

April 20, 2018

Mr. Charles Blaichman  
Hudson Valley Rhinebeck, LLC  
161 Chrystie Street  
New York, NY 10007

c/o Matthew Rudikoff  
via email: [mrudikoff@rudikoff.com](mailto:mrudikoff@rudikoff.com)

**RE: Traffic Impact Analysis, Rock Ledge, Town of Rhinebeck, Dutchess County, New York;  
CM Project No. 114-053**

Dear Mr. Blaichman:

This letter documents a *Traffic Impact Analysis* conducted for the proposed *Rock Ledge* project located on Ackert Hook Road in the Town of Rhinebeck. This evaluation is based on the "Site Plan" dated March 31, 2018 prepared by Mark R. Graminski, P.E. L.S. P.C., Consulting Engineer & Land Surveyor, included under Attachment A.

### **1.0 Project Description**

The project consists of the adaptive reuse and revitalization of an approximate 136-acre site that will be subdivided into a two-lot subdivision on the west side of Ackert Hook Road. The site is located within a Town of Rhinebeck Rural Countryside (RC5) Zoning District and is also a portion of the Rock Ledge Historic District listed on the National Register of Historic Places (1989) that contains five contributing buildings/site features (Manor House, Carriage House, Chapel, Gatehouse and two water storage tanks).

Lot One is an approximate 20-acre lot that will consist of the following uses:

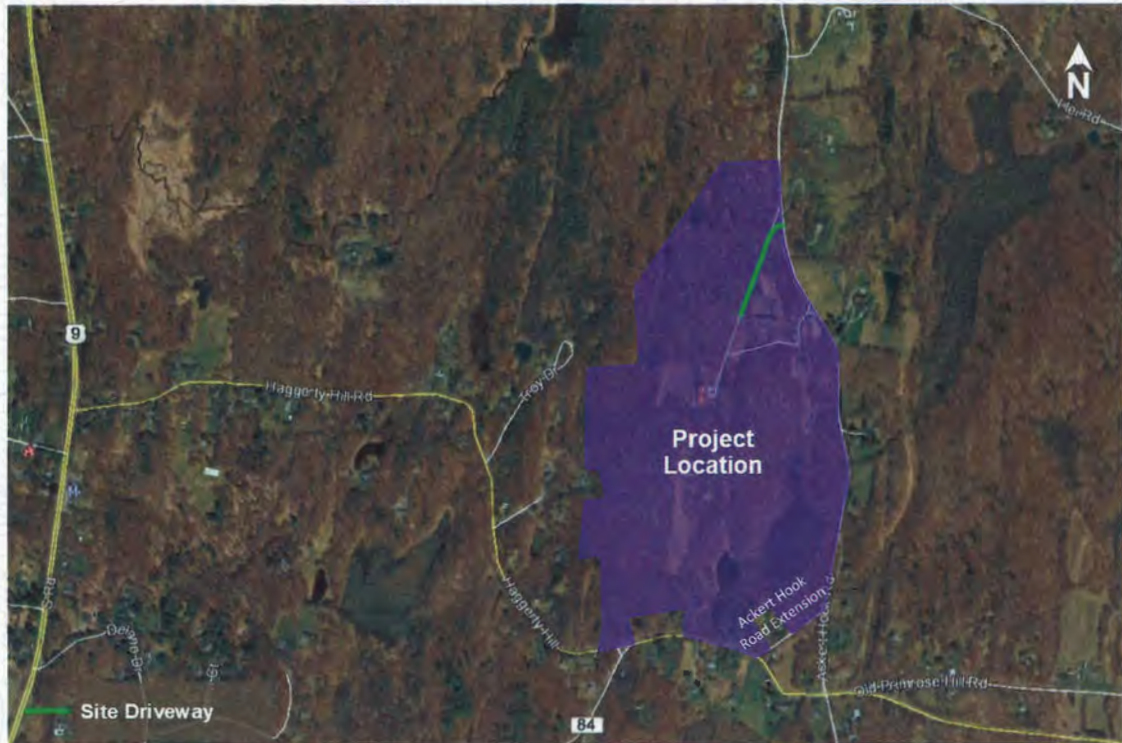
- Former Manor House repurposed as a Country Inn (10 of 12 total rooms)
- Former Chapel to contain two rooms of the Country Inn and an Inn guest spa
- Former Gatehouse building repurposed for security and concierge services
- Other related Inn accessory facilities including gardens and trails

Lot Two is an approximate 116-acre lot that will consist of the following uses:

- 28 residential condominium units in seven, 4-unit buildings
- HOA facilities and supporting infrastructure
- Former Carriage House repurposed as an HOA owners facility
- Former Dormitory building repurposed to include a maintenance facility and workshop, project and owner storage, gardening support space, and a caretaker apartment

The two existing driveways will be modified to provide access to the proposed development. The northernmost driveway on Ackert Hook Road will be realigned approximately 130 feet to the south and will provide full access to the site. The southernmost driveway on Ackert Hook Road will be restricted for emergency access only. The property contains existing water and

sewer facilities that will be upgraded as required for the proposed project. The project location is shown below.



## 2.0 Existing Conditions

### Roadways Serving the Site

Ackert Hook Road is a local road generally providing north-south travel located between NY Route 9G and US Route 9 in the Town of Rhinebeck. Adjacent to the site, Ackert Hook Road is approximately 18 feet wide with no lane markings or pedestrian accommodations. The posted speed limit is 35-mph. and land uses along Ackert Hook Road include residential and undeveloped land.

Ackert Hook Road Extension serves as a connector road between Ackert Hook Road and Primrose Hill Road. Ackert Hook Road Extension is approximately 18 feet wide with no lane markings or pedestrian accommodations. There is no posted speed limit on Ackert Hook Road Extension. Land uses along Ackert Hook Road Extension include residential and undeveloped land.

Primrose Hill Road (CR 84) is a County road generally providing east-west travel between Old Albany Post Road and NY Route 9G in the Town of Rhinebeck. Near the site, Primrose Hill Road provides one 9 to 10-foot wide travel lane in each direction with six-inch to one-foot wide paved shoulders and no pedestrian accommodations. The posted speed limit is 40-mph and land uses along Primrose Hill Road include residential and undeveloped land. Local roads are co-used by walkers and cyclists.

**Study Area Intersections**

The Primrose Hill Road/Ackert Hook Road intersection is a four-way intersection located south of the project site operating under stop sign control on the northbound and southbound Ackert Hook Road approaches. Each approach provides a single lane for shared travel movements. Sidewalks are not provided at this intersection.

The Ackert Hook Road/Ackert Hook Road Extension intersection is a three-way intersection located south of the site operating under yield sign control on the eastbound Ackert Hook Road Extension approach. Each approach provides a single lane for shared travel movements. Sidewalks are not provided at this intersection.

The Primrose Hill Road/Ackert Hook Road Extension intersection is a three-way intersection located southwest of the project site operating under stop sign control on the westbound Ackert Hook Road Extension approach. Each approach provides a single lane for shared travel movements. Sidewalks are not provided at this intersection.

The Primrose Hill Road/Haggerty Hill Road intersection is a three-way intersection located southwest of the project site. This intersection forms a triangle as Haggerty Hill Road forks and intersects Primrose Hill Road via two separate two-way legs. The eastbound and westbound Primrose Hill Road approaches provide a single lane for shared travel movements. The southbound Haggerty Hill Road east and west approach legs to Primrose Hill Road each provide a single lane operating under stop sign control.

The US Route 9/Haggerty Hill Road intersection is a three-way intersection located west of the project site. The westbound Haggerty Hill Road approach provides a single lane for shared left and right turn movements operating under stop sign control. The northbound and southbound US Route 9 approaches provide two lanes for shared travel movements.

**Data Collection**

Automatic traffic recorders (ATRs) were installed by CM on five area roadways from October 16, 2015 through October 23, 2015. The volume and speed data collected from these ATRs is summarized in Table 1.

**Table 1 – ATR Data Summary**

Location (posted speed limit)	Traffic Volume (vehicles)		Travel Speed (mph)	
	Daily	Friday PM Peak Hour	Average	85 <sup>th</sup> Percentile
1. Haggerty Hill Rd (35-mph) 750 feet west of Primrose Hill Road	275	25	40	50
2. Primrose Hill Rd (40-mph) 250 feet east of Haggerty Hill Road	390	30	35	40
3. Ackert Hook Rd (35-mph) 600 feet south of Primrose Hill Road	185	10	35	30
4. Primrose Hill Rd (40-mph) 1,100 feet east of Ackert Hook Road	455	30	45	55
5. Ackert Hook Rd (35-mph) 350 feet north of Springwood Drive	215	20	35	40

Review of the daily traffic volumes shows that the study area roadways serve a small volume of traffic. With the exception of Primrose Hill Road, the study area roadways qualify as “Very

Low-Volume Local Roads” based on guidance presented by the American Association of State Highway and Transportation Officials (AASHTO) since the Average Daily Traffic (ADT) is less than 400 vehicles per day. The existing traffic volume and speed data is included under Attachment B.

Intersection turning movement counts were conducted during the afternoon peak period (4:00 to 6:00 p.m.) at the Primrose Hill Road/Ackert Hook Road, Ackert Hook Road/Ackert Hook Road Extension, and Primrose Hill Road/Ackert Hook Road Extension intersections on Friday, October 16, 2015 and at the Primrose Hill Road/Haggerty Hill Road and US Route 9/Haggerty Hill Road intersections on Friday, October 23, 2015. The raw traffic volume data is included under Attachment B. The 2015 existing Friday PM peak hour traffic volumes form the basis for all traffic forecasts and analysis and are shown on Figure 1.

**Crash Analysis**

Crash data was requested from NYSDOT to determine accident patterns on the project area roadway segments. Safety Information Management System (SIMS) and Accident Location Information System (ALIS) data was provided by NYSDOT for the following segments:

- Haggerty Hill Road – US Route 9 to Primrose Hill Road
- Primrose Hill Road – Haggerty Hill Road to Ackert Hook Road
- Ackert Hook Road – NY Route 9G to Vlei Road

Data was provided for a three-year period from January 1, 2015 to December 31, 2017. The crash data was reviewed to quantify the number of crashes and identify any abnormal crash patterns or concentrations. Table 2 summarizes the types of crashes on these project area roadways. Attachment C includes crash summaries and maps on the subject roadways.

**Table 2 – Accident Summary**

Location	Crash Class					Collision Type				Total
	Non-Reportable	Property Damage	Injury	Fatality	Total	Animal Action	Left Turn	Fixed Object	Rear-End	
Haggerty Hill Road	0	1	2	0	3	1	0	1	1	3
Primrose Hill Road	1	0	0	0	1		0	1	0	1
Ackert Hook Road	1	4	0	0	5	3	1	1	0	5
<b>Total</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>9</b>

<sup>1</sup> A non-reportable crash indicates no personal injuries occurred and property damages totaled less than \$1,000.

The following observations are evident from the crash history evaluation:

- Haggerty Hill Road – The three crashes along this segment include a rear-end collision, a vehicle colliding with a building/wall, and a collision with an animal.

- Primrose Hill Road – The single crash along this segment is a vehicle colliding with a building/wall.
- Ackert Hook Road – The five crashes along this segment include three collisions with an animal, one collision with a guiderail, and a left-turn accident.

Based on a review of the accident data, no discernable or prevalent crash types have been identified in the study area.

### **3.0 Traffic Assessment**

#### Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers (ITE) *Trip Generation, 10<sup>th</sup> edition*, is the industry standard used for estimating trip generation for proposed land uses based on data collected at similar uses; however, ITE does not have a specific land use code for a “Country Inn,” therefore the ITE trip generation rates for Hotel (land use code (LUC) 310), All Suites Hotel (LUC 311), and Motel (LUC 320) were compared and averaged in order to determine a trip generation rate for the 12-room Country Inn. Trip generation for the condominiums was estimated using LUC 260 – Recreational Homes.

In addition, the trip generation of the previous land use as a *Daytop* residential drug treatment facility was analyzed to determine how the traffic the site will generate with the proposed land use compares to the previous use. A representative of the previous use provided the following information regarding daily and occasional trips to and from the site:

- 30 to 35 daily staff
- 2 to 3 daily visitors
- 5 vans daily providing transportation for clients to various appointments
- Food delivery once per week
- Garbage collected twice per week
- Office and treatment supplies delivered once per month
- Treatment plant sludge removed once every three months

It is anticipated that most of the trips generated by these previous uses likely occurred outside the Friday PM peak hour. ITE LUCs for similar facilities such as an Assisted Living development (LUC 254) and a Nursing Home (LUC 620) were used to determine an approximate range of trips generated by the former drug treatment facility. The Friday PM peak hour trip generation comparison between the former site and the proposed site is summarized in Table 3.

**Table 3 – Trip Generation Summary Comparison**

Land Use	Friday PM Peak Hour		
	Enter	Exit	Total
Former Site Traffic			
Drug Treatment Facility	3	6	9
Proposed Site Traffic			
Country Inn	3	2	5
Condominiums	18	13	31
<b>Proposed Land Uses Trip Generation</b>	<b>21</b>	<b>15</b>	<b>36</b>
<b>Difference Between Former and Proposed</b>	<b>+18</b>	<b>+9</b>	<b>+27</b>

The proposed redevelopment is expected to generate 36 total trips during the Friday PM peak hour. The overall site redevelopment is anticipated to result in an overall increase of 27 vehicle trips at the site during the Friday PM peak hour. This magnitude of traffic is less than the NYSDOT and ITE threshold of 100 site-generated vehicles on any one intersection approach for needing off-site intersection analysis. This guidance was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off site intersections and screen out locations from requiring detailed analysis that do not reach the 100 vehicle threshold and are unlikely to have impacts. It is noted that a detailed traffic evaluation was conducted at the study area intersections and at the site driveway since it was determined that the surrounding residential area is part of a Town of Rhinebeck RC5 Zoning District and that several roadways near the site are “Very Low-Volume Local Roads” based on AASHTO guidance.

Future Traffic Volumes

Traffic generated by the proposed project was distributed at the Site Driveway intersection based on existing travel patterns and probable travel routes of residents and/or guests to and from the site. It is expected that while most trips entering the site during the Friday PM peak hour will consist of residents and/or guests arriving for an extended stay, most trips exiting the site during the same period will consist of residents and/or guests making trips to local destinations such as grocery stores or restaurants; therefore, it is expected that the origins of trips entering the site will not match the destinations of trips exiting the site, as is commonly expected for typical land uses.

Based on this knowledge, it is estimated that, of the site generated trips entering the site, approximately 65 percent will travel from the south and east while remaining 35 percent will travel from the north and west. It is also estimated that, of the site generated trips exiting the site, approximately 20 percent will travel to the south and east while the remaining 80 percent will travel to the north and west. The detailed trip distribution patterns for the proposed site are shown on Figure 2. The resulting trip assignments for the proposed development are shown on Figure 3. The overall trip assignment results in an increase of 14 trips south and east of the site via the NY Route 9G corridor, four trips south and west of the site via US Route 9, 10 trips north and west of the site via US Route 9, and eight trips north of the site via Ackert Hook Road. The results of the site generated traffic assignment were added to the Existing traffic volumes to develop the Build traffic volumes. The Build traffic volumes are shown on Figure 4 and represent the future traffic conditions after completion of the project.

**Traffic Operations**

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using the Synchro 10 software which automates the procedures contained in the *Highway Capacity Manual*. Levels of service range from A to F with LOS A considered excellent with very little delay while LOS F represents conditions with very long delays. Attachment D contains further detailed descriptions of LOS criteria for unsignalized intersections and copies of the detailed level of service reports. Table 4 shows the results of the Level of Service calculations for the Friday PM peak hour.

**Table 4 – Level of Service Summary**

Intersection	Control	Friday PM Peak Hour	
		Existing	Build
Primrose Hill Road/Ackert Hook Road	U		
Primrose Hill Road EB L		A (7.2)	A (7.3)
Primrose Hill Road WB L		A (7.2)	A (7.2)
Ackert Hook Road NB LTR		A (9.0)	A (9.1)
Ackert Hook Road SB LTR		A (9.1)	A (9.1)
Ackert Hook Road/Ackert Hook Road Extension	U		
Ackert Hook Road Extension EB LR		A (8.6)	A (8.8)
Ackert Hook Road NB L		A (0.7)	A (0.3)
Primrose Hill Road/Ackert Hook Road Extension	U		
Primrose Hill Road EB L		A (7.3)	A (7.3)
Ackert Hook Road Extension SB LR		A (8.5)	A (8.5)
Primrose Hill Road/Haggerty Hill Road	U		
Primrose Hill Road EB L		A (7.2)	A (7.2)
Haggerty Hill Road East Leg SB L		A (8.6)	A (8.7)
Haggerty Hill Road West Leg SB R		A (8.3)	A (8.3)
Haggerty Hill Road West Leg EB L		A (8.6)	A (8.7)
US Route 9/Haggerty Hill Road	U		
Haggerty Hill Road WB LR		B (10.6)	B (10.5)
US Route 9 SB L		A (8.2)	A (8.2)
Ackert Hook Road/Site Driveway	U		
Site Driveway EB LR		--	A (8.6)
Ackert Hook Road NB L		--	A (7.3)

Key: X (Y.Y) = Level of Service (Delay, seconds per vehicle).  
 U = Unsignalized intersections.  
 NB, SB, WB, EB = Northbound, Southbound, Westbound, Eastbound intersection approaches.  
 LTR = Left-turn, through, and/or right-turn movements

Table 4 indicates that all movements at each intersection currently operate at LOS A/B during the Friday PM peak hour. The analysis indicates that these intersection movements will continue to operate at the same levels of service after full build-out of the proposed development with an increase in average vehicle delay of less than one second on any movement. No site specific geometric mitigation is recommended at any of these locations.

