.dieghharbour.com

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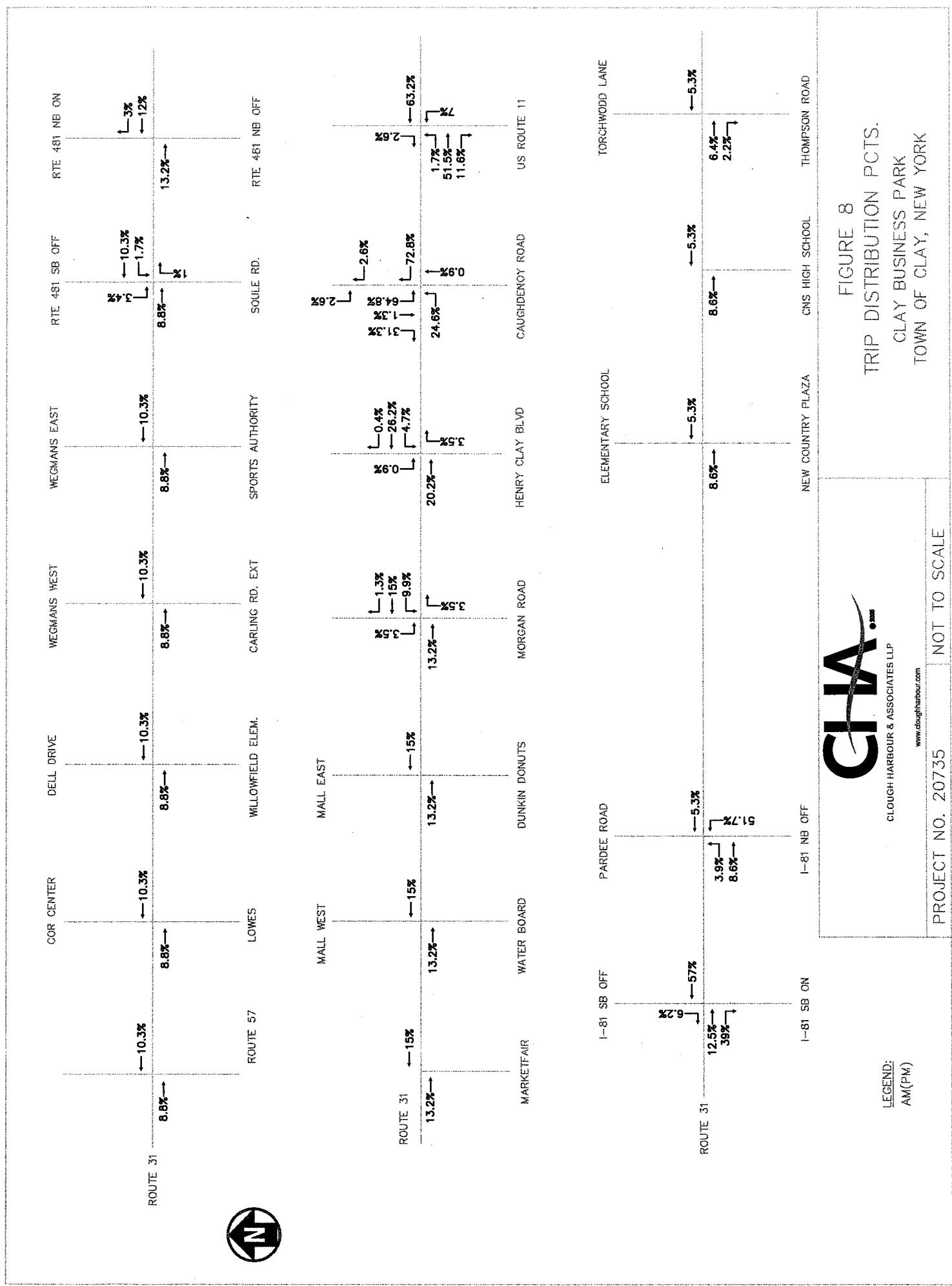


FIGURE 8
TRIP DISTRIBUTION PCTS.
CLAY BUSINESS PARK
TOWN OF CLAY, NEW YORK

CLOUGH HARBOUR & ASSOCIATES LLP

Digitized by srujanika@gmail.com

PROJECT NO. 20735
www.roughinatour.com
NOT TO SCALE

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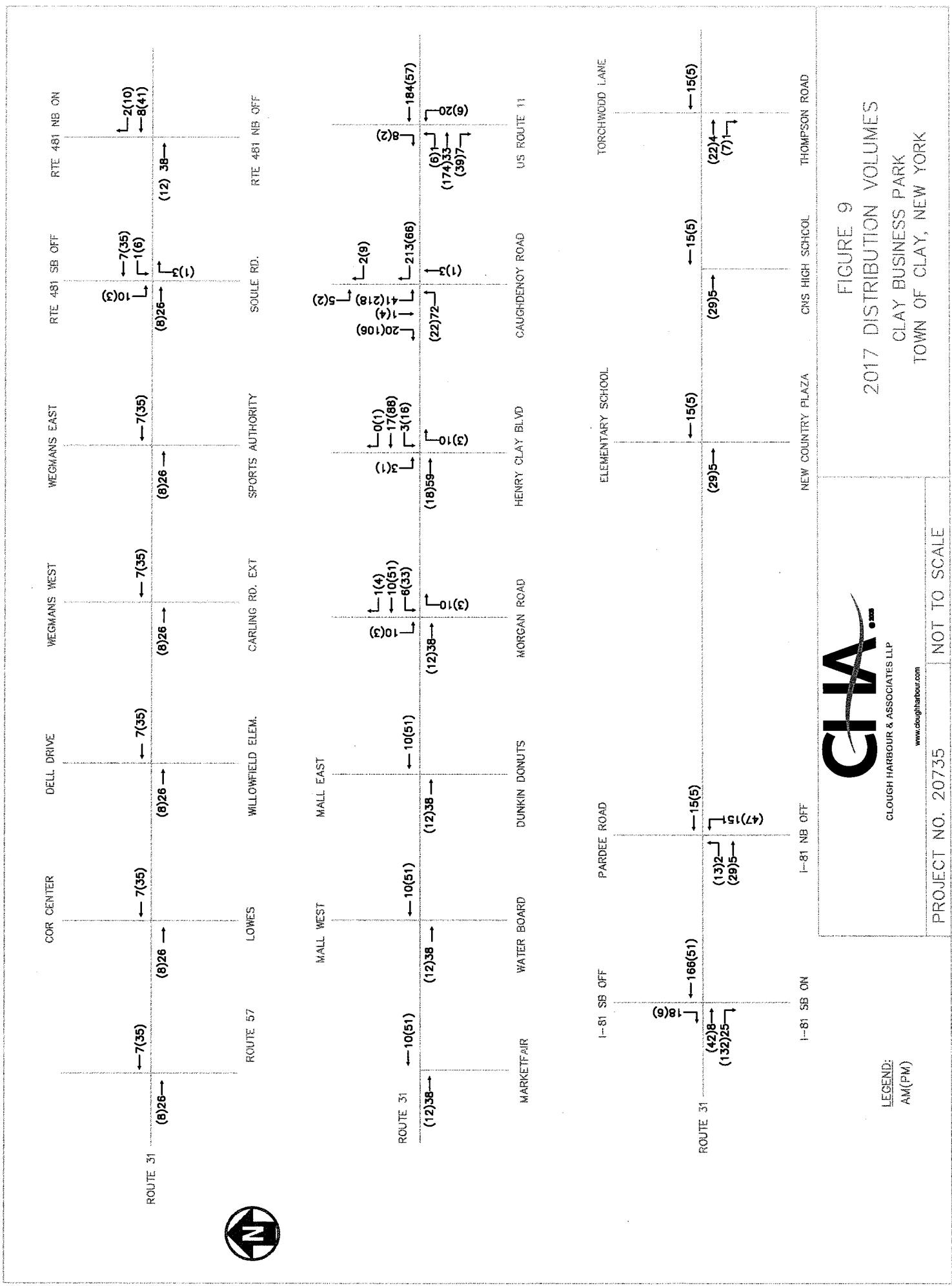


FIGURE 9
2017 DISTRIBUTION VOLUMES
CLAY BUSINESS PARK
TOWN OF CLAY, NEW YORK

CLOUGH HARBOUR & ASSOCIATES LLP

www.doughharbour.com

PROJECT NO. 20735 NOT TO SCALE

LEGEND:

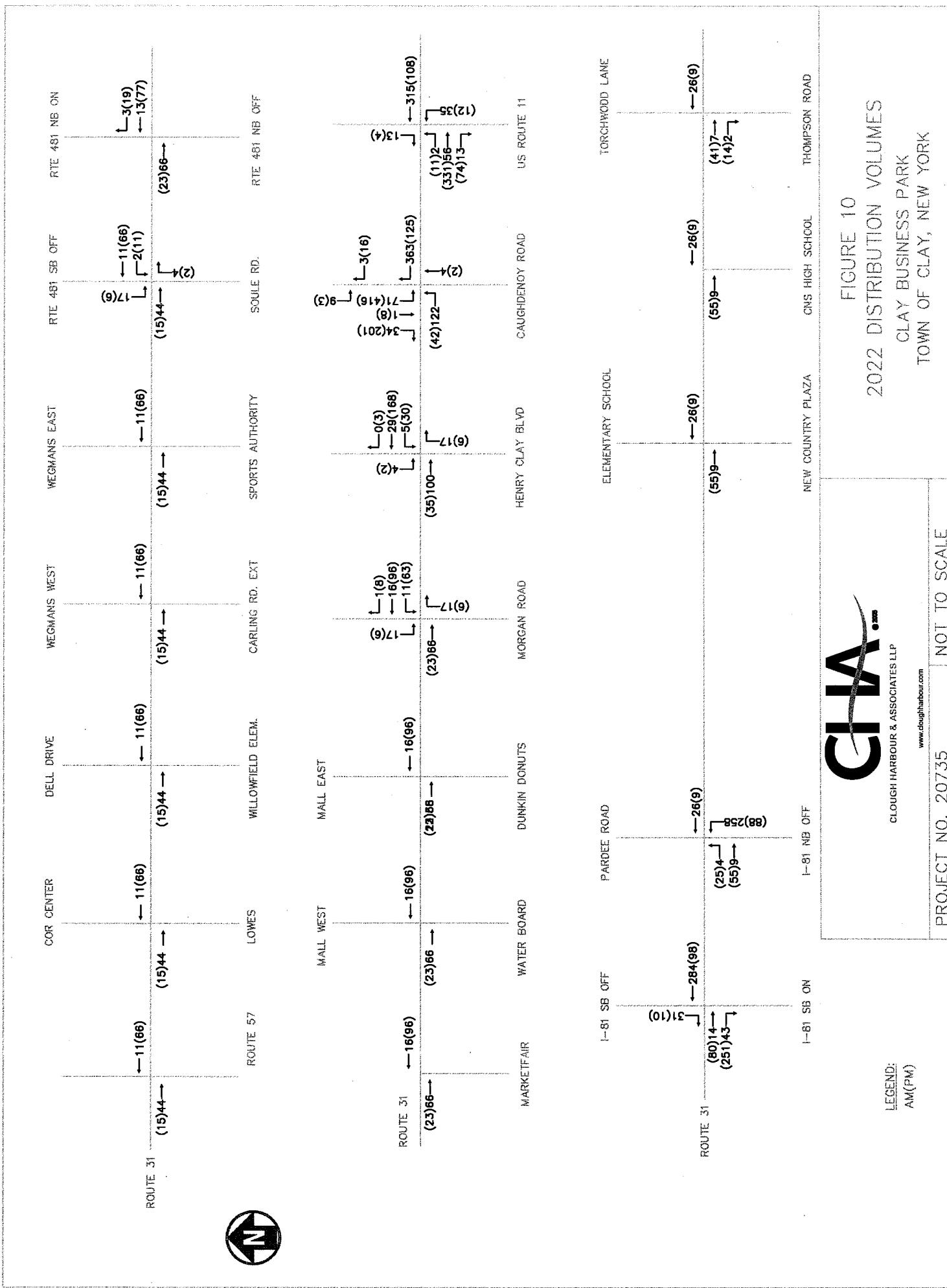


FIGURE 10
2022 DISTRIBUTION VOLUMES
CLAY BUSINESS PARK
TOWN OF CLAY, NEW YORK

CLOUGH HARBOUR & ASSOCIATES LLP

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PROJECT NO 20735 NOT TO SCALE

LEGEND:

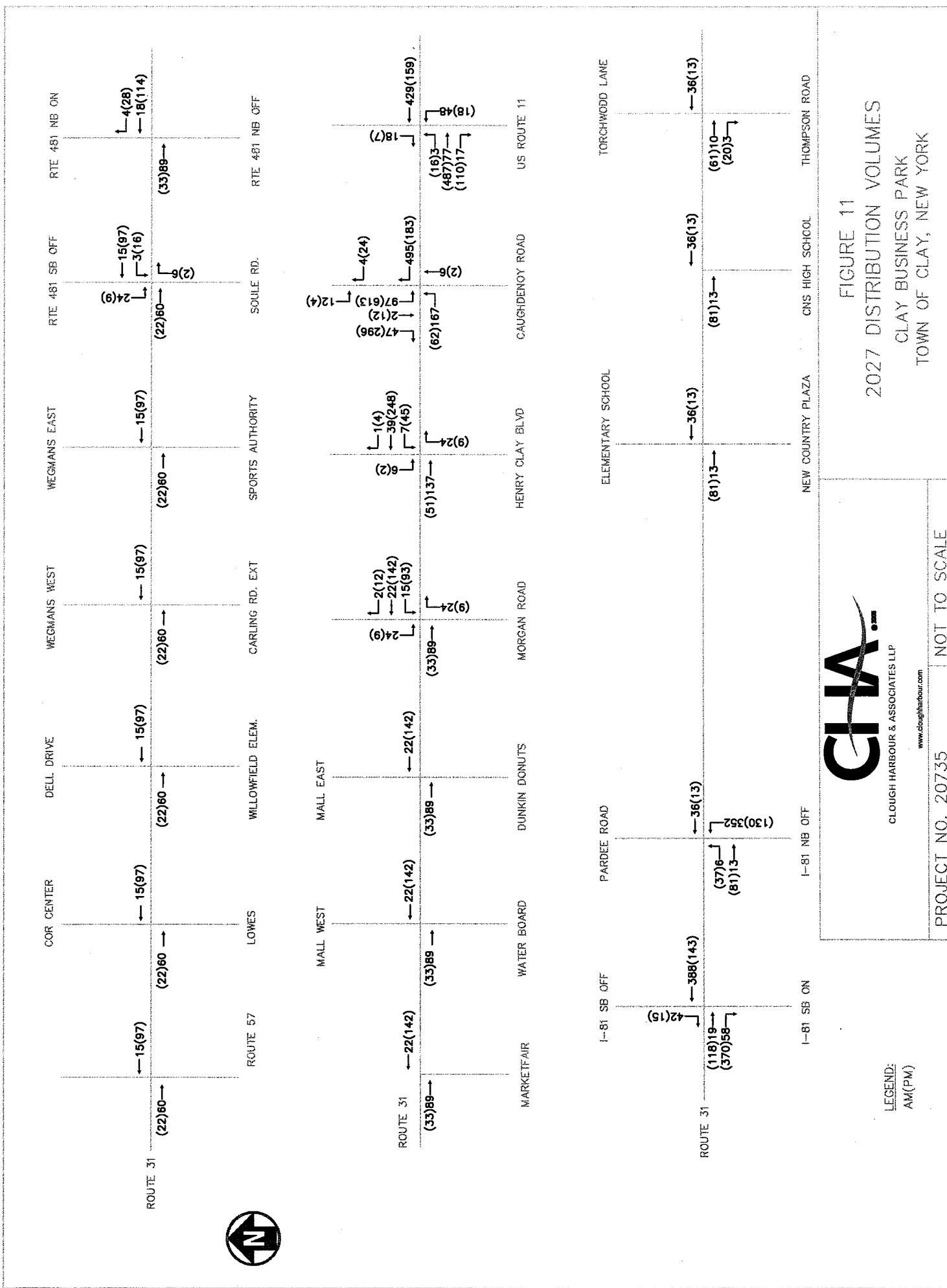


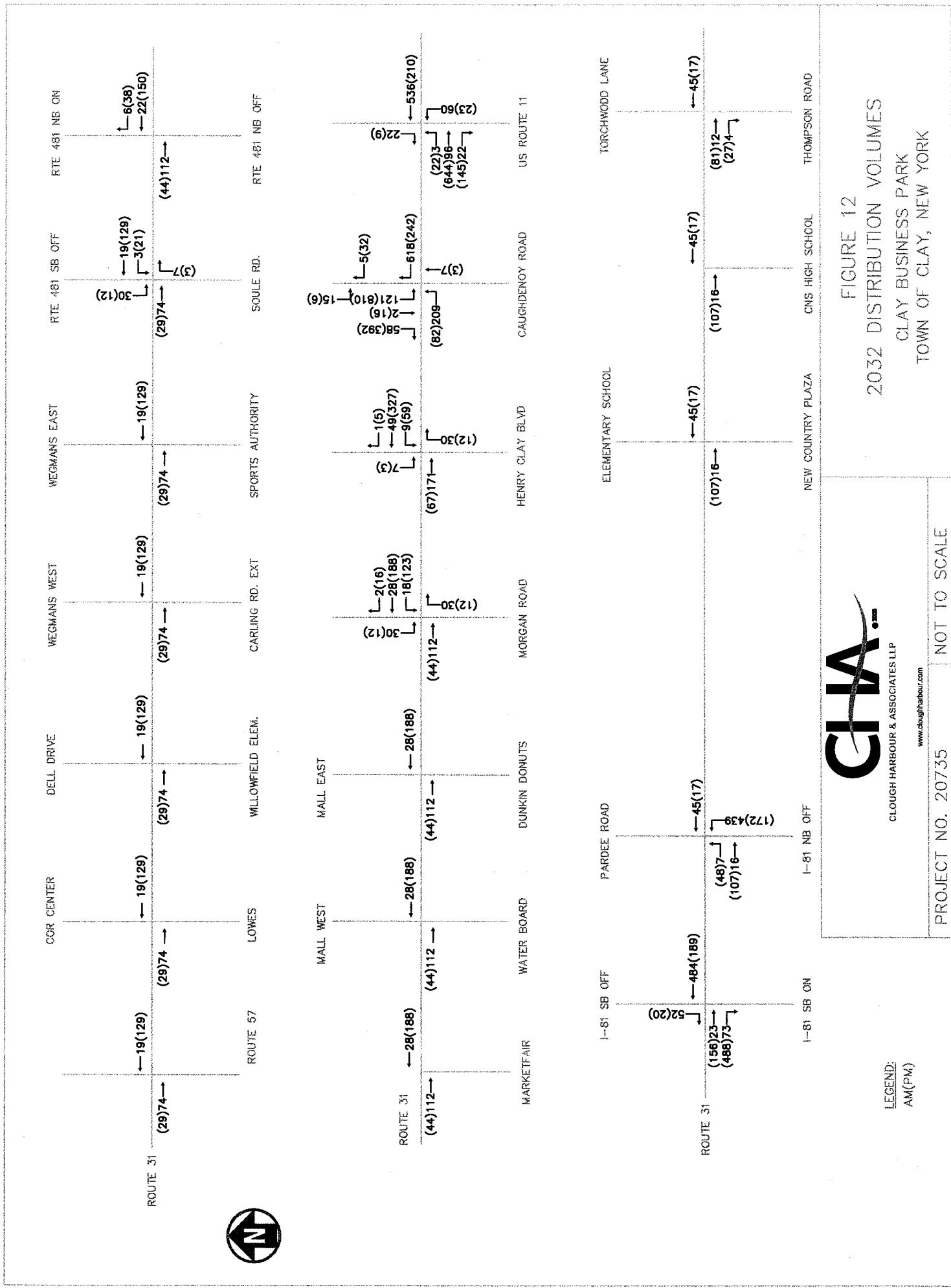
FIGURE 11
2027 DISTRIBUTION VOLUMES
CLAY BUSINESS PARK
TOWN OF CLAY, NEW YORK

CLOUGH HARBOUR & ASSOCIATES LLP

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PROJECT No. 20735
www.cloudharbour.com

LEGEND:
AM(PM)



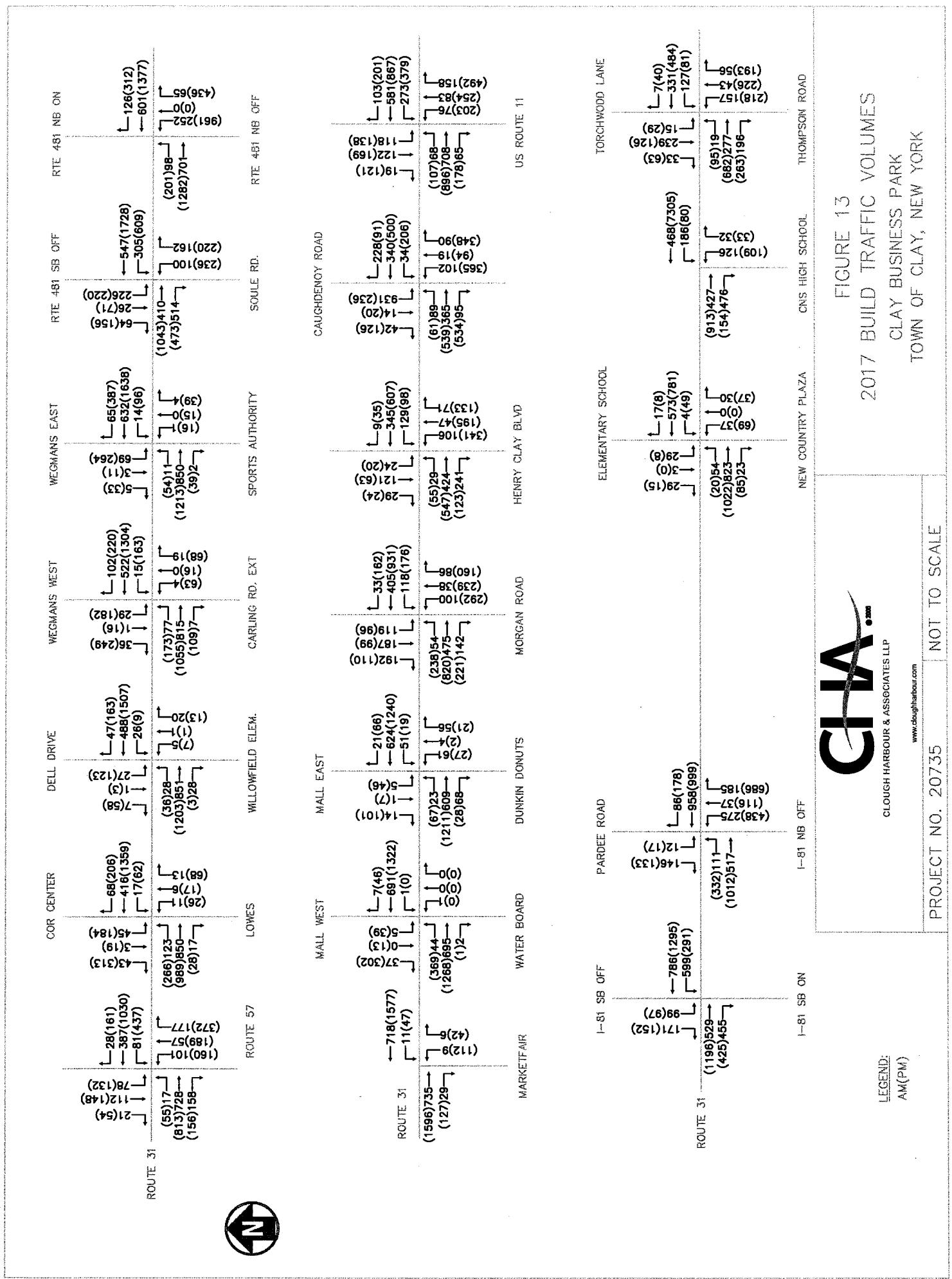
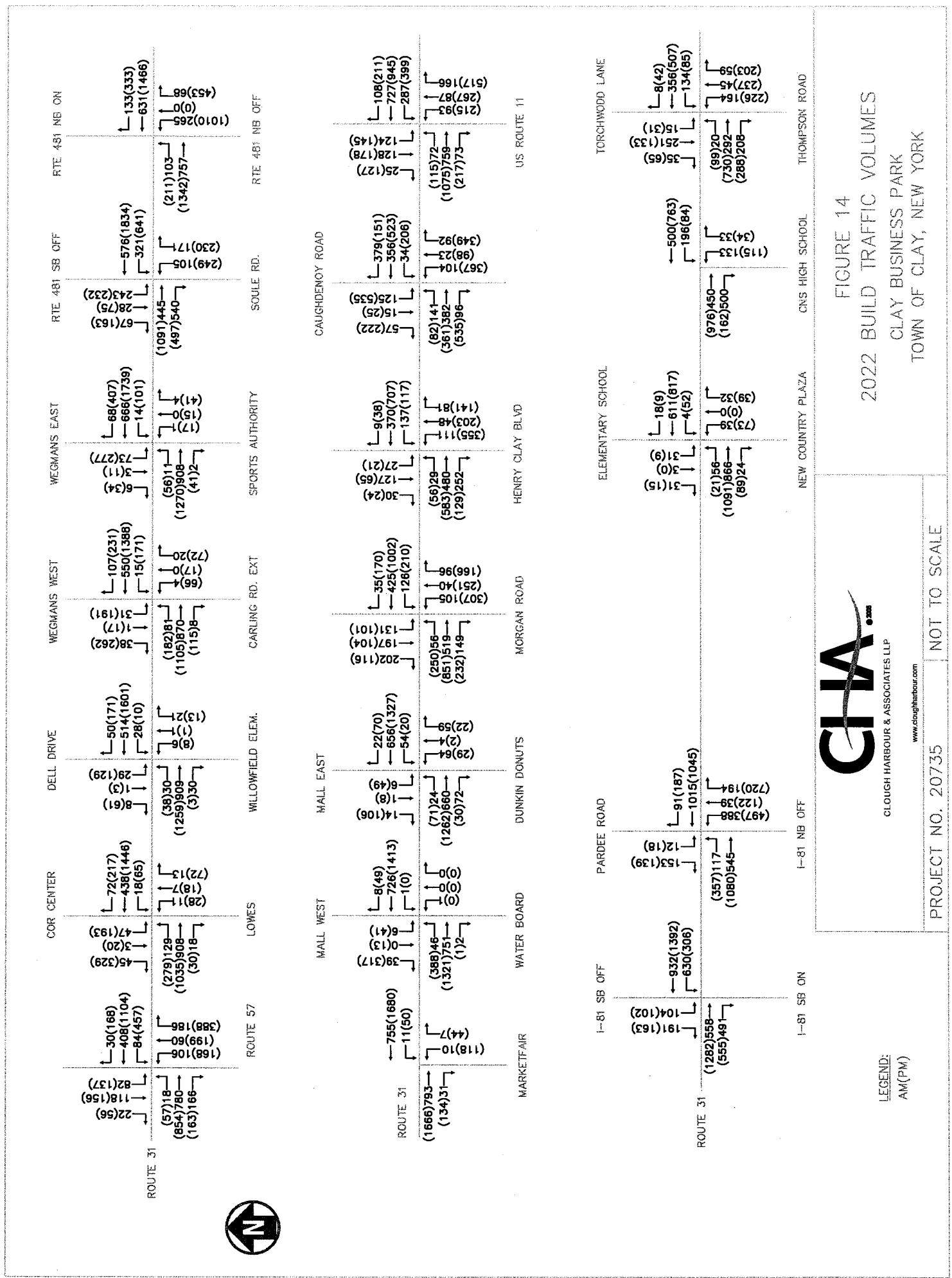


FIGURE 13
2017 BUILD TRAFFIC VOLUMES
CLAY BUSINESS PARK
TOWN OF CLAY, NEW YORK

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PROJECT NO. 20735

CLough HARBOUR & ASSOCIATES LLP



LEGEND:

CLOUGH HARBOUR & ASSOCIATES LLP

PROJECT NO. 20735
NOT TO SCALE

MARCH 1961

FIGURE 14
2022 BUILD TRAFFIC VOLUMES

**CLAY BUSINESS PARK
TOWN OF CLAY, NEW YORK**

THOMPSON RO
CNS HIGH SCHOOL

NEW COUNTRY PLAZA

-81 NB OFF

228

SCHUCHMAN & ASSOCIATES

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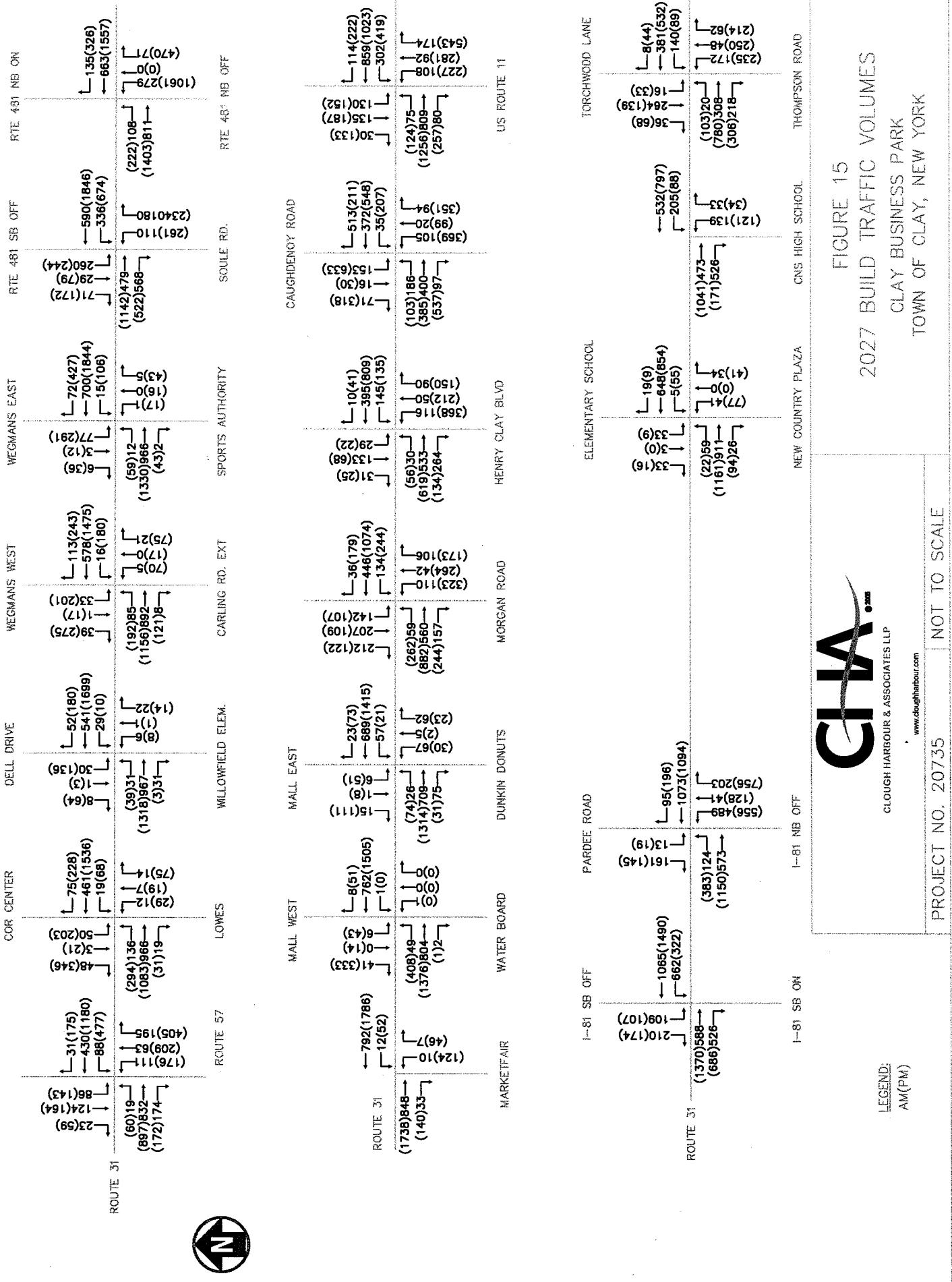


FIGURE 15

2027 BUILD TRAFFIC VOLUMES
CLAY BUSINESS PARK
TOWN OF CLAY, NEW YORK



CIA (Clough Harbour & Associates LLP)

www.doughartbour.com

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PROJECT NO. 20735

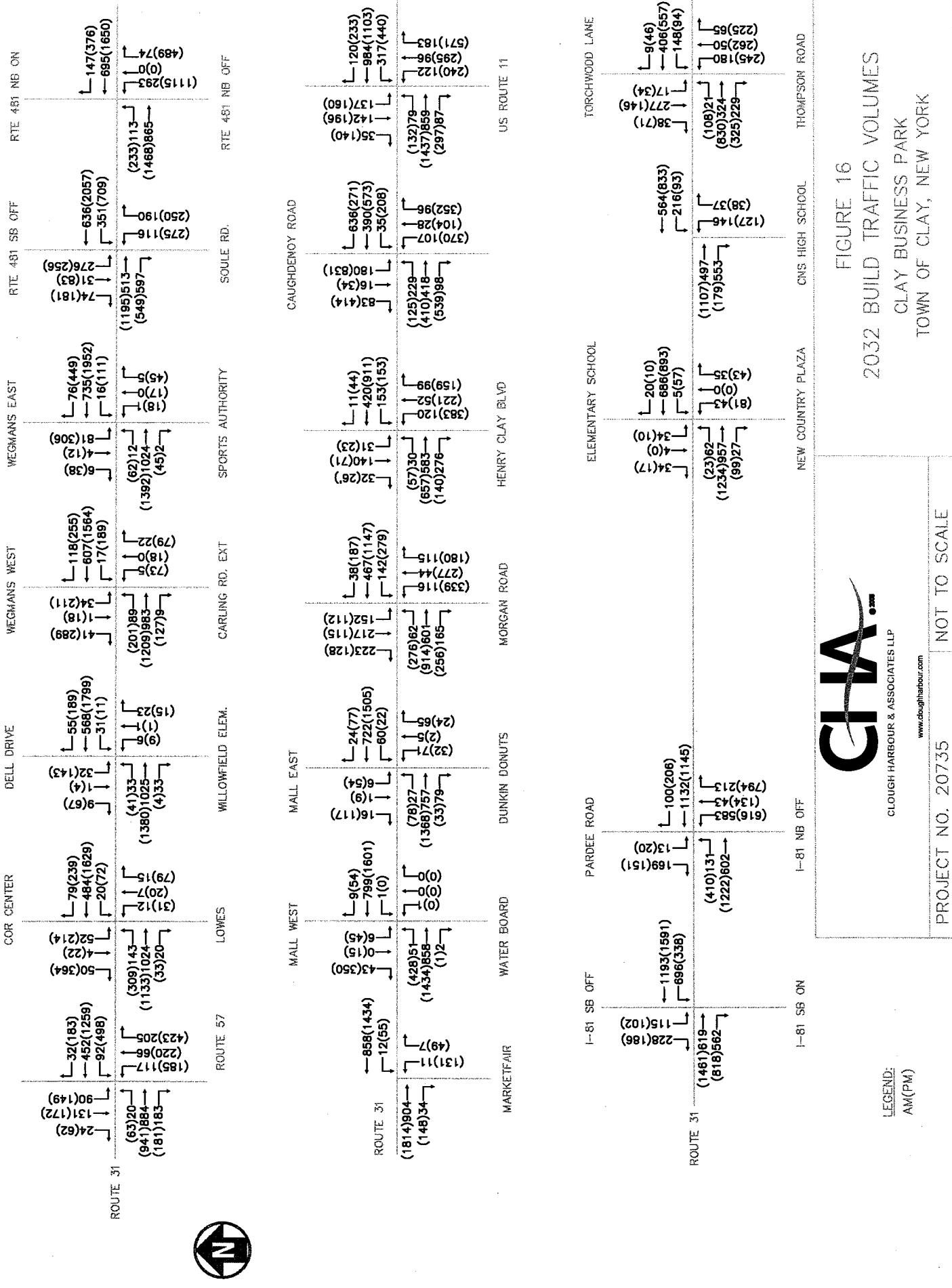
FIGURE 15

CNS HIGH SCHOOL

THOMPSON ROAD

CLAY BUSINESS PARK

TOWN OF CLAY, NEW YORK



APPENDIX B
TRIP GENERATION CALCULATIONS

Trip Generation

Development: Clay Business Park
Size: 500,000 Square Feet
ITE LUC: 130 Industrial Park

AM Peak $T=0.77(X)+42.11$
 $T=0.77(500)+42.11$
 Total =

| |
|-------|
| 356 |
| Trips |

 Enter (82%) =

| |
|-------|
| 292 |
| Trips |

 Exit (18%) =

| |
|-------|
| 64 |
| Trips |

PM Peak $T=0.77(X)+42.11$
 $T=0.77(500)+42.11$
 Total =

| |
|-------|
| 427 |
| Trips |

 Enter (21%) =

| |
|-------|
| 90 |
| Trips |

 Exit (79%) =

| |
|-------|
| 337 |
| Trips |

Development: Clay Business Park
Size: 1,000,000 Square Feet
ITE LUC: 130 Industrial Park

AM Peak $T=0.77(X)+42.11$
 $T=0.77(1000)+42.11$
 Total =

| |
|-------|
| 607 |
| Trips |

 Enter (82%) =

| |
|-------|
| 498 |
| Trips |

 Exit (18%) =

| |
|-------|
| 109 |
| Trips |

PM Peak $T=0.77(X)+42.11$
 $T=0.77(1000)+42.11$
 Total =

| |
|-------|
| 812 |
| Trips |

 Enter (21%) =

| |
|-------|
| 171 |
| Trips |

 Exit (79%) =

| |
|-------|
| 642 |
| Trips |

Development: Clay Business Park
Size: 1,500,000 Square Feet
ITE LUC: 130 Industrial Park

AM Peak $T=0.77(X)+42.11$
 $T=0.77(1500)+42.11$
 Total =

| |
|-------|
| 830 |
| Trips |

 Enter (82%) =

| |
|-------|
| 680 |
| Trips |

 Exit (18%) =

| |
|-------|
| 149 |
| Trips |

PM Peak $T=0.77(X)+42.11$
 $T=0.77(1500)+42.11$
 Total =

| |
|-------|
| 1197 |
| Trips |

 Enter (21%) =

| |
|-------|
| 251 |
| Trips |

 Exit (79%) =

| |
|-------|
| 946 |
| Trips |

Development: Clay Business Park
Size: 2,000,000 Square Feet
ITE LUC: 130 Industrial Park

AM Peak $T=0.77(X)+42.11$
 $T=0.77(2000)+42.11$
 Total =

| |
|-------|
| 1036 |
| Trips |

 Enter (82%) =

| |
|-------|
| 849 |
| Trips |

 Exit (18%) =

| |
|-------|
| 186 |
| Trips |

PM Peak $T=0.77(X)+42.11$
 $T=0.77(2000)+42.11$
 Total =

| |
|-------|
| 1582 |
| Trips |

 Enter (21%) =

| |
|-------|
| 332 |
| Trips |

 Exit (79%) =

| |
|-------|
| 1250 |
| Trips |

APPENDIX C
LEVEL OF SERVICE CRITERIA

From the *Highway Capacity Manual 2000* published by the Transportation Review Board:

Signalized Intersections

LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

| LOS | Control Delay per Vehicle (s/veh)* |
|-----|------------------------------------|
| A | ≤ 10 |
| B | > 10-20 |
| C | > 20-35 |
| D | > 35-55 |
| E | > 55-80 |
| F | > 80 |

* s/veh = seconds per vehicle

LOS A describes operations with low control delay, up to 10 s/veh. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 s/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 s/veh. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 s/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 s/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

LOS F describes operations with delay in excess of 80 s/veh. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels. Often, vehicles do not pass through the intersection in one signal cycle.

Unsignalized Intersection Delay

The level of service criteria for an unsignalized intersection differs from that of a signalized intersection because of the expectation that signalized intersections encounter more traffic and therefore greater delays. The thresholds for the levels of service of unsignalized intersections are as follows:

LOS CRITERIA FOR UNSIGNALIZED INTERSECTIONS

| LOS | Control Delay per Vehicle (s/veh) |
|------------|--|
| A | ≤ 10 |
| B | > 10-15 |
| C | > 15-25 |
| D | > 25-35 |
| E | > 35-50 |
| F | > 50 |

Highway Capacity Manual 2000

Levels-of-service A, B, and C are considered acceptable, LOS D is generally considered marginally acceptable/unacceptable, and LOS E and F are considered unacceptable.

APPENDIX D
CAPACITY ANALYSIS WORKSHEETS

APPENDIX E
TRAFFIC COUNTS

CHAA, Inc.

441 South Salina Street
Syracuse, NY 13202

Default Comments

Change These in The Preferences Window
Select File/Preference in the Main Screen
Then Click the Comments Tab

File Name : Route 57 AM
Site Code : 00000001
Start Date : 3/25/2010
Page No : 1

Rte. 57

Southbound

| Start Time | Rte. 57 | | | | SR 31 | | | | Groups Printed- Unshifted - Bank 1 | | | | Rte. 57 | | | | SR 31 | | | | |
|-------------|---------|------|------|------|------------|-------|------|------|------------------------------------|------------|-------|------|---------|------|------------|-------|-------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 21 | 13 | 0 | 35 | 0 | 57 | 12 | 0 | 69 | 29 | 12 | 21 | 0 | 62 | 40 | 157 | 2 | 0 | 199 | 365 |
| 07:15 AM | 0 | 23 | 15 | 0 | 38 | 6 | 50 | 15 | 0 | 71 | 28 | 21 | 17 | 0 | 66 | 34 | 167 | 0 | 0 | 201 | 376 |
| 07:30 AM | 6 | 19 | 18 | 0 | 43 | 3 | 69 | 15 | 0 | 87 | 38 | 20 | 22 | 0 | 80 | 37 | 161 | 2 | 0 | 200 | 410 |
| 07:45 AM | 8 | 28 | 15 | 0 | 51 | 5 | 97 | 18 | 0 | 120 | 41 | 11 | 30 | 0 | 82 | 34 | 177 | 3 | 0 | 214 | 467 |
| Total | 15 | 91 | 61 | 0 | 167 | 14 | 273 | 60 | 0 | 347 | 136 | 64 | 90 | 0 | 290 | 145 | 662 | 7 | 0 | 814 | 1618 |
| 08:00 AM | 3 | 33 | 15 | 0 | 51 | 8 | 76 | 16 | 0 | 100 | 36 | 12 | 22 | 0 | 70 | 46 | 149 | 7 | 0 | 202 | 423 |
| 08:15 AM | 3 | 27 | 23 | 0 | 53 | 8 | 69 | 19 | 0 | 96 | 46 | 11 | 22 | 0 | 79 | 33 | 147 | 4 | 0 | 184 | 412 |
| 08:30 AM | 2 | 25 | 21 | 0 | 48 | 7 | 53 | 32 | 0 | 92 | 33 | 22 | 14 | 0 | 69 | 31 | 125 | 6 | 0 | 162 | 371 |
| 08:45 AM | 8 | 29 | 26 | 0 | 63 | 10 | 72 | 19 | 0 | 101 | 47 | 22 | 21 | 0 | 90 | 32 | 125 | 4 | 0 | 161 | 415 |
| Total | 16 | 114 | 85 | 0 | 215 | 33 | 270 | 86 | 0 | 389 | 162 | 67 | 79 | 0 | 308 | 142 | 546 | 21 | 0 | 709 | 1621 |
| Grand Total | 31 | 205 | 146 | 0 | 382 | 47 | 543 | 146 | 0 | 736 | 298 | 131 | 169 | 0 | 598 | 287 | 1208 | 28 | 0 | 1523 | 3239 |
| Apprich % | 8.1 | 53.7 | 38.2 | 0 | 11.8 | 6.4 | 73.8 | 19.8 | 0 | 28.3 | 21.9 | 28.3 | 0 | 0 | 18.8 | 79.3 | 1.8 | 0 | 0 | 0 | 3239 |
| Total % | 1 | 6.3 | 4.5 | 0 | 11.8 | 1.5 | 16.8 | 4.5 | 0 | 22.7 | 9.2 | 4 | 5.2 | 0 | 18.5 | 8.9 | 37.3 | 0.9 | 0 | 47 | |
| Unshifted % | 31 | 205 | 146 | 0 | 382 | 47 | 543 | 146 | 0 | 736 | 298 | 131 | 169 | 0 | 598 | 287 | 1208 | 28 | 0 | 1523 | 3239 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 0 | 100 | 100 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Rte. 57

Westbound

| Start Time | Rte. 57 | | | | SR 31 | | | | SR 31 Westbound | | | | Rte. 57 Northbound | | | | SR 31 | | | | |
|--|---------|------|------|------|------------|-------|------|------|-----------------|------------|-------|------|--------------------|------|------------|-------|-------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 6 | 19 | 18 | 0 | 43 | 3 | 69 | 15 | 0 | 87 | 38 | 20 | 22 | 0 | 80 | 37 | 161 | 2 | 0 | 200 | 410 |
| 07:45 AM | 8 | 28 | 15 | 0 | 51 | 5 | 97 | 18 | 0 | 120 | 41 | 11 | 30 | 0 | 82 | 34 | 177 | 3 | 0 | 214 | 467 |
| 08:00 AM | 3 | 33 | 15 | 0 | 51 | 8 | 76 | 16 | 0 | 100 | 36 | 12 | 22 | 0 | 70 | 46 | 149 | 7 | 0 | 202 | 423 |
| 08:15 AM | 3 | 27 | 23 | 0 | 53 | 8 | 69 | 19 | 0 | 96 | 46 | 11 | 22 | 0 | 79 | 33 | 147 | 4 | 0 | 184 | 412 |
| Total Volume | 20 | 107 | 71 | 0 | 198 | 24 | 311 | 68 | 0 | 403 | 161 | 54 | 96 | 0 | 311 | 150 | 634 | 16 | 0 | 800 | 1712 |
| % App. Total | 10.1 | 54 | 35.9 | 0 | .934 | 6 | 77.2 | 16.9 | 0 | .51.8 | 17.4 | 30.9 | 0 | 0 | .815 | .895 | .571 | .000 | .948 | .000 | .916 |
| PHF | .625 | .811 | .772 | .000 | .750 | .802 | .895 | .000 | .840 | .875 | .675 | .800 | .000 | .948 | .815 | .895 | .571 | .000 | .948 | .000 | .916 |

CIA, Inc.

441 South Salina Street
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File Name : Route 57 PM
Site Code : 00000001
Start Date : 3/25/2010
Page No : 1

Rte. 57
Southbound

| Start Time | Rte. 57 Southbound | | | | SR 31 Westbound | | | | Groups Printed- Unshifted - Bank 1 | | | | Rte. 57 Northbound | | | | Rte. 57 Eastbound | | | | |
|-------------|-----------------------|------|------|------|--------------------|-------|------|------|------------------------------------|------------|-------|------|-----------------------|------|------------|-------|----------------------|------|------|------------|------|
| | 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 | 7 | 30 | 24 | 0 | 61 | 39 | 181 | 77 | 0 | 297 | 53 | 37 | 0 | 127 | 40 | 146 | 15 | 0 | 201 | 686 | |
| 04:15 PM | 4 | 30 | 0 | 64 | 34 | 204 | 65 | 0 | 303 | 66 | 43 | 34 | 0 | 143 | 28 | 172 | 23 | 0 | 223 | 733 | |
| 04:30 PM | 7 | 36 | 27 | 0 | 70 | 22 | 181 | 75 | 0 | 278 | 61 | 30 | 44 | 0 | 135 | 30 | 156 | 12 | 0 | 198 | 681 |
| 04:45 PM | 13 | 33 | 19 | 0 | 65 | 25 | 214 | 80 | 0 | 319 | 78 | 43 | 35 | 0 | 156 | 38 | 149 | 13 | 0 | 200 | 740 |
| Total | 31 | 129 | 100 | 0 | 260 | 120 | 780 | 297 | 0 | 1197 | 258 | 153 | 150 | 0 | 561 | 136 | 623 | 63 | 0 | 822 | 2840 |
| 05:00 PM | 11 | 26 | 23 | 0 | 60 | 42 | 160 | 90 | 0 | 292 | 87 | 49 | 36 | 0 | 172 | 35 | 162 | 12 | 0 | 209 | 733 |
| 05:15 PM | 15 | 33 | 39 | 0 | 87 | 31 | 208 | 84 | 0 | 323 | 67 | 45 | 40 | 0 | 152 | 41 | 165 | 15 | 0 | 221 | 783 |
| 05:30 PM | 12 | 49 | 24 | 0 | 85 | 33 | 220 | 103 | 0 | 356 | 65 | 43 | 41 | 0 | 149 | 34 | 156 | 12 | 0 | 202 | 792 |
| 05:45 PM | 10 | 48 | 23 | 0 | 81 | 30 | 207 | 91 | 0 | 328 | 75 | 34 | 33 | 0 | 142 | 31 | 149 | 11 | 0 | 191 | 742 |
| Total | 48 | 156 | 109 | 0 | 313 | 136 | 795 | 368 | 0 | 1299 | 294 | 171 | 150 | 0 | 615 | 141 | 632 | 50 | 0 | 823 | 3050 |
| Grand Total | -79 | 285 | 209 | 0 | 573 | 256 | 1575 | 665 | 0 | 2496 | 552 | 324 | 300 | 0 | 1176 | 277 | 1255 | 113 | 0 | 1645 | 5890 |
| Apprich % | 13.8 | 49.7 | 36.5 | 0 | 10.3 | 63.1 | 26.6 | 0 | 46.9 | 27.6 | 25.5 | 0 | 0 | 16.8 | 76.3 | 6.9 | 0 | 0 | 0 | 0 | |
| Total % | 1.3 | 4.8 | 3.5 | 0 | 9.7 | 4.3 | 26.7 | 11.3 | 0 | 42.4 | 9.4 | 5.5 | 5.1 | 0 | 20 | 4.7 | 21.3 | 1.9 | 0 | 27.9 | |
| Unshifted % | 79 | 285 | 209 | 0 | 573 | 256 | 1575 | 665 | 0 | 2496 | 552 | 324 | 300 | 0 | 1176 | 277 | 1255 | 113 | 0 | 1645 | 5890 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Rte. 57
Southbound

| Start Time | Rte. 57 Southbound | | | | SR 31 Westbound | | | | Groups Printed From 04:00 PM to 05:30 PM - Peak 1 of 1 | | | | Rte. 57 Northbound | | | | Rte. 57 Eastbound | | | | |
|--|-----------------------|------|------|------|--------------------|-------|------|------|--|------------|-------|------|-----------------------|------|------------|-------|----------------------|------|------|------------|------|
| | 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 for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 13 | 33 | 19 | 0 | 65 | 25 | 214 | 80 | 0 | 319 | 78 | 43 | 35 | 0 | 156 | 38 | 149 | 13 | 0 | 200 | 740 |
| 05:00 PM | 11 | 26 | 23 | 0 | 60 | 42 | 160 | 90 | 0 | 292 | 87 | 49 | 36 | 0 | 172 | 35 | 162 | 12 | 0 | 209 | 733 |
| 05:15 PM | 15 | 33 | 39 | 0 | 87 | 31 | 208 | 84 | 0 | 323 | 67 | 45 | 40 | 0 | 152 | 41 | 165 | 15 | 0 | 221 | 783 |
| 05:30 PM | 12 | 49 | 24 | 0 | 85 | 33 | 220 | 103 | 0 | 356 | 65 | 43 | 41 | 0 | 149 | 34 | 156 | 12 | 0 | 202 | 792 |
| Total Volume | 51 | 141 | 105 | 0 | 297 | 131 | 802 | 357 | 0 | 1290 | 297 | 180 | 152 | 0 | 629 | 148 | 632 | 52 | 0 | 832 | 3048 |
| % App. Total | 17.2 | 47.5 | 35.4 | 0 | 10.2 | 62.2 | 27.7 | 0 | 47.2 | 28.6 | 24.2 | 0 | 17.8 | 76 | 6.2 | 0 | 0 | 0 | 0 | 0 | .941 |
| PHF | .850 | .719 | .673 | .000 | .853 | .780 | .911 | .867 | .000 | .906 | .853 | .918 | .927 | .000 | .902 | .958 | .867 | .000 | .941 | .962 | |

Rte. 57
Southbound

CHAA, Inc.

441 South Salina Street
Syracuse, NY 13202

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File Name : Target AM
Site Code : 00000002
Start Date : 3/10/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

| Start Time | Target Southbound | | | | | | SR 31 Westbound | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | |
|-------------|-------------------|------|------|-----------|------------|-------|-----------------|------|------|------------|-------|------|------------------------------------|------|------------|------------|------|------|
| | Southbound | | | Westbound | | | Northbound | | | Lowes | | | SR 31 Eastbound | | | Int. Total | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | |
| 07:00 AM | 6 | 0 | 6 | 0 | 12 | 13 | 52 | 2 | 0 | 67 | 1 | 0 | 0 | 1 | 2 | 187 | | |
| 07:15 AM | 10 | 0 | 8 | 0 | 18 | 12 | 61 | 4 | 0 | 77 | 2 | 0 | 0 | 4 | 1 | 14 | 0 | |
| 07:30 AM | 9 | 1 | 11 | 0 | 21 | 8 | 69 | 5 | 0 | 82 | 4 | 2 | 0 | 8 | 6 | 208 | 25 | |
| 07:45 AM | 12 | 2 | 9 | 0 | 23 | 19 | 93 | 5 | 0 | 117 | 2 | 4 | 0 | 8 | 5 | 179 | 34 | |
| Total | 37 | 3 | 34 | 0 | 74 | 52 | 275 | 16 | 0 | 343 | 9 | 4 | 8 | 0 | 21 | 14 | 740 | 87 |
| | | | | | | | | | | | | | | | | 0 | 841 | 1279 |
| 08:00 AM | 9 | 0 | 8 | 0 | 17 | 14 | 80 | 2 | 0 | 96 | 3 | 1 | 2 | 0 | 6 | 4 | 169 | 29 |
| 08:15 AM | 11 | 0 | 13 | 0 | 24 | 19 | 58 | 3 | 0 | 80 | 2 | 1 | 2 | 0 | 5 | 1 | 144 | 29 |
| 08:30 AM | 16 | 2 | 17 | 0 | 35 | 19 | 67 | 10 | 0 | 96 | 4 | 1 | 6 | 0 | 11 | 9 | 155 | 31 |
| 08:45 AM | 25 | 1 | 15 | 0 | 41 | 40 | 79 | 9 | 0 | 128 | 5 | 2 | 4 | 0 | 11 | 4 | 160 | 43 |
| Total | 61 | 3 | 53 | 0 | 117 | 92 | 284 | 24 | 0 | 400 | 14 | 5 | 14 | 0 | 33 | 18 | 628 | 132 |
| | | | | | | | | | | | | | | | | 0 | 778 | 1328 |
| Grand Total | 98 | 6 | 87 | 0 | 191 | 144 | 559 | 40 | 0 | 743 | 23 | 9 | 22 | 0 | 54 | 32 | 1368 | 219 |
| Approch % | 51.3 | 3.1 | 45.5 | 0 | 194 | 75.2 | 5.4 | 0 | 42.6 | 16.7 | 40.7 | 0 | 0 | 2 | 84.5 | 13.5 | 0 | 1619 |
| Total % | 3.8 | 0.2 | 3.3 | 0 | 7.3 | 5.5 | 21.4 | 1.5 | 0 | 28.5 | 0.9 | 0.3 | 0.8 | 0 | 2.1 | 1.2 | 52.5 | 8.4 |
| Unshifted | 98 | 6 | 87 | 0 | 191 | 144 | 559 | 40 | 0 | 743 | 23 | 9 | 22 | 0 | 54 | 32 | 1368 | 219 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Target Southbound

| Start Time | Target Southbound | | | | | | SR 31 Westbound | | | | | | Lowes Northbound | | | | | | SR 31 Eastbound | | | | | |
|--|-------------------|------|------|-----------|------------|-------|-----------------|------|------|------------|-------|------|------------------|------|------------|-----------|------|------|-----------------|------------|------------|-------|--|--|
| | Southbound | | | Westbound | | | Northbound | | | Lowes | | | SR 31 | | | Eastbound | | | Lowes | | | SR 31 | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire intersection Begins at 07:15 AM | 10 | 0 | 8 | 0 | 18 | 12 | 61 | 4 | 0 | 77 | 2 | 0 | 2 | 0 | 4 | 1 | 182 | 14 | 0 | 197 | 296 | | | |
| 07:30 AM | 9 | 1 | 11 | 0 | 21 | 8 | 69 | 5 | 0 | 82 | 4 | 2 | 2 | 0 | 8 | 6 | 208 | 25 | 0 | 239 | 350 | | | |
| 07:45 AM | 12 | 2 | 9 | 0 | 23 | 19 | 93 | 5 | 0 | 117 | 2 | 4 | 0 | 0 | 8 | 5 | 179 | 34 | 0 | 218 | 366 | | | |
| 08:00 AM | 9 | 0 | 8 | 0 | 17 | 14 | 80 | 2 | 0 | 96 | 3 | 1 | 2 | 0 | 6 | 4 | 169 | 29 | 0 | 202 | 321 | | | |
| Total Volume | 40 | 3 | 36 | 0 | 79 | 53 | 303 | 16 | 0 | 372 | 11 | 5 | 10 | 0 | 26 | 16 | 738 | 102 | 0 | 856 | 1333 | | | |
| % App. Total | 50.6 | 3.8 | 45.6 | 0 | 14.2 | 81.5 | 4.3 | 0 | 42.3 | 19.2 | 38.5 | 0 | 1.9 | 86.2 | 11.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PHF | .833 | .375 | .818 | .000 | .697 | .815 | .800 | .795 | .688 | .625 | .625 | .000 | .813 | .667 | .887 | .750 | .000 | .895 | .911 | | | | | |

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Start Date : 3/10/2010
Page No : 1

| | Target Southbound | | | | | | SR 31 Westbound | | | | | | Lowes Northbound | | | | | | SR 31 Eastbound | | | |
|--|-------------------|------|------|------|------------|-------|-----------------|------|------|------------|-------|------|------------------|------|------------|-------|------|------|-----------------|------------|------------|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 82 | 3 | 53 | 0 | 138 | 46 | 234 | 13 | 0 | 298 | 18 | 4 | 9 | 0 | 31 | 5 | 185 | 62 | 0 | 252 | 714 | |
| 05:00 PM | 78 | 4 | 39 | 0 | 121 | 50 | 252 | 6 | 0 | 308 | 22 | 3 | 6 | 0 | 31 | 8 | 169 | 64 | 0 | 241 | 701 | |
| 05:15 PM | 70 | 5 | 48 | 0 | 123 | 45 | 276 | 26 | 0 | 347 | 14 | 5 | 6 | 0 | 25 | 6 | 189 | 64 | 0 | 259 | 754 | |
| 05:30 PM | 68 | 6 | 35 | 0 | 109 | 55 | 273 | 14 | 0 | 342 | 11 | 4 | 4 | 0 | 19 | 8 | 189 | 63 | 0 | 260 | 730 | |
| Total Volume | 298 | 18 | 175 | 0 | 491 | 196 | 1035 | 59 | 0 | 1290 | 65 | 16 | 25 | 0 | 106 | 27 | 732 | 253 | 0 | 1012 | 2899 | |
| % App. Total | 60.7 | 3.7 | 35.6 | 0 | 15.2 | 80.2 | 4.6 | 0 | | 61.3 | 15.1 | 23.6 | 0 | | 2.7 | 72.3 | 25 | 0 | | | | |
| RHF | 90.9 | 75.0 | 82.5 | 0.0 | 88.9 | 89.1 | 93.8 | 56.7 | .000 | .929 | .739 | .800 | .694 | .000 | .855 | .844 | .968 | .988 | .000 | .973 | .961 | |

C&H&A, Inc.