### Roadway Assessment

The study area roadways are functionally classified as local roads whose primary function is to provide direct access to single-family homes and other neighborhood uses. The adequacy of a roadway is typically defined by the available capacity. Information published by the Capital District Transportation Committee (CDTC) states that local roads have the ability to accommodate 625 vehicles per hour in each direction (approximately 1,250 total vehicles) which is almost three to seven times the daily traffic experienced on the study roadways. Based on this information and a review of Table 1, the study area roadways currently have more than sufficient capacity to accommodate additional traffic. A more applicable measure of potential study area impacts is how acceptable the roadway environment is for residential uses.

The quality of life provided by a roadway is typically assessed through performance measures involving accessibility, safety, and air/noise pollution. When analyzing very low-volume local roads such as those serving the site, minor increases in traffic volumes may adversely affect the quality of life of residents and users of the roadway. However, it may not necessarily result in significant worsening of accessibility, safety, or pollution in the area that would result in unacceptable conditions based on more widely accepted standards.

An article titled *How Much Is Too Much (Traffic)* found in the ITE Journal (May 1982) published by ITE summarizes vehicle thresholds associated with quality of life issues for residents along local roads with respect to traffic volumes. Table 5 summarizes these traffic volume thresholds.

**Table 5 – Local Road Environmental Quality Summary**

Daily Traffic Volume (vehicles per day)	Environmental Rating
< 300	Excellent
300 to 600	Good
600 to 1,200	Acceptable
> 1,200	Poor

Source: Spitz, S. P.E. (1982). *How Much Is Too Much (Traffic)*. ITE Journal, May 1982, pp. 44-45.

A review of the existing daily traffic volumes on the study area roadways as compared to the traffic volume thresholds in Table 5 shows that the study area roadways are environmentally rated as “Good” to “Excellent” for residential roads.

In order to determine the level of impact to the existing traffic volume environmental rating of the roadways serving the site, a “K factor” was calculated for each of the five roadway segments from which daily traffic volume data was collected. A “K factor” is the proportion of annual average daily traffic (AADT) occurring during the peak hour. The K factors were used to calculate the number of new daily trips generated by the site on the study area roadways. These new trips were added to the existing daily trips to determine the expected daily trips on each study area roadway segment after completion of the project. Table 6 summarizes the results of the roadway segment volume assessment.



**Table 6 – Build Condition Daily Volume Summary**

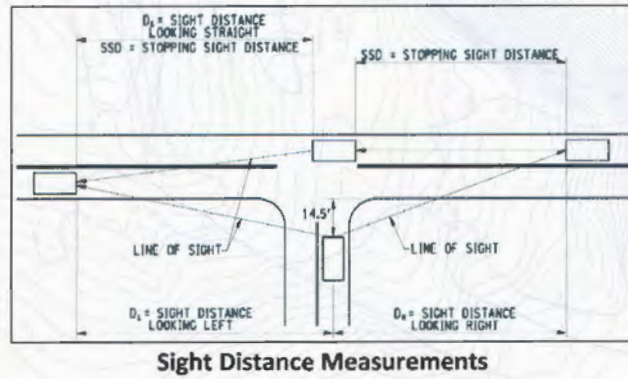
Location	K Factor	Site Generated Traffic (vehicles)		Daily Segment Volumes (vehicles)	
		Friday PM Peak Hour Trips	Daily Volume	Existing Conditions	Build Condition
1. Haggerty Hill Rd 750 ft west of Primrose Hill Road	0.09	12	135	275	410
2. Primrose Hill Rd 250 ft east of Haggerty Hill Road	0.08	14	175	390	565
3. Ackert Hook Rd 600 ft south of Primrose Hill Road	0.05	2	40	185	225
4. Primrose Hill Rd 1,100 ft east of Ackert Hook Road	0.07	12	170	455	625
5. Ackert Hook Rd 350 ft north of Springwood Drive	0.09	28	310	215	525

Based on the environmental rating thresholds volumes in Table 5, the segment of Ackert Hook Road south of Primrose Hill Road will maintain an “Excellent” environmental rating through completion of the project. The segment of Primrose Hill Road east of Haggerty Hill Road will also maintain a “Good” environmental rating through project completion. The environmental rating for Haggerty Hill Road and the segment of Ackert Hook Road north of Springwood Drive will change from “Excellent” to “Good” while the segment of Primrose Hill Road east of Ackert Hook Road will change from “Good” to “Acceptable”. A review of roadway conditions indicates that “Acceptable” to “Excellent” traffic volume environmental ratings will be provided after completion of the project.

#### 4.0 Sight Distance Evaluation

A sight distance evaluation was completed at the proposed Site Driveway intersection on Ackert Hook Road. Available *intersection* sight distance was measured from the perspective of a vehicle exiting the Site Driveway. In addition, the sight distance for traveling along Ackert Hook Road looking straight ahead to turn left into the Site Driveway was measured. The available intersection sight distance on a side street should provide drivers a sufficient view of the intersecting highway to allow vehicles to enter or exit the intersection without excessively slowing vehicles traveling at or near the operating speed on the intersecting mainline.

*Stopping* sight distance was also measured at the Site Driveway intersection. Stopping sight distance is the length of the roadway ahead that is visible to the driver. The available stopping sight distance on a roadway should be of sufficient length to enable a vehicle traveling at or near the operating speed to stop before reaching a stationary object in its path. The following diagram illustrates these sight distance measurements.



Travel speed data collected by CM in the vicinity of the Site Driveway shows that the 85<sup>th</sup> percentile travel speed on Ackert Hook Road is 40-mph in the northbound and southbound directions. The sight distances measured in the field were compared to the guidelines presented in the American Association of State Highway Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets 2011* for a 40-mph operating speed. The results of the sight distance analysis are summarized in Table 7.

**Table 7 – Sight Distance Summary (Feet)**

Intersection		Intersection Sight Distance <sup>1</sup>				Stopping Sight Distance <sup>2</sup>	
		Right Turn from Site Driveway (D <sub>i</sub> )	Left Turn from Site Driveway		Left Turn from Ackert Hook Road (D <sub>s</sub> )	SSD <sub>NB</sub>	SSD <sub>SB</sub>
			Looking Left (D <sub>L</sub> )	Looking Right (D <sub>R</sub> )			
Ackert Hook Road/ Site Driveway	Available	750	750	460	800	445	800
	Recommended <sup>3</sup>	385	445	445	325	285 <sup>4</sup>	275

<sup>1</sup> = Intersection sight distance is measured at 14.5 feet back from the travel way at an eye height of 3.5-ft and object height of 3.5-ft.  
<sup>2</sup> = SSD<sub>NB, SB</sub> = Stopping sight distance measured for a 2-foot object located in the path of northbound and southbound vehicles on Ackert Hook Road.  
<sup>3</sup> = Sight distance measurements are compared to AASHTO recommended distances for a 40-mph operating speed on a Non-National Highway System (Non-NHS) road.  
<sup>4</sup> = The recommended stopping sight distance value reflects a 2.7% downgrade on the northbound approach to the Site Driveway.  
 XX = Available sight distance

The sight distance evaluation indicates that the available intersection sight distances at the Ackert Hook Road/Site Driveway intersection and the stopping sight distances in either direction along Ackert Hook Road meet AASHTO guidelines for the 40-mph operating speed. No mitigation beyond maintaining the existing sight lines is recommended. The available sight lines looking left and right at this location are shown in Photographs 1 and 2.



Photograph #1 – Sight Distance Looking Left



Photograph #2 – Sight Distance Looking Right

It is noted that the lack of paved shoulders on Ackert Hook Road and other study area roadways requires bicyclists to share the road. During the Friday PM peak period intersection turning movement counts, a small number of pedestrians and bicyclists were observed.

## 5.0 Conclusions

The proposed project consists of the adaptive reuse and revitalization of the existing *Rock Ledge* site and the development of a County Inn with supporting services and 28 residential condominiums and owner facilities. The project is on an approximate 136-acre site to be subdivided into a two-lot subdivision located on the west side of Ackert Hook Road north of Primrose Hill Road. The two existing driveways will be modified to provide access to the proposed development. The northernmost driveway on Ackert Hook Road will be realigned approximately 130 feet to the south and will provide full access to the site. The southernmost driveway on Ackert Hook Road will be restricted for emergency access only. The proposed redevelopment of the site is expected to generate 36 new vehicle trips during the Friday PM peak hour. The following traffic summary is noted regarding the proposed project:

- Review of the latest three years of crash data shows that there are no discernable or prevalent crash patterns in the study area on Haggerty Hill Road, Primrose Hill Road, and Ackert Hook Road.
- The available intersection and stopping sight distances at the proposed Site Driveway meet AASHTO guidelines for the applicable operating speed.
- The magnitude of traffic generated by the site on any one approach for off-site intersections will be less than the NYSDOT and ITE threshold of 100 site-generated vehicles.
- The expected trips generated by the site will result in an increase of 18 trips south and east of the site and 18 trips north and west of the site during the Friday PM peak hour.
- The analysis indicates that the study area intersections and the Site Driveway intersection will continue to operate at good levels of service (LOS A/B) during the Friday PM peak hour after full build-out of the proposed development with an increase of average vehicle delay less than one second on any movement. No site-specific geometric mitigation is recommended.
- A review of daily traffic volumes compared to ITE thresholds for identifying environmental ratings on residential roads shows that the study area roadways will be "Acceptable" to "Excellent" after completion of the project.

If you have any questions regarding the above analysis, please feel free to contact our office.

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



Dan Karkotsky, I.E.  
Project Engineer

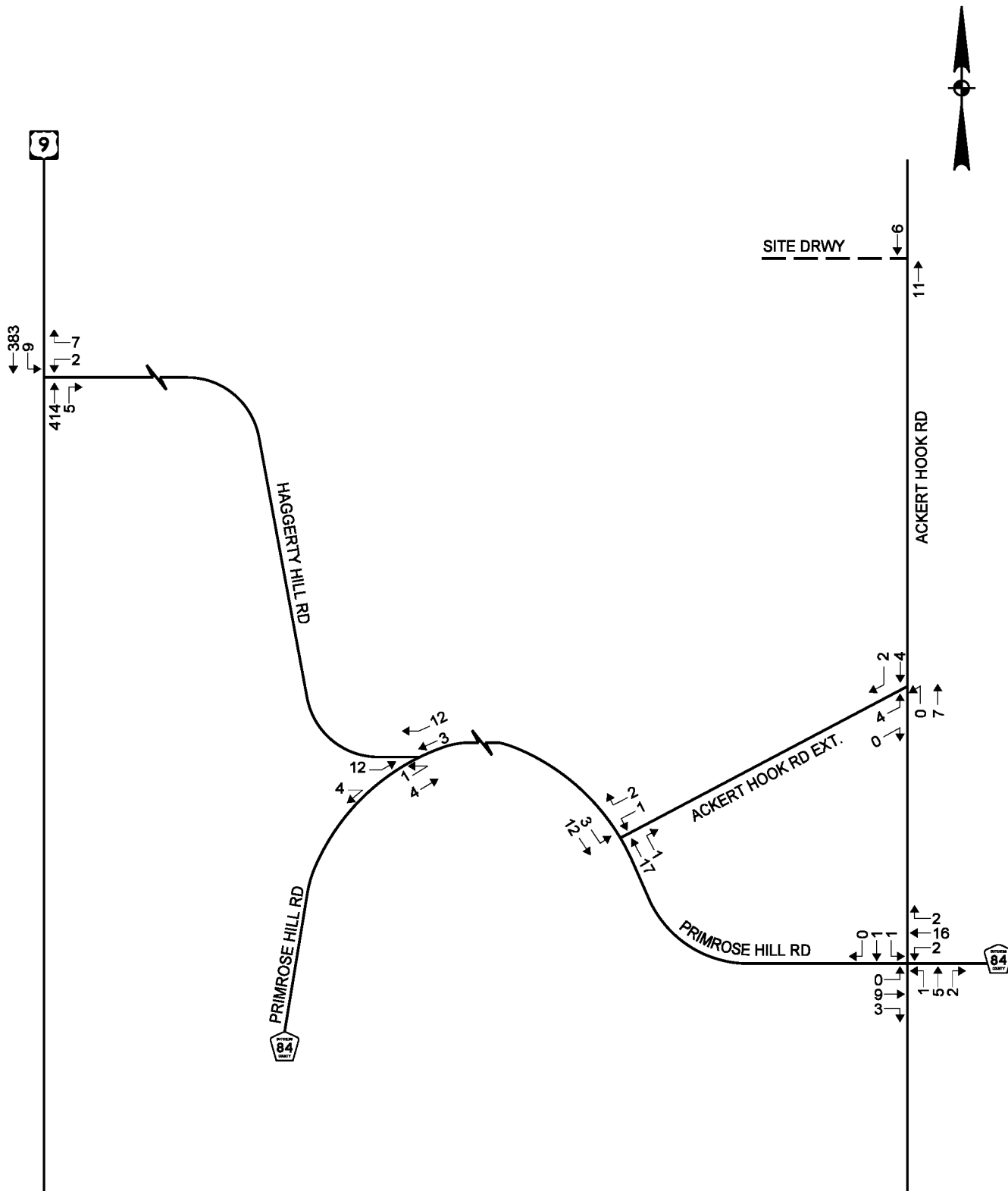


Mark Sargent, P.E.  
Project Manager

#### Attachments

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EXISTING  
FRIDAY PM PEAK HOUR TRAFFIC VOLUMES

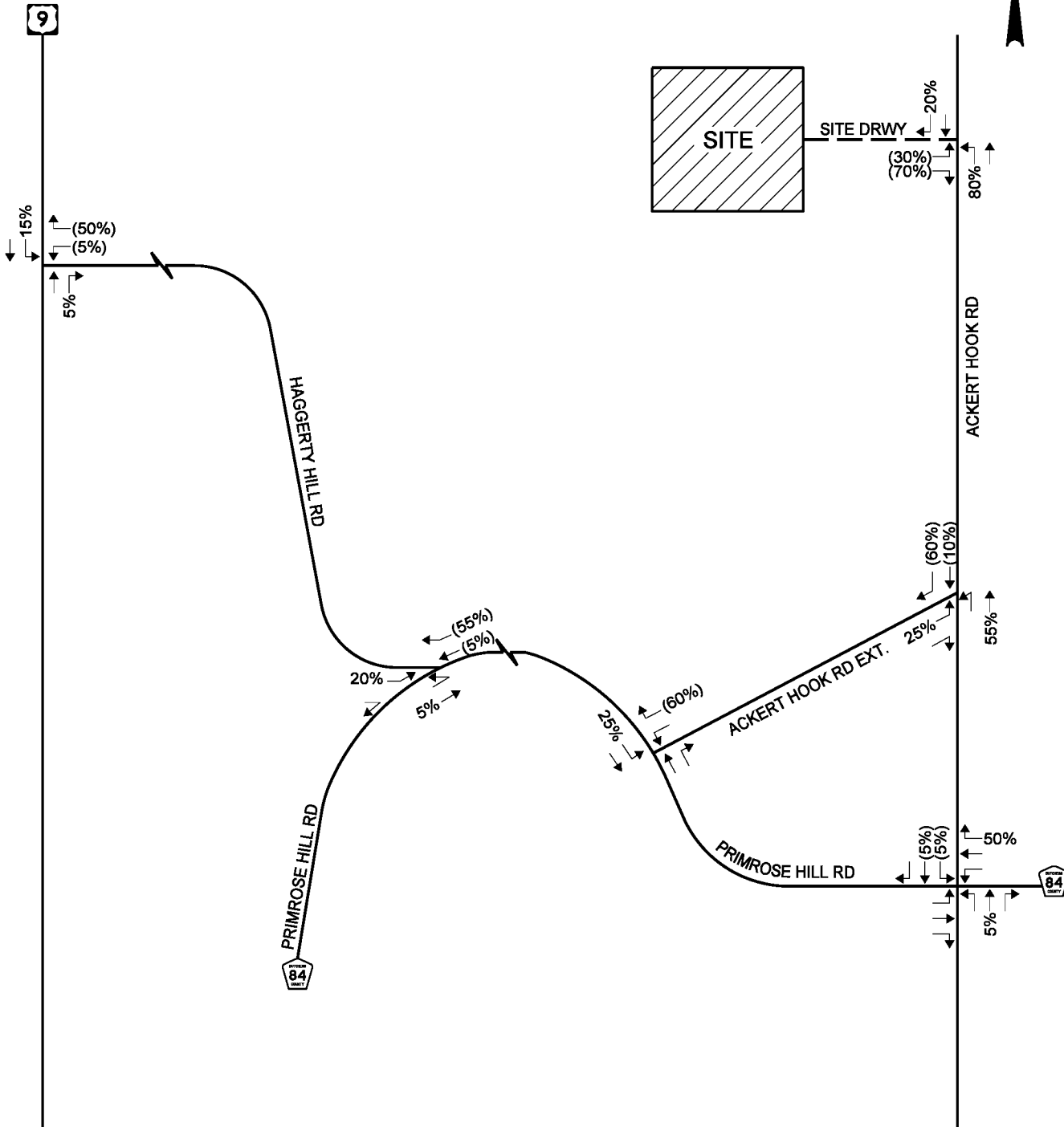
ROCK LEDGE  
TOWN OF RHINEBECK, NEW YORK