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Syracuse, NY 13202

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Default Comments

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File Name : Dell Drive AM
Site Code : 00000003
Start Date : 3/9/2010
Page No : 1

| | | Dell Drive Southbound | | | | | | SR 31 Westbound | | | | | | Willowfield Elem. Northbound | | | | | | SR 31 Eastbound | | | | | |
|--|-------|--------------------------|------|------|------------|-------|------|--------------------|------|------------|-------|------|------|---------------------------------|------------|-------|------|------|------|--------------------|------------|------|--|--|--|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 78 | 6 | 0 | 91 | 5 | 0 | 0 | 0 | 5 | 4 | 206 | 2 | 0 | 212 | 308 | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 138 | 4 | 0 | 156 | 9 | 0 | 2 | 0 | 11 | 12 | 185 | 9 | 0 | 206 | 378 | | | |
| 07:45 AM | 2 | 1 | 2 | 0 | 5 | 0 | 14 | 13 | 7 | 0 | 113 | 3 | 1 | 2 | 0 | 6 | 7 | 169 | 7 | 0 | 183 | 316 | | | |
| 08:00 AM | 4 | 0 | 10 | 0 | 10 | 0 | 14 | 93 | 8 | 0 | 111 | 0 | 0 | 1 | 0 | 1 | 4 | 180 | 9 | 0 | 193 | 318 | | | |
| 08:15 AM | 1 | 0 | 12 | 0 | 12 | 0 | 13 | 11 | 92 | 0 | 471 | 17 | 1 | 5 | 0 | 23 | 27 | 740 | 27 | 0 | 794 | 1320 | | | |
| Total Volume | 7 | 1 | 24 | 0 | 32 | 45 | 401 | 25 | 0 | 73.9 | 4.3 | 21.7 | 0 | 5 | 0 | 3.4 | 93.2 | 3.4 | 0 | | | | | | |
| % App. Total | 21.9 | 3.1 | 75 | 0 | 9.6 | 85.1 | 5.3 | 0 | | | | | | | | | | | | | | | | | |
| PHL | 439 | 250 | 500 | 000 | 571 | 804 | 726 | 781 | 000 | 755 | 472 | 250 | 625 | 000 | 523 | 563 | 898 | 750 | 000 | 936 | 873 | | | | |



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Syracuse, NY 13202

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| | | Dell Drive Southbound | | | | | | | |
|-------------|------|-----------------------|------|------|------|------------|-------|--|--|
| Start Time | | Right | Thru | Left | Peds | App. Total | Right | | |
| 04:00 PM | 11 | 0 | 47 | 0 | 58 | 39 | | | |
| 04:15 PM | 9 | 0 | 34 | 0 | 43 | 26 | | | |
| 04:30 PM | 6 | 0 | 28 | 0 | 34 | 14 | | | |
| 04:45 PM | 12 | 1 | 27 | 0 | 40 | 31 | | | |
| Total | 38 | 1 | 136 | 0 | 175 | 110 | | | |
| 05:00 PM | 12 | 0 | 29 | 0 | 41 | 41 | | | |
| 05:15 PM | 15 | 0 | 26 | 0 | 41 | 38 | | | |
| 05:30 PM | 16 | 2 | 35 | 0 | 53 | 45 | | | |
| 05:45 PM | 23 | 3 | 26 | 0 | 52 | 35 | | | |
| Total | 66 | 5 | 116 | 0 | 187 | 159 | | | |
| Grand Total | 104 | 6 | 252 | 0 | 362 | 269 | | | |
| Apprich % | 28.7 | 1.7 | 69.6 | 0 | | 10.6 | | | |
| Total % | 2.2 | 0.1 | 5.4 | 0 | | 5.7 | | | |
| Unshifted | 104 | 6 | 252 | 0 | 362 | 269 | | | |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | | | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | |

| | | Dell Drive Southbound | | | | | | | |
|--|------|-----------------------|------|------|------|------------|-------|--|--|
| Start Time | | Right | Thru | Left | Peds | App. Total | Right | | |
| 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 | 12 | 0 | 29 | 0 | 41 | 41 | | | |
| 05:15 PM | 15 | 0 | 26 | 0 | 41 | 38 | | | |
| 05:30 PM | 16 | 2 | 35 | 0 | 53 | 45 | | | |
| 05:45 PM | 23 | 3 | 26 | 0 | 52 | 35 | | | |
| Total Volume | 66 | 5 | 116 | 0 | 187 | 159 | | | |
| % App. Total | 35.3 | 2.7 | 62 | 0 | | 11.8 | | | |
| Q/H | 7.17 | 1.17 | 9.00 | 0.00 | 9.92 | 9.92 | | | |

Default Comments
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File Name : Dell D
Site Code : 00000
Start Date : 3/9/20
Page No : 1

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Syracuse, NY 13202

Default Comments

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Select File/Preference in the Main Screen
Then Click the Comments Tab

File Name : Carling Road AM
Site Code : 00000004
Start Date : 3/4/2010
Page No : 1

Walmart Driveway Southbound

SR 31 Westbound

| Start Time | Walmart Driveway | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | Carling Road | | | | |
|-------------|------------------|------|------|------------|------------|-------|------------------------------------|------|------|--------------------|-------|------|--------------|------|------------|------------|------|
| | Southbound | | | Northbound | | | Carling Road | | | SR 31 Eastbound | | | | | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | |
| 07:00 AM | 3 | 0 | 1 | 0 | 4 | 5 | 76 | 1 | 0 | 82 | 6 | 0 | 0 | 0 | 179 | 271 | |
| 07:15 AM | 4 | 1 | 5 | 0 | 10 | 9 | 83 | 0 | 0 | 92 | 3 | 0 | 4 | 0 | 198 | 307 | |
| 07:30 AM | 14 | 0 | 1 | 0 | 15 | 9 | 96 | 2 | 0 | 107 | 3 | 0 | 0 | 0 | 214 | 339 | |
| 07:45 AM | 8 | 0 | 12 | 0 | 20 | 25 | 111 | 7 | 0 | 143 | 7 | 0 | 2 | 0 | 0 | 200 | |
| Total | 29 | 1 | 19 | 0 | 49 | 48 | 366 | 10 | 0 | 424 | 19 | 0 | 6 | 0 | 25 | 8 | 737 |
| | | | | | | | | | | | | | | | | 46 | 0 |
| 08:00 AM | 2 | 1 | 5 | 0 | 8 | 30 | 100 | 1 | 0 | 131 | 2 | 0 | 0 | 0 | 1 | 179 | 200 |
| 08:15 AM | 10 | 0 | 10 | 0 | 20 | 33 | 121 | 4 | 0 | 158 | 6 | 0 | 2 | 0 | 0 | 141 | 171 |
| 08:30 AM | 14 | 0 | 16 | 0 | 30 | 53 | 103 | 2 | 0 | 158 | 5 | 0 | 1 | 0 | 6 | 2 | 129 |
| 08:45 AM | 16 | 4 | 10 | 0 | 30 | 48 | 120 | 3 | 0 | 171 | 3 | 0 | 1 | 0 | 4 | 8 | 120 |
| Total | 42 | 5 | 41 | 0 | 88 | 164 | 444 | 10 | 0 | 618 | 16 | 0 | 4 | 0 | 20 | 11 | 569 |
| | | | | | | | | | | | | | | | | 106 | 0 |
| Grand Total | 71 | 6 | 60 | 0 | 137 | 212 | 810 | 20 | 0 | 1042 | 35 | 0 | 10 | 0 | 45 | 19 | 1306 |
| Approch % | 51.8 | 4.4 | 43.8 | 0 | 20.3 | 77.7 | 1.9 | 0 | 0 | 77.8 | 0 | 22.2 | 0 | 1.3 | 88.4 | 10.3 | 0 |
| Total % | 2.6 | 0.2 | 2.2 | 0 | 5.1 | 7.8 | 30 | 0.7 | 0 | 38.6 | 1.3 | 0 | 0.4 | 0 | 1.7 | 0.7 | 48.4 |
| Unshifted % | 71 | 6 | 60 | 0 | 137 | 212 | 810 | 20 | 0 | 1042 | 35 | 0 | 10 | 0 | 45 | 19 | 1306 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 0 | 100 | 0 | 100 | 0 | 100 | 0 | 100 | 100 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Walmart Driveway Southbound

SR 31 Westbound

| Start Time | Walmart Driveway | | | | | | Groups Printed- Unshifted - Bank 1 of 1 | | | | | | Carling Road | | | SR 31 Eastbound | | |
|--|------------------|------|------|------------|------------|-------|---|------|------|--------------------|-------|------|--------------|------|------------|--------------------|------|------|
| | Southbound | | | Northbound | | | Carling Road | | | SR 31 Eastbound | | | | | | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | 8 | 0 | 12 | 0 | 20 | 25 | 111 | 7 | 0 | 143 | 7 | 0 | 2 | 0 | 9 | 3 | 187 | 10 |
| 07:45 AM | 8 | 0 | 12 | 0 | 20 | 30 | 100 | 1 | 0 | 131 | 2 | 0 | 0 | 0 | 2 | 1 | 179 | 20 |
| 08:00 AM | 2 | 1 | 5 | 0 | 8 | 33 | 121 | 4 | 0 | 158 | 6 | 0 | 2 | 0 | 8 | 0 | 141 | 30 |
| 08:15 AM | 10 | 0 | 10 | 0 | 20 | 33 | 103 | 2 | 0 | 158 | 5 | 0 | 1 | 0 | 6 | 2 | 129 | 29 |
| 08:30 AM | 14 | 0 | 16 | 0 | 30 | 53 | 103 | 2 | 0 | 158 | 0 | 1 | 0 | 0 | 6 | 0 | 160 | 0 |
| Total Volume | 34 | 1 | 43 | 0 | 78 | 141 | 435 | 14 | 0 | 590 | 20 | 0 | 5 | 0 | 25 | 6 | 636 | 89 |
| % App. Total | 43.6 | 1.3 | 55.1 | 0 | 23.9 | 73.7 | 2.4 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0.8 | 0.8 | 12.2 | 0 |
| PHF | .607 | .250 | .672 | .000 | .650 | .665 | .899 | .500 | .000 | .934 | .714 | .000 | .625 | .000 | .694 | .500 | .850 | .742 |
| | | | | | | | | | | | | | | | | | .914 | .957 |

CHAA, Inc.

441 South Salina Street
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Site Code : 00000004
Start Date : 3/4/2010
Page No : 1

Walmart Driveway Southbound

SR 31 Westbound

| Start Time | Walmart Driveway Southbound | | | | SR 31 Westbound | | | | Groups Printed- Unshifted - Bank 1 Northbound | | | | Carling Road Northbound | | | | Carling Road Eastbound | | | | SR 31 Eastbound | | | | | |
|-------------|--------------------------------|------|------|------|--------------------|-------|------|------|--|------------|-------|------|----------------------------|------|------------|-------|---------------------------|------|------|------------|--------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 48 | 5 | 25 | 0 | 78 | 47 | 205 | 25 | 0 | 277 | 20 | 3 | 12 | 0 | 35 | 16 | 188 | 34 | 0 | 238 | 16 | 188 | 34 | 0 | 238 | 628 |
| 04:15 PM | 56 | 5 | 37 | 0 | 98 | 48 | 226 | 24 | 0 | 298 | 11 | 3 | 13 | 0 | 27 | 17 | 216 | 36 | 0 | 269 | 17 | 216 | 36 | 0 | 269 | 692 |
| 04:30 PM | 58 | 5 | 28 | 0 | 91 | 46 | 237 | 21 | 0 | 304 | 17 | 4 | 14 | 0 | 35 | 19 | 221 | 39 | 0 | 279 | 19 | 221 | 39 | 0 | 279 | 709 |
| 04:45 PM | 59 | 5 | 40 | 0 | 104 | 45 | 236 | 37 | 0 | 318 | 17 | 3 | 13 | 0 | 33 | 19 | 182 | 37 | 0 | 238 | 19 | 182 | 37 | 0 | 238 | 693 |
| Total | 221 | 20 | 130 | 0 | 371 | 186 | 904 | 107 | 0 | 1197 | 65 | 13 | 52 | 0 | 130 | 71 | 807 | 146 | 0 | 1024 | 71 | 807 | 146 | 0 | 1024 | 2722 |
| 05:00 PM | 63 | 3 | 35 | 0 | 101 | 57 | 251 | 32 | 0 | 340 | 16 | 5 | 15 | 0 | 36 | 26 | 190 | 41 | 0 | 257 | 26 | 190 | 41 | 0 | 257 | 734 |
| 05:15 PM | 58 | 2 | 46 | 0 | 106 | 65 | 285 | 44 | 0 | 394 | 18 | 3 | 16 | 0 | 37 | 31 | 234 | 52 | 0 | 317 | 31 | 234 | 52 | 0 | 317 | 854 |
| 05:30 PM | 57 | 5 | 52 | 0 | 114 | 56 | 263 | 52 | 0 | 371 | 14 | 4 | 16 | 0 | 34 | 28 | 175 | 35 | 0 | 238 | 14 | 263 | 52 | 0 | 238 | 757 |
| 05:45 PM | 44 | 8 | 33 | 0 | 85 | 43 | 242 | 29 | 0 | 314 | 25 | 10 | 20 | 0 | 55 | 27 | 188 | 36 | 0 | 251 | 25 | 188 | 36 | 0 | 251 | 705 |
| Total | 222 | 18 | 166 | 0 | 406 | 221 | 1041 | 157 | 0 | 1419 | 73 | 22 | 67 | 0 | 162 | 112 | 787 | 164 | 0 | 1063 | 112 | 787 | 164 | 0 | 1063 | 3050 |
| Grand Total | 443 | 38 | 296 | 0 | 777 | 407 | 1945 | 264 | 0 | 2616 | 138 | 35 | 119 | 0 | 292 | 183 | 1594 | 310 | 0 | 2087 | 183 | 1594 | 310 | 0 | 2087 | 5772 |
| Approch % | 57 | 4.9 | 38.1 | 0 | 15.6 | 74.4 | 10.1 | 0 | 0 | 47.3 | 12 | 40.8 | 0 | 0 | 8.8 | 76.4 | 14.9 | 0 | 0 | 2087 | 8.8 | 76.4 | 14.9 | 0 | 2087 | 5772 |
| Total % | 7.7 | 0.7 | 5.1 | 0 | 13.5 | 7.1 | 33.7 | 4.6 | 0 | 45.3 | 2.4 | 0.6 | 2.1 | 0 | 5.1 | 3.2 | 27.6 | 5.4 | 0 | 36.2 | 3.2 | 27.6 | 5.4 | 0 | 36.2 | 36.2 |
| Unshifted % | 443 | 38 | 296 | 0 | 777 | 407 | 1945 | 264 | 0 | 2616 | 138 | 35 | 119 | 0 | 292 | 183 | 1594 | 310 | 0 | 2087 | 183 | 1594 | 310 | 0 | 2087 | 5772 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 |
| Bank 1 % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Walmart Driveway Southbound

SR 31 Westbound

| Start Time | Walmart Driveway Southbound | | | | SR 31 Westbound | | | | Groups Printed- Unshifted - Bank 1 Northbound | | | | Carling Road Northbound | | | | Carling Road Eastbound | | | | SR 31 Eastbound | | | | | |
|--|--------------------------------|------|------|------|--------------------|-------|------|------|--|------------|-------|------|----------------------------|------|------------|-------|---------------------------|------|------|------------|--------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 63 | 3 | 35 | 0 | 101 | 57 | 251 | 32 | 0 | 340 | 16 | 5 | 15 | 0 | 36 | 26 | 190 | 41 | 0 | 257 | 26 | 190 | 41 | 0 | 257 | 734 |
| 05:15 PM | 58 | 2 | 46 | 0 | 106 | 65 | 285 | 44 | 0 | 394 | 18 | 3 | 16 | 0 | 37 | 31 | 234 | 52 | 0 | 317 | 31 | 234 | 52 | 0 | 317 | 854 |
| 05:30 PM | 57 | 5 | 52 | 0 | 114 | 56 | 263 | 52 | 0 | 371 | 14 | 4 | 16 | 0 | 34 | 28 | 175 | 35 | 0 | 238 | 14 | 263 | 52 | 0 | 238 | 757 |
| 05:45 PM | 44 | 8 | 33 | 0 | 85 | 43 | 242 | 29 | 0 | 314 | 25 | 10 | 20 | 0 | 55 | 27 | 188 | 36 | 0 | 251 | 25 | 188 | 36 | 0 | 251 | 705 |
| Total Volume | 222 | 18 | 166 | 0 | 406 | 221 | 1041 | 157 | 0 | 1419 | 73 | 22 | 67 | 0 | 162 | 112 | 787 | 164 | 0 | 1063 | 112 | 787 | 164 | 0 | 1063 | 3050 |
| % App. Total | 54.7 | 4.4 | 40.9 | 0 | 15.6 | 73.4 | 11.1 | 0 | 45.1 | 13.6 | 41.4 | 0 | 10.5 | 74 | 15.4 | 0 | 25.1 | 25.1 | 0 | 251 | 25.1 | 25.1 | 25.1 | 0 | 251 | 705 |
| PHF | .881 | .563 | .798 | .000 | .850 | .913 | .755 | .000 | .900 | .730 | .550 | .838 | .000 | .736 | .903 | .841 | .788 | .000 | .838 | .838 | .838 | .838 | .838 | .000 | .838 | .893 |

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Site Code : 00000005
Start Date : 3/3/2010
Page No : 1

Wegmans East Southbound

| Start Time | Wegmans East Southbound | | | | | SR 31 Westbound | | | | | Shopping Center Northbound | | | | | SR 31 Eastbound | | | | | Int. Total | | |
|-------------|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|----------------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|------|------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | |
| 07:00 AM | 3 | 0 | 15 | 0 | 18 | 14 | 70 | 2 | 0 | 86 | 1 | 0 | 0 | 0 | 1 | 0 | 155 | 0 | 0 | 0 | 155 | 260 | |
| 07:15 AM | 0 | 0 | 21 | 0 | 21 | 17 | 82 | 0 | 0 | 99 | 0 | 0 | 1 | 0 | 1 | 1 | 190 | 0 | 0 | 0 | 191 | 312 | |
| 07:30 AM | 2 | 0 | 17 | 0 | 19 | 9 | 100 | 1 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 1 | 209 | 3 | 0 | 0 | 213 | 342 | |
| 07:45 AM | 2 | 3 | 22 | 0 | 27 | 22 | 150 | 7 | 0 | 179 | 1 | 0 | 0 | 0 | 1 | 1 | 180 | 3 | 0 | 0 | 184 | 391 | |
| Total | 7 | 3 | 75 | 0 | 85 | 62 | 402 | 10 | 0 | 474 | 2 | 0 | 1 | 0 | 3 | 3 | 734 | 6 | 0 | 0 | 743 | 1305 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 0 | 16 | 0 | 17 | 15 | 117 | 3 | 0 | 135 | 3 | 0 | 1 | 0 | 4 | 0 | 206 | 0 | 0 | 0 | 206 | 362 | |
| 08:15 AM | 0 | 0 | 17 | 0 | 17 | 16 | 126 | 2 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 4 | 0 | 0 | 179 | 340 | |
| 08:30 AM | 5 | 0 | 23 | 0 | 28 | 26 | 116 | 4 | 0 | 146 | 2 | 0 | 0 | 0 | 2 | 1 | 135 | 5 | 0 | 0 | 141 | 317 | |
| 08:45 AM | 4 | 2 | 20 | 0 | 26 | 23 | 159 | 4 | 0 | 186 | 1 | 0 | 0 | 0 | 1 | 0 | 155 | 1 | 0 | 0 | 156 | 369 | |
| Total | 10 | 2 | 76 | 0 | 88 | 80 | 518 | 13 | 0 | 611 | 6 | 0 | 1 | 0 | 7 | 1 | 671 | 10 | 0 | 0 | 682 | 1388 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 17 | 5 | 151 | 0 | 173 | 142 | 920 | 23 | 0 | 1085 | 8 | 0 | 2 | 0 | 10 | 4 | 1405 | 16 | 0 | 0 | 1425 | 2693 | |
| Approch % | 9.8 | 2.9 | 87.3 | 0 | 13.1 | 84.8 | 2.1 | 0 | 80 | 0 | 20 | 0 | 0.3 | 98.6 | 1.1 | 0 | 0 | 52.2 | 0.6 | 0 | 0 | 52.9 | |
| Total % | 0.6 | 0.2 | 5.6 | 0 | 6.4 | 5.3 | 34.2 | 0.9 | 0 | 40.3 | 0.3 | 0 | 0.1 | 0 | 0.4 | 0.1 | 10 | 4 | 1405 | 16 | 0 | 0 | 1425 |
| Unshifted % | 17 | 5 | 151 | 0 | 173 | 142 | 920 | 23 | 0 | 1085 | 8 | 0 | 2 | 0 | 10 | 4 | 1405 | 16 | 0 | 0 | 1425 | 2693 | |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 0 | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

Wegmans East Southbound

| Start Time | Wegmans East Southbound | | | | | SR 31 Westbound | | | | | Shopping Center Northbound | | | | | SR 31 Eastbound | | | | | Int. Total | | |
|--|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|----------------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----|------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | 2 | 0 | 17 | 0 | 19 | 9 | 100 | 1 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 1 | 209 | 3 | 0 | 0 | 213 | 342 | |
| 07:30 AM | 2 | 3 | 22 | 0 | 27 | 22 | 150 | 7 | 0 | 179 | 1 | 0 | 0 | 0 | 1 | 1 | 180 | 3 | 0 | 0 | 184 | 391 | |
| 07:45 AM | 2 | 0 | 16 | 0 | 17 | 15 | 117 | 3 | 0 | 135 | 3 | 0 | 1 | 0 | 4 | 0 | 206 | 0 | 0 | 0 | 206 | 362 | |
| 08:00 AM | 1 | 0 | 17 | 0 | 17 | 16 | 126 | 2 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 4 | 0 | 0 | 179 | 340 | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 770 | 10 | 0 | 0 | 782 | 1435 |
| Total Volume | 5 | 3 | 72 | 0 | 80 | 62 | 493 | 13 | 0 | 568 | 4 | 0 | 1 | 0 | 5 | 0.3 | 98.5 | 1.3 | 0 | 0 | 0 | 0 | |
| % App. Total | 6.2 | 3.8 | 90 | 0 | 10.9 | 86.8 | 2.3 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 0 | .500 | .921 | .625 | .000 | .918 | .918 | | |
| PH-F | .625 | .818 | .000 | .741 | .705 | .822 | .464 | .000 | .793 | .333 | .000 | .250 | .000 | .313 | .500 | .921 | .625 | .000 | .918 | .918 | | | |

| Start Time | Wegmans East Southbound | | | | | SR 31 Westbound | | | | | Shopping Center Northbound | | | | | SR 31 Eastbound | | | | | Int. Total | | |
|--|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|----------------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----|------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | 2 | 0 | 17 | 0 | 19 | 9 | 100 | 1 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 1 | 209 | 3 | 0 | 0 | 213 | 342 | |
| 07:30 AM | 2 | 3 | 22 | 0 | 27 | 22 | 150 | 7 | 0 | 179 | 1 | 0 | 0 | 0 | 1 | 1 | 180 | 3 | 0 | 0 | 184 | 391 | |
| 07:45 AM | 2 | 0 | 16 | 0 | 17 | 15 | 117 | 3 | 0 | 135 | 3 | 0 | 1 | 0 | 4 | 0 | 206 | 0 | 0 | 0 | 206 | 362 | |
| 08:00 AM | 1 | 0 | 17 | 0 | 17 | 16 | 126 | 2 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 4 | 0 | 0 | 179 | 340 | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 770 | 10 | 0 | 0 | 782 | 1435 |
| Total Volume | 5 | 3 | 72 | 0 | 80 | 62 | 493 | 13 | 0 | 568 | 4 | 0 | 1 | 0 | 5 | 0.3 | 98.5 | 1.3 | 0 | 0 | 0 | 0 | |
| % App. Total | 6.2 | 3.8 | 90 | 0 | 10.9 | 86.8 | 2.3 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 0 | .500 | .921 | .625 | .000 | .918 | .918 | | |
| PH-F | .625 | .818 | .000 | .741 | .705 | .822 | .464 | .000 | .793 | .333 | .000 | .250 | .000 | .313 | .500 | .921 | .625 | .000 | .918 | .918 | | | |

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Site Code : 00000005
Start Date : 3/3/2010
Page No : 1

Wegmans East Southbound

| Start Time | SR 31 Westbound | | | | | | SR 31 Northbound | | | | | | Shopping Center Northbound | | | | | | Groups Printed- Unshifted - Bank 1 Eastbound | | | | | |
|-------------|--------------------|------|------|------|------------|-------|---------------------|------|------|------------|-------|------|-------------------------------|------|------------|-------|------|------|---|------------|------------|--|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| 04:00 PM | 12 | 0 | 80 | 0 | 92 | 66 | 238 | 12 | 0 | 316 | 8 | 4 | 4 | 0 | 16 | 4 | 208 | 8 | 0 | 220 | 644 | | | |
| 04:15 PM | 10 | 1 | 70 | 0 | 81 | 70 | 266 | 14 | 0 | 350 | 12 | 1 | 3 | 0 | 16 | 4 | 255 | 10 | 0 | 269 | 716 | | | |
| 04:30 PM | 6 | 1 | 67 | 0 | 74 | 81 | 264 | 15 | 0 | 360 | 10 | 2 | 4 | 0 | 16 | 7 | 193 | 19 | 0 | 219 | 669 | | | |
| 04:45 PM | 6 | 0 | 73 | 0 | 79 | 86 | 327 | 21 | 0 | 434 | 12 | 1 | 0 | 0 | 13 | 4 | 235 | 7 | 0 | 246 | 772 | | | |
| Total | 34 | 2 | 290 | 0 | 326 | 303 | 1095 | 62 | 0 | 1460 | 42 | 8 | 11 | 0 | 61 | 19 | 891 | 44 | 0 | 954 | 2801 | | | |
| 05:00 PM | 8 | 2 | 82 | 0 | 92 | 97 | 291 | 27 | 0 | 415 | 13 | 5 | 4 | 0 | 22 | 11 | 261 | 7 | 0 | 279 | 808 | | | |
| 05:15 PM | 9 | 4 | 56 | 0 | 69 | 92 | 333 | 30 | 0 | 455 | 12 | 8 | 4 | 0 | 24 | 12 | 227 | 8 | 0 | 247 | 795 | | | |
| 05:30 PM | 8 | 4 | 79 | 0 | 91 | 93 | 312 | 13 | 0 | 418 | 8 | 0 | 7 | 0 | 15 | 10 | 212 | 29 | 0 | 251 | 775 | | | |
| 05:45 PM | 13 | 2 | 61 | 0 | 76 | 80 | 264 | 19 | 0 | 363 | 9 | 3 | 9 | 0 | 21 | 13 | 220 | 7 | 0 | 240 | 700 | | | |
| Total | 38 | 12 | 278 | 0 | 328 | 362 | 1200 | 89 | 0 | 1651 | 42 | 16 | 24 | 0 | 82 | 46 | 920 | 51 | 0 | 1017 | 3078 | | | |
| Grand Total | 72 | 14 | 568 | 0 | 654 | 665 | 2295 | 151 | 0 | 3111 | 84 | 24 | 35 | 0 | 143 | 65 | 1811 | 95 | 0 | 1971 | 5879 | | | |
| Approch % | 11 | 2.1 | 86.9 | 0 | 0 | 21.4 | 73.8 | 4.9 | 0 | 58.7 | 16.8 | 24.5 | 0 | 0 | 3.3 | 91.9 | 4.8 | 0 | 0 | 0 | 33.5 | | | |
| Total % | 1.2 | 0.2 | 9.7 | 0 | 11.1 | 11.3 | 39 | 2.6 | 0 | 52.9 | 1.4 | 0.4 | 0.6 | 0 | 2.4 | 1.1 | 30.8 | 1.6 | 0 | 0 | 0 | | | |
| Unshifted | 72 | 14 | 568 | 0 | 654 | 665 | 2295 | 151 | 0 | 3111 | 84 | 24 | 35 | 0 | 143 | 65 | 1811 | 95 | 0 | 1971 | 5879 | | | |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | | | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |

Wegmans East Southbound

| Start Time | SR 31 Westbound | | | | | | SR 31 Northbound | | | | | | Shopping Center Northbound | | | | | | SR 31 Eastbound | | | | | |
|--|--------------------|------|------|------|------------|-------|---------------------|------|------|------------|-------|------|-------------------------------|------|------------|-------|------|------|--------------------|------------|------------|--|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. 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 | 6 | 0 | 73 | 0 | 79 | 86 | 327 | 21 | 0 | 434 | 12 | 1 | 0 | 0 | 13 | 4 | 235 | 7 | 0 | 246 | 772 | | | |
| 05:00 PM | 8 | 2 | 82 | 0 | 92 | 97 | 291 | 27 | 0 | 415 | 13 | 5 | 4 | 0 | 22 | 11 | 261 | 7 | 0 | 279 | 808 | | | |
| 05:15 PM | 9 | 4 | 56 | 0 | 69 | 92 | 333 | 30 | 0 | 455 | 12 | 8 | 4 | 0 | 24 | 12 | 227 | 8 | 0 | 247 | 795 | | | |
| 05:30 PM | 8 | 4 | 79 | 0 | 91 | 93 | 312 | 13 | 0 | 418 | 8 | 0 | 7 | 0 | 15 | 10 | 212 | 29 | 0 | 251 | 775 | | | |
| Total | 31 | 10 | 290 | 0 | 331 | 368 | 1263 | 91 | 0 | 1722 | 45 | 14 | 15 | 0 | 74 | 37 | 935 | 51 | 0 | 1023 | 3150 | | | |
| Total App. Volume | 9.4 | 3 | 87.6 | 0 | 21.4 | 73.3 | 5.3 | 0 | 60.8 | 18.9 | 20.3 | 0 | 3.6 | 91.4 | 5 | 0 | 0 | 0 | 0 | 0 | .917 | | | |
| PHF | .861 | .625 | .884 | .000 | .899 | .948 | .758 | .000 | .946 | .865 | .438 | .536 | .000 | .771 | .771 | .896 | .440 | .000 | .000 | .000 | .917 | | | |

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Syracuse, NY 13202

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Site Code : 00000006
Start Date : 3/3/2010
Page No : 1

SR 481 SB Off Ramp

Southbound

| Start Time | SR 481 SB Off Ramp | | | | | SR 31 | | | | | Groups Printed- Unshifted - Bank 1 | | | | |
|-------------|--------------------|------|------|------------|------------|------------|------|------|-------|------------|------------------------------------|------|------|-------|------------|
| | Westbound | | | Northbound | | Soule Road | | | SR 31 | | Eastbound | | | SR 31 | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |
| 07:00 AM | 12 | 7 | 52 | 0 | 71 | 0 | 70 | 49 | 0 | 119 | 38 | 0 | 11 | 0 | 49 |
| 07:15 AM | 13 | 8 | 45 | 0 | 66 | 0 | 76 | 69 | 0 | 145 | 53 | 0 | 34 | 0 | 87 |
| 07:30 AM | 7 | 8 | 60 | 0 | 75 | 0 | 97 | 63 | 0 | 160 | 26 | 0 | 21 | 0 | 62 |
| 07:45 AM | 22 | 5 | 66 | 0 | 93 | 0 | 142 | 48 | 0 | 190 | 39 | 0 | 23 | 0 | 47 |
| Total | 54 | 28 | 223 | 0 | 305 | 0 | 385 | 229 | 0 | 614 | 156 | 0 | 89 | 0 | 245 |
| 08:00 AM | 14 | 6 | 38 | 0 | 58 | 0 | 103 | 54 | 0 | 157 | 33 | 0 | 37 | 0 | 70 |
| 08:15 AM | 21 | 6 | 27 | 0 | 54 | 0 | 110 | 52 | 0 | 162 | 46 | 0 | 20 | 0 | 66 |
| 08:30 AM | 12 | 9 | 27 | 0 | 48 | 0 | 126 | 55 | 0 | 181 | 25 | 0 | 23 | 0 | 48 |
| 08:45 AM | 29 | 12 | 29 | 0 | 70 | 0 | 145 | 47 | 0 | 192 | 31 | 0 | 33 | 0 | 64 |
| Total | 76 | 33 | 121 | 0 | 230 | 0 | 484 | 208 | 0 | 692 | 135 | 0 | 113 | 0 | 248 |
| Grand Total | 130 | 61 | 344 | 0 | 535 | 0 | 869 | 437 | 0 | 1306 | 291 | 0 | 202 | 0 | 493 |
| Approch % | 24.3 | 11.4 | 64.3 | 0 | 66.5 | 0 | 33.5 | 0 | 0 | 41 | 59 | 0 | 41.4 | 0 | 58.6 |
| Total % | 3.4 | 1.6 | 9 | 0 | 14.1 | 0 | 22.9 | 11.5 | 0 | 34.4 | 7.7 | 0 | 5.3 | 0 | 13 |
| Unshifted % | 130 | 61 | 344 | 0 | 535 | 0 | 869 | 437 | 0 | 1306 | 291 | 0 | 202 | 0 | 493 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 0 | 100 | 100 | 0 | 100 | 100 | 0 | 100 | 0 | 100 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SR 481 SB Off Ramp

Southbound

| Start Time | SR 481 SB Off Ramp | | | | | SR 31 | | | | | Groups Printed- Unshifted - Bank 1 | | | | |
|--|--------------------|------|------|------------|------------|------------|------|------|-------|------------|------------------------------------|------|------|-------|------------|
| | Westbound | | | Northbound | | Soule Road | | | SR 31 | | Eastbound | | | SR 31 | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |
| Peak Hour for Entire intersection Begins at 07:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | |
| 07:30 AM | 7 | 8 | 60 | 0 | 75 | 0 | 97 | 63 | 0 | 160 | 26 | 0 | 21 | 0 | 47 |
| 07:45 AM | 22 | 5 | 66 | 0 | 93 | 0 | 142 | 48 | 0 | 190 | 39 | 0 | 23 | 0 | 62 |
| 08:00 AM | 14 | 6 | 38 | 0 | 58 | 0 | 103 | 54 | 0 | 157 | 33 | 0 | 37 | 0 | 70 |
| 08:15 AM | 21 | 6 | 27 | 0 | 54 | 0 | 110 | 52 | 0 | 162 | 46 | 0 | 20 | 0 | 66 |
| Total Volume | 64 | 25 | 191 | 0 | 280 | 0 | 452 | 217 | 0 | 669 | 144 | 0 | 101 | 0 | 245 |
| % App. Total | 22.9 | 8.9 | 68.2 | 0 | 67.6 | 0 | 58.8 | 0 | 0 | 41.2 | 0 | 0 | 59.6 | 0 | 40.4 |
| PHF | .727 | .781 | .723 | .00 | .753 | .000 | .796 | .861 | .000 | .880 | .783 | .000 | .875 | .000 | .748 |

SR 481 SB Off Ramp

Southbound

| Start Time | SR 481 SB Off Ramp | | | | | SR 31 | | | | | Groups Printed- Unshifted - Bank 1 | | | | |
|--|--------------------|------|------|------------|------------|------------|------|------|-------|------------|------------------------------------|------|------|-------|------------|
| | Westbound | | | Northbound | | Soule Road | | | SR 31 | | Eastbound | | | SR 31 | |
| | 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 | | | | | | | | | | | | | | | |
| 07:30 AM | 7 | 8 | 60 | 0 | 75 | 0 | 97 | 63 | 0 | 160 | 26 | 0 | 21 | 0 | 47 |
| 07:45 AM | 22 | 5 | 66 | 0 | 93 | 0 | 142 | 48 | 0 | 190 | 39 | 0 | 23 | 0 | 62 |
| 08:00 AM | 14 | 6 | 38 | 0 | 58 | 0 | 103 | 54 | 0 | 157 | 33 | 0 | 37 | 0 | 70 |
| 08:15 AM | 21 | 6 | 27 | 0 | 54 | 0 | 110 | 52 | 0 | 162 | 46 | 0 | 20 | 0 | 66 |
| Total Volume | 64 | 25 | 191 | 0 | 280 | 0 | 452 | 217 | 0 | 669 | 144 | 0 | 101 | 0 | 245 |
| % App. Total | 22.9 | 8.9 | 68.2 | 0 | 67.6 | 0 | 58.8 | 0 | 0 | 41.2 | 0 | 0 | 59.6 | 0 | 40.4 |
| PHF | .727 | .781 | .723 | .00 | .753 | .000 | .796 | .861 | .000 | .880 | .783 | .000 | .875 | .000 | .748 |

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File Name : Soule Road PM
Site Code : 00000006
Start Date : 3/3/2010
Page No : 1

SR 481 SB Off Ramp

Southbound

| Start Time | SR 481 SB Off Ramp | | | | | SR 31 | | | | | Groups Printed- Unshifted - Bank 1 | | | | |
|-------------|--------------------|------|------|-----------|------------|------------|------|------|------------|------------|------------------------------------|------|------|-----------|------------|
| | Southbound | | | Westbound | | Northbound | | | Soule Road | | SR 31 | | | Eastbound | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |
| 04:00 PM | 35 | 24 | 37 | 0 | 96 | 0 | 256 | 98 | 0 | 354 | 52 | 0 | 36 | 1 | 89 |
| 04:15 PM | 25 | 16 | 33 | 0 | 74 | 0 | 309 | 112 | 0 | 421 | 50 | 0 | 51 | 1 | 102 |
| 04:30 PM | 29 | 13 | 53 | 0 | 95 | 0 | 287 | 96 | 0 | 383 | 37 | 0 | 56 | 0 | 93 |
| 04:45 PM | 38 | 24 | 42 | 0 | 104 | 0 | 352 | 117 | 0 | 469 | 40 | 0 | 59 | 0 | 93 |
| Total | 127 | 77 | 165 | 0 | 369 | 0 | 1204 | 423 | 0 | 1627 | 179 | 0 | 202 | 2 | 383 |
| 05:00 PM | 32 | 17 | 35 | 0 | 84 | 0 | 348 | 109 | 0 | 457 | 40 | 0 | 46 | 0 | 86 |
| 05:15 PM | 43 | 17 | 50 | 0 | 110 | 0 | 346 | 142 | 0 | 488 | 49 | 0 | 67 | 0 | 116 |
| 05:30 PM | 35 | 10 | 42 | 0 | 87 | 0 | 340 | 126 | 0 | 466 | 35 | 0 | 53 | 0 | 88 |
| 05:45 PM | 30 | 16 | 36 | 0 | 82 | 0 | 288 | 115 | 0 | 403 | 40 | 0 | 57 | 0 | 97 |
| Total | 140 | 60 | 163 | 0 | 363 | 0 | 1322 | 492 | 0 | 1814 | 164 | 0 | 223 | 0 | 387 |
| Grand Total | 267 | 137 | 328 | 0 | 732 | 0 | 2526 | 915 | 0 | 3441 | 343 | 0 | 425 | 2 | 770 |
| Approch % | 36.5 | 18.7 | 44.8 | 0 | 0 | 0 | 73.4 | 26.6 | 0 | 44.5 | 0 | 0.3 | 55.2 | 0.3 | 37.5 |
| Total % | 3.6 | 1.9 | 4.5 | 0 | 10 | 0 | 34.5 | 12.5 | 0 | 47 | 4.7 | 0 | 5.8 | 0 | 10.5 |
| Unshifted % | 267 | 137 | 328 | 0 | 732 | 0 | 2526 | 915 | 0 | 3441 | 343 | 0 | 425 | 2 | 770 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 0 | 100 | 100 | 0 | 100 | 100 | 0 | 100 | 0 | 100 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SR 481 SB Off Ramp

Southbound

| Start Time | SR 481 SB Off Ramp | | | | | SR 31 | | | | | Groups Printed- Unshifted - Bank 1 | | | | |
|--|--------------------|------|------|-----------|------------|------------|------|------|------------|------------|------------------------------------|-------|------|-----------|------------|
| | Southbound | | | Westbound | | Northbound | | | Soule Road | | SR 31 | | | Eastbound | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |
| Peak Hour for Entire Intersection Begins at 04:45 PM | 42 | 0 | 104 | 0 | 352 | 117 | 0 | 469 | 40 | 0 | 59 | 0 | 99 | 111 | 181 |
| 04:45 PM | 38 | 24 | 84 | 0 | 348 | 109 | 0 | 457 | 40 | 0 | 46 | 0 | 86 | 110 | 221 |
| 05:00 PM | 32 | 17 | 50 | 0 | 110 | 0 | 346 | 142 | 0 | 488 | 49 | 0 | 67 | 0 | 116 |
| 05:15 PM | 43 | 17 | 50 | 0 | 87 | 0 | 340 | 126 | 0 | 466 | 35 | 0 | 53 | 0 | 88 |
| 05:30 PM | 35 | 10 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 1880 | 164 | 0 | 225 | 0 | 389 |
| Total Volume | 148 | 68 | 169 | 0 | 385 | 0 | 1386 | 494 | 0 | 42.2 | 0 | .57.8 | 0 | 0 | .77.3 |
| % App. Total | 38.4 | 17.7 | 43.9 | 0 | 73.7 | 26.3 | 0 | .837 | .000 | .840 | .000 | .838 | .993 | .874 | .000 |
| PHF | .860 | .708 | .845 | .00 | .875 | .000 | .984 | .870 | .000 | .963 | .000 | .000 | .000 | .000 | .917 |

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Site Code : 00000007
Start Date : 3/2/2010
Page No : 1

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

| Start Time | Southbound | | | | SR 31 Westbound | | | | SR 481 NB Off Ramp Northbound | | | | SR 31 Eastbound | | | | | | | |
|-------------|------------|------|------|------|-----------------|------|------|------|-------------------------------|-------|------|------|-----------------|------------|-------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 37 | 85 | 0 | 122 | 7 | 10 | 33 | 0 | 50 | 0 | 143 | 26 | 0 | 169 | 341 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 31 | 110 | 0 | 141 | 7 | 0 | 40 | 0 | 47 | 0 | 124 | 30 | 0 | 154 | 342 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 25 | 120 | 0 | 145 | 8 | 0 | 64 | 0 | 72 | 0 | 144 | 24 | 0 | 168 | 385 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 28 | 124 | 0 | 152 | 11 | 0 | 82 | 0 | 93 | 0 | 170 | 27 | 0 | 197 | 442 |
| Total | 0 | 0 | 0 | 0 | 0 | 121 | 439 | 0 | 560 | 33 | 10 | 219 | 0 | 262 | 0 | 581 | 107 | 0 | 688 | 1510 |
| | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 26 | 103 | 0 | 129 | 18 | 0 | 54 | 0 | 72 | 0 | 124 | 18 | 0 | 142 | 343 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 19 | 122 | 0 | 141 | 16 | 0 | 72 | 0 | 88 | 0 | 107 | 24 | 0 | 131 | 360 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 30 | 131 | 0 | 161 | 11 | 0 | 69 | 0 | 80 | 0 | 117 | 33 | 0 | 150 | 391 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 119 | 0 | 130 | 26 | 0 | 65 | 0 | 91 | 0 | 141 | 14 | 0 | 155 | 376 |
| Total | 0 | 0 | 0 | 0 | 0 | 86 | 475 | 0 | 561 | 71 | 0 | 260 | 0 | 331 | 0 | 489 | 89 | 0 | 578 | 1470 |
| | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 207 | 914 | 0 | 0 | 1121 | 10 | 479 | 0 | 593 | 0 | 1070 | 196 | 0 | 1266 | 2980 |
| Approch % | 0 | 0 | 0 | 0 | 0 | 18.5 | 81.5 | 0 | 0 | 17.5 | 1.7 | 80.8 | 0 | 84.5 | 0 | 15.5 | 0 | 0 | 0 | 0 |
| Total % | 0 | 0 | 0 | 0 | 0 | 6.9 | 30.7 | 0 | 0 | 37.6 | 3.5 | 0.3 | 16.1 | 0 | 19.9 | 0 | 35.9 | 6.6 | 0 | 42.5 |
| | | | | | | | | | | | | | | | | | | | | |
| Unshifted % | 0 | 0 | 0 | 0 | 0 | 207 | 914 | 0 | 0 | 1121 | 10 | 479 | 0 | 593 | 0 | 1070 | 196 | 0 | 1266 | 2980 |
| % Unshifted | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 0 | 100 | 100 | 0 | 100 | 100 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Southbound | | | | SR 31 Westbound | | | | SR 481 NB Off Ramp Northbound | | | | SR 31 Eastbound | | | | | | | |
|--|------------|------|------|------|-----------------|------|------|------|-------------------------------|-------|------|------|-----------------|------------|-------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 28 | 124 | 0 | 152 | 11 | 0 | 82 | 0 | 93 | 0 | 170 | 27 | 0 | 197 | 442 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 26 | 103 | 0 | 129 | 18 | 0 | 54 | 0 | 72 | 0 | 124 | 18 | 0 | 142 | 343 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 19 | 122 | 0 | 141 | 16 | 0 | 72 | 0 | 88 | 0 | 107 | 24 | 0 | 131 | 360 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 30 | 131 | 0 | 161 | 11 | 0 | 69 | 0 | 80 | 0 | 117 | 33 | 0 | 150 | 391 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 103 | 480 | 0 | 563 | 56 | 0 | 277 | 0 | 333 | 0 | 518 | 102 | 0 | 620 | 1536 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 17.7 | 82.3 | 0 | 16.8 | 0 | 0 | 83.2 | 0 | 0 | 0 | 83.5 | 16.5 | 0 | 0 | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .858 | .916 | .000 | .905 | .778 | .000 | .845 | .000 | .895 | .000 | .762 | .773 | .000 | .787 | .869 |

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File Name : SR 481 NB Off PM
Site Code : 00000007
Start Date : 3/2/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

| Start Time | Southbound | | | | Westbound | | | | SR 31 Northbound | | | | SR 481 NB Off Ramp | | | | SR 31 Eastbound | | | | |
|-------------|------------|------|------|------|------------|-------|------|------|------------------|------------|-------|------|--------------------|------|------------|-------|-----------------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 55 | 200 | 0 | 0 | 255 | 74 | 0 | 175 | 0 | 249 | 0 | 215 | 44 | 0 | 259 | 763 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 63 | 235 | 0 | 0 | 298 | 65 | 0 | 199 | 0 | 264 | 0 | 240 | 42 | 0 | 282 | 844 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 76 | 229 | 0 | 0 | 305 | 95 | 0 | 182 | 0 | 277 | 0 | 244 | 53 | 0 | 297 | 879 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 64 | 253 | 0 | 0 | 317 | 85 | 0 | 235 | 0 | 320 | 0 | 240 | 52 | 0 | 292 | 929 |
| Total | 0 | 0 | 0 | 0 | 0 | 258 | 917 | 0 | 0 | 1175 | 319 | 0 | 791 | 0 | 1110 | 0 | 939 | 191 | 0 | 1130 | 3415 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 55 | 221 | 0 | 0 | 276 | 83 | 0 | 223 | 0 | 306 | 0 | 249 | 51 | 0 | 300 | 882 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 54 | 246 | 0 | 0 | 300 | 70 | 0 | 270 | 0 | 340 | 0 | 233 | 34 | 0 | 267 | 907 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 45 | 246 | 0 | 0 | 291 | 77 | 0 | 220 | 0 | 297 | 0 | 225 | 54 | 0 | 279 | 867 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 51 | 238 | 0 | 0 | 289 | 58 | 0 | 176 | 0 | 234 | 0 | 221 | 49 | 0 | 270 | 793 |
| Total | 0 | 0 | 0 | 0 | 0 | 205 | 951 | 0 | 0 | 1156 | 288 | 0 | 889 | 0 | 1177 | 0 | 928 | 188 | 0 | 1116 | 3449 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 463 | 1868 | 0 | 0 | 2331 | 607 | 0 | 1680 | 0 | 2287 | 0 | 1867 | 379 | 0 | 2246 | 6864 |
| Apprich % | 0 | 0 | 0 | 0 | 0 | 19.9 | 80.1 | 0 | 0 | 2331 | 26.5 | 0 | 73.5 | 0 | 83.1 | 0 | 16.9 | 0 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 6.7 | 27.2 | 0 | 0 | 34 | 8.8 | 0 | 24.5 | 0 | 33.3 | 0 | 27.2 | 5.5 | 0 | 32.7 | |
| Unshifted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2331 | 607 | 0 | 1680 | 0 | 2287 | 0 | 1867 | 379 | 0 | 2246 | 6864 |
| % Unshifted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 100 | 0 | 100 | 0 | 100 | 100 | 0 | 100 | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

SR 31 Westbound

| Start Time | Southbound | | | | Westbound | | | | SR 481 NB Off Ramp | | | | SR 31 Northbound | | | | SR 31 Eastbound | | | | |
|--|------------|------|------|------|------------|-------|------|------|--------------------|------------|-------|------|------------------|------|------------|-------|-----------------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. 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 | 0 | 0 | 0 | 0 | 0 | 76 | 229 | 0 | 0 | 305 | 95 | 0 | 182 | 0 | 277 | 0 | 244 | 53 | 0 | 297 | 879 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 64 | 253 | 0 | 0 | 317 | 85 | 0 | 235 | 0 | 320 | 0 | 240 | 52 | 0 | 292 | 929 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 55 | 221 | 0 | 0 | 276 | 83 | 0 | 223 | 0 | 306 | 0 | 249 | 51 | 0 | 300 | 882 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 54 | 246 | 0 | 0 | 300 | 70 | 0 | 270 | 0 | 340 | 0 | 233 | 34 | 0 | 267 | 907 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 249 | 949 | 0 | 0 | 1198 | 333 | 0 | 910 | 0 | 1243 | 0 | 966 | 190 | 0 | 1156 | 3597 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 20.8 | 79.2 | 0 | 0 | 26.8 | 0 | 0 | 73.2 | 0 | 0 | 0 | 83.6 | 16.4 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .819 | .938 | .000 | .000 | .945 | .876 | .000 | .843 | .000 | .914 | .000 | .970 | .896 | .000 | .963 | .968 |

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Start Date : 3/2/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

| Start Time | Southbound | | | | Westbound | | | | Market Fair Mall Northbound | | | | Market Fair Mall | | | | SR 31 Eastbound | | | | Int. Total |
|-------------|------------|------|------|------|------------|-------|------|------|-----------------------------|------------|-------|------|------------------|------|------------|-------|-----------------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 1 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 2 | 92 | 0 | 0 | 94 | 209 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 1 | 0 | 135 | 0 | 0 | 1 | 0 | 1 | 1 | 126 | 0 | 0 | 0 | 127 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 0 | 155 | 1 | 0 | 1 | 0 | 1 | 2 | 4 | 175 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 2 | 0 | 405 | 1 | 0 | 2 | 0 | 3 | 7 | 393 | 0 | 0 | 0 | 400 |
| | | | | | | | | | | | | | | | | | | | | | 808 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 7 | 0 | 150 | 3 | 0 | 2 | 0 | 0 | 5 | 13 | 159 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 2 | 0 | 124 | 2 | 0 | 5 | 0 | 0 | 7 | 10 | 106 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 1 | 0 | 150 | 3 | 0 | 4 | 0 | 0 | 7 | 5 | 112 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 4 | 0 | 149 | 3 | 0 | 9 | 0 | 0 | 12 | 16 | 135 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 559 | 14 | 0 | 573 | 11 | 0 | 20 | 0 | 0 | 31 | 44 | 512 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | | | | 556 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 962 | 16 | 0 | 978 | 12 | 0 | 22 | 0 | 0 | 34 | 51 | 905 | 0 | 0 | 0 |
| Approch % | 0 | 0 | 0 | 0 | 0 | 0 | 98.4 | 1.6 | 0 | 35.3 | 0 | 64.7 | 0 | 0 | 5.3 | 94.7 | 0 | 0 | 0 | 0 | 956 |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 48.9 | 0.8 | 0 | 49.7 | 0.6 | 0 | 1.1 | 0 | 0 | 1.7 | 2.6 | 46 | 0 | 0 | 0 |
| Unshifted | 0 | 0 | 0 | 0 | 0 | 0 | 962 | 16 | 0 | 978 | 12 | 0 | 22 | 0 | 0 | 34 | 51 | 905 | 0 | 0 | 0 |
| % Unshifted | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 0 | 100 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Southbound | | | | Westbound | | | | Market Fair Mall Northbound | | | | Market Fair Mall | | | | SR 31 Eastbound | | | | Int. Total |
|--|------------|------|------|------|------------|-------|------|------|-----------------------------|------------|-------|------|------------------|------|------------|-------|-----------------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 0 | 155 | 1 | 0 | 1 | 0 | 0 | 2 | 4 | 175 | 0 | 0 | 179 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 7 | 0 | 150 | 3 | 0 | 2 | 0 | 0 | 5 | 13 | 159 | 0 | 0 | 172 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 2 | 0 | 124 | 2 | 0 | 5 | 0 | 0 | 7 | 10 | 106 | 0 | 0 | 116 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 1 | 0 | 150 | 3 | 0 | 4 | 0 | 0 | 7 | 5 | 112 | 0 | 0 | 117 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 569 | 10 | 0 | 579 | 9 | 0 | 12 | 0 | 0 | 21 | 32 | 552 | 0 | 0 | 584 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 98.3 | 1.7 | 0 | 42.9 | 0 | 57.1 | 0 | 0 | 5.5 | 94.5 | 0 | 0 | 0 | 0 | .881 |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .918 | .357 | .000 | .750 | .615 | .789 | .000 | .000 | .000 | .750 | .615 | .789 | .000 | .000 | .816 |

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Start Date : 3/2/2010
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Site Code : 00000009
Start Date : 2/24/2010
Page No : 1

Great Northern Mall West

Southbound

| Start Time | NYS Route 31 | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | NYS Route 31 | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | NYS Route 31 | | |
|-------------|--------------|------|------|------------|------------|-------|------------------------------------|------|------|------------|-------|------|--------------|------|------------|------------|------|------|------------------------------------|------------|-------|-----------|------|------|--------------|------------|--|
| | Westbound | | | Northbound | | | Driveaway | | | Eastbound | | | Westbound | | | Northbound | | | Driveaway | | | Eastbound | | | Eastbound | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | |
| 07:00 AM | 10 | 0 | 1 | 0 | 11 | 2 | 124 | 1 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 1 | 130 | 10 | 0 | 0 | 141 | 279 | | | | | |
| 07:15 AM | 13 | 0 | 0 | 0 | 13 | 1 | 128 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 5 | 0 | 0 | 139 | 281 | | | | | |
| 07:30 AM | 7 | 0 | 0 | 0 | 7 | 1 | 127 | 0 | 0 | 128 | 0 | 0 | 1 | 0 | 0 | 1 | 137 | 6 | 0 | 0 | 144 | 280 | | | | | |
| 07:45 AM | 8 | 0 | 3 | 0 | 11 | 3 | 144 | 1 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 12 | 0 | 0 | 170 | 329 | | | | | |
| Total | 38 | 0 | 4 | 0 | 42 | 7 | 523 | 2 | 0 | 532 | 0 | 0 | 1 | 0 | 1 | 3 | 558 | 33 | 0 | 0 | 594 | 1169 | | | | | |
| 08:00 AM | 9 | 0 | 0 | 0 | 9 | 0 | 119 | 0 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 14 | 0 | 0 | 138 | 266 | | | | |
| 08:15 AM | 11 | 0 | 2 | 0 | 13 | 3 | 140 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 10 | 0 | 0 | 118 | 274 | | | | | |
| 08:30 AM | 20 | 0 | 0 | 0 | 20 | 3 | 139 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 28 | 0 | 0 | 134 | 296 | | | | | |
| 08:45 AM | 16 | 0 | 0 | 0 | 16 | 2 | 147 | 1 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 31 | 0 | 0 | 122 | 288 | | | | | |
| Total | 56 | 0 | 2 | 0 | 58 | 8 | 545 | 1 | 0 | 554 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 429 | 83 | 0 | 0 | 512 | 1124 | | | | |
| Grand Total | 94 | 0 | 6 | 0 | 100 | 15 | 1068 | 3 | 0 | 1086 | 0 | 0 | 1 | 0 | 1 | 3 | 987 | 116 | 0 | 0 | 1106 | 2293 | | | | | |
| Approch % | 94 | 0 | 6 | 0 | 98.3 | 0.3 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0.3 | 89.2 | 10.5 | 0 | 0 | 1106 | 2293 | | | | | |
| Total % | 4.1 | 0 | 0.3 | 0 | 4.4 | 0.7 | 46.6 | 0.1 | 0 | 47.4 | 0 | 0 | 0 | 0 | 0 | 0.1 | 43 | 5.1 | 0 | 0 | 48.2 | | | | | | |
| % Unshifted | 94 | 0 | 6 | 0 | 100 | 15 | 1068 | 3 | 0 | 1086 | 0 | 0 | 1 | 0 | 1 | 3 | 987 | 116 | 0 | 0 | 1106 | 2293 | | | | | |
| Bank 1 | 0 | 0 | 0 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | | | | | | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |

Great Northern Mall West

Southbound

| Start Time | NYS Route 31 | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | NYS Route 31 | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | NYS Route 31 | |
|--|--------------|------|------|------------|------------|-------|------------------------------------|------|------|------------|-------|------|--------------|------|------------|------------|------|------|------------------------------------|------------|-------|-----------|------|------|--------------|------------|
| | Westbound | | | Northbound | | | Driveaway | | | Eastbound | | | Westbound | | | Northbound | | | Driveaway | | | Eastbound | | | Eastbound | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | 10 | 0 | 1 | 0 | 11 | 2 | 124 | 1 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 1 | 130 | 10 | 0 | 0 | 141 | 279 | | | | |
| 07:15 AM | 13 | 0 | 0 | 0 | 13 | 1 | 128 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 5 | 0 | 0 | 139 | 281 | | | | |
| 07:30 AM | 7 | 0 | 0 | 0 | 7 | 1 | 127 | 0 | 0 | 128 | 0 | 0 | 1 | 0 | 1 | 1 | 137 | 6 | 0 | 0 | 144 | 280 | | | | |
| 07:45 AM | 8 | 0 | 3 | 0 | 11 | 3 | 144 | 1 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 12 | 0 | 0 | 170 | 329 | | | | |
| Total Volume | 38 | 0 | 4 | 0 | 42 | 7 | 523 | 2 | 0 | 532 | 0 | 0 | 1 | 0 | 1 | 3 | 558 | 33 | 0 | 0 | 594 | 1169 | | | | |
| % App. Total | 90.5 | 0 | 9.5 | 0 | 1.3 | 98.3 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 93.9 | 5.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .731 | .000 | .333 | .000 | .808 | .583 | .908 | .500 | .000 | .899 | .000 | .000 | .250 | .000 | .000 | .750 | .889 | .688 | .000 | .000 | .874 | .888 | | | | |

CHAA, Inc.