PROJECT: 114-053

DATE: 04/2018

FIGURE: 1



LEGEND:  
ENTERING (EXITING)

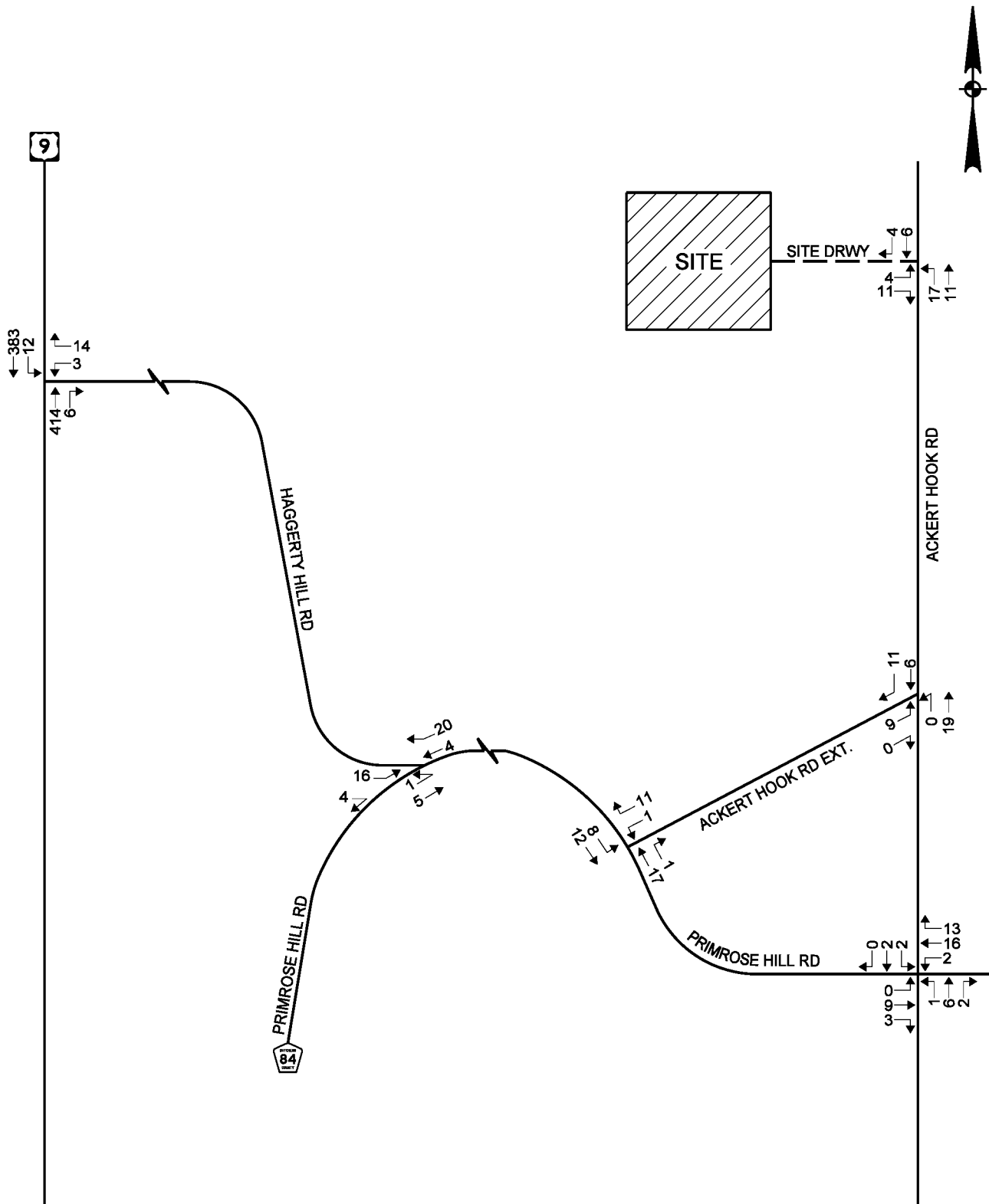
TRIP DISTRIBUTION

ROCK LEDGE  
TOWN OF RHINEBECK, NEW YORK





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BUILD  
FRIDAY PM PEAK HOUR TRAFFIC VOLUMES

ROCK LEDGE  
TOWN OF RHINEBECK, NEW YORK



PROJECT: 114-053

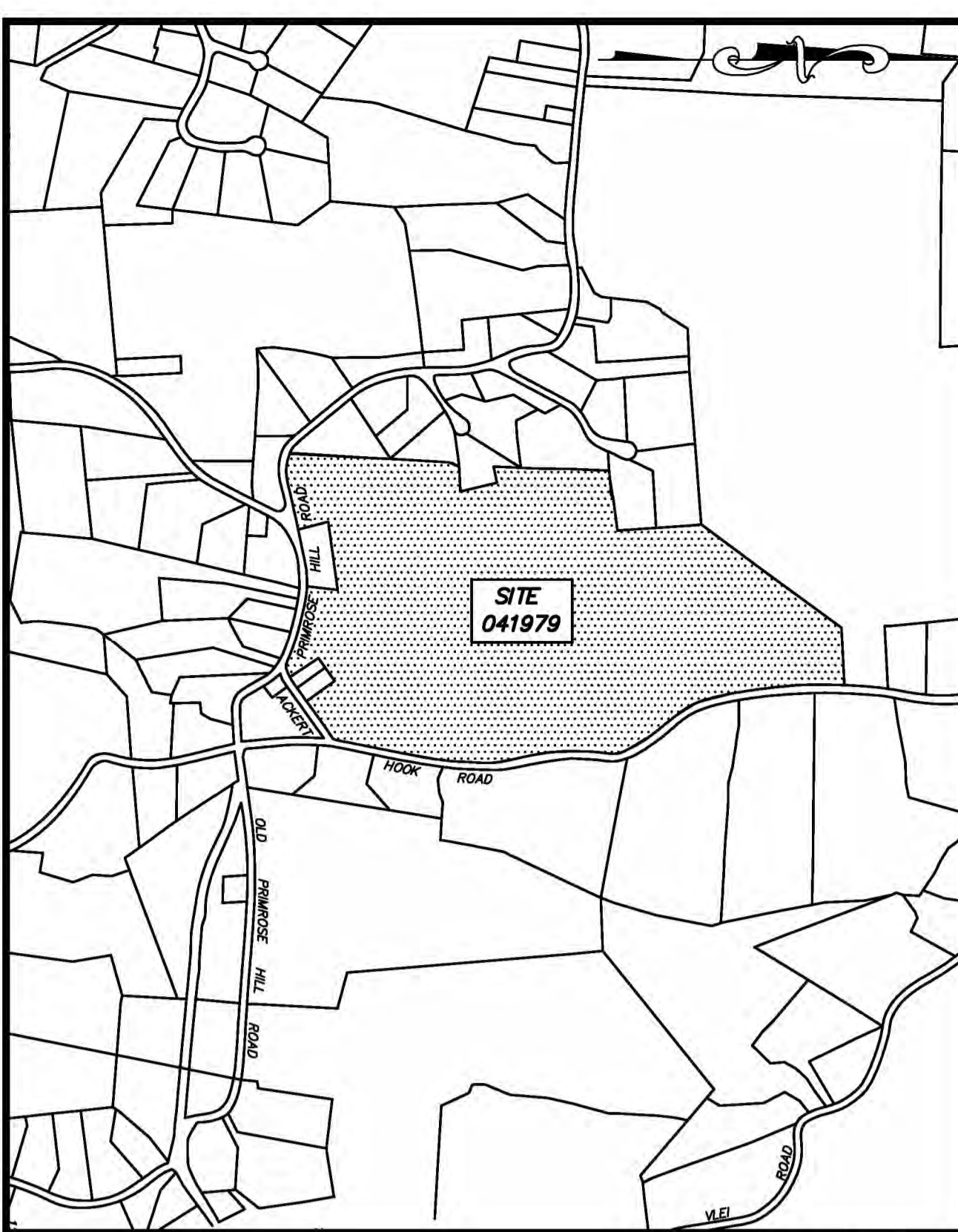
DATE: 04/2018

FIGURE: 4



Attachment A  
Site Plan

Rock Ledge  
Town of Rhinebeck, New York



**PLAN NOTES**

1) THE BOUNDARY and TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN IS BASED ON FIELD SURVEY PERFORMED BY MARK R. GRAMINSKI P.E. L.S. P.C. THE TOPOGRAPHIC INFORMATION PROVIDED BY GOLDEN ADINA SURVEY. THE ELEVATION DATUM IS NAVD 83. THE WETLAND FLAGS WERE FIELD LOCATED USING LEICA GPS SURVEY EQUIPMENT CORRELATED TO THE NAD83 COORDINATE NETWORK.

2) **SITE DATA**  
 TAX PARCEL NUMBER 135089-6268-00-041979  
 PARCEL AREA = 135,824 S.F.  
 PARCEL ZONING - RCS

LOT No.	DESCRIPTION	ACREAGE
1	COUNTRY INN LOT	20.000
2	CONDOMINIUM LOT	115.824

3)

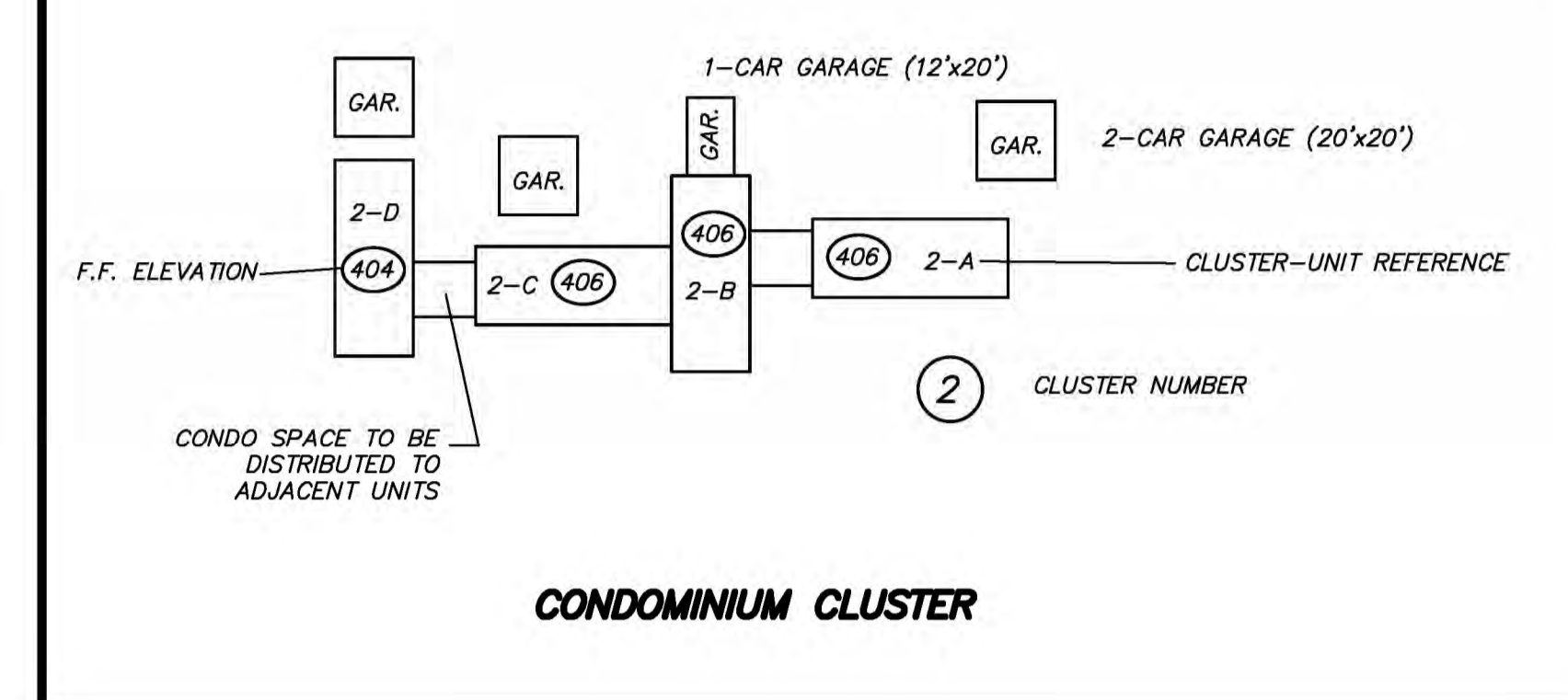
CONDO UNIT No.	No. OF UNITS
1	4
2	4
3	4
4	4
5	4
6	4
7	4

**AREA AND BULK REGULATIONS TABLE - EXISTING and PROPOSED COMPARISON**

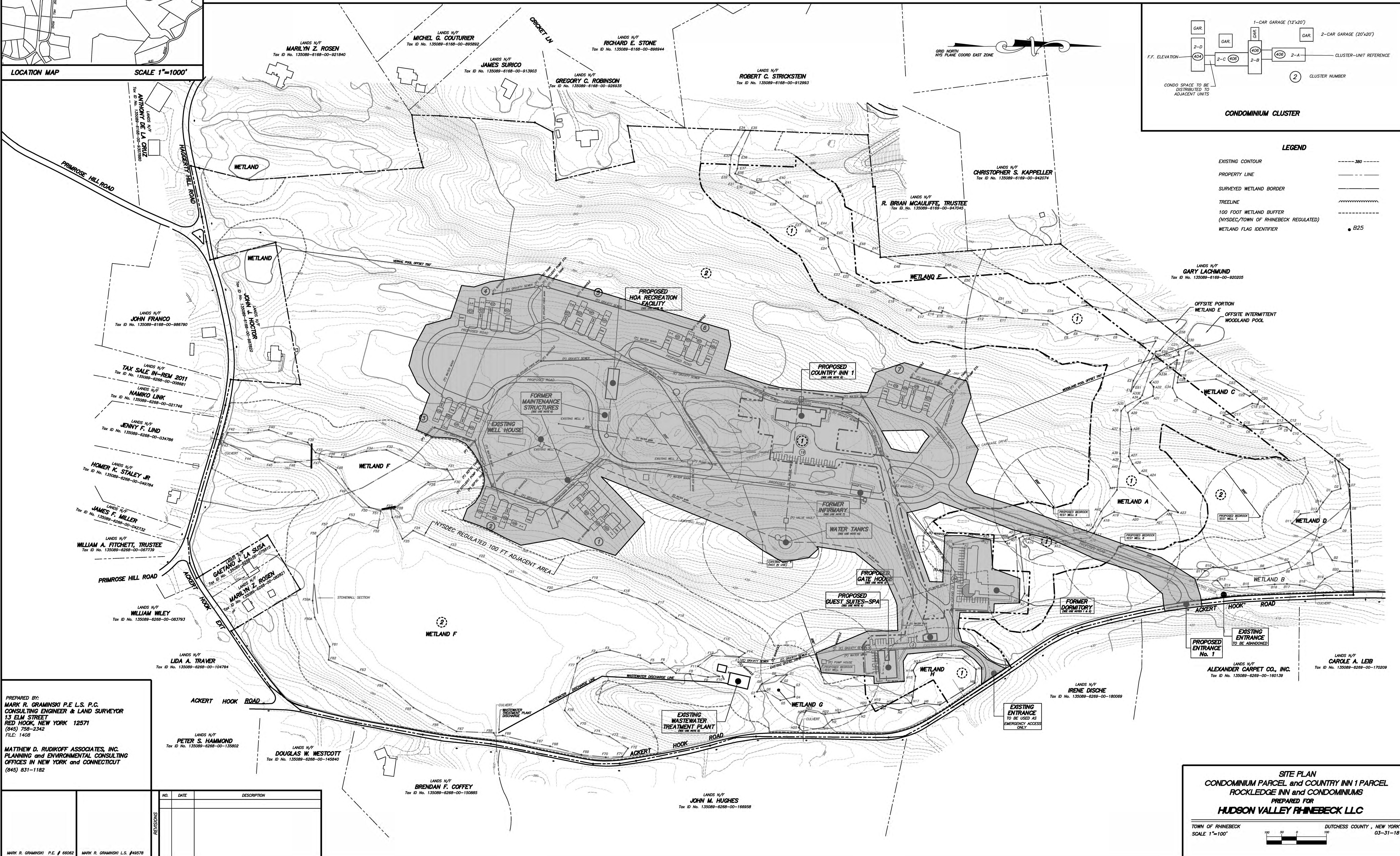
ZONING DISTRICT: RESIDENTIAL COUNTRYSIDE (RCS)  
 USE: COUNTRY INN 1 and MULTI-FAMILY (NEW CONSTRUCTION)