441 South Salina Street
Syracuse, NY 13202

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File Name : GNM West PM
Site Code : 00000009
Start Date : 2/24/2010
Page No : 1

Great Northern Mall West

Southbound

| Start Time | NYS Route 31 | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | | | | | | | |
|-------------|--------------|------|------|------------|------------|-------|------------------------------------|------|------|------------|-------|------|------|------|------------|------------|------|------|------|
| | Westbound | | | Northbound | | | Driveaway | | | Eastbound | | | | | | | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| 04:00 PM | 86 | 0 | 10 | 0 | 96 | 20 | 179 | 2 | 0 | 201 | 0 | 0 | 0 | 0 | 3 | 169 | 68 | 0 | |
| 04:15 PM | 66 | 0 | 11 | 0 | 77 | 9 | 198 | 0 | 0 | 207 | 0 | 2 | 0 | 0 | 2 | 152 | 67 | 0 | |
| 04:30 PM | 68 | 0 | 11 | 0 | 79 | 9 | 186 | 0 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 189 | 90 | 0 | |
| 04:45 PM | 66 | 12 | 9 | 0 | 87 | 9 | 233 | 0 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 187 | 71 | 0 | |
| Total | 286 | 12 | 41 | 0 | 339 | 47 | 796 | 2 | 0 | 845 | 0 | 2 | 0 | 0 | 2 | 3 | 697 | 296 | 0 |
| | | | | | | | | | | | | | | | | | | 996 | 2182 |
| 05:00 PM | 87 | 0 | 11 | 0 | 98 | 13 | 200 | 0 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 91 | 0 |
| 05:15 PM | 92 | 0 | 12 | 0 | 104 | 11 | 230 | 0 | 0 | 241 | 0 | 0 | 0 | 0 | 0 | 1 | 213 | 101 | 0 |
| 05:30 PM | 102 | 0 | 5 | 0 | 107 | 11 | 206 | 0 | 0 | 217 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 88 | 0 |
| 05:45 PM | 87 | 0 | 17 | 0 | 104 | 9 | 197 | 0 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 78 | 0 |
| Total | 368 | 0 | 45 | 0 | 413 | 44 | 833 | 0 | 0 | 877 | 0 | 0 | 0 | 0 | 0 | 1 | 729 | 358 | 0 |
| | | | | | | | | | | | | | | | | | | 1088 | 2378 |
| Grand Total | 654 | 12 | 86 | 0 | 752 | 91 | 1629 | 2 | 0 | 1722 | 0 | 2 | 0 | 0 | 2 | 4 | 1426 | 654 | 0 |
| Approch % | 87 | 1.6 | 11.4 | 0 | 5.3 | 94.6 | 0.1 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0.2 | 0.2 | 68.4 | 31.4 | 0 |
| Total % | 14.3 | 0.3 | 1.9 | 0 | 16.5 | 2 | 35.7 | 0 | 0 | 37.8 | 0 | 0 | 0 | 0 | 0.1 | 31.3 | 14.3 | 0 | 45.7 |
| % Unshifted | 654 | 12 | 86 | 0 | 752 | 91 | 1629 | 2 | 0 | 1722 | 0 | 2 | 0 | 0 | 2 | 4 | 1426 | 654 | 0 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 100 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Great Northern Mall West

Southbound

| Start Time | NYS Route 31 | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | | | | | | | |
|--------------|--------------|------|------|------------|------------|-------|------------------------------------|------|------|------------|-------|------|------|------|------------|------------|------|------|------|
| | Westbound | | | Northbound | | | Driveaway | | | Eastbound | | | | | | | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| 04:45 PM | 66 | 12 | 9 | 0 | 87 | 9 | 233 | 0 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 187 | 71 | 0 | |
| 05:00 PM | 87 | 0 | 11 | 0 | 98 | 13 | 200 | 0 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 182 | 91 | 0 | |
| 05:15 PM | 92 | 0 | 12 | 0 | 104 | 11 | 230 | 0 | 0 | 241 | 0 | 0 | 0 | 0 | 1 | 213 | 101 | 0 | |
| 05:30 PM | 102 | 0 | 5 | 0 | 107 | 11 | 206 | 0 | 0 | 217 | 0 | 0 | 0 | 0 | 0 | 177 | 88 | 0 | |
| Total | 347 | 12 | 37 | 0 | 396 | 44 | 869 | 0 | 0 | 913 | 0 | 0 | 0 | 0 | 0 | 1 | 759 | 351 | 0 |
| Total Volume | 87.6 | 3 | 9.3 | 0 | 4.8 | 95.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 68.3 | 31.6 | 0 | 1111 | 2420 |
| % App. Total | | | | | | .925 | .932 | .946 | .000 | .943 | .000 | .000 | .000 | .250 | .891 | .869 | .000 | .882 | .917 |
| PHF | .850 | .250 | .771 | .000 | .000 | | | | | | | | | | | | | | |

| Start Time | NYS Route 31 | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | | | | | | | |
|--|--------------|------|------|------------|------------|-------|------------------------------------|------|------|------------|-------|------|------|------|------------|------------|------|------|------|
| | Westbound | | | Northbound | | | Driveaway | | | Eastbound | | | | | | | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. 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 | 66 | 12 | 9 | 0 | 87 | 9 | 233 | 0 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 187 | 71 | 0 | |
| 05:00 PM | 87 | 0 | 11 | 0 | 98 | 13 | 200 | 0 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 182 | 91 | 0 | |
| 05:15 PM | 92 | 0 | 12 | 0 | 104 | 11 | 230 | 0 | 0 | 241 | 0 | 0 | 0 | 0 | 1 | 213 | 101 | 0 | |
| 05:30 PM | 102 | 0 | 5 | 0 | 107 | 11 | 206 | 0 | 0 | 217 | 0 | 0 | 0 | 0 | 0 | 177 | 88 | 0 | |
| Total | 347 | 12 | 37 | 0 | 396 | 44 | 869 | 0 | 0 | 913 | 0 | 0 | 0 | 0 | 1 | 759 | 351 | 0 | |
| % App. Total | 87.6 | 3 | 9.3 | 0 | 4.8 | 95.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 68.3 | 31.6 | 0 | 1111 | 2420 |
| PHF | .850 | .250 | .771 | .000 | .000 | .925 | .932 | .946 | .000 | .943 | .000 | .000 | .000 | .250 | .891 | .869 | .000 | .882 | .917 |

CMA, Inc.

441 South Salina Street
Syracuse, NY 13202

Default Comments
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File Name : GNM East AM
Site Code : 00000010
Start Date : 2/24/2010
Page No : 1

Great Northern Mall East

Southbound

| Start Time | Great Northern Mall East | | | | | | NYS Route 31 | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | Driveaway | | | | | |
|-------------|--------------------------|------|------|------|------------|-------|--------------|------|------|------------|-------|------|------------------------------------|------|------------|-------|------|------|-----------|------------|------------|--|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| 07:00 AM | 6 | 0 | 2 | 0 | 8 | 3 | 94 | 8 | 0 | 105 | 11 | 0 | 10 | 0 | 21 | 15 | 107 | 10 | 0 | 132 | 266 | | | |
| 07:15 AM | 5 | 0 | 1 | 0 | 6 | 3 | 113 | 12 | 0 | 128 | 11 | 0 | 14 | 0 | 25 | 20 | 113 | 1 | 0 | 134 | 293 | | | |
| 07:30 AM | 3 | 1 | 1 | 0 | 5 | 3 | 105 | 15 | 0 | 123 | 10 | 1 | 16 | 0 | 27 | 14 | 118 | 5 | 0 | 137 | 292 | | | |
| 07:45 AM | 1 | 0 | 2 | 0 | 3 | 8 | 133 | 5 | 0 | 146 | 19 | 1 | 11 | 0 | 31 | 14 | 136 | 5 | 0 | 155 | 335 | | | |
| Total | 15 | 1 | 6 | 0 | 22 | 17 | 445 | 40 | 0 | 502 | 51 | 2 | 51 | 0 | 104 | 63 | 474 | 21 | 0 | 558 | 1186 | | | |
| 08:00 AM | 2 | 0 | 1 | 0 | 3 | 2 | 102 | 17 | 0 | 121 | 8 | 1 | 11 | 0 | 20 | 23 | 95 | 5 | 0 | 123 | 267 | | | |
| 08:15 AM | 7 | 0 | 1 | 0 | 8 | 6 | 108 | 12 | 0 | 126 | 16 | 1 | 20 | 0 | 37 | 14 | 88 | 7 | 0 | 109 | 280 | | | |
| 08:30 AM | 4 | 0 | 2 | 0 | 6 | 2 | 119 | 15 | 0 | 136 | 4 | 3 | 24 | 0 | 31 | 20 | 73 | 10 | 0 | 103 | 276 | | | |
| 08:45 AM | 1 | 0 | 1 | 0 | 2 | 3 | 140 | 9 | 0 | 152 | 2 | 1 | 3 | 0 | 6 | 5 | 81 | 2 | 0 | 88 | 248 | | | |
| Total | 14 | 0 | 5 | 0 | 19 | 13 | 469 | 53 | 0 | 535 | 30 | 6 | 58 | 0 | 94 | 62 | 337 | 24 | 0 | 423 | 1071 | | | |
| Grand Total | 29 | 1 | 11 | 0 | 41 | 30 | 914 | 93 | 0 | 1037 | 81 | 8 | 109 | 0 | 198 | 125 | 811 | 45 | 0 | 981 | 2257 | | | |
| Approch % | 70.7 | 2.4 | 26.8 | 0 | 1.8 | 2.9 | 88.1 | 9 | 0 | 40.9 | 4 | 55.1 | 0 | 0 | 12.7 | 82.7 | 4.6 | 0 | 0 | 0 | 0 | | | |
| Total % | 1.3 | 0 | 0.5 | 0 | 1.3 | 40.5 | 4.1 | 0 | 45.9 | 3.6 | 0.4 | 4.8 | 0 | 8.8 | 5.5 | 35.9 | 2 | 0 | 0 | 43.5 | | | | |
| % Unshifted | 29 | 1 | 11 | 0 | 41 | 30 | 914 | 93 | 0 | 1037 | 81 | 8 | 109 | 0 | 198 | 125 | 811 | 45 | 0 | 981 | 2257 | | | |
| Bank 1 | 0 | 0 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | | | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |

Great Northern Mall East

Westbound

| Start Time | Great Northern Mall East | | | | | | NYS Route 31 | | | | | | Groups Printed- Unshifted - Peak 1 of 1 | | | | | | Driveaway | | | | | |
|--|--------------------------|------|------|------|------------|-------|--------------|------|------|------------|-------|------|---|------|------------|-------|------|------|-----------|------------|------------|--|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | 5 | 0 | 1 | 0 | 6 | 3 | 113 | 12 | 0 | 128 | 11 | 0 | 14 | 0 | 25 | 20 | 113 | 1 | 0 | 134 | 293 | | | |
| 07:15 AM | 5 | 0 | 1 | 0 | 5 | 3 | 105 | 15 | 0 | 123 | 10 | 1 | 16 | 0 | 27 | 14 | 118 | 5 | 0 | 137 | 292 | | | |
| 07:30 AM | 3 | 1 | 1 | 0 | 3 | 8 | 133 | 5 | 0 | 146 | 19 | 1 | 11 | 0 | 31 | 14 | 136 | 5 | 0 | 155 | 335 | | | |
| 07:45 AM | 1 | 0 | 2 | 0 | 3 | 2 | 102 | 17 | 0 | 121 | 8 | 1 | 11 | 0 | 20 | 23 | 95 | 5 | 0 | 123 | 267 | | | |
| 08:00 AM | 2 | 0 | 1 | 0 | 3 | 17 | 453 | 49 | 0 | 518 | 48 | 3 | 52 | 0 | 103 | 71 | 462 | 16 | 0 | 549 | 1187 | | | |
| Total Volume | 11 | 1 | 5 | 0 | 17 | 16 | 453 | 9.5 | 0 | 46.6 | 2.9 | 50.5 | 0 | 0 | 12.9 | 84.2 | 2.9 | 0 | 0 | 0 | 0 | | | |
| % App. Total | 64.7 | 5.9 | 29.4 | 0 | 3.1 | 87.5 | 9.5 | 0 | .887 | .632 | .750 | .852 | .721 | .000 | .831 | .772 | .849 | .800 | .000 | .885 | .886 | | | |
| PHF | .550 | .250 | .625 | .000 | .708 | .500 | .852 | .721 | .000 | .887 | .632 | .750 | .852 | .721 | .000 | .831 | .772 | .849 | .800 | .000 | .885 | | | |

Great Northern Mall East

Northbound

| Start Time | Great Northern Mall East | | | | | | NYS Route 31 | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | Driveaway | | | | | |
|--|--------------------------|------|------|------|------------|-------|--------------|------|------|------------|-------|------|------------------------------------|------|------------|-------|------|------|-----------|------------|------------|--|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1 | 5 | 0 | 1 | 0 | 6 | 3 | 113 | 12 | 0 | 128 | 11 | 0 | 14 | 0 | 25 | 20 | 113 | 1 | 0 | 134 | 293 | | | |
| 07:15 AM | 5 | 0 | 1 | 0 | 5 | 3 | 105 | 15 | 0 | 123 | 10 | 1 | 16 | 0 | 27 | 14 | 118 | 5 | 0 | 137 | 292 | | | |
| 07:30 AM | 3 | 1 | 1 | 0 | 3 | 8 | 133 | 5 | 0 | 146 | 19 | 1 | 11 | 0 | 31 | 14 | 136 | 5 | 0 | 155 | 335 | | | |
| 07:45 AM | 1 | 0 | 2 | 0 | 3 | 2 | 102 | 17 | 0 | 121 | 8 | 1 | 11 | 0 | 20 | 23 | 95 | 5 | 0 | 123 | 267 | | | |
| 08:00 AM | 2 | 0 | 1 | 0 | 3 | 17 | 453 | 49 | 0 | 518 | 48 | 3 | 52 | 0 | 103 | 71 | 462 | 16 | 0 | 549 | 1187 | | | |
| Total Volume | 11 | 1 | 5 | 0 | 17 | 16 | 453 | 9.5 | 0 | 46.6 | 2.9 | 50.5 | 0 | 0 | 12.9 | 84.2 | 2.9 | 0 | 0 | 0 | 0 | | | |
| % App. Total | 64.7 | 5.9 | 29.4 | 0 | 3.1 | 87.5 | 9.5 | 0 | .887 | .632 | .750 | .852 | .721 | .000 | .831 | .772 | .849 | .800 | .000 | .885 | .886 | | | |
| PHF | .550 | .250 | .625 | .000 | .708 | .500 | .852 | .721 | .000 | .887 | .632 | .750 | .852 | .721 | .000 | .831 | .772 | .849 | .800 | .000 | .885 | | | |

CITA, Inc.

441 South Salina Street
Syracuse, NY 13202

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File Name : GNM East PM
Site Code : 00000010
Start Date : 2/24/2010
Page No : 1

| | | Great Northern Mall East | | | | | | NYS Route 31 Westbound | | | | | | NYS Route 31 Northbound | | | | | | Driveaway | | | | | | NYS Route 31 Eastbound | | | | | |
|--|-----|--------------------------|------|------|------|------------|-------|------------------------|------|------|------------|-------|------|-------------------------|------|------------|-------|------|------|-----------|------------|-------|------|------|------|------------------------|------------|--|--|--|--|
| Start Time | | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. 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 | 20 | 1 | 19 | 0 | 40 | 15 | 167 | 3 | 0 | 185 | 7 | 0 | 8 | 0 | 15 | 9 | 184 | 13 | 0 | 206 | 446 | | | | | | | | | | |
| 04:45 PM | 15 | 2 | 13 | 0 | 30 | 21 | 223 | 7 | 0 | 251 | 5 | 2 | 6 | 0 | 13 | 3 | 179 | 16 | 0 | 198 | 492 | | | | | | | | | | |
| 05:00 PM | 25 | 2 | 13 | 0 | 40 | 8 | 186 | 3 | 0 | 197 | 4 | 0 | 4 | 0 | 8 | 5 | 184 | 18 | 0 | 207 | 452 | | | | | | | | | | |
| 05:15 PM | 27 | 2 | 11 | 0 | 40 | 19 | 223 | 3 | 0 | 245 | 7 | 0 | 4 | 0 | 11 | 10 | 205 | 20 | 0 | 235 | 531 | | | | | | | | | | |
| Total Volume | 87 | 7 | 56 | 0 | 150 | 63 | 799 | 16 | 0 | 878 | 23 | 2 | 22 | 0 | 47 | 27 | 752 | 67 | 0 | 846 | 1921 | | | | | | | | | | |
| % App. Total | 58 | 4.7 | 37.3 | 0 | | 7.2 | 91 | 1.8 | 0 | 48.9 | 4.3 | 46.8 | 0 | | 3.2 | 88.9 | 7.9 | 0 | | | | | | | | | | | | | |
| PHF | 806 | 875 | 737 | 000 | 938 | 750 | 896 | 571 | 000 | .875 | .821 | .250 | .688 | .000 | .783 | .675 | .917 | .838 | .000 | .900 | .904 | | | | | | | | | | |

CHCA, Inc.

441 South Salina Street
Syracuse, NY 13202

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Then Click the Comments Tab

File Name : Morgan AM
Site Code : 00000011
Start Date : 3/16/2010
Page No : 1

Morgan Road Southbound

| Start Time | Morgan Road Southbound | | | | | | Westbound | | | | | | Morgan Road Northbound | | | | | | Morgan Road Eastbound | | | | | |
|-------------|---------------------------|------|------|------|------------|-------|-----------|------|------|------------|-------|------|---------------------------|------|------------|-------|------|------|--------------------------|------------|------------|--|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| 07:00 AM | 32 | 44 | 19 | 0 | 95 | 3 | 60 | 18 | 0 | 81 | 6 | 11 | 23 | 0 | 40 | 26 | 76 | 13 | 0 | 115 | 331 | | | |
| 07:15 AM | 52 | 48 | 19 | 0 | 119 | 3 | 52 | 12 | 0 | 67 | 8 | 16 | 23 | 0 | 47 | 37 | 61 | 8 | 0 | 106 | 339 | | | |
| 07:30 AM | 50 | 57 | 31 | 0 | 138 | 7 | 67 | 16 | 0 | 90 | 11 | 11 | 28 | 0 | 50 | 31 | 72 | 11 | 0 | 114 | 392 | | | |
| 07:45 AM | 45 | 43 | 21 | 0 | 109 | 3 | 69 | 25 | 0 | 97 | 12 | 6 | 23 | 0 | 41 | 36 | 100 | 13 | 0 | 149 | 396 | | | |
| Total | 179 | 192 | 90 | 0 | 461 | 16 | 248 | 71 | 0 | 335 | 37 | 44 | 97 | 0 | 178 | 130 | 309 | 45 | 0 | 484 | 1458 | | | |
| 08:00 AM | 50 | 46 | 14 | 0 | 110 | 8 | 62 | 16 | 0 | 86 | 25 | 11 | 26 | 0 | 62 | 33 | 82 | 10 | 0 | 125 | 383 | | | |
| 08:15 AM | 38 | 32 | 13 | 0 | 83 | 3 | 60 | 16 | 0 | 79 | 6 | 8 | 18 | 0 | 32 | 35 | 62 | 17 | 0 | 114 | 308 | | | |
| 08:30 AM | 36 | 35 | 13 | 0 | 84 | 5 | 75 | 12 | 0 | 92 | 16 | 11 | 31 | 0 | 58 | 31 | 48 | 12 | 0 | 91 | 325 | | | |
| 08:45 AM | 40 | 23 | 11 | 0 | 74 | 4 | 70 | 11 | 0 | 85 | 15 | 5 | 34 | 0 | 54 | 32 | 51 | 9 | 0 | 92 | 305 | | | |
| Total | 164 | 136 | 51 | 0 | 351 | 20 | 267 | 55 | 0 | 342 | 62 | 35 | 109 | 0 | 206 | 131 | 243 | 48 | 0 | 422 | 1321 | | | |
| Grand Total | 343 | 328 | 141 | 0 | 812 | 36 | 515 | 126 | 0 | 677 | 99 | 79 | 206 | 0 | 384 | 261 | 552 | 93 | 0 | 906 | 2779 | | | |
| Approch % | 42.2 | 40.4 | 17.4 | 0 | 5.3 | 76.1 | 18.6 | 0 | 0 | 25.8 | 20.6 | 53.6 | 0 | 0 | 28.8 | 60.9 | 10.3 | 0 | 0 | 0 | 32.6 | | | |
| Total % | 12.3 | 11.8 | 5.1 | 0 | 29.2 | 1.3 | 18.5 | 4.5 | 0 | 24.4 | 3.6 | 2.8 | 7.4 | 0 | 13.8 | 9.4 | 19.9 | 3.3 | 0 | 0 | 0 | | | |
| Unshifted % | 343 | 328 | 141 | 0 | 812 | 36 | 515 | 126 | 0 | 677 | 99 | 79 | 206 | 0 | 384 | 261 | 552 | 93 | 0 | 906 | 2779 | | | |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | | | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |

Groups Printed- Unshifted - Bank 1

| Start Time | Morgan Road Southbound | | | | | | Westbound | | | | | | Morgan Road Northbound | | | | | | Morgan Road Eastbound | | | | | |
|--|---------------------------|------|------|------|------------|-------|-----------|------|------|------------|-------|------|---------------------------|------|------------|-------|------|------|--------------------------|------------|------------|--|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 52 | 48 | 19 | 0 | 119 | 3 | 52 | 12 | 0 | 67 | 8 | 16 | 23 | 0 | 47 | 37 | 61 | 8 | 0 | 106 | 339 | | | |
| 07:30 AM | 50 | 57 | 31 | 0 | 138 | 7 | 67 | 16 | 0 | 90 | 11 | 11 | 28 | 0 | 50 | 31 | 72 | 11 | 0 | 114 | 392 | | | |
| 07:45 AM | 45 | 43 | 21 | 0 | 109 | 3 | 69 | 25 | 0 | 97 | 12 | 6 | 23 | 0 | 41 | 36 | 100 | 13 | 0 | 149 | 396 | | | |
| 08:00 AM | 50 | 46 | 14 | 0 | 110 | 8 | 62 | 16 | 0 | 86 | 25 | 11 | 26 | 0 | 62 | 33 | 82 | 10 | 0 | 125 | 383 | | | |
| Total Volume | 197 | 194 | 85 | 0 | 476 | 21 | 250 | 69 | 0 | 340 | 56 | 44 | 100 | 0 | 200 | 137 | 315 | 42 | 0 | 494 | 1510 | | | |
| % App. Total | 41.4 | 40.8 | 17.9 | 0 | 6.2 | 6.2 | 73.5 | 20.3 | 0 | 28 | 22 | 50 | 0 | 0 | 27.7 | 63.8 | 8.5 | 0 | 0 | 0 | .829 | | | |
| PHF | .947 | .851 | .685 | .000 | .862 | .656 | .690 | .000 | .876 | .560 | .688 | .893 | .000 | .806 | .926 | .788 | .808 | .000 | .000 | .000 | .953 | | | |

| Start Time | Morgan Road Southbound | | | | | | Westbound | | | | | | Morgan Road Northbound | | | | | | Morgan Road Eastbound | | | | | |
|--|---------------------------|------|------|------|------------|-------|-----------|------|------|------------|-------|------|---------------------------|------|------------|-------|------|------|--------------------------|------------|------------|--|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 52 | 48 | 19 | 0 | 119 | 3 | 52 | 12 | 0 | 67 | 8 | 16 | 23 | 0 | 47 | 37 | 61 | 8 | 0 | 106 | 339 | | | |
| 07:30 AM | 50 | 57 | 31 | 0 | 138 | 7 | 67 | 16 | 0 | 90 | 11 | 11 | 28 | 0 | 50 | 31 | 72 | 11 | 0 | 114 | 392 | | | |
| 07:45 AM | 45 | 43 | 21 | 0 | 109 | 3 | 69 | 25 | 0 | 97 | 12 | 6 | 23 | 0 | 41 | 36 | 100 | 13 | 0 | 149 | 396 | | | |
| 08:00 AM | 50 | 46 | 14 | 0 | 110 | 8 | 62 | 16 | 0 | 86 | 25 | 11 | 26 | 0 | 62 | 33 | 82 | 10 | 0 | 125 | 383 | | | |
| Total Volume | 197 | 194 | 85 | 0 | 476 | 21 | 250 | 69 | 0 | 340 | 56 | 44 | 100 | 0 | 200 | 137 | 315 | 42 | 0 | 494 | 1510 | | | |
| % App. Total | 41.4 | 40.8 | 17.9 | 0 | 6.2 | 6.2 | 73.5 | 20.3 | 0 | 28 | 22 | 50 | 0 | 0 | 27.7 | 63.8 | 8.5 | 0 | 0 | 0 | .829 | | | |
| PHF | .947 | .851 | .685 | .000 | .862 | .656 | .690 | .000 | .876 | .560 | .688 | .893 | .000 | .806 | .926 | .788 | .808 | .000 | .000 | .000 | .953 | | | |

CHAA, Inc.

441 South Salina Street
Syracuse, NY 13202

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File Name : Morgan PM
Site Code : 00000011
Start Date : 3/16/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

| Start Time | Morgan Road Southbound | | | | | | Westbound | | | | | | Morgan Road Northbound | | | | | | Morgan Road | | | | | |
|-------------|------------------------|------|------|------|------------|-------|-----------|------|------|------------|-------|------|------------------------|------|------------|-------|------|------|-------------|------------|------------|--|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| 04:00 PM | 28 | 28 | 16 | 0 | 72 | 17 | 95 | 17 | 0 | 129 | 13 | 42 | 66 | 0 | 121 | 56 | 91 | 50 | 0 | 197 | 519 | | | |
| 04:15 PM | 37 | 32 | 8 | 0 | 77 | 17 | 124 | 22 | 0 | 163 | 16 | 40 | 63 | 0 | 119 | 61 | 103 | 60 | 0 | 224 | 583 | | | |
| 04:30 PM | 27 | 30 | 19 | 0 | 76 | 14 | 110 | 25 | 0 | 149 | 15 | 48 | 81 | 0 | 144 | 53 | 88 | 70 | 0 | 211 | 580 | | | |
| 04:45 PM | 32 | 24 | 12 | 0 | 68 | 21 | 151 | 15 | 0 | 187 | 24 | 51 | 78 | 0 | 153 | 70 | 96 | 54 | 0 | 220 | 628 | | | |
| Total | 124 | 114 | 55 | 0 | 293 | 69 | 480 | 79 | 0 | 628 | 68 | 181 | 288 | 0 | 537 | 240 | 378 | 234 | 0 | 852 | 2310 | | | |
| 05:00 PM | 31 | 26 | 12 | 0 | 69 | 23 | 108 | 10 | 0 | 141 | 22 | 66 | 78 | 0 | 166 | 49 | 104 | 66 | 0 | 219 | 595 | | | |
| 05:15 PM | 19 | 15 | 9 | 0 | 43 | 27 | 145 | 31 | 0 | 203 | 16 | 56 | 79 | 0 | 151 | 61 | 105 | 69 | 0 | 235 | 632 | | | |
| 05:30 PM | 34 | 29 | 9 | 0 | 72 | 12 | 105 | 19 | 0 | 136 | 8 | 54 | 72 | 0 | 134 | 54 | 100 | 62 | 0 | 216 | 558 | | | |
| 05:45 PM | 31 | 17 | 18 | 0 | 66 | 18 | 125 | 23 | 0 | 166 | 10 | 44 | 61 | 0 | 115 | 32 | 74 | 47 | 0 | 153 | 500 | | | |
| Total | 115 | 87 | 48 | 0 | 250 | 80 | 483 | 83 | 0 | 646 | 56 | 220 | 290 | 0 | 566 | 196 | 383 | 244 | 0 | 823 | 2285 | | | |
| Grand Total | 239 | 201 | 103 | 0 | 543 | 149 | 963 | 162 | 0 | 1274 | 124 | 401 | 578 | 0 | 1103 | 436 | 761 | 478 | 0 | 1675 | 4595 | | | |
| Approch % | 44 | 37 | 19 | 0 | 11.7 | 75.6 | 12.7 | 0 | 0 | 11.2 | 36.4 | 52.4 | 0 | 0 | 24 | 26 | 45.4 | 28.5 | 0 | 0 | 36.5 | | | |
| Total % | 5.2 | 4.4 | 2.2 | 0 | 11.8 | 3.2 | 21 | 3.5 | 0 | 27.7 | 2.7 | 8.7 | 12.6 | 0 | 9.5 | 16.6 | 10.4 | 0 | 0 | 0 | | | | |
| Unshifted % | 239 | 201 | 103 | 0 | 543 | 149 | 963 | 162 | 0 | 1274 | 124 | 401 | 578 | 0 | 1103 | 436 | 761 | 478 | 0 | 1675 | 4595 | | | |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | | | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |

| Start Time | Morgan Road Southbound | | | | | | Westbound | | | | | | Morgan Road Northbound | | | | | | Morgan Road | | | | | |
|---|------------------------|------|------|------|------------|-------|-----------|------|------|------------|-------|------|------------------------|------|------------|-------|------|------|-------------|------------|------------|--|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 27 | 30 | 19 | 0 | 76 | 14 | 110 | 25 | 0 | 149 | 15 | 48 | 81 | 0 | 144 | 53 | 88 | 70 | 0 | 211 | 580 | | | |
| 04:45 PM | 32 | 24 | 12 | 0 | 68 | 21 | 151 | 15 | 0 | 187 | 24 | 51 | 78 | 0 | 153 | 70 | 96 | 54 | 0 | 220 | 628 | | | |
| 05:00 PM | 31 | 26 | 12 | 0 | 69 | 23 | 108 | 10 | 0 | 141 | 22 | 66 | 78 | 0 | 166 | 49 | 104 | 66 | 0 | 219 | 595 | | | |
| 05:15 PM | 19 | 15 | 9 | 0 | 43 | 27 | 145 | 31 | 0 | 203 | 16 | 56 | 79 | 0 | 151 | 61 | 105 | 69 | 0 | 235 | 632 | | | |
| Total Volume | 109 | 95 | 52 | 0 | 256 | 85 | 514 | 81 | 0 | 680 | 77 | 221 | 316 | 0 | 614 | 233 | 393 | 259 | 0 | 885 | 2435 | | | |
| % App. Total | 42.6 | 37.1 | 20.3 | 0 | 12.5 | 75.6 | 11.9 | 0 | 0 | 12.5 | 36 | 51.5 | 0 | 0 | 12.5 | 26.3 | 44.4 | 29.3 | 0 | 0 | 0 | | | |
| PHF | .852 | .792 | .684 | .000 | .842 | .787 | .851 | .653 | .000 | .837 | .802 | .837 | .975 | .000 | .925 | .832 | .936 | .925 | .000 | .941 | .963 | | | |

CHA, Inc.

441 South Salina Street
Syracuse, NY 13202

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Site Code : 00000012
Start Date : 2/23/2010
Page No : 1

Henry Clay Blvd

Southbound

NYS Route 31

Westbound

NYS Route 31

Eastbound

Groups Printed- Unshifted - Bank 1

Henry Clay Blvd

Northbound

| Start Time | Henry Clay Blvd | | | | | | NYS Route 31 | | | | | | NYS Route 31 | | | | | | | |
|-------------|-----------------|------|------|-----------|------------|-----|--------------|------|------|------------|------------|------|--------------|------|------|-----------|------------|-----|------|------|
| | Southbound | | | Westbound | | | Eastbound | | | Northbound | | | Bank 1 | | | Eastbound | | | | |
| | Right | Thru | Left | Peds | App. Total | | Right | Thru | Left | Peds | App. Total | | Right | Thru | Left | Peds | App. Total | | | |
| 07:00 AM | 2 | 18 | 6 | 0 | 26 | 0 | 47 | 20 | 0 | 67 | 17 | 11 | 29 | 0 | 57 | 28 | 58 | 2 | 0 | 88 |
| 07:15 AM | 3 | 35 | 2 | 0 | 40 | 1 | 59 | 28 | 0 | 88 | 11 | 6 | 19 | 0 | 36 | 58 | 66 | 3 | 0 | 127 |
| 07:30 AM | 3 | 34 | 6 | 0 | 43 | 4 | 69 | 24 | 0 | 97 | 13 | 8 | 21 | 0 | 42 | 53 | 60 | 3 | 0 | 116 |
| 07:45 AM | 5 | 26 | 2 | 0 | 33 | 1 | 76 | 32 | 0 | 109 | 15 | 11 | 28 | 0 | 54 | 46 | 88 | 1 | 0 | 135 |
| Total | 13 | 113 | 16 | 0 | 142 | 6 | 251 | 104 | 0 | 361 | 56 | 36 | 97 | 0 | 189 | 185 | 272 | 9 | 0 | 466 |
| | | | | | | | | | | | | | | | | | | | | 1158 |
| 08:00 AM | 6 | 12 | 1 | 0 | 19 | 2 | 53 | 22 | 0 | 77 | 14 | 7 | 16 | 0 | 37 | 52 | 62 | 4 | 0 | 118 |
| 08:15 AM | 8 | 11 | 4 | 0 | 23 | 0 | 61 | 14 | 0 | 75 | 19 | 4 | 18 | 0 | 41 | 24 | 57 | 1 | 0 | 82 |
| 08:30 AM | 3 | 13 | 2 | 0 | 18 | 1 | 69 | 13 | 0 | 83 | 11 | 4 | 28 | 0 | 43 | 19 | 41 | 1 | 0 | 61 |
| 08:45 AM | 3 | 14 | 2 | 0 | 19 | 1 | 61 | 17 | 0 | 79 | 13 | 5 | 27 | 0 | 45 | 17 | 62 | 2 | 0 | 81 |
| Total | 20 | 50 | 9 | 0 | 79 | 4 | 244 | 66 | 0 | 314 | 57 | 20 | 89 | 0 | 166 | 112 | 222 | 8 | 0 | 342 |
| Grand Total | 33 | 163 | 25 | 0 | 221 | 10 | 495 | 170 | 0 | 675 | 113 | 56 | 186 | 0 | 355 | 297 | 494 | 17 | 0 | 808 |
| Approch % | 14.9 | 73.8 | 11.3 | 0 | 73.3 | 1.5 | 73.3 | 25.2 | 0 | 31.8 | 15.8 | 52.4 | 0 | 0 | 36.8 | 61.1 | 2.1 | 0 | 2059 | |
| Total % | 1.6 | 7.9 | 1.2 | 0 | 10.7 | 0.5 | 24 | 8.3 | 0 | 32.8 | 5.5 | 2.7 | 9 | 0 | 17.2 | 14.4 | 24 | 0.8 | 0 | 39.2 |
| Unshifted % | 33 | 163 | 25 | 0 | 221 | 10 | 495 | 170 | 0 | 675 | 113 | 56 | 186 | 0 | 355 | 297 | 494 | 17 | 0 | 808 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 |
| Bank 1 % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Henry Clay Blvd

Southbound

NYS Route 31

Westbound

NYS Route 31

Eastbound

| Start Time | Henry Clay Blvd | | | | | | NYS Route 31 | | | | | | NYS Route 31 | | | | | | | |
|--------------|-----------------|------|------|-----------|------------|------|--------------|------|------|------------|------------|------|--------------|------|------|-----------|------------|------|------|------|
| | Southbound | | | Westbound | | | Eastbound | | | Northbound | | | Bank 1 | | | Eastbound | | | | |
| | Right | Thru | Left | Peds | App. Total | | Right | Thru | Left | Peds | App. Total | | Right | Thru | Left | Peds | App. Total | | | |
| 07:15 AM | 3 | 35 | 2 | 0 | 40 | 1 | 59 | 28 | 0 | 88 | 11 | 6 | 19 | 0 | 36 | 58 | 66 | 3 | 0 | 127 |
| 07:30 AM | 3 | 34 | 6 | 0 | 43 | 4 | 69 | 24 | 0 | 97 | 13 | 8 | 21 | 0 | 42 | 53 | 60 | 3 | 0 | 116 |
| 07:45 AM | 5 | 26 | 2 | 0 | 33 | 1 | 76 | 32 | 0 | 109 | 15 | 11 | 28 | 0 | 54 | 46 | 88 | 1 | 0 | 135 |
| 08:00 AM | 6 | 12 | 1 | 0 | 19 | 2 | 53 | 22 | 0 | 77 | 14 | 7 | 16 | 0 | 37 | 52 | 62 | 4 | 0 | 118 |
| Total Volume | 17 | 107 | 11 | 0 | 135 | 8 | 257 | 106 | 0 | 371 | 53 | 32 | 84 | 0 | 169 | 209 | 276 | 11 | 0 | 496 |
| % App. Total | 12.6 | 79.3 | 8.1 | 0 | 2.2 | 69.3 | 28.6 | 0 | 31.4 | 18.9 | 49.7 | 0 | 42.1 | 55.6 | 2.2 | 0 | 0 | 0 | 0 | 1171 |
| PHF | .708 | .764 | .458 | .000 | .785 | .500 | .845 | .000 | .851 | .883 | .727 | .750 | .000 | .782 | .901 | .784 | .688 | .000 | .919 | .884 |

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CHA, Inc.

441 South Salina Street
Syracuse, NY 13202

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File Name : Henry Clay PM
Site Code : 000000012
Start Date : 2/23/2010
Page No : 1

Henry Clay Blvd

Southbound

| Start Time | Henry Clay Blvd | | | | NYS Route 31 | | | | Groups Printed- Unshifted - Bank 1 | | | | | | | |
|-------------|-----------------|------|------|------|--------------|-------|------|------|------------------------------------|------------|-------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 2 | 10 | 1 | 0 | 13 | 9 | 83 | 16 | 0 | 108 | 23 | 32 | 50 | 0 | 105 | 21 |
| 04:15 PM | 2 | 14 | 4 | 0 | 20 | 9 | 104 | 8 | 0 | 121 | 28 | 49 | 0 | 0 | 105 | 14 |
| 04:30 PM | 3 | 25 | 1 | 0 | 29 | 7 | 101 | 25 | 0 | 133 | 27 | 38 | 63 | 0 | 128 | 39 |
| 04:45 PM | 1 | 10 | 2 | 0 | 13 | 7 | 97 | 14 | 0 | 118 | 22 | 39 | 73 | 0 | 134 | 28 |
| Total | 8 | 59 | 8 | 0 | 75 | 32 | 385 | 63 | 0 | 480 | 100 | 137 | 235 | 0 | 472 | 102 |
| 05:00 PM | 6 | 9 | 2 | 0 | 17 | 11 | 88 | 15 | 0 | 114 | 34 | 40 | 49 | 0 | 123 | 14 |
| 05:15 PM | 2 | 6 | 2 | 0 | 10 | 7 | 99 | 15 | 0 | 121 | 24 | 36 | 60 | 0 | 120 | 20 |
| 05:30 PM | 2 | 7 | 2 | 0 | 11 | 2 | 103 | 8 | 0 | 113 | 31 | 17 | 48 | 0 | 96 | 26 |
| 05:45 PM | 1 | 11 | 4 | 0 | 16 | 1 | 85 | 10 | 0 | 96 | 23 | 21 | 44 | 0 | 88 | 17 |
| Total | 11 | 33 | 10 | 0 | 54 | 21 | 375 | 48 | 0 | 444 | 112 | 114 | 201 | 0 | 427 | 77 |
| Grand Total | 19 | 92 | 18 | 0 | 129 | 53 | 760 | 111 | 0 | 924 | 212 | 251 | 436 | 0 | 899 | 179 |
| Aproxch % | 14.7 | 71.3 | 14 | 0 | 5.7 | 82.3 | 12 | 0 | 0 | 23.6 | 27.9 | 48.5 | 0 | 0 | 20.5 | 77.8 |
| Total % | 0.7 | 3.3 | 0.6 | 0 | 4.6 | 1.9 | 26.9 | 3.9 | 0 | 32.7 | 7.5 | 8.9 | 15.4 | 0 | 6.3 | 24.1 |
| Unshifted % | 19 | 92 | 18 | 0 | 129 | 53 | 760 | 111 | 0 | 924 | 212 | 251 | 436 | 0 | 899 | 179 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

NYS Route 31

Westbound

| Start Time | Henry Clay Blvd | | | | NYS Route 31 | | | | Groups Printed- Unshifted - Bank 1 | | | | | | | |
|--------------|-----------------|------|------|------|--------------|-------|------|------|------------------------------------|------------|-------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:30 PM | 3 | 25 | 1 | 0 | 29 | 7 | 101 | 25 | 0 | 133 | 27 | 38 | 63 | 0 | 128 | 39 |
| 04:45 PM | 1 | 10 | 2 | 0 | 13 | 7 | 97 | 14 | 0 | 118 | 22 | 39 | 73 | 0 | 134 | 28 |
| 05:00 PM | 6 | 9 | 2 | 0 | 17 | 11 | 88 | 15 | 0 | 114 | 34 | 40 | 49 | 0 | 123 | 14 |
| 05:15 PM | 2 | 6 | 2 | 0 | 10 | 7 | 99 | 15 | 0 | 121 | 24 | 36 | 60 | 0 | 120 | 20 |
| Total Volume | 12 | 50 | 7 | 0 | 69 | 32 | 385 | 69 | 0 | 486 | 107 | 153 | 245 | 0 | 505 | 101 |
| % App. Total | 17.4 | 72.5 | 10.1 | 0 | 6.6 | 79.2 | 14.2 | 0 | 0 | 21.2 | 30.3 | 48.5 | 0 | 0 | 21.7 | 76.8 |
| PHF | .500 | .875 | .000 | .595 | .727 | .953 | .690 | .000 | .914 | .787 | .956 | .839 | .000 | .942 | .647 | .844 |
| | | | | | | | | | | | | | | | .583 | .000 |

Henry Clay Blvd

Northbound

| Start Time | Henry Clay Blvd | | | | NYS Route 31 | | | | Groups Printed- Unshifted - Bank 1 | | | | | | | |
|--------------|-----------------|------|------|------|--------------|-------|------|------|------------------------------------|------------|-------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:30 PM | 3 | 25 | 1 | 0 | 29 | 7 | 101 | 25 | 0 | 133 | 27 | 38 | 63 | 0 | 128 | 39 |
| 04:45 PM | 1 | 10 | 2 | 0 | 13 | 7 | 97 | 14 | 0 | 118 | 22 | 39 | 73 | 0 | 134 | 28 |
| 05:00 PM | 6 | 9 | 2 | 0 | 17 | 11 | 88 | 15 | 0 | 114 | 34 | 40 | 49 | 0 | 123 | 14 |
| 05:15 PM | 2 | 6 | 2 | 0 | 10 | 7 | 99 | 15 | 0 | 121 | 24 | 36 | 60 | 0 | 120 | 20 |
| Total Volume | 12 | 50 | 7 | 0 | 69 | 32 | 385 | 69 | 0 | 486 | 107 | 153 | 245 | 0 | 505 | 101 |
| % App. Total | 17.4 | 72.5 | 10.1 | 0 | 6.6 | 79.2 | 14.2 | 0 | 0 | 21.2 | 30.3 | 48.5 | 0 | 0 | 21.7 | 76.8 |
| PHF | .500 | .875 | .000 | .595 | .727 | .953 | .690 | .000 | .914 | .787 | .956 | .839 | .000 | .942 | .647 | .844 |
| | | | | | | | | | | | | | | | .583 | .000 |

NYS Route 31

Eastbound

| Start Time | Henry Clay Blvd | | | | NYS Route 31 | | | | Groups Printed- Unshifted - Bank 1 | | | | | | | |
|--------------|-----------------|------|------|------|--------------|-------|------|------|------------------------------------|------------|-------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:30 PM | 3 | 25 | 1 | 0 | 29 | 7 | 101 | 25 | 0 | 133 | 27 | 38 | 63 | 0 | 128 | 39 |
| 04:45 PM | 1 | 10 | 2 | 0 | 13 | 7 | 97 | 14 | 0 | 118 | 22 | 39 | 73 | 0 | 134 | 28 |
| 05:00 PM | 6 | 9 | 2 | 0 | 17 | 11 | 88 | 15 | 0 | 114 | 34 | 40 | 49 | 0 | 123 | 14 |
| 05:15 PM | 2 | 6 | 2 | 0 | 10 | 7 | 99 | 15 | 0 | 121 | 24 | 36 | 60 | 0 | 120 | 20 |
| Total Volume | 12 | 50 | 7 | 0 | 69 | 32 | 385 | 69 | 0 | 486 | 107 | 153 | 245 | 0 | 505 | 101 |
| % App. Total | 17.4 | 72.5 | 10.1 | 0 | 6.6 | 79.2 | 14.2 | 0 | 0 | 21.2 | 30.3 | 48.5 | 0 | 0 | 21.7 | 76.8 |
| PHF | .500 | .875 | .000 | .595 | .727 | .953 | .690 | .000 | .914 | .787 | .956 | .839 | .000 | .942 | .647 | .844 |
| | | | | | | | | | | | | | | | .583 | .000 |



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Syracuse, NY 13202

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File Name : Caughdenoy AM
Site Code : 00000013
Start Date : 3/16/2010
Page No : 1

CHA, Inc.

441 South Salina Street
Syracuse, NY 13202

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File Name : Caughdenoy PM
Site Code : 000000013
Start Date : 3/16/2010
Page No : 1

Caughdenoy Road Southbound

| Start Time | Caughdenoy Road Southbound | | | | | | SR 31 Westbound | | | | | | Groups Printed- Unshifted - Bank 1 Northbound | | | | | | Caughdenoy Road Northbound | | | | | | SR 31 Eastbound | | | | | |
|-------------|-------------------------------|------|------|------|------------|-------|--------------------|------|------|------------|-------|------|--|------|------------|-------|------|------|-------------------------------|------------|-------|------|------|------|--------------------|------------|--|--|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | | |
| 04:00 PM | 6 | 3 | 2 | 0 | 11 | 2 | 91 | 3 | 0 | 96 | 2 | 13 | 7 | 0 | 22 | 9 | 80 | 3 | 0 | .92 | 221 | | | | | | | | | |
| 04:15 PM | 5 | 2 | 8 | 0 | 15 | 7 | 107 | 4 | 0 | 118 | 3 | 14 | 4 | 0 | 21 | 8 | 103 | 5 | 0 | 116 | 270 | | | | | | | | | |
| 04:30 PM | 6 | 3 | 9 | 0 | 18 | 10 | 110 | 4 | 0 | 124 | 7 | 7 | 3 | 0 | 17 | 4 | 108 | 4 | 0 | 116 | 275 | | | | | | | | | |
| 04:45 PM | 3 | 5 | 3 | 0 | 11 | 8 | 86 | 3 | 0 | 97 | 7 | 8 | 7 | 0 | 22 | 12 | 98 | 8 | 0 | 118 | 248 | | | | | | | | | |
| Total | 20 | 13 | 22 | 0 | 55 | 27 | 394 | 14 | 0 | 435 | 19 | 42 | 21 | 0 | 82 | 33 | 389 | 20 | 0 | 442 | 1014 | | | | | | | | | |
| 05:00 PM | 2 | 4 | 0 | 10 | 3 | 118 | 4 | 0 | 125 | 2 | 10 | 8 | 0 | 20 | 8 | 112 | 8 | 0 | 128 | 283 | | | | | | | | | | |
| 05:15 PM | 1 | 3 | 1 | 0 | 5 | 3 | 119 | 3 | 0 | 125 | 7 | 16 | 11 | 0 | 34 | 6 | 104 | 9 | 0 | 119 | 283 | | | | | | | | | |
| 05:30 PM | 1 | 6 | 5 | 0 | 12 | 5 | 94 | 5 | 0 | 104 | 4 | 10 | 8 | 0 | 22 | 3 | 91 | 10 | 0 | 104 | 242 | | | | | | | | | |
| 05:45 PM | 3 | 5 | 1 | 0 | 9 | 8 | 117 | 2 | 0 | 127 | 6 | 7 | 8 | 0 | 21 | 4 | 83 | 5 | 0 | 92 | 249 | | | | | | | | | |
| Total | 7 | 18 | 11 | 0 | 36 | 19 | 448 | 14 | 0 | 481 | 19 | 43 | 35 | 0 | 97 | 21 | 390 | 32 | 0 | 443 | 1057 | | | | | | | | | |
| Grand Total | 27 | 31 | 33 | 0 | 91 | 46 | 842 | 28 | 0 | 916 | 38 | 85 | 56 | 0 | 179 | 54 | 779 | 52 | 0 | 885 | 2071 | | | | | | | | | |
| Approch % | 29.7 | 34.1 | 36.3 | 0 | 91 | 5 | 91.9 | 3.1 | 0 | 21.2 | 47.5 | 31.3 | 0 | 6.1 | 88 | 5.9 | 0 | 0 | 0 | 42.7 | | | | | | | | | | |
| Total % | 1.3 | 1.5 | 1.6 | 0 | 4.4 | 2.2 | 40.7 | 1.4 | 0 | 44.2 | 1.8 | 4.1 | 2.7 | 0 | 8.6 | 2.6 | 37.6 | 2.5 | 0 | 0 | 0 | | | | | | | | | |
| % Unshifted | 27 | 31 | 33 | 0 | 91 | 46 | 842 | 28 | 0 | 916 | 38 | 85 | 56 | 0 | 179 | 54 | 779 | 52 | 0 | 885 | 2071 | | | | | | | | | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 100 | 100 | | | | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |

Caughdenoy Road Southbound

| Start Time | Caughdenoy Road Southbound | | | | | | SR 31 Westbound | | | | | | Caughdenoy Road Northbound | | | | | | Caughdenoy Road Northbound | | | | | | SR 31 Eastbound | | | | | |
|--------------|-------------------------------|------|------|------|------------|-------|--------------------|------|------|------------|-------|------|-------------------------------|------|------------|-------|------|------|-------------------------------|------------|-------|------|------|------|--------------------|------------|---|---|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | | |
| 04:30 PM | 6 | 3 | 9 | 0 | 18 | 10 | 110 | 4 | 0 | 124 | 7 | 7 | 3 | 0 | 17 | 4 | 108 | 4 | 0 | 116 | 275 | | | | | | | | | |
| 04:45 PM | 3 | 5 | 3 | 0 | 11 | 8 | 86 | 3 | 0 | 97 | 7 | 8 | 7 | 0 | 22 | 12 | 98 | 8 | 0 | 118 | 248 | | | | | | | | | |
| 05:00 PM | 2 | 4 | 4 | 0 | 10 | 3 | 118 | 4 | 0 | 125 | 2 | 10 | 8 | 0 | 20 | 8 | 112 | 8 | 0 | 128 | 283 | | | | | | | | | |
| 05:15 PM | 1 | 3 | 1 | 0 | 5 | 3 | 119 | 3 | 0 | 125 | 7 | 16 | 11 | 0 | 34 | 6 | 104 | 9 | 0 | 119 | 283 | | | | | | | | | |
| Total Volume | 12 | 15 | 17 | 0 | 44 | 24 | 433 | 14 | 0 | 471 | 23 | 41 | 29 | 0 | 93 | 30 | 422 | 29 | 0 | 481 | 1089 | | | | | | | | | |
| % App. Total | 27.3 | 34.1 | 38.6 | 0 | 5.1 | 91.9 | 3 | 0 | 24.7 | 44.1 | 31.2 | 0 | 6.2 | 87.7 | 6 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PHF | .500 | .750 | .472 | .000 | .611 | .600 | .910 | .875 | .000 | .942 | .821 | .641 | .659 | .000 | .684 | .625 | .942 | .806 | .000 | .939 | .962 | | | | | | | | | |

| Start Time | Caughdenoy Road Southbound | | | | | | SR 31 Westbound | | | | | | Caughdenoy Road Northbound | | | | | | Caughdenoy Road Northbound | | | | | | SR 31 Eastbound | | | | | |
|--|-------------------------------|------|------|------|------------|-------|--------------------|------|------|------------|-------|------|-------------------------------|------|------------|-------|------|------|-------------------------------|------------|-------|------|------|------|--------------------|------------|---|---|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. 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 | 6 | 3 | 9 | 0 | 18 | 10 | 110 | 4 | 0 | 124 | 7 | 7 | 3 | 0 | 17 | 4 | 108 | 4 | 0 | 116 | 275 | | | | | | | | | |
| 04:45 PM | 3 | 5 | 3 | 0 | 11 | 8 | 86 | 3 | 0 | 97 | 7 | 8 | 7 | 0 | 22 | 12 | 98 | 8 | 0 | 118 | 248 | | | | | | | | | |
| 05:00 PM | 2 | 4 | 4 | 0 | 10 | 3 | 118 | 4 | 0 | 125 | 2 | 10 | 8 | 0 | 20 | 8 | 112 | 8 | 0 | 128 | 283 | | | | | | | | | |
| 05:15 PM | 1 | 3 | 1 | 0 | 5 | 3 | 119 | 3 | 0 | 125 | 7 | 16 | 11 | 0 | 34 | 6 | 104 | 9 | 0 | 119 | 283 | | | | | | | | | |
| Total Volume | 12 | 15 | 17 | 0 | 44 | 24 | 433 | 14 | 0 | 471 | 23 | 41 | 29 | 0 | 93 | 30 | 422 | 29 | 0 | 481 | 1089 | | | | | | | | | |
| % App. Total | 27.3 | 34.1 | 38.6 | 0 | 5.1 | 91.9 | 3 | 0 | 24.7 | 44.1 | 31.2 | 0 | 6.2 | 87.7 | 6 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PHF | .500 | .750 | .472 | .000 | .611 | .600 | .910 | .875 | .000 | .942 | .821 | .641 | .659 | .000 | .684 | .625 | .942 | .806 | .000 | .939 | .962 | | | | | | | | | |

CASA, Inc.

441 South Salina Street
Syracuse, NY 13202

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File Name : Route 11 AM
Site Code : 00000014
Start Date : 3/24/2010
Page No : 1

| | | US Rte. 11 Southbound | | | | | | SR 31 Westbound | | | | | | US Rte. 11 Northbound | | | | | | SR 31 Eastbound | | | | | |
|---|------------|-----------------------|------|------|------|------------|-------|-----------------|------|------|------------|-------|------|-----------------------|------|------------|-------|------|------|-----------------|------------|------------|------|--|--|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour For Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 15 | 25 | 29 | 0 | 69 | 39 | 65 | 54 | 0 | 158 | 59 | 18 | 5 | 0 | 82 | 10 | 130 | 14 | 0 | 154 | 463 | 463 | 449 | | |
| 07:30 AM | 1 | 33 | 29 | 0 | 63 | 23 | 75 | 60 | 0 | 158 | 41 | 19 | 12 | 0 | 72 | 11 | 132 | 13 | 0 | 156 | 449 | 446 | 446 | | |
| 07:45 AM | 6 | 31 | 24 | 0 | 61 | 27 | 75 | 55 | 0 | 157 | 40 | 18 | 7 | 0 | 65 | 11 | 117 | 15 | 0 | 163 | 446 | 444 | 444 | | |
| 08:00 AM | 1 | 30 | 33 | 0 | 64 | 25 | 80 | 60 | 0 | 165 | 32 | 15 | 9 | 0 | 56 | 10 | 135 | 14 | 0 | 159 | 444 | 444 | 444 | | |
| Total Volume | 23 | 119 | 115 | 0 | 257 | 114 | 295 | 229 | 0 | 638 | 172 | 70 | 33 | 0 | 275 | 42 | 534 | 56 | 0 | 632 | 1802 | 1802 | 1802 | | |
| % App. Total | 8.9 | 46.3 | 44.7 | 0 | | 17.9 | 46.2 | 35.9 | 0 | | 62.5 | 25.5 | 12 | 0 | | 6.6 | 84.5 | 8.9 | 0 | | | | | | |
| PHF | .383 | .902 | .871 | .000 | .931 | .731 | .922 | .954 | .000 | .967 | .729 | .921 | .688 | .000 | .838 | .955 | .974 | .933 | .000 | .969 | .973 | | | | |

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Syracuse, NY 13202

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File Name : Route 11 PM
Site Code : 000000014
Start Date : 3/24/2010
Page No : 1

US Rte. 11 Southbound

| Start Time | US Rte. 11 Southbound | | | | | SR 31 Westbound | | | | | Groups Printed- Unshifted - Bank 1 Northbound | | | | | US Rte. 11 Northbound | | | | | SR 31 Eastbound |
|-------------|--------------------------|------|------|------|------------|--------------------|------|------|------|------------|--|------|------|------|------------|--------------------------|------|------|------|------------|--------------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 14 | 38 | 40 | 0 | 92 | 33 | 90 | 83 | 0 | 206 | 123 | 56 | 32 | 0 | 211 | 16 | 78 | 17 | 0 | 111 | 620 |
| 04:15 PM | 15 | 30 | 26 | 0 | 71 | 61 | 101 | 101 | 0 | 263 | 128 | 78 | 30 | 0 | 236 | 13 | 95 | 13 | 0 | 121 | 691 |
| 04:30 PM | 25 | 52 | 56 | 0 | 133 | 35 | 88 | 89 | 0 | 212 | 133 | 83 | 31 | 0 | 247 | 18 | 105 | 26 | 0 | 149 | 741 |
| 04:45 PM | 19 | 36 | 35 | 0 | 90 | 47 | 116 | 103 | 0 | 266 | 101 | 46 | 36 | 0 | 183 | 24 | 105 | 13 | 0 | 142 | 681 |
| Total | 73 | 156 | 157 | 0 | 386 | 176 | 395 | 376 | 0 | 947 | 485 | 263 | 129 | 0 | 877 | 71 | 383 | 69 | 0 | 523 | 2733 |
| 05:00 PM | 15 | 44 | 39 | 0 | 98 | 41 | 127 | 84 | 0 | 252 | 136 | 73 | 29 | 0 | 238 | 15 | 101 | 20 | 0 | 136 | 724 |
| 05:15 PM | 20 | 38 | 31 | 0 | 89 | 58 | 121 | 81 | 0 | 260 | 116 | 64 | 27 | 2 | 209 | 14 | 116 | 11 | 0 | 141 | 699 |
| 05:30 PM | 18 | 43 | 26 | 0 | 87 | 41 | 116 | 85 | 0 | 242 | 115 | 59 | 27 | 0 | 201 | 28 | 100 | 15 | 0 | 143 | 673 |
| 05:45 PM | 10 | 39 | 33 | 0 | 82 | 50 | 107 | 109 | 0 | 266 | 120 | 58 | 24 | 0 | 202 | 19 | 87 | 20 | 0 | 126 | 676 |
| Total | 63 | 164 | 129 | 0 | 356 | 190 | 471 | 359 | 0 | 1020 | 487 | 254 | 107 | 2 | 850 | 76 | 404 | 66 | 0 | 546 | 2772 |
| Grand Total | 136 | 320 | 286 | 0 | 742 | 366 | 866 | 735 | 0 | 1967 | 972 | 517 | 236 | 2 | 1727 | 147 | 787 | 135 | 0 | 1069 | 5505 |
| Apprich % | 18.3 | 43.1 | 38.5 | 0 | 18.6 | 44 | 37.4 | 0 | 0 | 56.3 | 29.9 | 13.7 | 0.1 | 0.1 | 13.8 | 73.6 | 12.6 | 0 | 0 | 0 | |
| Total % | 2.5 | 5.8 | 5.2 | 0 | 13.5 | 6.6 | 15.7 | 13.4 | 0 | 35.7 | 17.7 | 9.4 | 4.3 | 0 | 31.4 | 2.7 | 14.3 | 2.5 | 0 | 19.4 | |
| Unshifted % | 136 | 320 | 286 | 0 | 742 | 366 | 866 | 735 | 0 | 1967 | 972 | 517 | 236 | 2 | 1727 | 147 | 787 | 135 | 0 | 1069 | 5505 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