ITEM	REQUIRED	EXISTING	VARIANCE	PROPOSED LOT 1	VARIANCE	PROPOSED LOT 2	VARIANCE	
MAXIMUM DENSITY	1 D.U. / 5 ACRES	135.82 ACRES	CONFORMING	20.00	CONFORMING	115.82	CONFORMING	
MINIMUM BUILDING SETBACKS	FRONT	100 FEET	MIN. 103 FEET	130 FEET	CONFORMING	MIN. 160 FEET	CONFORMING	
	SIDE	50 FEET	MIN. 659 FEET	50 FEET	CONFORMING	MIN. 50 FEET	CONFORMING	
	REAR	50 FEET	MIN. 542 FEET	50 FEET	CONFORMING	MIN. 404 FEET	CONFORMING	
MAXIMUM BUILDING HEIGHT	35 FEET	LESS THAN 35 FEET	CONFORMING	LESS THAN 35 FEET	CONFORMING	LESS THAN 35 FEET	CONFORMING	
MAXIMUM BUILDING COVERAGE	2 %	0.6 %	CONFORMING	1.5 %	CONFORMING	0.4 %	CONFORMING	
MAXIMUM LOT COVERAGE	25 %	2.9 %	CONFORMING	7.2 %	CONFORMING	2.2 %	CONFORMING	
MINIMUM LOT WIDTH	400 FEET	> 400 FEET	CONFORMING	400 FEET	CONFORMING	> 400 FEET	CONFORMING	
MINIMUM LOT FRONTAGE	240 FEET	> 240 FEET	CONFORMING	243 FEET	CONFORMING	> 240 FEET	CONFORMING	
MINIMUM OPEN SPACE	75 %	97.1 %	CONFORMING	92.8 %	CONFORMING	97.8 %	CONFORMING	
MINIMUM PARKING SETBACKS	FRONT	25 FEET	MIN. 287 FEET	CONFORMING	MIN. 247 FEET	CONFORMING	MIN. 227 FEET	CONFORMING
	SIDE	5 FEET	MIN. 1300 FEET	CONFORMING	MIN. 5 FEET	CONFORMING	MIN. 5 FEET	CONFORMING
	REAR	5 FEET	MIN. 780 FEET	CONFORMING	MIN. 209 FEET	CONFORMING	MIN. 487 FEET	CONFORMING

- PROPOSED USE NOTES**
- FORMER DORMITORY BUILDING:**
    - HOA - owner storage
    - Country Inn and HOA maintenance workshop, equipment and supplies storage
    - Sustainable Wood workshop
    - Garden activities supply/storage
    - Agriculture support space storage
  - FORMER DORMITORY BUILDING OUTSIDE AREA:**
    - Garden
    - Other Agriculture (food, herbs, flowers, bee-keeping)
    - Remote parking facility
  - COUNTRY INN & HOA GATE HOUSE:**
    - Security
    - Concierge services
    - Parking pick up
    - Guest Suites - SPA
    - Guest Suites
    - Spa
    - Remote parking
  - GUEST SUITES - SPA:**
    - Guest Suites
    - Spa
    - Remote parking
  - EXISTING WASTEWATER TREATMENT PLANT:**
    - Exterior aesthetic treatment
    - Sound attenuation treatment
  - COUNTRY INN 1**
    - Guest Suites
    - Restaurant/Bar
    - Administration
  - FORMER INFIRMARY BUILDING**
    - Temporary construction office and then demolition
  - HOA RECREATION FACILITY**
    - Gym/Exercise rooms
    - Pool and pool area
  - FORMER MAINTENANCE STRUCTURES:**
    - Temporary construction uses and then demolition
  - WATER TANKS:**
    - To remain



- LEGEND**
- EXISTING CONTOUR: --- 380 ---
  - PROPERTY LINE: - - - - -
  - SURVEYED WETLAND BORDER: - - - - -
  - TREELINE: - - - - -
  - 100 FOOT WETLAND BUFFER (NYSDEC/TOWN OF RHINEBECK REGULATED): - - - - -
  - WETLAND FLAG IDENTIFIER: ● B25



PREPARED BY:  
 MARK R. GRAMINSKI P.E. L.S. P.C.  
 CONSULTING ENGINEER & LAND SURVEYOR  
 13 ELM STREET  
 RED HOOK, NEW YORK 12571  
 (845) 728-2342  
 FILE: 1408

MATTHEW D. RUDIKOFF ASSOCIATES, INC.  
 PLANNING and ENVIRONMENTAL CONSULTING  
 OFFICES IN NEW YORK and CONNECTICUT  
 (845) 831-1182

NO.	DATE	DESCRIPTION

**SITE PLAN**  
 CONDOMINIUM PARCEL and COUNTRY INN 1 PARCEL  
 ROCKLEDGE INN and CONDOMINIUMS  
 PREPARED FOR  
**HUDSON VALLEY RHINEBECK LLC**

TOWN OF RHINEBECK  
 SCALE 1"=100'

DUTCHESS COUNTY, NEW YORK  
 03-31-18

Attachment B  
Traffic Volumes

Rock Ledge  
Town of Rhinebeck, New York

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

### VirtWeeklyVehicle-66 -- English (ENU)

#### Datasets:

**Site:** [114-053] I Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:35 Friday, October 16, 2015 => 11:49 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1150.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** East, West (bound), P = East  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 2004 / 2140 (93.64%)

## Weekly Vehicle Counts (Virtual Week)

**VirtWeeklyVehicle-66**

**Site:** 114-053.0.1EW  
**Description:** !Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd  
**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EW) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	0.0	0.0	0.0	3.0	6.0	0.0	1.3
0100-0200	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.2	0.4
0200-0300	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.4	0.4
0300-0400	1.0	0.0	0.0	2.0	4.0	1.0	0.0	1.4	1.1
0400-0500	1.0	1.0	1.0	1.0	0.0	2.0	0.0	0.8	0.9
0500-0600	3.0	2.0	3.0	1.0	1.0	1.0	1.0	2.0	1.7
0600-0700	17.0	16.0	13.0	14.0	13.0	1.0	4.0	14.6	11.1
0700-0800	17.0	16.0	16.0	19.0	14.0	8.0	8.0	16.4	14.0
0800-0900	23.0	28.0	23.0	24.0	11.0	35.0	16.0	21.8	22.9
0900-1000	11.0	14.0	15.0	13.0	10.0	33.0	25.0	12.6	17.3
1000-1100	20.0	11.0	12.0	12.0	8.0	29.0	17.0	12.6	15.6
1100-1200	27.0	20.0	19.0	17.0	5.0	23.0	15.0	17.6	18.0
1200-1300	15.0	19.0	27.0	12.0	8.0	19.0	19.0	16.2	17.0
1300-1400	29.0	11.0	19.0	19.0	7.0	18.0	14.0	17.0	16.7
1400-1500	56.0	18.0	18.0	16.0	20.0	20.0	22.0	25.6	24.3
1500-1600	38.0	25.0	26.0	13.0	23.0	28.0	12.0	24.7	23.5
1600-1700	28.0	27.0	44.0	23.0	15.5	23.0	22.0	25.5	24.8
1700-1800	22.0	28.0	23.0	26.0	14.5	17.0	20.0	21.3	20.6
1800-1900	28.0	18.0	24.0	22.0	17.0	15.0	19.0	21.8	20.4
1900-2000	11.0	9.0	18.0	2.0	16.0	6.0	9.0	11.2	10.1
2000-2100	7.0	12.0	8.0	5.0	3.0	7.0	4.0	7.0	6.6
2100-2200	6.0	7.0	3.0	0.0	3.0	4.0	7.0	3.8	4.3
2200-2300	0.0	2.0	3.0	3.0	2.0	4.0	4.0	2.0	2.6
2300-2400	0.0	1.0	0.0	1.0	2.0	2.0	0.0	0.8	0.9
<b>Totals</b>									
0700-1900	314.0	235.0	266.0	216.0	153.0	268.0	209.0	233.1	235.0
0600-2200	355.0	279.0	308.0	237.0	188.0	286.0	233.0	269.7	267.2
0600-0000	355.0	282.0	311.0	241.0	192.0	292.0	237.0	272.5	270.6
0000-0000	360.0	286.0	316.0	246.0	197.0	300.0	246.0	277.3	276.4
<b>AM Peak</b>	1100	0800	0800	0800	0700	0800	0900		
	27.0	28.0	23.0	24.0	14.0	35.0	25.0		
<b>PM Peak</b>	1400	1700	1600	1700	1500	1500	1600		
	56.0	28.0	44.0	26.0	23.0	28.0	22.0		

\* - No data.

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

### VirtWeeklyVehicle-67 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:35 Friday, October 16, 2015 => 11:49 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1150.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicies = 1144 / 2140 (53.46%)

## Weekly Vehicle Counts (Virtual Week)

**VirtWeeklyVehicle-67**
**Site:** 114-053.0.1EW

**Description:** !Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015

**Scheme:** Vehicle classification (Scheme F)

**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	0.0	0.0	0.0	2.0	4.0	0.0	0.9
0100-0200	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.2	0.3
0200-0300	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.4	0.4
0300-0400	1.0	0.0	0.0	1.0	2.0	1.0	0.0	0.8	0.7
0400-0500	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.2	0.3
0500-0600	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.6	1.4
0600-0700	11.0	11.0	7.0	8.0	9.0	1.0	3.0	9.2	7.1
0700-0800	8.0	9.0	7.0	6.0	10.0	3.0	5.0	8.0	6.9
0800-0900	13.0	17.0	8.0	12.0	10.0	18.0	7.0	12.0	12.1
0900-1000	5.0	8.0	6.0	7.0	10.0	13.0	13.0	7.2	8.9
1000-1100	9.0	6.0	8.0	7.0	8.0	18.0	6.0	7.6	8.9
1100-1200	13.0	12.0	7.0	11.0	5.0	13.0	10.0	9.6	10.1
1200-1300	11.0	9.0	15.0	6.0	8.0	9.0	9.0	9.8	9.6
1300-1400	18.0	8.0	12.0	12.0	6.0	8.0	10.0	11.2	10.6
1400-1500	25.0	10.0	12.0	14.0	20.0	10.0	14.0	16.2	15.0
1500-1600	21.0	11.0	15.0	9.0	17.5	15.0	5.0	15.2	13.9
1600-1700	16.0	17.0	24.0	13.0	11.0	14.0	12.0	15.3	14.8
1700-1800	14.0	10.0	10.0	12.0	10.5	10.0	10.0	11.2	10.9
1800-1900	13.0	8.0	9.0	10.0	11.0	9.0	10.0	10.2	10.0
1900-2000	10.0	6.0	9.0	1.0	9.0	4.0	8.0	7.0	6.7
2000-2100	5.0	6.0	5.0	5.0	1.0	4.0	3.0	4.4	4.1
2100-2200	3.0	4.0	1.0	0.0	2.0	2.0	6.0	2.0	2.6
2200-2300	0.0	2.0	1.0	2.0	0.0	3.0	2.0	1.0	1.4
2300-2400	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.2	0.3
<b>Totals</b>									
0700-1900	166.0	125.0	133.0	119.0	127.0	140.0	111.0	133.5	131.5
0600-2200	195.0	152.0	155.0	133.0	148.0	151.0	131.0	156.1	152.1
0600-0000	195.0	154.0	156.0	135.0	149.0	155.0	133.0	157.3	153.8
0000-0000	199.0	157.0	159.0	138.0	152.0	161.0	139.0	160.5	157.8
<b>AM Peak</b>	1100	0800	1000	0800	0900	1000	0900		
	13.0	17.0	8.0	12.0	10.0	18.0	13.0		
<b>PM Peak</b>	1400	1600	1600	1400	1400	1500	1400		
	25.0	17.0	24.0	14.0	20.0	15.0	14.0		

\* - No data.

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

### VirtWeeklyVehicle-68 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:35 Friday, October 16, 2015 => 11:49 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1150.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 860 / 2140 (40.19%)



## Weekly Vehicle Counts (Virtual Week)

**VirtWeeklyVehicle-68**

**Site:** 114-053.0.1EW  
**Description:** !Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd  
**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(WB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.4
0100-0200	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0300-0400	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.6	0.4
0400-0500	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.6	0.6
0500-0600	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.4	0.3
0600-0700	6.0	5.0	6.0	6.0	4.0	0.0	1.0	5.4	4.0
0700-0800	9.0	7.0	9.0	13.0	4.0	5.0	3.0	8.4	7.1
0800-0900	10.0	11.0	15.0	12.0	1.0	17.0	9.0	9.8	10.7
0900-1000	6.0	6.0	9.0	6.0	0.0	20.0	12.0	5.4	8.4
1000-1100	11.0	5.0	4.0	5.0	0.0	11.0	11.0	5.0	6.7
1100-1200	14.0	8.0	12.0	6.0	0.0	10.0	5.0	8.0	7.9
1200-1300	4.0	10.0	12.0	6.0	0.0	10.0	10.0	6.4	7.4
1300-1400	11.0	3.0	7.0	7.0	1.0	10.0	4.0	5.8	6.1
1400-1500	31.0	8.0	6.0	2.0	0.0	10.0	8.0	9.4	9.3
1500-1600	17.0	14.0	11.0	4.0	5.5	13.0	7.0	9.5	9.6
1600-1700	12.0	10.0	20.0	10.0	4.5	9.0	10.0	10.2	10.0
1700-1800	8.0	18.0	13.0	14.0	4.0	7.0	10.0	10.2	9.8
1800-1900	15.0	10.0	15.0	12.0	6.0	6.0	9.0	11.6	10.4
1900-2000	1.0	3.0	9.0	1.0	7.0	2.0	1.0	4.2	3.4
2000-2100	2.0	6.0	3.0	0.0	2.0	3.0	1.0	2.6	2.4
2100-2200	3.0	3.0	2.0	0.0	1.0	2.0	1.0	1.8	1.7
2200-2300	0.0	0.0	2.0	1.0	2.0	1.0	2.0	1.0	1.1
2300-2400	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.6	0.6
<b>Totals</b>									
0700-1900	148.0	110.0	133.0	97.0	26.0	128.0	98.0	99.6	103.5
0600-2200	160.0	127.0	153.0	104.0	40.0	135.0	102.0	113.6	115.1
0600-0000	160.0	128.0	155.0	106.0	43.0	137.0	104.0	115.2	116.8
0000-0000	161.0	129.0	157.0	108.0	45.0	139.0	107.0	116.8	118.7
<b>AM Peak</b>	1100	0800	0800	0700	0700	0900	0900		
	14.0	11.0	15.0	13.0	4.0	20.0	12.0		
<b>PM Peak</b>	1400	1700	1600	1700	1900	1500	1700		
	31.0	18.0	20.0	14.0	7.0	13.0	10.0		

\* - No data.

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-69 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:35 Friday, October 16, 2015 => 11:49 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1150.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** East, West (bound), P = East  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 2004 / 2140 (93.64%)

## Speed Statistics

**SpeedStat-69**

**Site:** 114-053.0.1EW  
**Description:** !Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd  
**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EW) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 2004

Posted speed limit = 35 mph, Exceeding = 1108 (55.29%), Mean Exceeding = 46.94 mph

Maximum = 99.2 mph, Minimum = 8.0 mph, Mean = 39.2 mph

85% Speed = 49.7 mph, 95% Speed = 70.9 mph, Median = 35.8 mph

10 mph Pace = 30 - 40, Number in Pace = 1095 (54.64%)

Variance = 199.48, Standard Deviation = 14.12 mph

**Speed Bins (Partial days)**

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	2004 100.0%	0.00	0.00	0.00
5 - 10	5 0.2%	5 0.2%	1999 99.8%	0.00	0.00	0.00
10 - 15	6 0.3%	11 0.5%	1993 99.5%	0.00	0.00	0.00
15 - 20	39 1.9%	50 2.5%	1954 97.5%	0.00	0.00	0.00
20 - 25	92 4.6%	142 7.1%	1862 92.9%	0.00	0.00	0.00
25 - 30	202 10.1%	344 17.2%	1660 82.8%	0.00	0.00	0.00
30 - 35	552 27.5%	896 44.7%	1108 55.3%	0.00	0.00	0.00
35 - 40	526 26.2%	1422 71.0%	582 29.0%	0.00	0.00	0.00
40 - 45	213 10.6%	1635 81.6%	369 18.4%	0.00	0.00	0.00
45 - 50	78 3.9%	1713 85.5%	291 14.5%	0.00	0.00	0.00
50 - 55	50 2.5%	1763 88.0%	241 12.0%	0.00	0.00	0.00
55 - 60	43 2.1%	1806 90.1%	198 9.9%	0.00	0.00	0.00
60 - 65	38 1.9%	1844 92.0%	160 8.0%	0.00	0.00	0.00
65 - 70	45 2.2%	1889 94.3%	115 5.7%	0.00	0.00	0.00
70 - 75	45 2.2%	1934 96.5%	70 3.5%	0.00	0.00	0.00
75 - 80	17 0.8%	1951 97.4%	53 2.6%	0.00	0.00	0.00
80 - 85	23 1.1%	1974 98.5%	30 1.5%	0.00	0.00	0.00
85 - 90	7 0.3%	1981 98.9%	23 1.1%	0.00	0.00	0.00
90 - 95	10 0.5%	1991 99.4%	13 0.6%	0.00	0.00	0.00
95 - 100	13 0.6%	2004 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

**Speed limit fields (Partial days)**

Limit	Below	Above
0 35 (PSL)	896 44.7%	1108 55.3%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-70 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:35 Friday, October 16, 2015 => 11:49 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1150.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1144 / 2140 (53.46%)

## Speed Statistics

**SpeedStat-70**

**Site:** 114-053.0.1EW  
**Description:** !Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd  
**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EB) Sp(5,100) Headway(>0) Span(0 - 300)

**Vehicles = 1144**  
**Posted speed limit = 35 mph, Exceeding = 482 (42.13%), Mean Exceeding = 46.29 mph**  
**Maximum = 98.5 mph, Minimum = 8.0 mph, Mean = 36.7 mph**  
**85% Speed = 44.1 mph, 95% Speed = 66.9 mph, Median = 33.8 mph**  
**10 mph Pace = 28 - 38, Number in Pace = 660 (57.69%)**  
**Variance = 158.87, Standard Deviation = 12.60 mph**

**Speed Bins (Partial days)**

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	1144 100.0%	0.00	0.00	0.00
5 - 10	4 0.3%	4 0.3%	1140 99.7%	0.00	0.00	0.00
10 - 15	4 0.3%	8 0.7%	1136 99.3%	0.00	0.00	0.00
15 - 20	32 2.8%	40 3.5%	1104 96.5%	0.00	0.00	0.00
20 - 25	59 5.2%	99 8.7%	1045 91.3%	0.00	0.00	0.00
25 - 30	151 13.2%	250 21.9%	894 78.1%	0.00	0.00	0.00
30 - 35	412 36.0%	662 57.9%	482 42.1%	0.00	0.00	0.00
35 - 40	228 19.9%	890 77.8%	254 22.2%	0.00	0.00	0.00
40 - 45	87 7.6%	977 85.4%	167 14.6%	0.00	0.00	0.00
45 - 50	47 4.1%	1024 89.5%	120 10.5%	0.00	0.00	0.00
50 - 55	25 2.2%	1049 91.7%	95 8.3%	0.00	0.00	0.00
55 - 60	19 1.7%	1068 93.4%	76 6.6%	0.00	0.00	0.00
60 - 65	12 1.0%	1080 94.4%	64 5.6%	0.00	0.00	0.00
65 - 70	22 1.9%	1102 96.3%	42 3.7%	0.00	0.00	0.00
70 - 75	17 1.5%	1119 97.8%	25 2.2%	0.00	0.00	0.00
75 - 80	8 0.7%	1127 98.5%	17 1.5%	0.00	0.00	0.00
80 - 85	7 0.6%	1134 99.1%	10 0.9%	0.00	0.00	0.00
85 - 90	4 0.3%	1138 99.5%	6 0.5%	0.00	0.00	0.00
90 - 95	4 0.3%	1142 99.8%	2 0.2%	0.00	0.00	0.00
95 - 100	2 0.2%	1144 100.0%	0 0.0%	0.00	0.00	0.00

**Total Speed Rating = 0.00**  
**Total Moving Energy (Estimated) = 0.00**

**Speed limit fields (Partial days)**

Limit	Below	Above
0 35 (PSL)	662 57.9%	482 42.1%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-71 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:35 Friday, October 16, 2015 => 11:49 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1150.EC0 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 860 / 2140 (40.19%)

## Speed Statistics

**SpeedStat-71**

**Site:** 114-053.0.1EW  
**Description:** !Located on Haggerty Hill Rd, 750' W of Primrose Hill Rd  
**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(WB) Sp(5,100) Headway(>0) Span(0 - 300)

**Vehicles = 860**  
**Posted speed limit = 35 mph, Exceeding = 626 (72.79%), Mean Exceeding = 47.44 mph**  
**Maximum = 99.2 mph, Minimum = 8.1 mph, Mean = 42.6 mph**  
**85% Speed = 58.4 mph, 95% Speed = 75.2 mph, Median = 38.3 mph**  
**10 mph Pace = 33 - 43, Number in Pace = 486 (56.51%)**  
**Variance = 233.58, Standard Deviation = 15.28 mph**

**Speed Bins (Partial days)**

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0	0.0%	860 100.0%	0.00	0.00	0.00
5 - 10	1	0.1%	859 99.9%	0.00	0.00	0.00
10 - 15	2	0.2%	857 99.7%	0.00	0.00	0.00
15 - 20	7	0.8%	850 98.8%	0.00	0.00	0.00
20 - 25	33	3.8%	817 95.0%	0.00	0.00	0.00
25 - 30	51	5.9%	766 89.1%	0.00	0.00	0.00
30 - 35	140	16.3%	626 72.8%	0.00	0.00	0.00
35 - 40	298	34.7%	328 38.1%	0.00	0.00	0.00
40 - 45	126	14.7%	202 23.5%	0.00	0.00	0.00
45 - 50	31	3.6%	171 19.9%	0.00	0.00	0.00
50 - 55	25	2.9%	146 17.0%	0.00	0.00	0.00
55 - 60	24	2.8%	122 14.2%	0.00	0.00	0.00
60 - 65	26	3.0%	96 11.2%	0.00	0.00	0.00
65 - 70	23	2.7%	73 8.5%	0.00	0.00	0.00
70 - 75	28	3.3%	45 5.2%	0.00	0.00	0.00
75 - 80	9	1.0%	36 4.2%	0.00	0.00	0.00
80 - 85	16	1.9%	20 2.3%	0.00	0.00	0.00
85 - 90	3	0.3%	17 2.0%	0.00	0.00	0.00
90 - 95	6	0.7%	11 1.3%	0.00	0.00	0.00
95 - 100	11	1.3%	0 0.0%	0.00	0.00	0.00

**Total Speed Rating = 0.00**  
**Total Moving Energy (Estimated) = 0.00**

**Speed limit fields (Partial days)**

Limit	Below	Above
0   35 (PSL)	234 27.2%	626 72.8%

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

### VirtWeeklyVehicle-59 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Primrose Hill- 250' East of Haggerty Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:34 Tuesday, October 13, 2015 => 10:05 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1140.EC0 (Plus )  
**Identifier:** FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.16667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** East, West (bound), P = East  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 3643 / 3677 (99.08%)



## Weekly Vehicle Counts (Virtual Week)

**VirtWeeklyVehicle-59**

**Site:** 114-053.0.1EW  
**Description:** Located on Primrose Hill- 250' East of Haggerty Hill Rd  
**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EW) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.0	0.0	1.0	0.0	0.0	3.0	8.0	0.3	1.4
0100-0200	0.0	1.0	1.0	0.5	0.0	1.0	2.0	0.4	0.7
0200-0300	1.0	2.0	2.0	1.5	1.5	0.0	2.0	1.6	1.4
0300-0400	1.0	0.0	0.0	0.5	1.0	1.0	1.0	0.6	0.7
0400-0500	3.0	2.0	1.0	1.5	1.5	1.0	0.0	1.7	1.4
0500-0600	5.0	4.0	6.0	4.0	1.5	1.0	4.0	3.7	3.4
0600-0700	13.0	11.0	10.0	13.0	11.5	4.0	8.0	11.9	10.6
0700-0800	22.0	23.0	25.0	28.5	28.0	10.0	7.0	26.1	22.2
0800-0900	28.0	25.0	32.0	26.0	27.0	28.0	19.0	27.3	26.4
0900-1000	13.0	16.0	18.0	24.5	26.0	32.0	31.0	21.1	23.4
1000-1100	16.0	15.0	21.0	17.5	19.5	46.0	24.0	18.0	21.8
1100-1200	26.0	20.0	30.0	17.5	23.0	29.0	22.0	22.4	23.1
1200-1300	27.0	25.0	28.0	21.0	25.0	24.0	32.0	24.6	25.3
1300-1400	58.0	8.0	29.0	24.0	24.0	35.0	25.0	27.3	27.9
1400-1500	162.0	28.0	26.0	30.0	35.5	35.0	31.0	46.6	43.9
1500-1600	48.0	34.0	27.5	19.5	35.0	37.0	25.0	30.8	30.8
1600-1700	27.0	38.0	45.0	30.0	32.0	27.0	27.0	34.9	33.3
1700-1800	39.0	32.0	31.5	39.5	23.0	26.0	36.0	32.4	32.1
1800-1900	28.0	25.0	20.0	25.5	13.0	23.0	22.0	22.4	22.4
1900-2000	15.0	13.0	20.0	11.0	16.0	13.0	18.0	15.1	15.2
2000-2100	10.0	14.0	10.5	7.5	8.0	8.0	9.0	9.7	9.4
2100-2200	7.0	10.0	4.5	9.0	8.0	5.0	8.0	7.4	7.2
2200-2300	0.0	4.0	1.5	4.5	6.0	4.0	3.0	3.1	3.2
2300-2400	0.0	2.0	1.0	1.5	2.0	6.0	0.0	1.3	1.7
<b>Totals</b>									
0700-1900	494.0	289.0	333.0	303.5	311.0	352.0	301.0	333.9	332.8
0600-2200	539.0	337.0	378.0	344.0	354.5	382.0	344.0	378.1	375.2
0600-0000	539.0	343.0	380.5	350.0	362.5	392.0	347.0	382.5	380.1
0000-0000	550.0	352.0	391.5	358.0	368.0	399.0	364.0	390.8	389.2
<b>AM Peak</b>	0800	0800	0800	0700	0700	1000	0900		
	28.0	25.0	32.0	28.5	28.0	46.0	31.0		
<b>PM Peak</b>	1400	1600	1600	1700	1400	1500	1700		
	162.0	38.0	45.0	39.5	35.5	37.0	36.0		

\* - No data.

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

### VirtWeeklyVehicle-60 -- English (ENU)

#### Datasets:

**Site:** [114-053] I Located on Primrose Hill- 250' East of Haggerty Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:34 Tuesday, October 13, 2015 => 10:05 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1140.EC0 (Plus )  
**Identifier:** FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.16667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1715 / 3677 (46.64%)

**Weekly Vehicle Counts (Virtual Week)****VirtWeeklyVehicle-60**

**Site:** 114-053.0.1EW  
**Description:** !Located on Primrose Hill- 250' East of Haggerty Hill Rd  
**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.0	0.0	0.0	0.0	0.0	2.0	4.0	0.1	0.8
0100-0200	0.0	0.0	1.0	0.5	0.0	1.0	0.0	0.3	0.3
0200-0300	1.0	2.0	2.0	1.5	1.5	0.0	2.0	1.6	1.4
0300-0400	1.0	0.0	0.0	0.5	1.0	1.0	0.0	0.6	0.6
0400-0500	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2
0500-0600	3.0	3.0	3.0	2.0	0.5	1.0	4.0	2.0	2.1
0600-0700	8.0	6.0	6.0	8.5	8.0	4.0	5.0	7.6	6.9
0700-0800	12.0	13.0	8.0	12.0	13.5	4.0	3.0	12.0	10.1
0800-0900	13.0	17.0	15.0	12.5	13.5	12.0	5.0	13.9	12.7
0900-1000	5.0	5.0	5.0	11.0	13.5	11.0	14.0	9.1	9.9
1000-1100	4.0	9.0	14.0	7.5	10.5	26.0	10.0	9.0	11.0
1100-1200	9.0	13.0	12.0	11.0	8.5	12.0	11.0	10.4	10.7
1200-1300	13.0	12.0	14.0	10.0	10.0	14.0	10.0	11.3	11.4
1300-1400	21.0	4.0	17.0	15.0	10.5	14.0	11.0	13.3	13.1
1400-1500	19.0	12.0	14.5	19.5	20.0	14.0	21.0	17.4	17.4
1500-1600	15.0	15.0	14.5	10.5	17.0	13.0	14.0	14.3	14.1
1600-1700	14.0	22.0	21.5	12.5	15.5	14.0	13.0	16.9	16.2
1700-1800	19.0	12.0	15.0	22.5	13.0	13.0	16.0	16.5	16.1
1800-1900	10.0	10.0	8.0	11.5	7.0	10.0	11.0	9.4	9.7
1900-2000	8.0	8.0	12.5	4.0	8.0	6.0	10.0	8.1	8.1
2000-2100	5.0	5.0	6.5	6.0	4.0	4.0	5.0	5.6	5.3
2100-2200	2.0	5.0	2.0	2.0	5.0	2.0	6.0	2.9	3.1
2200-2300	0.0	3.0	0.5	2.0	1.0	3.0	1.0	1.3	1.4
2300-2400	0.0	1.0	1.0	0.0	1.0	3.0	0.0	0.6	0.8
<b>Totals</b>									
0700-1900	154.0	144.0	158.5	155.5	152.5	157.0	139.0	153.4	152.4
0600-2200	177.0	168.0	185.5	176.0	177.5	173.0	165.0	177.6	175.8
0600-0000	177.0	172.0	187.0	178.0	179.5	179.0	166.0	179.4	178.0
0000-0000	185.0	177.0	193.0	182.5	182.5	184.0	176.0	184.3	183.5
<b>AM Peak</b>	0800	0800	0800	0800	0900	1000	0900		
	13.0	17.0	15.0	12.5	13.5	26.0	14.0		
<b>PM Peak</b>	1300	1600	1600	1700	1400	1600	1400		
	21.0	22.0	21.5	22.5	20.0	14.0	21.0		

\* - No data.

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

### VirtWeeklyVehicle-61 -- English (ENU)

#### Datasets:

**Site:** [114-053] ILocated on Primrose Hill- 250' East of Haggerty Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:34 Tuesday, October 13, 2015 => 10:05 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1140.EC0 (Plus )  
**Identifier:** FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.16667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1928 / 3677 (52.43%)

**Weekly Vehicle Counts (Virtual Week)****VirtWeeklyVehicle-61****Site:** 114-053.0.1EW**Description:** !Located on Primrose Hill- 250' East of Haggerty Hill Rd**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015**Scheme:** Vehicle classification (Scheme F)**Filter:** CIs(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(WB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	1.0	0.0	0.0	1.0	4.0	0.1	0.7
0100-0200	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.1	0.3
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1
0400-0500	1.0	2.0	1.0	1.5	1.5	1.0	0.0	1.4	1.2
0500-0600	2.0	1.0	3.0	2.0	1.0	0.0	0.0	1.7	1.3
0600-0700	5.0	5.0	4.0	4.5	3.5	0.0	3.0	4.3	3.7
0700-0800	10.0	10.0	17.0	16.5	14.5	6.0	4.0	14.1	12.1
0800-0900	15.0	8.0	17.0	13.5	13.5	16.0	14.0	13.4	13.8
0900-1000	8.0	11.0	13.0	13.5	12.5	21.0	17.0	12.0	13.6
1000-1100	12.0	6.0	7.0	10.0	9.0	20.0	14.0	9.0	10.8
1100-1200	17.0	7.0	18.0	6.5	14.5	17.0	11.0	12.0	12.4
1200-1300	14.0	13.0	14.0	11.0	15.0	10.0	22.0	13.3	13.9
1300-1400	37.0	4.0	12.0	9.0	13.5	21.0	14.0	14.0	14.8
1400-1500	143.0	16.0	11.5	10.5	15.5	21.0	10.0	29.3	26.5
1500-1600	33.0	19.0	13.0	9.0	18.0	24.0	11.0	16.5	16.7
1600-1700	13.0	16.0	23.5	17.5	16.5	13.0	14.0	18.0	17.1
1700-1800	20.0	20.0	16.5	17.0	10.0	13.0	20.0	15.9	16.0
1800-1900	18.0	15.0	12.0	14.0	6.0	13.0	11.0	13.0	12.8
1900-2000	7.0	5.0	7.5	7.0	8.0	7.0	8.0	7.0	7.1
2000-2100	5.0	9.0	4.0	1.5	4.0	4.0	4.0	4.1	4.1
2100-2200	5.0	5.0	2.5	7.0	3.0	3.0	2.0	4.6	4.1
2200-2300	0.0	1.0	1.0	2.5	5.0	1.0	2.0	1.9	1.8
2300-2400	0.0	1.0	0.0	1.5	1.0	3.0	0.0	0.7	0.9
<b>Totals</b>									
0700-1900	340.0	145.0	174.5	148.0	158.5	195.0	162.0	180.5	180.4
0600-2200	362.0	169.0	192.5	168.0	177.0	209.0	179.0	200.5	199.4
0600-0000	362.0	171.0	193.5	172.0	183.0	213.0	181.0	203.1	202.1
0000-0000	365.0	175.0	198.5	175.5	185.5	215.0	188.0	206.5	205.7
<b>AM Peak</b>	1100	0900	1100	0700	1100	0900	0900		
	17.0	11.0	18.0	16.5	14.5	21.0	17.0		
<b>PM Peak</b>	1400	1700	1600	1600	1500	1500	1200		
	143.0	20.0	23.5	17.5	18.0	24.0	22.0		

\* - No data.