SR 31 Westbound

| Start Time | SR 31 Westbound | | | | | US Rte. 11 Northbound | | | | | SR 31 Eastbound | | | | | SR 31 Eastbound | | | | | SR 31 Eastbound |
|--|--------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------|------|------|------|------------|--------------------|------|------|------|------------|--------------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour for Entire Intersection Begins at 04:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 25 | 52 | 56 | 0 | 133 | 35 | 88 | 89 | 0 | 212 | 133 | 83 | 31 | 0 | 247 | 18 | 105 | 26 | 0 | 149 | 741 |
| 04:45 PM | 19 | 36 | 35 | 0 | 90 | 47 | 116 | 103 | 0 | 266 | 101 | 46 | 36 | 0 | 183 | 24 | 105 | 13 | 0 | 142 | 681 |
| 05:00 PM | 15 | 44 | 39 | 0 | 98 | 41 | 127 | 84 | 0 | 252 | 136 | 73 | 29 | 0 | 238 | 15 | 101 | 20 | 0 | 136 | 724 |
| 05:15 PM | 20 | 38 | 31 | 0 | 89 | 58 | 121 | 81 | 0 | 260 | 116 | 64 | 27 | 2 | 209 | 14 | 116 | 11 | 0 | 141 | 699 |
| Total Volume | 79 | 170 | 161 | 0 | 410 | 181 | 452 | 357 | 0 | 990 | 486 | 266 | 123 | 2 | 877 | 71 | 427 | 70 | 0 | 568 | 2845 |
| % App. Total | 19.3 | 41.5 | 39.3 | 0 | 18.3 | 45.7 | 36.1 | 0 | 0 | 55.4 | 30.3 | 14 | 0.2 | 0.2 | 12.5 | 75.2 | 12.3 | 0 | 0 | 0 | |
| PHF | .790 | .817 | .719 | .000 | .771 | .780 | .890 | .867 | .000 | .930 | .893 | .801 | .854 | .250 | .888 | .740 | .920 | .673 | .000 | .953 | .960 |

| Start Time | US Rte. 11 Southbound | | | | | SR 31 Westbound | | | | | US Rte. 11 Northbound | | | | | SR 31 Eastbound | | | | | SR 31 Eastbound |
|--|--------------------------|------|------|------|------------|--------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------|------|------|------|------------|--------------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 25 | 52 | 56 | 0 | 133 | 35 | 88 | 89 | 0 | 212 | 133 | 83 | 31 | 0 | 247 | 18 | 105 | 26 | 0 | 149 | 741 |
| 04:45 PM | 19 | 36 | 35 | 0 | 90 | 47 | 116 | 103 | 0 | 266 | 101 | 46 | 36 | 0 | 183 | 24 | 105 | 13 | 0 | 142 | 681 |
| 05:00 PM | 15 | 44 | 39 | 0 | 98 | 41 | 127 | 84 | 0 | 252 | 136 | 73 | 29 | 0 | 238 | 15 | 101 | 20 | 0 | 136 | 724 |
| 05:15 PM | 20 | 38 | 31 | 0 | 89 | 58 | 121 | 81 | 0 | 260 | 116 | 64 | 27 | 2 | 209 | 14 | 116 | 11 | 0 | 141 | 699 |
| Total Volume | 79 | 170 | 161 | 0 | 410 | 181 | 452 | 357 | 0 | 990 | 486 | 266 | 123 | 2 | 877 | 71 | 427 | 70 | 0 | 568 | 2845 |
| % App. Total | 19.3 | 41.5 | 39.3 | 0 | 18.3 | 45.7 | 36.1 | 0 | 0 | 55.4 | 30.3 | 14 | 0.2 | 0.2 | 12.5 | 75.2 | 12.3 | 0 | 0 | 0 | |
| PHF | .790 | .817 | .719 | .000 | .771 | .780 | .890 | .867 | .000 | .930 | .893 | .801 | .854 | .250 | .888 | .740 | .920 | .673 | .000 | .953 | .960 |

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File Name : I-81 SB AM
Site Code : 00000015
Start Date : 3/23/2010
Page No : 1

I-81 SB Off Ramp Southbound

| Start Time | I-81 SB Off Ramp Southbound | | | | | | SR 31 Westbound | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | | | | |
|-------------|--------------------------------|------|------|------|------------|-------|--------------------|------|------|------------|-------|------|------------------------------------|------|------------|-------|------|------|------|------------|------------|------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | |
| 07:00 AM | 37 | 0 | 22 | 0 | 59 | 0 | 137 | 150 | 0 | 287 | 0 | 0 | 0 | 0 | 0 | 82 | 179 | 0 | 0 | 0 | 261 | 607 |
| 07:15 AM | 34 | 0 | 27 | 0 | 61 | 0 | 133 | 160 | 0 | 293 | 0 | 0 | 0 | 0 | 0 | 105 | 138 | 0 | 0 | 0 | 243 | 597 |
| 07:30 AM | 34 | 0 | 30 | 0 | 64 | 0 | 146 | 169 | 0 | 315 | 0 | 0 | 0 | 0 | 0 | 119 | 99 | 0 | 0 | 0 | 218 | 597 |
| 07:45 AM | 35 | 0 | 27 | 0 | 62 | 0 | 120 | 133 | 0 | 253 | 0 | 0 | 0 | 0 | 0 | 92 | 117 | 0 | 0 | 0 | 209 | 524 |
| Total | 140 | 0 | 106 | 0 | 246 | 0 | 536 | 612 | 0 | 1148 | 0 | 0 | 0 | 0 | 0 | 398 | 533 | 0 | 0 | 0 | 931 | 2325 |
| 08:00 AM | 31 | 0 | 15 | 0 | 46 | 0 | 131 | 168 | 0 | 299 | 0 | 0 | 0 | 0 | 0 | 75 | 103 | 0 | 0 | 0 | 178 | 523 |
| 08:15 AM | 32 | 0 | 22 | 0 | 54 | 0 | 136 | 100 | 0 | 236 | 0 | 0 | 0 | 0 | 0 | 62 | 102 | 0 | 0 | 0 | 164 | 454 |
| 08:30 AM | 29 | 0 | 20 | 0 | 49 | 0 | 153 | 113 | 0 | 266 | 0 | 0 | 0 | 0 | 0 | 65 | 110 | 0 | 0 | 0 | 175 | 490 |
| Grand Total | 232 | 0 | 163 | 0 | 395 | 0 | 956 | 993 | 0 | 1949 | 0 | 0 | 0 | 0 | 0 | 600 | 848 | 0 | 0 | 0 | 1448 | 3792 |
| Approch % | 58.7 | 0 | 41.3 | 0 | 49.1 | 0 | 49.1 | 50.9 | 0 | 50.9 | 0 | 0 | 0 | 0 | 0 | 41.4 | 58.6 | 0 | 0 | 0 | 0 | 0 |
| Total % | 6.1 | 0 | 4.3 | 0 | 10.4 | 0 | 25.2 | 26.2 | 0 | 51.4 | 0 | 0 | 0 | 0 | 0 | 15.8 | 22.4 | 0 | 0 | 0 | 38.2 | 0 |
| Unshifted | 232 | 0 | 163 | 0 | 395 | 0 | 956 | 993 | 0 | 1949 | 0 | 0 | 0 | 0 | 0 | 600 | 848 | 0 | 0 | 0 | 1448 | 3792 |
| % Unshifted | 100 | 0 | 100 | 0 | 100 | 0 | 100 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 0 | 100 | 100 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

I-81 SB Off Ramp Southbound

| Start Time | I-81 SB Off Ramp Southbound | | | | | | SR 31 Westbound | | | | | | Northbound | | | | | | SR 31 Eastbound | | | | | |
|--|--------------------------------|------|------|------|------------|-------|--------------------|------|------|------------|-------|------|------------|------|------------|-------|------|------|--------------------|------------|------------|------|--|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | |
| Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 37 | 0 | 22 | 0 | 59 | 0 | 137 | 150 | 0 | 287 | 0 | 0 | 0 | 0 | 0 | 82 | 179 | 0 | 0 | 0 | 261 | 607 | | |
| 07:15 AM | 34 | 0 | 27 | 0 | 61 | 0 | 133 | 160 | 0 | 293 | 0 | 0 | 0 | 0 | 0 | 105 | 138 | 0 | 0 | 0 | 243 | 597 | | |
| 07:30 AM | 34 | 0 | 30 | 0 | 64 | 0 | 146 | 169 | 0 | 315 | 0 | 0 | 0 | 0 | 0 | 119 | 99 | 0 | 0 | 0 | 218 | 597 | | |
| 07:45 AM | 35 | 0 | 27 | 0 | 62 | 0 | 120 | 133 | 0 | 253 | 0 | 0 | 0 | 0 | 0 | 92 | 117 | 0 | 0 | 0 | 209 | 524 | | |
| Total Volume | 140 | 0 | 106 | 0 | 246 | 0 | 536 | 612 | 0 | 1148 | 0 | 0 | 0 | 0 | 0 | 398 | 533 | 0 | 0 | 0 | 931 | 2325 | | |
| % App. Total | 56.9 | 0 | 43.1 | 0 | 46.7 | 0 | 53.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42.7 | 57.3 | 0 | 0 | 0 | 0 | 0 | | |
| PHF | .946 | .000 | .883 | .000 | .961 | .000 | .918 | .905 | .000 | .911 | .000 | .000 | .000 | .000 | .000 | .836 | .744 | .000 | .000 | .000 | .892 | .958 | | |

CHAA, Inc.

441 South Salina Street
Syracuse, NY 13202

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File Name : I-81 SB PM
Site Code : 000000015
Start Date : 3/23/2010
Page No : 1

I-81 SB Off Ramp Southbound

| Start Time | SR 31 | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | SR 31 Eastbound | | | | | | | | | |
|-------------|-----------|------|------|------------|------------|-------|------------------------------------|------|------|------------|-------|------|--------------------|------|------------|------------|------|------|-----------|------------|------------|------|
| | Westbound | | | Northbound | | | Westbound | | | Northbound | | | Westbound | | | Northbound | | | Westbound | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | |
| 04:00 PM | 17 | 0 | 9 | 0 | 26 | 0 | 88 | 29 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 15 | 124 | 0 | 0 | 0 | 139 | 282 |
| 04:15 PM | 30 | 0 | 23 | 0 | 53 | 0 | 219 | 60 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 47 | 209 | 0 | 0 | 0 | 256 | 588 |
| 04:30 PM | 26 | 0 | 29 | 0 | 55 | 0 | 230 | 75 | 0 | 305 | 0 | 0 | 0 | 0 | 0 | 55 | 191 | 0 | 0 | 0 | 246 | 606 |
| 04:45 PM | 23 | 0 | 28 | 0 | 51 | 0 | 222 | 56 | 0 | 278 | 0 | 0 | 0 | 0 | 0 | 62 | 239 | 0 | 0 | 0 | 301 | 630 |
| Total | 96 | 0 | 89 | 0 | 185 | 0 | 759 | 220 | 0 | 979 | 0 | 0 | 0 | 0 | 0 | 179 | 763 | 0 | 0 | 0 | 942 | 2106 |
| 05:00 PM | 31 | 0 | 16 | 0 | 47 | 0 | 230 | 69 | 0 | 299 | 0 | 0 | 0 | 0 | 0 | 50 | 190 | 0 | 0 | 0 | 240 | 586 |
| 05:15 PM | 32 | 0 | 24 | 0 | 56 | 0 | 250 | 77 | 0 | 327 | 0 | 0 | 0 | 0 | 0 | 51 | 246 | 0 | 0 | 0 | 297 | 680 |
| 05:30 PM | 24 | 0 | 24 | 0 | 48 | 0 | 237 | 75 | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 56 | 218 | 0 | 0 | 0 | 274 | 634 |
| 05:45 PM | 29 | 0 | 23 | 0 | 52 | 0 | 204 | 62 | 0 | 266 | 0 | 0 | 0 | 0 | 0 | 36 | 202 | 0 | 0 | 0 | 238 | 556 |
| Total | 116 | 0 | 87 | 0 | 203 | 0 | 921 | 283 | 0 | 1204 | 0 | 0 | 0 | 0 | 0 | 193 | 856 | 0 | 0 | 0 | 1049 | 2456 |
| Grand Total | 212 | 0 | 176 | 0 | 388 | 0 | 1680 | 503 | 0 | 2183 | 0 | 0 | 0 | 0 | 0 | 372 | 1619 | 0 | 0 | 0 | 1991 | 4562 |
| Approch % | 54.6 | 0 | 45.4 | 0 | 8.5 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 81.3 | 0 | 0 | 0 | 0 | 43.6 |
| Total % | 4.6 | 0 | 3.9 | 0 | 36.8 | 0 | 36.8 | 11 | 0 | 47.9 | 0 | 0 | 0 | 0 | 0 | 8.2 | 35.5 | 0 | 0 | 0 | 0 | 43.6 |
| Unshifted % | 212 | 0 | 176 | 0 | 388 | 0 | 1680 | 503 | 0 | 2183 | 0 | 0 | 0 | 0 | 0 | 372 | 1619 | 0 | 0 | 0 | 1991 | 4562 |
| % Unshifted | 100 | 0 | 100 | 0 | 100 | 0 | 100 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 0 | 100 | 100 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

I-81 SB Off Ramp Southbound

| Start Time | SR 31 | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | SR 31 Eastbound | | | | | | | | | |
|--|-----------|------|------|------------|------------|-------|------------------------------------|------|------|------------|-------|------|--------------------|------|------------|------------|------|------|-----------|------------|------------|------|
| | Westbound | | | Northbound | | | Westbound | | | Northbound | | | Westbound | | | Northbound | | | Westbound | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. 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 | 23 | 0 | 28 | 0 | 51 | 0 | 222 | 56 | 0 | 278 | 0 | 0 | 0 | 0 | 0 | 62 | 239 | 0 | 0 | 0 | 301 | 630 |
| 05:00 PM | 31 | 0 | 16 | 0 | 47 | 0 | 230 | 69 | 0 | 299 | 0 | 0 | 0 | 0 | 0 | 50 | 190 | 0 | 0 | 0 | 240 | 586 |
| 05:15 PM | 32 | 0 | 24 | 0 | 56 | 0 | 250 | 77 | 0 | 327 | 0 | 0 | 0 | 0 | 0 | 51 | 246 | 0 | 0 | 0 | 297 | 680 |
| 05:30 PM | 24 | 0 | 24 | 0 | 48 | 0 | 237 | 75 | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 56 | 218 | 0 | 0 | 0 | 274 | 634 |
| Total Volume | 110 | 0 | 92 | 0 | 202 | 0 | 939 | 277 | 0 | 1216 | 0 | 0 | 0 | 0 | 0 | 219 | 893 | 0 | 0 | 0 | 1112 | 2530 |
| % App. Total | 54.5 | 0 | 45.5 | 0 | 77.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 80.3 | 0 | 0 | 0 | 0 | 0 |
| PHF | .859 | .000 | .821 | .000 | .902 | .000 | .939 | .899 | .000 | .930 | .000 | .000 | .000 | .000 | .000 | .883 | .908 | .000 | .000 | .000 | .924 | .930 |

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Syracuse, NY 13202

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Site Code : 000000016
Start Date : 3/23/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

| Start Time | Pardee Rd Southbound | | | | | SR 31 Westbound | | | | | I-81 NB Off Ramp Northbound | | | | | SR 31 Eastbound | | | | | Int. Total |
|-------------|-------------------------|------|------|------|------------|--------------------|------|------|------|------------|--------------------------------|------|------|------|------------|--------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 22 | 7 | 2 | 0 | 31 | 19 | 186 | 0 | 2 | 207 | 88 | 18 | 22 | 0 | 128 | 0 | 165 | 24 | 1 | 190 | 556 |
| 07:15 AM | 25 | 0 | 0 | 0 | 25 | 16 | 232 | 0 | 0 | 248 | 64 | 7 | 34 | 0 | 105 | 0 | 168 | 26 | 2 | 196 | 574 |
| 07:30 AM | 39 | 0 | 2 | 0 | 41 | 16 | 256 | 0 | 0 | 272 | 42 | 8 | 22 | 1 | 73 | 1 | 116 | 16 | 0 | 133 | 519 |
| 07:45 AM | 35 | 1 | 2 | 0 | 38 | 24 | 205 | 0 | 0 | 229 | 47 | 9 | 28 | 0 | 84 | 0 | 117 | 26 | 0 | 143 | 494 |
| Total | 121 | 8 | 6 | 0 | 135 | 75 | 879 | 0 | 2 | 956 | 241 | 42 | 106 | 1 | 390 | 1 | 566 | 92 | 3 | 662 | 2143 |
| 08:00 AM | 32 | 0 | 1 | 0 | 33 | 16 | 213 | 0 | 1 | 230 | 41 | 12 | 28 | 0 | 81 | 0 | 118 | 26 | 0 | 144 | 488 |
| 08:15 AM | 21 | 5 | 6 | 0 | 32 | 26 | 187 | 0 | 0 | 213 | 41 | 6 | 35 | 0 | 82 | 0 | 93 | 25 | 1 | 119 | 446 |
| 08:30 AM | 10 | 0 | 0 | 0 | 10 | 30 | 194 | 0 | 0 | 224 | 33 | 9 | 32 | 0 | 74 | 3 | 108 | 19 | 2 | 132 | 440 |
| 08:45 AM | 28 | 0 | 3 | 0 | 31 | 20 | 202 | 0 | 0 | 222 | 36 | 6 | 40 | 0 | 82 | 1 | 111 | 22 | 0 | 134 | 469 |
| Total | 91 | 5 | 10 | 0 | 106 | 92 | 796 | 0 | 1 | 889 | 151 | 33 | 135 | 0 | 319 | 4 | 430 | 92 | 3 | 529 | 1843 |
| Grand Total | 212 | 13 | 16 | 0 | 241 | 167 | 1675 | 0 | 3 | 1845 | 392 | 75 | 241 | 1 | 709 | 5 | 996 | 184 | 6 | 1191 | 3986 |
| Approch % | 88 | 5.4 | 6.6 | 0 | 9.1 | 9.1 | 90.8 | 0 | 0.2 | 55.3 | 10.6 | 34 | 0.1 | 0.4 | 83.6 | 15.4 | 0.5 | 0.2 | 29.9 | | |
| Total % | 5.3 | 0.3 | 0.4 | 0 | 6 | 4.2 | 42 | 0 | 0.1 | 46.3 | 9.8 | 1.9 | 6 | 0 | 17.8 | 0.1 | 25 | 4.6 | 0.2 | | |
| Unshifted % | 212 | 13 | 16 | 0 | 241 | 167 | 1675 | 0 | 3 | 1845 | 392 | 75 | 241 | 1 | 709 | 5 | 996 | 184 | 6 | 1191 | 3986 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Groups Printed- Unshifted - Bank 1

| Start Time | Pardee Rd Southbound | | | | | SR 31 Westbound | | | | | I-81 NB Off Ramp Northbound | | | | | SR 31 Eastbound | | | | | Int. Total |
|--|-------------------------|------|------|------|------------|--------------------|------|------|------|------------|--------------------------------|------|------|------|------------|--------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour for Entire Intersection Begins at 07:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 22 | 7 | 2 | 0 | 31 | 19 | 186 | 0 | 2 | 207 | 88 | 18 | 22 | 0 | 128 | 0 | 165 | 24 | 1 | 190 | 556 |
| 07:15 AM | 25 | 0 | 0 | 0 | 25 | 16 | 232 | 0 | 0 | 248 | 64 | 7 | 34 | 0 | 105 | 0 | 168 | 26 | 2 | 196 | 574 |
| 07:30 AM | 39 | 0 | 2 | 0 | 41 | 16 | 256 | 0 | 0 | 272 | 42 | 8 | 22 | 1 | 73 | 1 | 116 | 16 | 0 | 133 | 519 |
| 07:45 AM | 35 | 1 | 2 | 0 | 38 | 24 | 205 | 0 | 0 | 229 | 47 | 9 | 28 | 0 | 84 | 0 | 117 | 26 | 0 | 143 | 494 |
| Total Volume | 121 | 8 | 6 | 0 | 135 | 75 | 879 | 0 | 2 | 956 | 241 | 42 | 106 | 1 | 390 | 1 | 566 | 92 | 3 | 662 | 2143 |
| % App. Total | 89.6 | 5.9 | 4.4 | 0 | 7.8 | 91.9 | 0 | 0.2 | 0.2 | 10.8 | 27.2 | 0.3 | 0.2 | 0.2 | 85.5 | 13.9 | 0.5 | 0.2 | 0.2 | 0.2 | |
| PHF | .776 | .286 | .750 | .000 | .823 | .781 | .858 | .000 | .250 | .762 | .250 | .779 | .685 | .583 | .885 | .375 | .844 | .375 | .844 | .375 | .933 |

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 Site Code : 00000016
 Start Date : 3/23/2010
 Page No : 1

Groups Printed- Unshifted - Bank 1

| Start Time | Pardee Rd Southbound | | | | | SR 31 Westbound | | | | | I-81 NB Off Ramp Northbound | | | | | I-81 NB Off Ramp Northbound | | | | | SR 31 Eastbound |
|-------------|----------------------|------|------|------|------------|-----------------|------|------|------|------------|-----------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|-----------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 23 | 1 | 7 | 0 | 31 | 43 | 174 | 0 | 0 | 217 | 107 | 16 | 62 | 0 | 185 | 0 | 173 | 77 | 0 | 250 | 683 |
| 04:15 PM | 16 | 1 | 4 | 0 | 21 | 32 | 187 | 0 | 1 | 220 | 121 | 21 | 73 | 0 | 215 | 0 | 194 | 64 | 2 | 260 | 716 |
| 04:30 PM | 32 | 0 | 3 | 0 | 35 | 38 | 203 | 0 | 0 | 241 | 134 | 26 | 82 | 0 | 242 | 0 | 148 | 61 | 0 | 209 | 727 |
| 04:45 PM | 32 | 0 | 9 | 0 | 41 | 40 | 174 | 0 | 0 | 214 | 159 | 29 | 71 | 0 | 259 | 0 | 202 | 66 | 0 | 268 | 782 |
| Total | 103 | 2 | 23 | 0 | 128 | 153 | 738 | 0 | 1 | 892 | 521 | 92 | 288 | 0 | 901 | 0 | 717 | 268 | 2 | 987 | 2908 |
| 05:00 PM | 32 | 1 | 0 | 0 | 33 | 43 | 222 | 0 | 0 | 265 | 161 | 28 | 86 | 0 | 275 | 0 | 204 | 49 | 2 | 255 | 828 |
| 05:15 PM | 17 | 0 | 7 | 0 | 24 | 40 | 212 | 4 | 3 | 259 | 172 | 23 | 87 | 0 | 282 | 0 | 192 | 67 | 0 | 259 | 824 |
| 05:30 PM | 24 | 0 | 0 | 0 | 24 | 42 | 184 | 0 | 0 | 226 | 145 | 30 | 68 | 0 | 243 | 1 | 181 | 71 | 0 | 253 | 746 |
| 05:45 PM | 40 | 0 | 2 | 0 | 42 | 28 | 157 | 0 | 0 | 185 | 110 | 20 | 71 | 0 | 201 | 0 | 149 | 70 | 0 | 219 | 647 |
| Total | 113 | 1 | 9 | 0 | 123 | 153 | 775 | 4 | 3 | 935 | 588 | 101 | 312 | 0 | 1001 | 1 | 726 | 257 | 2 | 986 | 3045 |
| Grand Total | 216 | 3 | 32 | 0 | 251 | 306 | 1513 | 4 | 4 | 1827 | 1109 | 193 | 600 | 0 | 1902 | 1 | 1443 | 525 | 4 | 1973 | 5953 |
| Approch % | 86.1 | 1.2 | 12.7 | 0 | 16.7 | 82.8 | 0.2 | 0.2 | 0.1 | 30.7 | 58.3 | 10.1 | 31.5 | 0 | 0.1 | 73.1 | 26.6 | 0.2 | 0.1 | 33.1 | |
| Total % | 3.6 | 0.1 | 0.5 | 0 | 4.2 | 5.1 | 25.4 | 0.1 | 0.1 | 30.7 | 18.6 | 3.2 | 10.1 | 0 | 32 | 0 | 24.2 | 8.8 | 0.1 | | |
| Unshifted % | 216 | 3 | 32 | 0 | 251 | 306 | 1513 | 4 | 4 | 1827 | 1109 | 193 | 600 | 0 | 1902 | 1 | 1443 | 525 | 4 | 1973 | 5953 |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 100 | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Groups Printed- Unshifted - Bank 1

| Start Time | Pardee Rd Southbound | | | | | SR 31 Westbound | | | | | I-81 NB Off Ramp Northbound | | | | | I-81 NB Off Ramp Northbound | | | | | SR 31 Eastbound |
|---|----------------------|------|------|------|------------|-----------------|------|------|------|------------|-----------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|-----------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 32 | 0 | 9 | 0 | 41 | 40 | 174 | 0 | 0 | 214 | 159 | 29 | 71 | 0 | 259 | 0 | 202 | 66 | 0 | 268 | 782 |
| 05:00 PM | 32 | 1 | 0 | 0 | 33 | 43 | 222 | 0 | 0 | 265 | 161 | 28 | 86 | 0 | 275 | 0 | 204 | 49 | 2 | 255 | 828 |
| 05:15 PM | 17 | 0 | 7 | 0 | 24 | 40 | 212 | 4 | 3 | 259 | 172 | 23 | 87 | 0 | 282 | 0 | 192 | 67 | 0 | 259 | 824 |
| 05:30 PM | 24 | 0 | 0 | 0 | 24 | 42 | 184 | 0 | 0 | 226 | 145 | 30 | 68 | 0 | 243 | 1 | 181 | 71 | 0 | 253 | 746 |
| Total Volume | 105 | 1 | 16 | 0 | 122 | 165 | 792 | 4 | 3 | 964 | 637 | 110 | 312 | 0 | 1059 | 1 | 779 | 253 | 2 | 1035 | 3180 |
| % App. Total | 86.1 | 0.8 | 13.1 | 0 | 17.1 | 82.2 | 0.4 | 0.3 | 0 | 60.2 | 10.4 | 29.5 | 0 | 0.1 | 75.3 | 0.2 | 250 | .965 | .965 | | |
| PHF | .820 | .250 | .444 | .000 | .744 | .959 | .892 | .250 | .909 | .917 | .897 | .000 | .939 | .250 | .955 | .891 | .250 | .965 | .965 | | |

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Site Code : 000000020
Start Date : 3/17/2010
Page No : 1

Torchwood Lane

Southbound

| Start Time | SR 31 Westbound | | | | | | Groups Printed- Unshifted - Bank 1 | | | | | | Thompson Road | | | SR 31 Eastbound | | | | | | |
|-------------|-----------------|------|------|------------|------------|-------|------------------------------------|------|------|------------|-------|------|---------------|------|------------|-----------------|------|------|------|-----|------|--|
| | Torchwood Lane | | | Northbound | | | Thompson Road | | | SR 31 | | | Thompson Road | | | SR 31 | | | | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | | | | |
| 07:15 AM | 8 | 57 | 2 | 0 | 67 | 3 | 79 | 21 | 0 | 103 | 7 | 11 | 45 | 0 | 63 | 40 | 52 | 7 | 0 | 99 | 332 | |
| 07:30 AM | 5 | 55 | 2 | 0 | 62 | 1 | 70 | 31 | 0 | 102 | 11 | 6 | 35 | 0 | 52 | 55 | 53 | 4 | 0 | 112 | 328 | |
| 07:45 AM | 9 | 58 | 9 | 0 | 76 | 0 | 62 | 42 | 0 | 104 | 22 | 7 | 22 | 0 | 51 | 42 | 66 | 1 | 0 | 109 | 340 | |
| Total | 22 | 170 | 13 | 0 | 205 | 4 | 211 | 94 | 0 | 309 | 40 | 24 | 102 | 0 | 166 | 137 | 171 | 12 | 0 | 320 | 1000 | |
| 08:00 AM | 7 | 57 | 1 | 0 | 65 | 3 | 64 | 27 | 0 | 94 | 13 | 17 | 35 | 0 | 65 | 31 | 62 | 4 | 0 | 97 | 321 | |
| 08:15 AM | 10 | 40 | 3 | 0 | 53 | 5 | 59 | 23 | 0 | 87 | 11 | 10 | 36 | 0 | 57 | 25 | 59 | 4 | 0 | 88 | 285 | |
| 08:30 AM | 11 | 26 | 5 | 0 | 42 | 2 | 56 | 15 | 0 | 73 | 8 | 12 | 34 | 0 | 54 | 27 | 46 | 3 | 0 | 76 | 245 | |
| 08:45 AM | 15 | 34 | 3 | 0 | 52 | 2 | 72 | 10 | 0 | 84 | 10 | 5 | 31 | 0 | 46 | 22 | 53 | 3 | 0 | 78 | 260 | |
| Total | 43 | 157 | 12 | 0 | 212 | 12 | 251 | 75 | 0 | 338 | 42 | 44 | 136 | 0 | 222 | 105 | 220 | 14 | 0 | 339 | 1111 | |
| 09:00 AM | 12 | 16 | 1 | 0 | 29 | 1 | 70 | 12 | 0 | 83 | 12 | 11 | 43 | 0 | 66 | 28 | 52 | 5 | 0 | 85 | 263 | |
| Grand Total | 77 | 343 | 26 | 0 | 446 | 17 | 532 | 181 | 0 | 730 | 94 | 79 | 281 | 0 | 454 | 270 | 443 | 31 | 0 | 744 | 2374 | |
| Approch % | 17.3 | 76.9 | 5.8 | 0 | | 2.3 | 72.9 | 24.8 | 0 | | 20.7 | 17.4 | 61.9 | 0 | | 36.3 | 59.5 | 4.2 | 0 | | | |
| Total % | 3.2 | 14.4 | 1.1 | 0 | | 18.8 | 0.7 | 22.4 | 7.6 | 0 | 30.7 | 4 | 3.3 | 11.8 | 0 | | 19.1 | 11.4 | 18.7 | 0 | 31.3 | |
| Unshifted % | 77 | 343 | 26 | 0 | 446 | 17 | 532 | 181 | 0 | 730 | 94 | 79 | 281 | 0 | 454 | 270 | 443 | 31 | 0 | 744 | 2374 | |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Torchwood Lane