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-62 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Primrose Hill- 250' East of Haggerty Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:34 Tuesday, October 13, 2015 => 10:05 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1140.EC0 (Plus )  
**Identifier:** FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.16667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** East, West (bound), P = East  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 3643 / 3677 (99.08%)

## Speed Statistics

### SpeedStat-62

**Site:** 114-053.0.1EW  
**Description:** !Located on Primrose Hill- 250' East of Haggerty Hill Rd  
**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EW) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 3643

Posted speed limit = 40 mph, Exceeding = 549 (15.07%), Mean Exceeding = 43.09 mph

Maximum = 54.8 mph, Minimum = 7.0 mph, Mean = 34.1 mph

85% Speed = 39.8 mph, 95% Speed = 43.4 mph, Median = 34.7 mph

10 mph Pace = 30 - 40, Number in Pace = 2371 (65.08%)

Variance = 42.63, Standard Deviation = 6.53 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	3643 100.0%	0.00	0.00	0.00
5 - 10	14 0.4%	14 0.4%	3629 99.6%	0.00	0.00	0.00
10 - 15	55 1.5%	69 1.9%	3574 98.1%	0.00	0.00	0.00
15 - 20	68 1.9%	137 3.8%	3506 96.2%	0.00	0.00	0.00
20 - 25	147 4.0%	284 7.8%	3359 92.2%	0.00	0.00	0.00
25 - 30	458 12.6%	742 20.4%	2901 79.6%	0.00	0.00	0.00
30 - 35	1165 32.0%	1907 52.3%	1736 47.7%	0.00	0.00	0.00
35 - 40	1187 32.6%	3094 84.9%	549 15.1%	0.00	0.00	0.00
40 - 45	437 12.0%	3531 96.9%	112 3.1%	0.00	0.00	0.00
45 - 50	100 2.7%	3631 99.7%	12 0.3%	0.00	0.00	0.00
50 - 55	12 0.3%	3643 100.0%	0 0.0%	0.00	0.00	0.00
55 - 60	0 0.0%	3643 100.0%	0 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	3643 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	3643 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	3643 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	3643 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	3643 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	3643 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	3643 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	3643 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   40 (PSL)	3094 84.9%	549 15.1%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-63 -- English (ENU)

#### Datasets:

**Site:** [114-053] ILocated on Primrose Hill- 250' East of Haggerty Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:34 Tuesday, October 13, 2015 => 10:05 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1140.EC0 (Plus )  
**Identifier:** FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.16667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1715 / 3677 (46.64%)



## Speed Statistics

**SpeedStat-63**

**Site:** 114-053.0.1EW  
**Description:** !Located on Primrose Hill- 250' East of Haggerty Hill Rd  
**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EB) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 1715

Posted speed limit = 40 mph, Exceeding = 320 (18.66%), Mean Exceeding = 43.28 mph

Maximum = 54.0 mph, Minimum = 8.6 mph, Mean = 35.0 mph

85% Speed = 40.7 mph, 95% Speed = 44.5 mph, Median = 35.3 mph

10 mph Pace = 31 - 41, Number in Pace = 1137 (66.30%)

Variance = 41.00, Standard Deviation = 6.40 mph

**Speed Bins (Partial days)**

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	1715 100.0%	0.00	0.00	0.00
5 - 10	3 0.2%	3 0.2%	1712 99.8%	0.00	0.00	0.00
10 - 15	20 1.2%	23 1.3%	1692 98.7%	0.00	0.00	0.00
15 - 20	27 1.6%	50 2.9%	1665 97.1%	0.00	0.00	0.00
20 - 25	55 3.2%	105 6.1%	1610 93.9%	0.00	0.00	0.00
25 - 30	181 10.6%	286 16.7%	1429 83.3%	0.00	0.00	0.00
30 - 35	517 30.1%	803 46.8%	912 53.2%	0.00	0.00	0.00
35 - 40	592 34.5%	1395 81.3%	320 18.7%	0.00	0.00	0.00
40 - 45	247 14.4%	1642 95.7%	73 4.3%	0.00	0.00	0.00
45 - 50	62 3.6%	1704 99.4%	11 0.6%	0.00	0.00	0.00
50 - 55	11 0.6%	1715 100.0%	0 0.0%	0.00	0.00	0.00
55 - 60	0 0.0%	1715 100.0%	0 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	1715 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	1715 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	1715 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	1715 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	1715 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	1715 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	1715 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	1715 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

**Speed limit fields (Partial days)**

Limit	Below	Above
0 40 (PSL)	1395 81.3%	320 18.7%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-64 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Primrose Hill- 250' East of Haggerty Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:34 Tuesday, October 13, 2015 => 10:05 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1140.EC0 (Plus )  
**Identifier:** FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.16667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1928 / 3677 (52.43%)

## Speed Statistics

### SpeedStat-64

**Site:** 114-053.0.1EW  
**Description:** !Located on Primrose Hill- 250' East of Haggerty Hill Rd  
**Filter time:** 14:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(WB) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 1928

Posted speed limit = 40 mph, Exceeding = 229 (11.88%), Mean Exceeding = 42.82 mph

Maximum = 54.8 mph, Minimum = 7.0 mph, Mean = 33.3 mph

85% Speed = 39.1 mph, 95% Speed = 42.5 mph, Median = 34.0 mph

10 mph Pace = 30 - 40, Number in Pace = 1269 (65.82%)

Variance = 42.79, Standard Deviation = 6.54 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	1928 100.0%	0.00	0.00	0.00
5 - 10	11 0.6%	11 0.6%	1917 99.4%	0.00	0.00	0.00
10 - 15	35 1.8%	46 2.4%	1882 97.6%	0.00	0.00	0.00
15 - 20	41 2.1%	87 4.5%	1841 95.5%	0.00	0.00	0.00
20 - 25	92 4.8%	179 9.3%	1749 90.7%	0.00	0.00	0.00
25 - 30	277 14.4%	456 23.7%	1472 76.3%	0.00	0.00	0.00
30 - 35	648 33.6%	1104 57.3%	824 42.7%	0.00	0.00	0.00
35 - 40	595 30.9%	1699 88.1%	229 11.9%	0.00	0.00	0.00
40 - 45	190 9.9%	1889 98.0%	39 2.0%	0.00	0.00	0.00
45 - 50	38 2.0%	1927 99.9%	1 0.1%	0.00	0.00	0.00
50 - 55	1 0.1%	1928 100.0%	0 0.0%	0.00	0.00	0.00
55 - 60	0 0.0%	1928 100.0%	0 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	1928 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	1928 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	1928 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	1928 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	1928 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	1928 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	1928 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	1928 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0 40 (PSL)	1699 88.1%	229 11.9%

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

### VirtWeeklyVehicle-73 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Ackert Hook Rd, 600' S of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 10:40 Friday, October 16, 2015 => 12:02 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1203.EC0 (Plus )  
**Identifier:** R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** North, South (bound), P = North  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1152 / 1172 (98.29%)

**Weekly Vehicle Counts (Virtual Week)****VirtWeeklyVehicle-73**

**Site:** 114-053.0.1NS  
**Description:** !Located on Ackert Hook Rd, 600' S of Primrose Hill Rd  
**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NS) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0100-0200	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0400-0500	2.0	6.0	0.0	0.0	0.0	1.0	0.0	1.6	1.3
0500-0600	1.0	1.0	3.0	2.0	1.0	0.0	0.0	1.6	1.1
0600-0700	0.0	2.0	3.0	1.0	1.0	1.0	2.0	1.4	1.4
0700-0800	6.0	7.0	3.0	8.0	6.0	4.0	4.0	6.0	5.4
0800-0900	8.0	12.0	12.0	7.0	8.0	8.0	3.0	9.4	8.3
0900-1000	5.0	9.0	15.0	7.0	4.0	7.0	5.0	8.0	7.4
1000-1100	6.0	8.0	6.0	4.0	9.0	15.0	11.0	6.6	8.4
1100-1200	5.0	7.0	4.0	10.0	6.0	13.0	1.0	6.4	6.6
1200-1300	3.0	6.0	6.0	9.0	7.0	8.0	8.0	6.2	6.7
1300-1400	29.0	3.0	9.0	7.0	8.0	4.0	6.0	11.2	9.4
1400-1500	350.0	6.0	11.0	9.0	16.0	10.0	9.0	78.4	58.7
1500-1600	53.0	4.0	11.0	2.0	7.0	9.0	6.0	14.0	12.4
1600-1700	9.0	10.0	10.0	12.0	8.5	11.0	4.0	9.7	9.1
1700-1800	6.0	8.0	8.0	9.0	8.5	6.0	14.0	8.0	8.5
1800-1900	6.0	8.0	8.0	7.0	10.0	7.0	2.0	7.8	6.9
1900-2000	4.0	0.0	2.0	1.0	8.0	3.0	1.0	3.0	2.7
2000-2100	2.0	3.0	2.0	4.0	2.0	1.0	2.0	2.6	2.3
2100-2200	2.0	4.0	1.0	3.0	1.0	2.0	3.0	2.2	2.3
2200-2300	0.0	2.0	1.0	1.0	1.0	0.0	0.0	1.0	0.7
2300-2400	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.4	0.4
<b>Totals</b>									
0700-1900	486.0	88.0	103.0	91.0	98.0	102.0	73.0	171.7	147.9
0600-2200	494.0	97.0	111.0	100.0	110.0	109.0	81.0	180.9	156.6
0600-0000	494.0	100.0	112.0	101.0	112.0	110.0	81.0	182.3	157.7
0000-0000	497.0	107.0	116.0	103.0	113.0	111.0	81.0	185.7	160.3
<b>AM Peak</b>	0800	0800	0900	1100	1000	1000	1000		
	8.0	12.0	15.0	10.0	9.0	15.0	11.0		
<b>PM Peak</b>	1400	1600	1500	1600	1400	1600	1700		
	350.0	10.0	11.0	12.0	16.0	11.0	14.0		

\* - No data.

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

### VirtWeeklyVehicle-74 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Ackert Hook Rd, 600' S of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 10:40 Friday, October 16, 2015 => 12:02 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1203.EC0 (Plus )  
**Identifier:** R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 637 / 1172 (54.35%)

**Weekly Vehicle Counts (Virtual Week)****VirtWeeklyVehicle-74****Site:** 114-053.0.1NS**Description:** !Located on Ackert Hook Rd, 600' S of Primrose Hill Rd**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015**Scheme:** Vehicle classification (Scheme F)**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0100-0200	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0400-0500	1.0	3.0	0.0	0.0	0.0	1.0	0.0	0.8	0.7
0500-0600	0.0	0.0	1.0	1.0	1.0	0.0	0.0	0.6	0.4
0600-0700	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.4	0.4
0700-0800	1.0	3.0	1.0	3.0	3.0	2.0	2.0	2.2	2.1
0800-0900	6.0	6.0	8.0	6.0	4.0	5.0	2.0	6.0	5.3
0900-1000	3.0	6.0	9.0	3.0	3.0	5.0	5.0	4.8	4.9
1000-1100	5.0	4.0	3.0	2.0	7.0	7.0	6.0	4.2	4.9
1100-1200	2.0	4.0	2.0	4.0	2.0	7.0	1.0	2.8	3.1
1200-1300	2.0	4.0	2.0	8.0	4.0	4.0	3.0	4.0	3.9
1300-1400	14.0	2.0	3.0	4.0	5.0	1.0	1.0	5.6	4.3
1400-1500	247.0	2.0	3.0	1.0	7.0	3.0	2.0	52.0	37.9
1500-1600	32.0	0.0	8.0	1.0	1.0	3.0	2.0	7.2	6.0
1600-1700	4.0	4.0	4.0	6.0	5.0	4.0	2.0	4.7	4.3
1700-1800	1.0	5.0	3.0	7.0	3.0	4.0	9.0	3.7	4.4
1800-1900	3.0	6.0	4.0	2.0	4.0	3.0	2.0	3.8	3.4
1900-2000	1.0	0.0	0.0	1.0	3.0	1.0	0.0	1.0	0.9
2000-2100	1.0	2.0	2.0	1.0	0.0	1.0	0.0	1.2	1.0
2100-2200	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.6	0.6
2200-2300	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.2	0.1
2300-2400	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.2	0.3
<b>Totals</b>									
0700-1900	320.0	46.0	50.0	47.0	48.0	48.0	37.0	100.9	84.3
0600-2200	323.0	50.0	53.0	50.0	51.0	51.0	38.0	104.1	87.2
0600-0000	323.0	50.0	53.0	50.0	53.0	52.0	38.0	104.5	87.6
0000-0000	324.0	53.0	55.0	51.0	54.0	53.0	38.0	106.1	88.9
<b>AM Peak</b>	0800	0900	0900	0800	1000	1100	1000		
	6.0	6.0	9.0	6.0	7.0	7.0	6.0		
<b>PM Peak</b>	1400	1800	1500	1200	1400	1700	1700		
	247.0	6.0	8.0	8.0	7.0	4.0	9.0		

\* - No data.

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

### VirtWeeklyVehicle-75 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Ackert Hook Rd, 600' S of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 10:40 Friday, October 16, 2015 => 12:02 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1203.EC0 (Plus )  
**Identifier:** R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 515 / 1172 (43.94%)



**Weekly Vehicle Counts (Virtual Week)****VirtWeeklyVehicle-75**

**Site:** 114-053.0.1NS  
**Description:** !Located on Ackert Hook Rd, 600' S of Primrose Hill Rd  
**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(SB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0100-0200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0400-0500	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.8	0.6
0500-0600	1.0	1.0	2.0	1.0	0.0	0.0	0.0	1.0	0.7
0600-0700	0.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
0700-0800	5.0	4.0	2.0	5.0	3.0	2.0	2.0	3.8	3.3
0800-0900	2.0	6.0	4.0	1.0	4.0	3.0	1.0	3.4	3.0
0900-1000	2.0	3.0	6.0	4.0	1.0	2.0	0.0	3.2	2.6
1000-1100	1.0	4.0	3.0	2.0	2.0	8.0	5.0	2.4	3.6
1100-1200	3.0	3.0	2.0	6.0	4.0	6.0	0.0	3.6	3.4
1200-1300	1.0	2.0	4.0	1.0	3.0	4.0	5.0	2.2	2.9
1300-1400	15.0	1.0	6.0	3.0	3.0	3.0	5.0	5.6	5.1
1400-1500	103.0	4.0	8.0	8.0	9.0	7.0	7.0	26.4	20.9
1500-1600	21.0	4.0	3.0	1.0	6.0	6.0	4.0	6.8	6.4
1600-1700	5.0	6.0	6.0	6.0	3.5	7.0	2.0	5.0	4.9
1700-1800	5.0	3.0	5.0	2.0	5.5	2.0	5.0	4.3	4.1
1800-1900	3.0	2.0	4.0	5.0	6.0	4.0	0.0	4.0	3.4
1900-2000	3.0	0.0	2.0	0.0	5.0	2.0	1.0	2.0	1.9
2000-2100	1.0	1.0	0.0	3.0	2.0	0.0	2.0	1.4	1.3
2100-2200	1.0	3.0	1.0	2.0	1.0	1.0	3.0	1.6	1.7
2200-2300	0.0	2.0	1.0	1.0	0.0	0.0	0.0	0.8	0.6
2300-2400	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
<b>Totals</b>									
0700-1900	166.0	42.0	53.0	44.0	50.0	54.0	36.0	70.8	63.5
0600-2200	171.0	47.0	58.0	50.0	59.0	58.0	43.0	76.8	69.4
0600-0000	171.0	50.0	59.0	51.0	59.0	58.0	43.0	77.8	70.1
0000-0000	173.0	54.0	61.0	52.0	59.0	58.0	43.0	79.6	71.4
<b>AM Peak</b>	0700	0800	0900	1100	1100	1000	1000		
	5.0	6.0	6.0	6.0	4.0	8.0	5.0		
<b>PM Peak</b>	1400	1600	1400	1400	1400	1600	1400		
	103.0	6.0	8.0	8.0	9.0	7.0	7.0		

\* - No data.

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-76 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Ackert Hook Rd, 600' S of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 10:40 Friday, October 16, 2015 => 12:02 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1203.EC0 (Plus )  
**Identifier:** R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** North, South (bound), P = North  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1152 / 1172 (98.29%)

## Speed Statistics

### SpeedStat-76

**Site:** 114-053.0.1NS  
**Description:** !Located on Ackert Hook Rd, 600' S of Primrose Hill Rd  
**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NS) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 1152

Posted speed limit = 35 mph, Exceeding = 68 (5.90%), Mean Exceeding = 38.34 mph

Maximum = 53.8 mph, Minimum = 5.0 mph, Mean = 26.7 mph

85% Speed = 32.2 mph, 95% Speed = 35.6 mph, Median = 27.3 mph

10 mph Pace = 23 - 33, Number in Pace = 781 (67.80%)

Variance = 41.15, Standard Deviation = 6.41 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	1152 100.0%	0.00	0.00	0.00
5 - 10	14 1.2%	14 1.2%	1138 98.8%	0.00	0.00	0.00
10 - 15	63 5.5%	77 6.7%	1075 93.3%	0.00	0.00	0.00
15 - 20	78 6.8%	155 13.5%	997 86.5%	0.00	0.00	0.00
20 - 25	205 17.8%	360 31.3%	792 68.8%	0.00	0.00	0.00
25 - 30	446 38.7%	806 70.0%	346 30.0%	0.00	0.00	0.00
30 - 35	278 24.1%	1084 94.1%	68 5.9%	0.00	0.00	0.00
35 - 40	53 4.6%	1137 98.7%	15 1.3%	0.00	0.00	0.00
40 - 45	10 0.9%	1147 99.6%	5 0.4%	0.00	0.00	0.00
45 - 50	4 0.3%	1151 99.9%	1 0.1%	0.00	0.00	0.00
50 - 55	1 0.1%	1152 100.0%	0 0.0%	0.00	0.00	0.00
55 - 60	0 0.0%	1152 100.0%	0 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	1152 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	1152 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	1152 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	1152 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	1152 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	1152 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	1152 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	1152 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   35 (PSL)	1084 94.1%	68 5.9%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-77 -- English (ENU)

#### Datasets:

**Site:** [114-053] I Located on Ackert Hook Rd, 600' S of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 10:40 Friday, October 16, 2015 => 12:02 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1203.EC0 (Plus )  
**Identifier:** R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 637 / 1172 (54.35%)

## Speed Statistics

**SpeedStat-77**

**Site:** 114-053.0.1NS  
**Description:** !Located on Ackert Hook Rd, 600' S of Primrose Hill Rd  
**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NB) Sp(5,100) Headway(>0) Span(0 - 300)

**Vehicles = 637**  
**Posted speed limit = 35 mph, Exceeding = 59 (9.26%), Mean Exceeding = 38.27 mph**  
**Maximum = 53.8 mph, Minimum = 5.0 mph, Mean = 27.1 mph**  
**85% Speed = 32.9 mph, 95% Speed = 36.5 mph, Median = 27.5 mph**  
**10 mph Pace = 23 - 33, Number in Pace = 419 (65.78%)**  
**Variance = 46.37, Standard Deviation = 6.81 mph**

**Speed Bins (Partial days)**

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	637 100.0%	0.00	0.00	0.00
5 - 10	13 2.0%	13 2.0%	624 98.0%	0.00	0.00	0.00
10 - 15	30 4.7%	43 6.8%	594 93.2%	0.00	0.00	0.00
15 - 20	33 5.2%	76 11.9%	561 88.1%	0.00	0.00	0.00
20 - 25	116 18.2%	192 30.1%	445 69.9%	0.00	0.00	0.00
25 - 30	236 37.0%	428 67.2%	209 32.8%	0.00	0.00	0.00
30 - 35	150 23.5%	578 90.7%	59 9.3%	0.00	0.00	0.00
35 - 40	46 7.2%	624 98.0%	13 2.0%	0.00	0.00	0.00
40 - 45	9 1.4%	633 99.4%	4 0.6%	0.00	0.00	0.00
45 - 50	3 0.5%	636 99.8%	1 0.2%	0.00	0.00	0.00
50 - 55	1 0.2%	637 100.0%	0 0.0%	0.00	0.00	0.00
55 - 60	0 0.0%	637 100.0%	0 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	637 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	637 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	637 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	637 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	637 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	637 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	637 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	637 100.0%	0 0.0%	0.00	0.00	0.00

**Total Speed Rating = 0.00**  
**Total Moving Energy (Estimated) = 0.00**

**Speed limit fields (Partial days)**

Limit	Below	Above
0 35 (PSL)	578 90.7%	59 9.3%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-78 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Ackert Hook Rd, 600' S of Primrose Hill Rd  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 10:40 Friday, October 16, 2015 => 12:02 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1203.EC0 (Plus )  
**Identifier:** R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.125)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 515 / 1172 (43.94%)

## Speed Statistics

### SpeedStat-78

**Site:** 114-053.0.1NS  
**Description:** !Located on Ackert Hook Rd, 600' S of Primrose Hill Rd  
**Filter time:** 15:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(SB) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 515

Posted speed limit = 35 mph, Exceeding = 9 (1.75%), Mean Exceeding = 38.80 mph

Maximum = 49.1 mph, Minimum = 5.1 mph, Mean = 26.2 mph

85% Speed = 31.5 mph, 95% Speed = 33.8 mph, Median = 27.1 mph

10 mph Pace = 23 - 33, Number in Pace = 362 (70.29%)

Variance = 34.30, Standard Deviation = 5.86 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0	0.0%	515 100.0%	0.00	0.00	0.00
5 - 10	1	0.2%	514 99.8%	0.00	0.00	0.00
10 - 15	33	6.4%	481 93.4%	0.00	0.00	0.00
15 - 20	45	8.7%	436 84.7%	0.00	0.00	0.00
20 - 25	89	17.3%	347 67.4%	0.00	0.00	0.00
25 - 30	210	40.8%	137 26.6%	0.00	0.00	0.00
30 - 35	128	24.9%	9 1.7%	0.00	0.00	0.00
35 - 40	7	1.4%	513 99.6%	0.00	0.00	0.00
40 - 45	1	0.2%	514 99.8%	0.00	0.00	0.00
45 - 50	1	0.2%	515 100.0%	0.00	0.00	0.00
50 - 55	0	0.0%	515 100.0%	0.00	0.00	0.00
55 - 60	0	0.0%	515 100.0%	0.00	0.00	0.00
60 - 65	0	0.0%	515 100.0%	0.00	0.00	0.00
65 - 70	0	0.0%	515 100.0%	0.00	0.00	0.00
70 - 75	0	0.0%	515 100.0%	0.00	0.00	0.00
75 - 80	0	0.0%	515 100.0%	0.00	0.00	0.00
80 - 85	0	0.0%	515 100.0%	0.00	0.00	0.00
85 - 90	0	0.0%	515 100.0%	0.00	0.00	0.00
90 - 95	0	0.0%	515 100.0%	0.00	0.00	0.00
95 - 100	0	0.0%	515 100.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   35 (PSL)	506 98.3%	9 1.7%

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

### VirtWeeklyVehicle-53 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Primrose Hill Rd, 1100' E of Ackert Hook Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:44 Friday, October 16, 2015 => 11:14 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1132.EC0 (Plus )  
**Identifier:** R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.08333)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** East, West (bound), P = East  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 3064 / 3102 (98.77%)



Weekly Vehicle Counts (Virtual Week)

## VirtWeeklyVehicle-53

Site: 114-053.0.1EW  
 Description: !Located on Primrose Hill Rd, 1100' E of Ackert Hook Rd  
 Filter time: 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
 Scheme: Vehicle classification (Scheme F)  
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EW) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	1.0	0.0	0.0	4.0	8.0	0.2	1.9
0100-0200	0.0	0.0	1.0	0.0	1.0	0.0	2.0	0.4	0.6
0200-0300	1.0	2.0	2.0	2.0	1.0	1.0	2.0	1.6	1.6
0300-0400	1.0	0.0	0.0	1.0	2.0	1.0	2.0	0.8	1.0
0400-0500	3.0	0.0	2.0	0.0	0.0	0.0	1.0	1.0	0.9
0500-0600	1.0	4.0	2.0	4.0	1.0	1.0	1.0	2.4	2.0
0600-0700	15.0	8.0	9.0	12.0	17.0	5.0	5.0	12.2	10.1
0700-0800	21.0	18.0	22.0	26.0	27.0	8.0	7.0	22.8	18.4
0800-0900	25.0	30.0	32.0	24.0	33.0	27.0	19.0	28.8	27.1
0900-1000	8.0	15.0	23.0	20.0	24.0	23.0	29.0	18.0	20.3
1000-1100	19.0	18.0	23.0	16.0	15.0	37.0	25.0	18.2	21.9
1100-1200	28.0	28.0	36.0	14.0	23.0	28.0	21.0	25.8	25.4
1200-1300	23.0	17.0	21.0	16.0	26.0	25.0	33.0	20.6	23.0
1300-1400	68.0	14.0	21.0	21.0	18.0	39.0	22.0	28.4	29.0
1400-1500	443.0	25.0	19.0	24.0	33.0	33.0	31.0	108.8	86.9
1500-1600	85.0	33.0	26.0	22.0	35.0	35.0	27.0	40.2	37.6
1600-1700	24.0	32.0	40.0	40.0	30.5	23.0	24.0	32.8	30.5
1700-1800	35.0	30.0	28.0	31.0	28.0	22.0	27.0	30.0	28.6
1800-1900	29.0	27.0	23.0	20.0	26.0	24.0	24.0	25.0	24.7
1900-2000	17.0	11.0	17.0	5.0	16.0	9.0	19.0	13.2	13.4
2000-2100	14.0	13.0	9.0	6.0	8.0	9.0	13.0	10.0	10.3
2100-2200	7.0	10.0	3.0	10.0	12.0	6.0	6.0	8.4	7.7
2200-2300	0.0	2.0	3.0	1.0	9.0	4.0	4.0	3.0	3.3
2300-2400	1.0	4.0	2.0	5.0	5.0	5.0	0.0	3.4	3.1
<b>Totals</b>									
0700-1900	808.0	287.0	314.0	274.0	318.5	324.0	289.0	399.4	373.4
0600-2200	861.0	329.0	352.0	307.0	371.5	353.0	332.0	443.2	415.0
0600-0000	862.0	335.0	357.0	313.0	385.5	362.0	336.0	449.6	421.4
0000-0000	868.0	341.0	365.0	320.0	390.5	369.0	352.0	456.0	429.3
<b>AM Peak</b>	1100	0800	1100	0700	0800	1000	0900		
	28.0	30.0	36.0	26.0	33.0	37.0	29.0		
<b>PM Peak</b>	1400	1500	1600	1600	1500	1300	1200		
	443.0	33.0	40.0	40.0	35.0	39.0	33.0		

\* - No data.

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

### VirtWeeklyVehicle-54 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Primrose Hill Rd, 1100' E of Ackert Hook Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:44 Friday, October 16, 2015 => 11:14 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1132.EC0 (Plus )  
**Identifier:** R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.08333)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1545 / 3102 (49.81%)

## Weekly Vehicle Counts (Virtual Week)

**VirtWeeklyVehicle-54**

**Site:** 114-053.0.1EW  
**Description:** !Located on Primrose Hill Rd, 1100' E of Ackert Hook Rd  
**Filter time:** 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	0.0	0.0	0.0	2.0	4.0	0.0	0.9
0100-0200	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1
0200-0300	1.0	2.0	2.0	2.0	1.0	0.0	2.0	1.6	1.4
0300-0400	1.0	0.0	0.0	1.0	2.0	1.0	0.0	0.8	0.7
0400-0500	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.4	0.4
0500-0600	1.0	4.0	1.0	2.0	1.0	1.0	1.0	1.8	1.6
0600-0700	13.0	6.0	8.0	9.0	14.0	5.0	4.0	10.0	8.4
0700-0800	11.0	10.0	9.0	11.0	14.0	3.0	4.0	11.0	8.9
0800-0900	16.0	17.0	16.0	15.0	18.0	14.0	3.0	16.4	14.1
0900-1000	5.0	7.0	14.0	13.0	15.0	13.0	15.0	10.8	11.7
1000-1100	8.0	15.0	15.0	8.0	9.0	18.0	13.0	11.0	12.3
1100-1200	10.0	15.0	18.0	7.0	11.0	13.0	12.0	12.2	12.3
1200-1300	10.0	10.0	10.0	9.0	11.0	14.0	12.0	10.0	10.9
1300-1400	24.0	7.0	11.0	16.0	8.0	17.0	8.0	13.2	13.0
1400-1500	223.0	10.0	10.0	16.0	20.0	17.0	21.0	55.8	45.3
1500-1600	41.0	16.0	16.0	11.0	17.0	13.0	16.0	20.2	18.6
1600-1700	11.0	17.0	17.0	18.0	15.5	12.0	12.0	15.7	14.8
1700-1800	15.0	10.0	15.0	14.0	14.0	10.0	15.0	13.7	13.4
1800-1900	11.0	16.0	9.0	11.0	14.0	11.0	9.0	12.2	11.6
1900-2000	9.0	7.0	10.0	3.0	6.0	3.0	11.0	7.0	7.0
2000-2100	6.0	5.0	5.0	2.0	2.0	5.0	4.0	4.0	4.1
2100-2200	2.0	4.0	0.0	3.0	6.0	2.0	3.0	3.0	2.9
2200-2300	0.0	1.0	1.0	0.0	3.0	2.0	1.0	1.0	1.1
2300-2400	1.0	1.0	1.0	1.0	3.0	2.0	0.0	1.4	1.3
<b>Totals</b>									
0700-1900	385.0	150.0	160.0	149.0	166.5	155.0	140.0	202.1	186.7
0600-2200	415.0	172.0	183.0	166.0	194.5	170.0	162.0	226.1	209.1
0600-0000	416.0	174.0	185.0	167.0	200.5	174.0	163.0	228.5	211.6
0000-0000	421.0	180.0	189.0	172.0	204.5	178.0	171.0	233.3	216.7
<b>AM Peak</b>	0800	0800	1100	0800	0800	1000	0900		
	16.0	17.0	18.0	15.0	18.0	18.0	15.0		
<b>PM Peak</b>	1400	1600	1600	1600	1400	1400	1400		
	223.0	17.0	17.0	18.0	20.0	17.0	21.0		

\* - No data.

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

### VirtWeeklyVehicle-55 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Primrose Hill Rd, 1100' E of Ackert Hook Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:44 Friday, October 16, 2015 => 11:14 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1132.EC0 (Plus )  
**Identifier:** R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.08333)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1519 / 3102 (48.97%)

**Weekly Vehicle Counts (Virtual Week)****VirtWeeklyVehicle-55****Site:** 114-053.0.1EW**Description:** !Located on Primrose Hill Rd, 1100' E of Ackert Hook Rd**Filter time:** 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015**Scheme:** Vehicle classification (Scheme F)**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(WB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	1.0	0.0	0.0	2.0	4.0	0.2	1.0
0100-0200	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.2	0.4
0200-0300	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.1
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.3
0400-0500	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.6	0.4
0500-0600	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.6	0.4
0600-0700	2.0	2.0	1.0	3.0	3.0	0.0	1.0	2.2	1.7
0700-0800	10.0	8.0	13.0	15.0	13.0	5.0	3.0	11.8	9.6
0800-0900	9.0	13.0	16.0	9.0	15.0	13.0	16.0	12.4	13.0
0900-1000	3.0	8.0	9.0	7.0	9.0	10.0	14.0	7.2	8.6
1000-1100	11.0	3.0	8.0	8.0	6.0	19.0	12.0	7.2	9.6
1100-1200	18.0	13.0	18.0	7.0	12.0	15.0	9.0	13.6	13.1
1200-1300	13.0	7.0	11.0	7.0	15.0	11.0	21.0	10.6	12.1
1300-1400	44.0	7.0	10.0	5.0	10.0	22.0	14.0	15.2	16.0
1400-1500	220.0	15.0	9.0	8.0	13.0	16.0	10.0	53.0	41.6
1500-1600	44.0	17.0	10.0	11.0	18.0	22.0	11.0	20.0	19.0
1600-1700	13.0	15.0	23.0	22.0	15.0	11.0	12.0	17.2	15.8
1700-1800	20.0	20.0	13.0	17.0	14.0	12.0	12.0	16.3	15.3
1800-1900	18.0	11.0	14.0	9.0	12.0	13.0	15.0	12.8	13.1
1900-2000	8.0	4.0	7.0	2.0	10.0	6.0	8.0	6.2	6.4
2000-2100	8.0	8.0	4.0	4.0	6.0	4.0	9.0	6.0	6.1
2100-2200	5.0	6.0	3.0	7.0	6.0	4.0	3.0	5.4	4.9
2200-2300	0.0	1.0	2.0	1.0	6.0	2.0	3.0	2.0	2.1
2300-2400	0.0	3.0	1.0	4.0	2.0	3.0	0.0	2.0	1.9
<b>Totals</b>									
0700-1900	423.0	137.0	154.0	125.0	152.0	169.0	149.0	197.3	186.7
0600-2200	446.0	157.0	169.0	141.0	177.0	183.0	170.0	217.1	205.9
0600-0000	446.0	161.0	172.0	146.0	185.0	188.0	173.0	221.1	209.9
0000-0000	447.0	161.0	176.0	148.0	186.0	191.0	181.0	222.7	212.6
<b>AM Peak</b>	1100	1100	1100	0700	0800	1000	0800		
	18.0	13.0	18.0	15.0	15.0	19.0	16.0		
<b>PM Peak</b>	1400	1700	1600	1600	1500	1500	1200		
	220.0	20.0	23.0	22.0	18.0	22.0	21.0		

\* - No data.