Southbound

| Start Time | SR 31 Westbound | | | | | | Groups Printed- Unshifted - Peak 1 of 1 | | | | | | Thompson Road | | | SR 31 Eastbound | | | | | | |
|--|-----------------|------|------|------|------------|-------|---|------|------|------------|-------|------|---------------|------|------------|-----------------|------|------|------|------|------|------|
| | Torchwood Lane | | | | | | Northbound | | | | | | Thompson Road | | | SR 31 | | | | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | | | | | |
| Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 8 | 57 | 2 | 0 | 67 | 3 | 79 | 21 | 0 | 103 | 7 | 11 | 45 | 0 | 63 | 40 | 52 | 7 | 0 | 99 | 332 | |
| 07:30 AM | 5 | 55 | 2 | 0 | 62 | 1 | 70 | 31 | 0 | 102 | 11 | 6 | 35 | 0 | 52 | 55 | 53 | 4 | 0 | 112 | 328 | |
| 07:45 AM | 9 | 58 | 9 | 0 | 76 | 0 | 62 | 42 | 0 | 104 | 22 | 7 | 22 | 0 | 51 | 42 | 66 | 1 | 0 | 109 | 340 | |
| 08:00 AM | 7 | 57 | 1 | 0 | 65 | 3 | 64 | 27 | 0 | 94 | 13 | 17 | 35 | 0 | 65 | 31 | 62 | 4 | 0 | 97 | 321 | |
| Total Volume | 29 | 227 | 14 | 0 | 270 | 7 | 275 | 121 | 0 | 403 | 53 | 41 | 137 | 0 | 231 | 168 | 233 | 16 | 0 | 417 | 1321 | |
| % App. Total | 10.7 | 84.1 | 5.2 | 0 | 1.7 | 68.2 | 30 | 0 | 0 | 22.9 | 17.7 | 59.3 | 0 | 40.3 | 55.9 | 3.8 | 0 | 0 | 0 | .931 | .971 | |
| PHF | .806 | .978 | .389 | .000 | .583 | .870 | .720 | .000 | .969 | .602 | .761 | .000 | .888 | .764 | .571 | .000 | .888 | .764 | .000 | .000 | .931 | .971 |

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File Name : Thompson PM
Site Code : 000000020
Start Date : 3/17/2010
Page No : 1

Torchwood Lane Southbound

Groups Printed- Unshifted - Bank 1

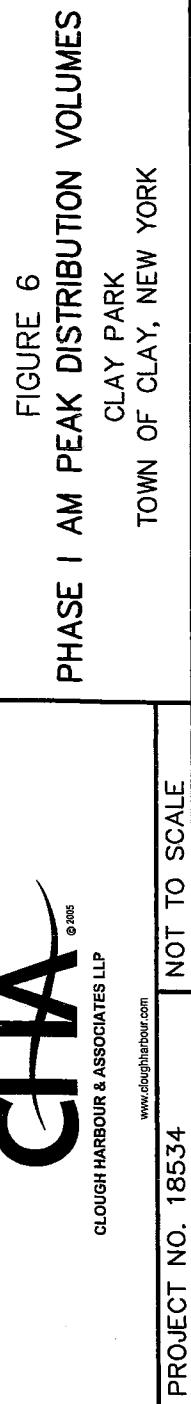
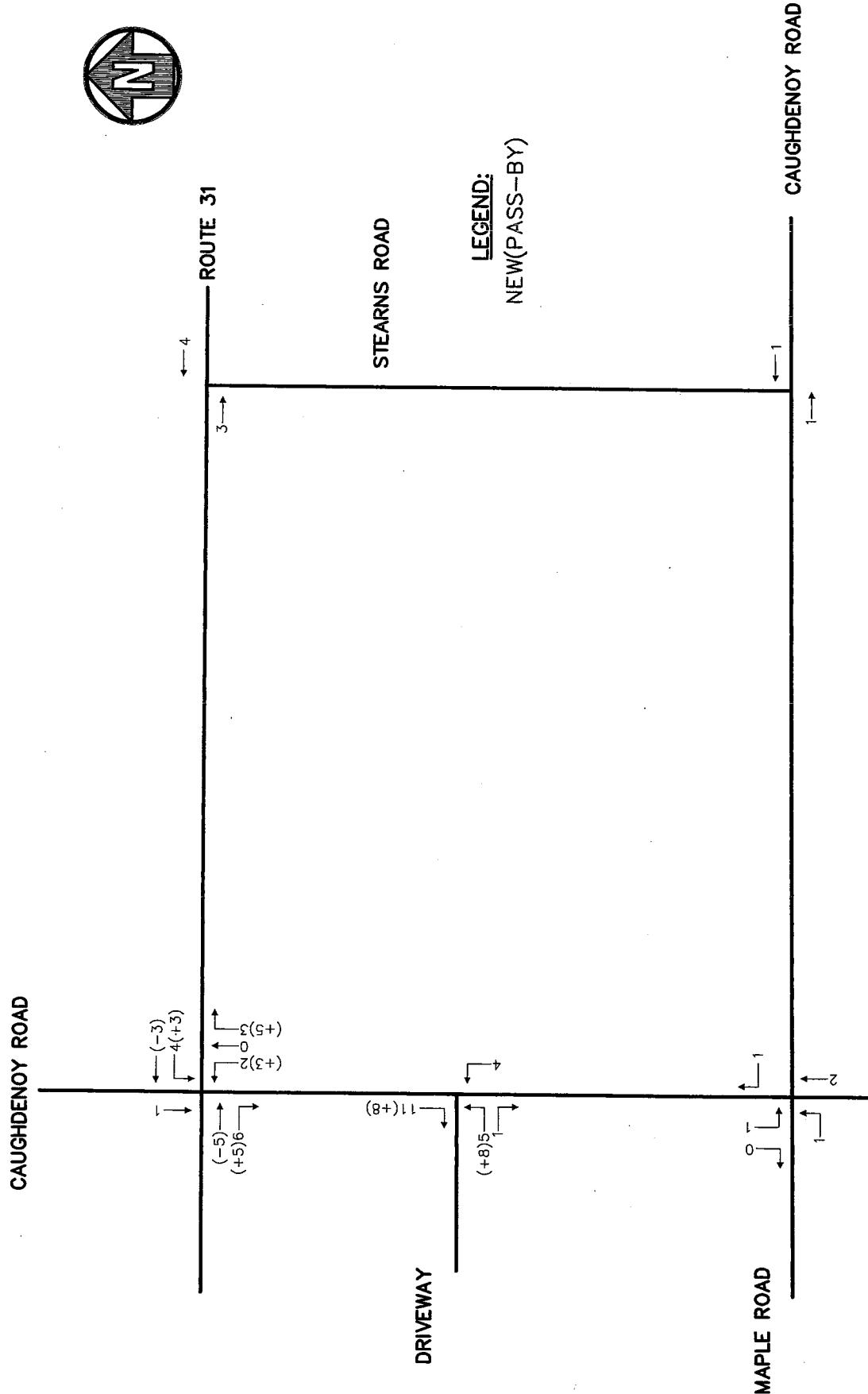
| Start Time | SR 31 Westbound | | | | | | Thompson Road Northbound | | | | | | SR 31 Eastbound | | | | | |
|-------------|-----------------|------|------|------|------------|-------|--------------------------|------|------|------------|-------|------|-----------------|------|------------|------------|------|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | |
| 04:15 PM | 9 | 29 | 11 | 0 | 49 | 11 | 81 | 16 | 0 | 108 | 35 | 34 | 40 | 0 | 109 | 56 | 128 | |
| 04:30 PM | 11 | 27 | 4 | 0 | 42 | 5 | 97 | 20 | 0 | 122 | 44 | 43 | 42 | 0 | 129 | 45 | 108 | |
| 04:45 PM | 13 | 33 | 10 | 0 | 56 | 9 | 107 | 18 | 0 | 134 | 44 | 42 | 40 | 0 | 126 | 38 | 138 | |
| Total | 33 | 89 | 25 | 0 | 147 | 25 | 285 | 54 | 0 | 364 | 123 | 119 | 122 | 0 | 364 | 139 | 374 | |
| 05:00 PM | 15 | 37 | 2 | 0 | 54 | 6 | 88 | 22 | 0 | 116 | 45 | 53 | 42 | 1 | 141 | 49 | 137 | |
| 05:15 PM | 8 | 30 | 9 | 0 | 47 | 14 | 92 | 14 | 0 | 120 | 44 | 53 | 46 | 0 | 143 | 63 | 134 | |
| 05:30 PM | 11 | 20 | 7 | 0 | 38 | 9 | 72 | 23 | 0 | 104 | 51 | 67 | 35 | 0 | 153 | 60 | 119 | |
| 05:45 PM | 13 | 30 | 7 | 0 | 50 | 7 | 88 | 11 | 0 | 106 | 32 | 48 | 34 | 0 | 114 | 75 | 129 | |
| Total | 47 | 117 | 25 | 0 | 189 | 36 | 340 | 70 | 0 | 446 | 172 | 221 | 157 | 1 | 551 | 247 | 519 | |
| 06:00 PM | 12 | 29 | 4 | 0 | 45 | 9 | 65 | 17 | 0 | 91 | 25 | 28 | 42 | 0 | 95 | 46 | 135 | |
| Grand Total | 92 | 235 | 54 | 0 | 381 | 70 | 690 | 141 | 0 | 901 | 320 | 368 | 321 | 1 | 1010 | 432 | 1028 | |
| Apprch % | 24.1 | 61.7 | 14.2 | 0 | | 7.8 | 76.6 | 15.6 | 0 | | 31.7 | 36.4 | 31.8 | 0.1 | | 26.9 | 64.1 | |
| Total % | 2.4 | 6 | 1.4 | 0 | | 9.8 | 17.7 | 3.6 | 0 | | 23.1 | 8.2 | 9.4 | 8.2 | 0 | 25.9 | 11.1 | |
| Unshifted | 92 | 235 | 54 | 0 | 381 | 70 | 690 | 141 | 0 | 901 | 320 | 368 | 321 | 1 | 1010 | 432 | 1028 | |
| % Unshifted | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Torchwood Lane Southbound

SR 31 Westbound

| Start Time | SR 31 Westbound | | | | | | Thompson Road Northbound | | | | | | SR 31 Eastbound | | | | | |
|--|-----------------|------|------|------|------------|-------|--------------------------|------|------|------------|-------|------|-----------------|------|------------|------------|------|---|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | 33 | 10 | 0 | 56 | 9 | 107 | 18 | 0 | 134 | 44 | 42 | 40 | 0 | 126 | 38 | 138 | 11 | 0 |
| 04:45 PM | 13 | 37 | 2 | 0 | 54 | 6 | 88 | 22 | 0 | 116 | 45 | 53 | 42 | 1 | 141 | 49 | 137 | |
| 05:00 PM | 15 | 30 | 9 | 0 | 47 | 14 | 92 | 14 | 0 | 120 | 44 | 53 | 46 | 0 | 143 | 63 | 134 | |
| 05:15 PM | 8 | 20 | 7 | 0 | 38 | 9 | 72 | 23 | 0 | 104 | 51 | 67 | 35 | 0 | 153 | 60 | 119 | |
| 05:30 PM | 11 | 120 | 28 | 0 | 195 | 38 | 359 | 77 | 0 | 474 | 184 | 215 | 163 | 1 | 563 | 210 | 528 | |
| Total Volume | 47 | 61.5 | 14.4 | 0 | 195 | 8 | 75.7 | 16.2 | 0 | 32.7 | 38.2 | 29 | 0.2 | | 25.8 | 64.9 | 9.3 | |
| % App. Total | 24.1 | .871 | .700 | .000 | .679 | .839 | .837 | .000 | .884 | .902 | .802 | .886 | .250 | | .833 | .957 | .826 | |
| PHF | .783 | .811 | | | | | | | | | | | | | .000 | .942 | .972 | |

APPENDIX F
BACKGROUND TRAFFIC CALCULATIONS



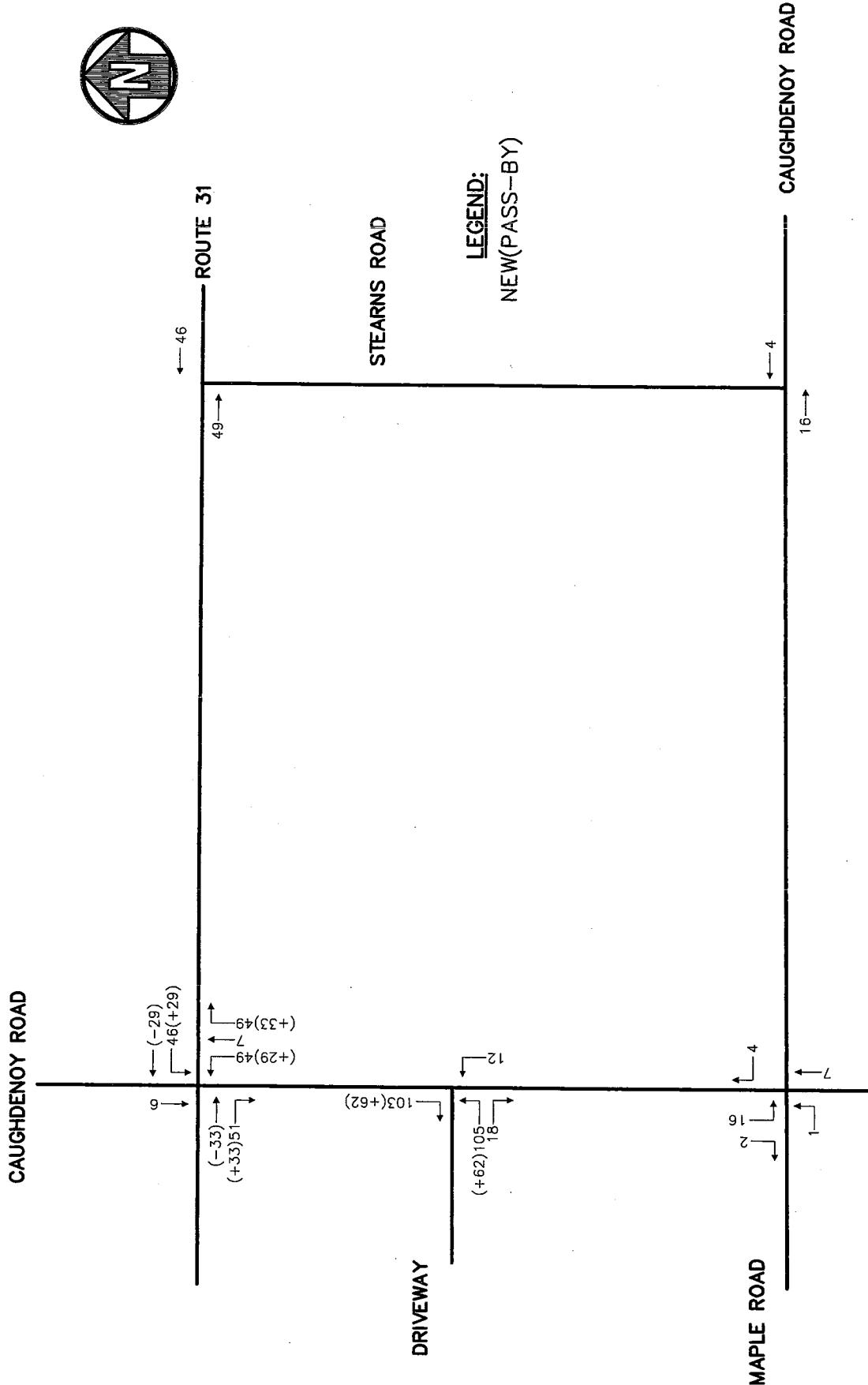


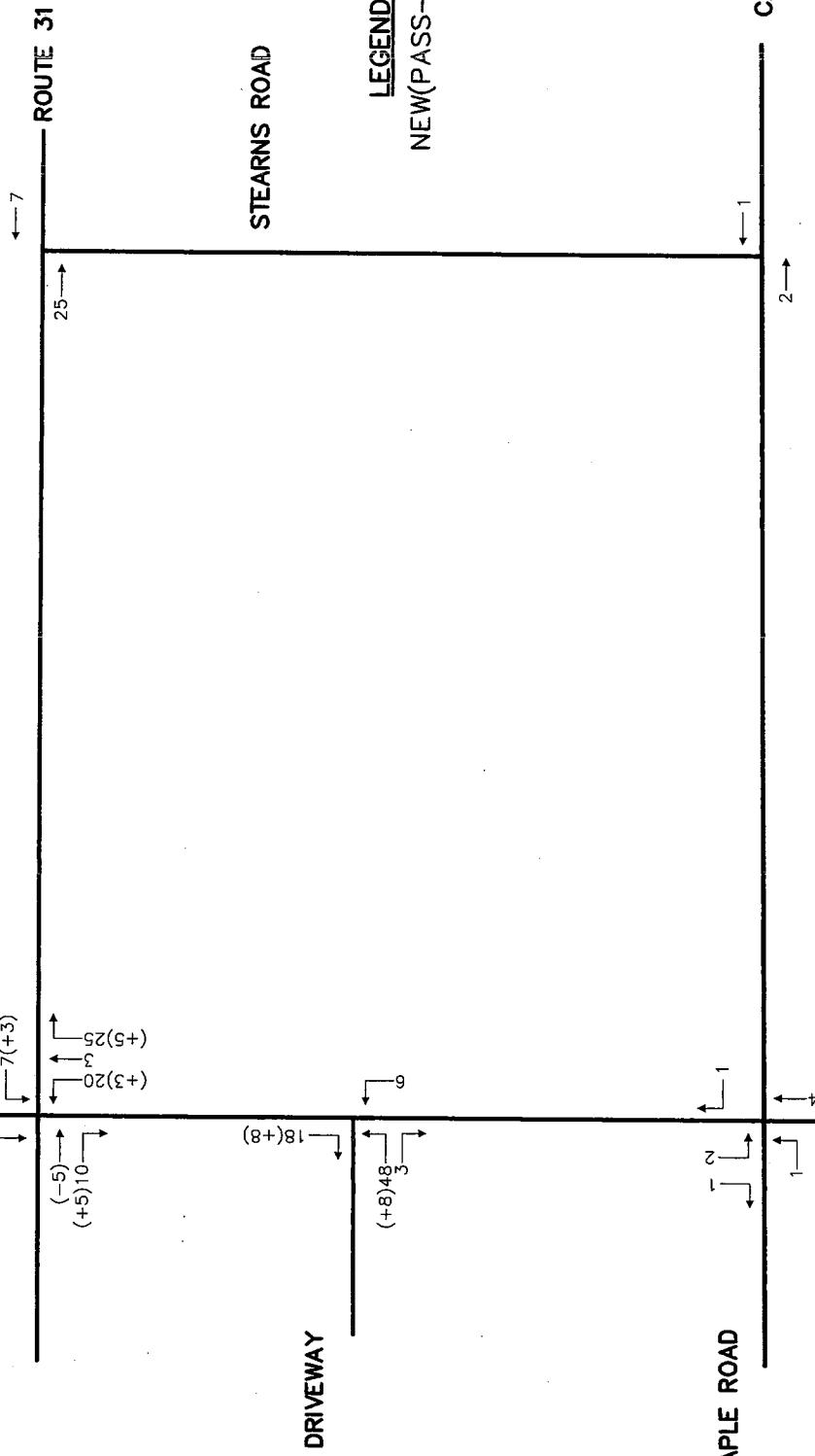
FIGURE 7
PHASE I PM PEAK DISTRIBUTION VOLUMES
CLAY PARK
TOWN OF CLAY, NEW YORK

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| | |
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FIGURE 9
PHASE II AM PEAK DISTRIBUTION VOLUMES
CLAY PARK
TOWN OF CLAY, NEW YORK

| | |
|-------------------|--------------|
| PROJECT NO. 18534 | NOT TO SCALE |
|-------------------|--------------|

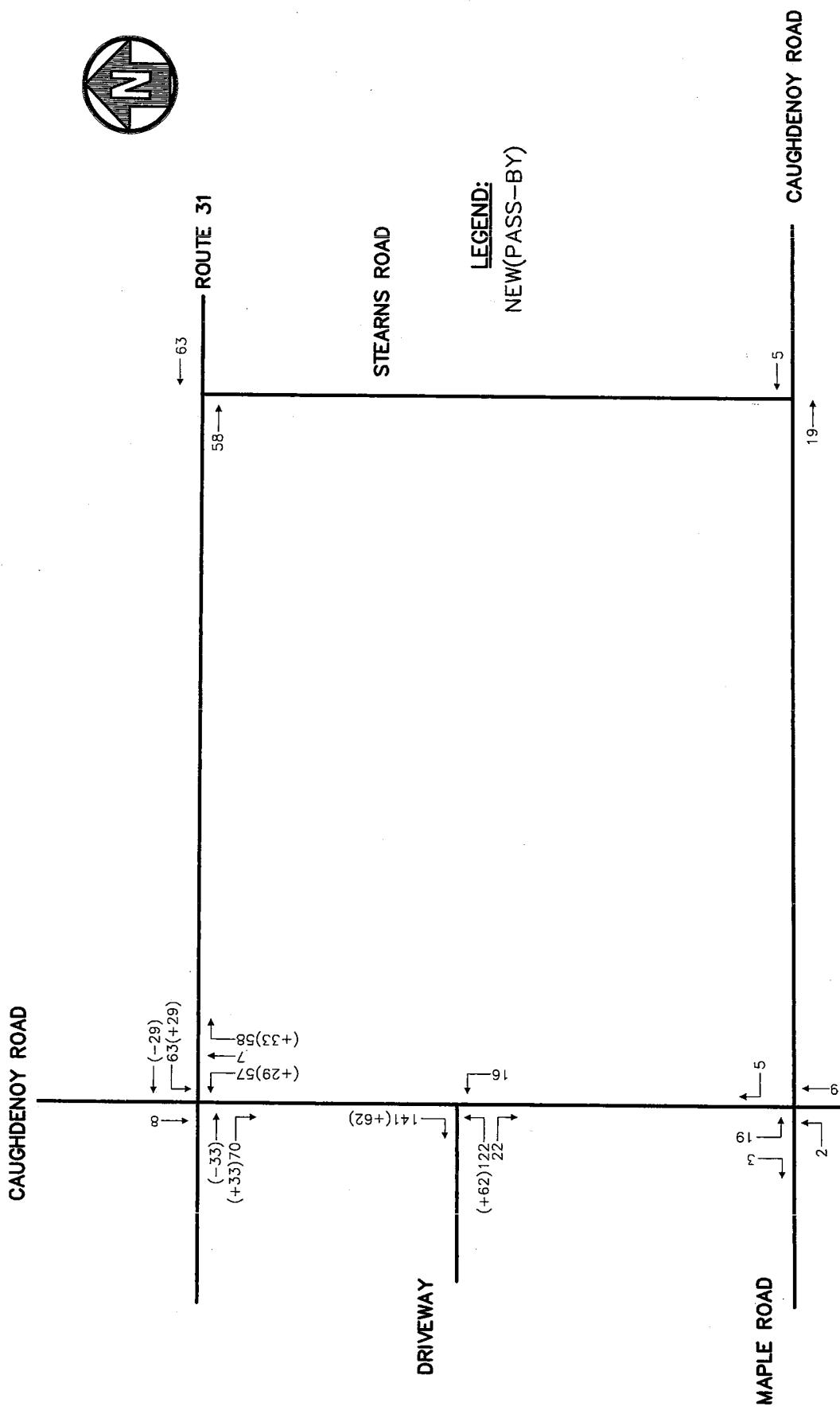
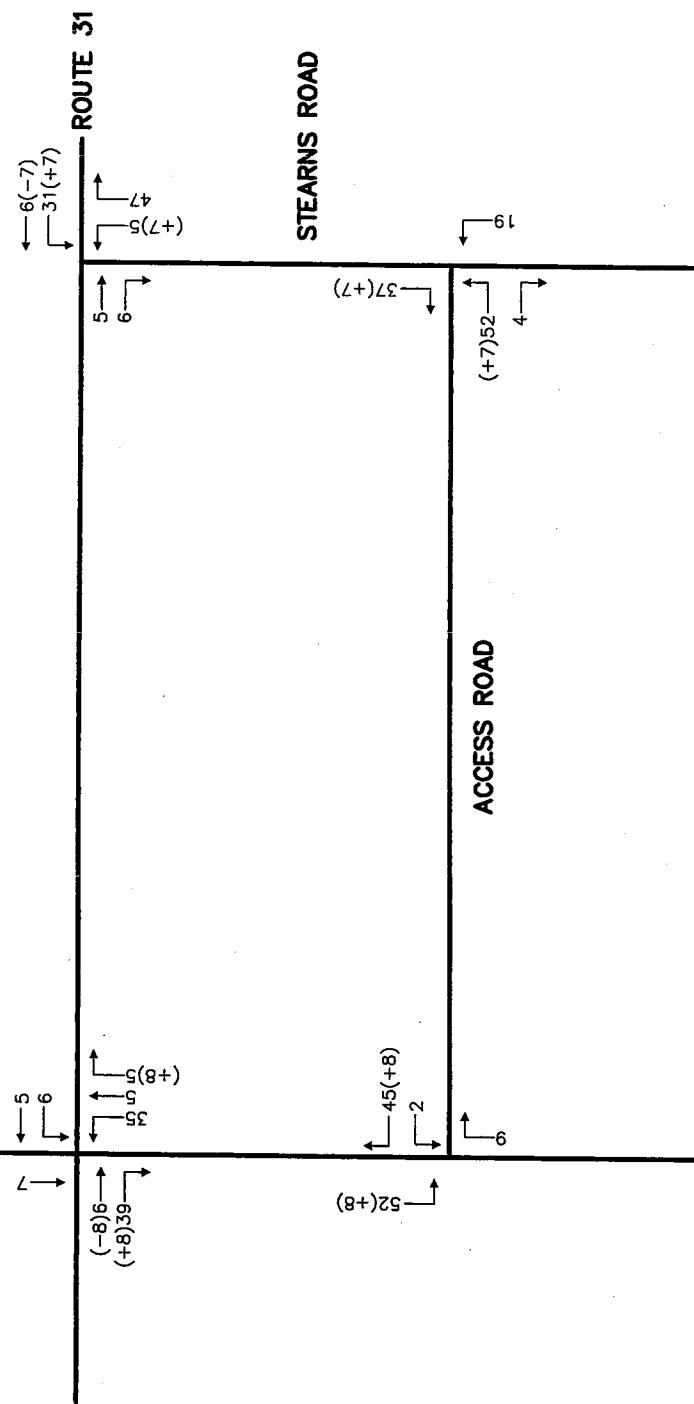


FIGURE 10
PHASE II PM PEAK DISTRIBUTION VOLUMES
CLAY PARK
TOWN OF CLAY, NEW YORK

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LEGEND:

NEW(PASS-BY)



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FIGURE 6

AM PEAK HOUR TRIP DIST. VOLUMES
ALT-DAVIS ZONE CHANGE
TOWN OF CLAY, NEW YORK

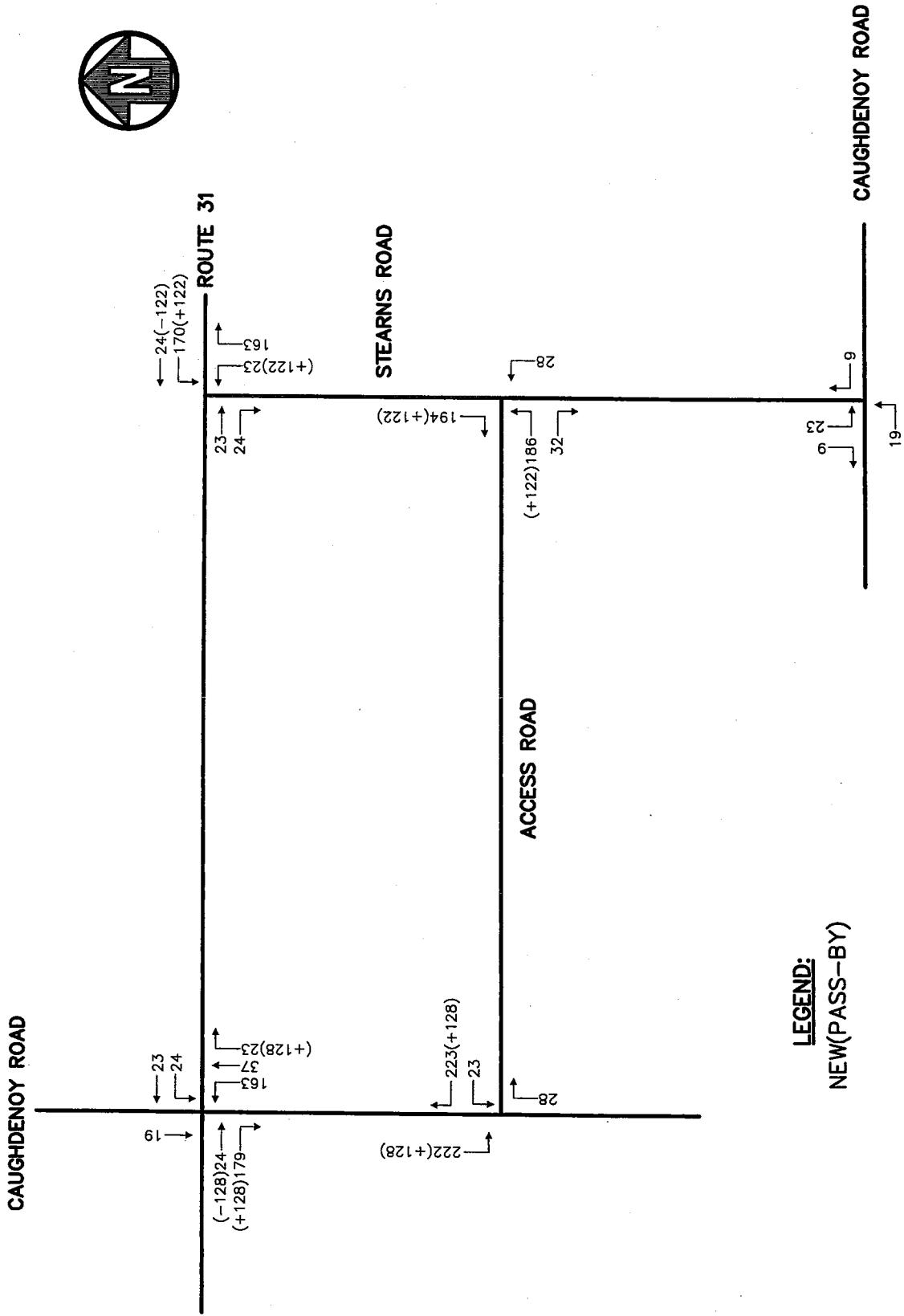


FIGURE 7
PM PEAK HOUR TRIP DIST. VOLUMES
ALT-DAMS ZONE CHANGE
TOWN OF CLAY, NEW YORK

| | | |
|--|--------------------------|---------------------|
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