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-56 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Primrose Hill Rd, 1100' E of Ackert Hook Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:44 Friday, October 16, 2015 => 11:14 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1132.EC0 (Plus )  
**Identifier:** R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.08333)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** East, West (bound), P = East  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 3064 / 3102 (98.77%)

## Speed Statistics

### SpeedStat-56

**Site:** 114-053.0.1EW  
**Description:** ILocated on Primrose Hill Rd, 1100' E of Ackert Hook Rd  
**Filter time:** 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** CIs(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EW) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 3064

Posted speed limit = 40 mph, Exceeding = 2720 (88.77%), Mean Exceeding = 48.82 mph

Maximum = 73.3 mph, Minimum = 8.9 mph, Mean = 47.4 mph

85% Speed = 53.7 mph, 95% Speed = 58.2 mph, Median = 47.2 mph

10 mph Pace = 42 - 52, Number in Pace = 1827 (59.63%)

Variance = 43.48, Standard Deviation = 6.59 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	3064 100.0%	0.00	0.00	0.00
5 - 10	1 0.0%	1 0.0%	3063 100.0%	0.00	0.00	0.00
10 - 15	4 0.1%	5 0.2%	3059 99.8%	0.00	0.00	0.00
15 - 20	1 0.0%	6 0.2%	3058 99.8%	0.00	0.00	0.00
20 - 25	7 0.2%	13 0.4%	3051 99.6%	0.00	0.00	0.00
25 - 30	5 0.2%	18 0.6%	3046 99.4%	0.00	0.00	0.00
30 - 35	50 1.6%	68 2.2%	2996 97.8%	0.00	0.00	0.00
35 - 40	276 9.0%	344 11.2%	2720 88.8%	0.00	0.00	0.00
40 - 45	722 23.6%	1066 34.8%	1998 65.2%	0.00	0.00	0.00
45 - 50	984 32.1%	2050 66.9%	1014 33.1%	0.00	0.00	0.00
50 - 55	649 21.2%	2699 88.1%	365 11.9%	0.00	0.00	0.00
55 - 60	278 9.1%	2977 97.2%	87 2.8%	0.00	0.00	0.00
60 - 65	61 2.0%	3038 99.2%	26 0.8%	0.00	0.00	0.00
65 - 70	22 0.7%	3060 99.9%	4 0.1%	0.00	0.00	0.00
70 - 75	4 0.1%	3064 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	3064 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	3064 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	3064 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	3064 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	3064 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   40 (PSL)	344 11.2%	2720 88.8%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-57 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Primrose Hill Rd, 1100' E of Ackert Hook Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:44 Friday, October 16, 2015 => 11:14 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1132.EC0 (Plus )  
**Identifier:** R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.08333)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1545 / 3102 (49.81%)



## Speed Statistics

**SpeedStat-57**

**Site:** 114-053.0.1EW  
**Description:** !Located on Primrose Hill Rd, 1100' E of Ackert Hook Rd  
**Filter time:** 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(EB) Sp(5,100) Headway(>0) Span(0 - 300)

**Vehicles = 1545**  
**Posted speed limit = 40 mph, Exceeding = 1295 (83.82%), Mean Exceeding = 46.95 mph**  
**Maximum = 70.1 mph, Minimum = 8.9 mph, Mean = 45.3 mph**  
**85% Speed = 50.8 mph, 95% Speed = 54.6 mph, Median = 45.0 mph**  
**10 mph Pace = 41 - 51, Number in Pace = 1015 (65.70%)**  
**Variance = 34.92, Standard Deviation = 5.91 mph**

**Speed Bins (Partial days)**

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	1545 100.0%	0.00	0.00	0.00
5 - 10	1 0.1%	1 0.1%	1544 99.9%	0.00	0.00	0.00
10 - 15	2 0.1%	3 0.2%	1542 99.8%	0.00	0.00	0.00
15 - 20	0 0.0%	3 0.2%	1542 99.8%	0.00	0.00	0.00
20 - 25	3 0.2%	6 0.4%	1539 99.6%	0.00	0.00	0.00
25 - 30	3 0.2%	9 0.6%	1536 99.4%	0.00	0.00	0.00
30 - 35	38 2.5%	47 3.0%	1498 97.0%	0.00	0.00	0.00
35 - 40	203 13.1%	250 16.2%	1295 83.8%	0.00	0.00	0.00
40 - 45	495 32.0%	745 48.2%	800 51.8%	0.00	0.00	0.00
45 - 50	513 33.2%	1258 81.4%	287 18.6%	0.00	0.00	0.00
50 - 55	213 13.8%	1471 95.2%	74 4.8%	0.00	0.00	0.00
55 - 60	53 3.4%	1524 98.6%	21 1.4%	0.00	0.00	0.00
60 - 65	18 1.2%	1542 99.8%	3 0.2%	0.00	0.00	0.00
65 - 70	2 0.1%	1544 99.9%	1 0.1%	0.00	0.00	0.00
70 - 75	1 0.1%	1545 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	1545 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	1545 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	1545 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	1545 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	1545 100.0%	0 0.0%	0.00	0.00	0.00

**Total Speed Rating = 0.00**  
**Total Moving Energy (Estimated) = 0.00**

**Speed limit fields (Partial days)**

Limit	Below	Above
0   40 (PSL)	250 16.2%	1295 83.8%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-58 -- English (ENU)

#### Datasets:

**Site:** [114-053] !Located on Primrose Hill Rd, 1100' E of Ackert Hook Rd  
**Attribute:** Rock Ledge  
**Direction:** 8 - East bound A>B, West bound B>A. Lane: 0  
**Survey Duration:** 10:44 Friday, October 16, 2015 => 11:14 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1132.EC0 (Plus )  
**Identifier:** R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015 (7.08333)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1519 / 3102 (48.97%)

## Speed Statistics

### SpeedStat-58

**Site:** 114-053.0.1EW  
**Description:** !Located on Primrose Hill Rd, 1100' E of Ackert Hook Rd  
**Filter time:** 16:00 Friday, October 16, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(WB) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 1519

Posted speed limit = 40 mph, Exceeding = 1425 (93.81%), Mean Exceeding = 50.53 mph

Maximum = 73.3 mph, Minimum = 11.5 mph, Mean = 49.6 mph

85% Speed = 55.7 mph, 95% Speed = 59.5 mph, Median = 49.4 mph

10 mph Pace = 45 - 55, Number in Pace = 922 (60.70%)

Variance = 42.70, Standard Deviation = 6.53 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	1519 100.0%	0.00	0.00	0.00
5 - 10	0 0.0%	0 0.0%	1519 100.0%	0.00	0.00	0.00
10 - 15	2 0.1%	2 0.1%	1517 99.9%	0.00	0.00	0.00
15 - 20	1 0.1%	3 0.2%	1516 99.8%	0.00	0.00	0.00
20 - 25	4 0.3%	7 0.5%	1512 99.5%	0.00	0.00	0.00
25 - 30	2 0.1%	9 0.6%	1510 99.4%	0.00	0.00	0.00
30 - 35	12 0.8%	21 1.4%	1498 98.6%	0.00	0.00	0.00
35 - 40	73 4.8%	94 6.2%	1425 93.8%	0.00	0.00	0.00
40 - 45	227 14.9%	321 21.1%	1198 78.9%	0.00	0.00	0.00
45 - 50	471 31.0%	792 52.1%	727 47.9%	0.00	0.00	0.00
50 - 55	436 28.7%	1228 80.8%	291 19.2%	0.00	0.00	0.00
55 - 60	225 14.8%	1453 95.7%	66 4.3%	0.00	0.00	0.00
60 - 65	43 2.8%	1496 98.5%	23 1.5%	0.00	0.00	0.00
65 - 70	20 1.3%	1516 99.8%	3 0.2%	0.00	0.00	0.00
70 - 75	3 0.2%	1519 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	1519 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	1519 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	1519 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	1519 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	1519 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0 40 (PSL)	94 6.2%	1425 93.8%

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

### VirtWeeklyVehicle-43 -- English (ENU)

#### Datasets:

**Site:** [114-053] Located on Ackert Hook Rd, 350' N of Springwood Dr  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 10:42 Tuesday, October 13, 2015 => 10:54 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1054.EC0 (Plus )  
**Identifier:** FZ20J05H MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.29167)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** North, South (bound), P = North  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1963 / 1981 (99.09%)

**Weekly Vehicle Counts (Virtual Week)****VirtWeeklyVehicle-43****Site:** 114-053.0.1NS**Description:** Located on Ackert Hook Rd, 350' N of Springwood Dr**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015**Scheme:** Vehicle classification (Scheme F)**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NS) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	1.0	0.0	0.0	0.0	0.5	2.0	1.0	0.3	0.6	
0100-0200	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.1	0.2	
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
0300-0400	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	
0400-0500	0.0	4.0	1.0	1.0	1.0	0.0	0.0	1.3	1.0	
0500-0600	2.0	2.0	1.0	3.0	0.0	1.0	1.0	1.6	1.4	
0600-0700	8.0	5.0	6.0	4.0	6.0	2.0	3.0	5.6	4.9	
0700-0800	15.0	15.0	12.0	20.0	14.0	6.0	4.0	15.7	13.3	
0800-0900	17.0	23.0	21.0	17.5	17.0	10.0	10.0	18.6	16.7	
0900-1000	11.0	15.0	19.0	15.0	13.5	12.0	9.0	14.6	13.7	
1000-1100	9.0	10.0	3.0	12.5	7.5	21.0	19.0	8.9	11.3	
1100-1200	14.0	6.0	14.5	12.0	18.0	18.0	7.0	13.6	13.4	
1200-1300	18.0	13.0	15.5	14.0	16.0	10.0	17.0	15.3	14.9	
1300-1400	16.0	14.0	16.0	11.0	17.0	18.0	14.0	14.8	15.0	
1400-1500	41.0	15.0	20.0	17.5	17.0	16.0	6.0	20.6	18.7	
1500-1600	24.0	20.0	15.5	17.0	16.0	15.0	12.0	17.6	16.8	
1600-1700	14.0	14.0	22.5	14.0	18.0	14.0	15.0	17.1	16.6	
1700-1800	11.0	12.0	15.5	15.0	18.5	20.0	8.0	15.1	14.9	
1800-1900	12.0	15.0	14.0	14.5	12.0	10.0	12.0	13.7	13.1	
1900-2000	8.0	6.0	6.5	9.0	10.0	9.0	4.0	7.9	7.6	
2000-2100	2.0	6.0	5.5	7.5	4.0	3.0	6.0	5.4	5.2	
2100-2200	3.0	2.0	1.0	7.0	3.0	2.0	2.0	3.4	3.1	
2200-2300	0.0	0.0	1.5	3.0	5.0	3.0	2.0	2.0	2.1	
2300-2400	1.0	1.0	0.0	1.5	3.0	2.0	1.0	1.1	1.2	
<b>Totals</b>										
0700-1900	202.0	172.0	188.5	180.0	184.5	170.0	133.0	185.6	178.4	
0600-2200	223.0	191.0	207.5	207.5	207.5	186.0	148.0	207.8	199.2	
0600-0000	224.0	192.0	209.0	212.0	215.5	191.0	151.0	211.0	202.5	
0000-0000	227.0	200.0	211.0	216.0	217.0	195.0	153.0	214.4	205.9	
<b>AM Peak</b>	0800	0800	0800	0700	1100	1000	1000			
	17.0	23.0	21.0	20.0	18.0	21.0	19.0			
<b>PM Peak</b>	1400	1500	1600	1400	1700	1700	1200			
	41.0	20.0	22.5	17.5	18.5	20.0	17.0			

\* - No data.

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

### VirtWeeklyVehicle-44 -- English (ENU)

#### Datasets:

**Site:** [114-053] Located on Ackert Hook Rd, 350' N of Springwood Dr  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 10:42 Tuesday, October 13, 2015 => 10:54 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1054.EC0 (Plus )  
**Identifier:** FZ20J05H MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.29167)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 927 / 1981 (46.79%)

## Weekly Vehicle Counts (Virtual Week)

**VirtWeeklyVehicle-44**

**Site:** 114-053.0.1NS  
**Description:** Located on Ackert Hook Rd, 350' N of Springwood Dr  
**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1	0.2
0100-0200	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.1
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0300-0400	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
0400-0500	0.0	2.0	1.0	1.0	1.0	0.0	0.0	1.0	0.8
0500-0600	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.4	0.6
0600-0700	3.0	1.0	1.0	1.5	2.0	0.0	1.0	1.7	1.4
0700-0800	8.0	9.0	5.0	9.0	7.5	4.0	3.0	7.9	6.9
0800-0900	8.0	14.0	11.0	11.5	9.5	7.0	8.0	10.7	10.0
0900-1000	3.0	7.0	7.0	5.0	5.5	6.0	6.0	5.4	5.6
1000-1100	5.0	2.0	1.0	5.5	4.0	13.0	11.0	3.9	5.7
1100-1200	7.0	5.0	5.0	7.5	7.0	7.0	2.0	6.4	6.0
1200-1300	10.0	8.0	10.0	7.5	9.0	6.0	6.0	8.9	8.3
1300-1400	9.0	7.0	9.0	7.5	10.0	6.0	5.0	8.6	8.0
1400-1500	31.0	6.0	9.5	7.5	7.5	5.0	1.0	10.8	9.2
1500-1600	13.0	5.0	5.0	8.5	5.0	6.0	3.0	6.9	6.4
1600-1700	5.0	10.0	13.0	6.0	8.0	3.0	6.0	8.6	7.8
1700-1800	5.0	7.0	7.0	10.0	8.5	9.0	3.0	7.9	7.5
1800-1900	6.0	5.0	5.5	4.5	7.0	3.0	8.0	5.4	5.4
1900-2000	4.0	2.0	3.5	2.5	4.0	5.0	1.0	3.1	3.1
2000-2100	0.0	2.0	2.5	3.0	1.0	2.0	4.0	2.0	2.2
2100-2200	0.0	0.0	0.5	2.5	1.0	1.0	1.0	1.0	1.0
2200-2300	0.0	0.0	0.0	1.5	1.0	1.0	0.0	0.6	0.6
2300-2400	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.1	0.2
<b>Totals</b>									
0700-1900	110.0	85.0	88.0	90.0	88.5	75.0	62.0	91.3	86.8
0600-2200	117.0	90.0	95.5	99.5	96.5	83.0	69.0	99.1	94.5
0600-0000	117.0	90.0	95.5	101.0	98.5	85.0	69.0	99.9	95.3
0000-0000	119.0	93.0	96.5	103.0	99.5	88.0	70.0	101.6	97.1
<b>AM Peak</b>	0800	0800	0800	0800	0800	1000	1000		
	8.0	14.0	11.0	11.5	9.5	13.0	11.0		
<b>PM Peak</b>	1400	1600	1600	1700	1300	1700	1800		
	31.0	10.0	13.0	10.0	10.0	9.0	8.0		

\* - No data.

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

### VirtWeeklyVehicle-45 -- English (ENU)

#### Datasets:

**Site:** [114-053] Located on Ackert Hook Rd, 350' N of Springwood Dr  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 10:42 Tuesday, October 13, 2015 => 10:54 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1054.EC0 (Plus )  
**Identifier:** FZ20J05H MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.29167)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1036 / 1981 (52.30%)



**Weekly Vehicle Counts (Virtual Week)****VirtWeeklyVehicle-45**

**Site:** 114-053.0.1NS  
**Description:** Located on Ackert Hook Rd, 350' N of Springwood Dr  
**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(SB) Sp(5,100) Headway(>0) Span(0 - 300)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	0.0	0.0	0.5	1.0	1.0	0.1	0.3
0100-0200	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0400-0500	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2
0500-0600	1.0	2.0	1.0	2.0	0.0	0.0	0.0	1.1	0.9
0600-0700	5.0	4.0	5.0	2.5	4.0	2.0	2.0	3.9	3.4
0700-0800	7.0	6.0	7.0	11.0	6.5	2.0	1.0	7.9	6.4
0800-0900	9.0	9.0	10.0	6.0	7.5	3.0	2.0	7.9	6.7
0900-1000	8.0	8.0	12.0	10.0	8.0	6.0	3.0	9.1	8.1
1000-1100	4.0	8.0	2.0	7.0	3.5	8.0	8.0	5.0	5.7
1100-1200	7.0	1.0	9.5	4.5	11.0	11.0	5.0	7.3	7.4
1200-1300	8.0	5.0	5.5	6.5	7.0	4.0	11.0	6.4	6.6
1300-1400	7.0	7.0	7.0	3.5	7.0	12.0	9.0	6.1	7.0
1400-1500	10.0	9.0	10.5	10.0	9.5	11.0	5.0	9.9	9.5
1500-1600	11.0	15.0	10.5	8.5	11.0	9.0	9.0	10.8	10.4
1600-1700	9.0	4.0	9.5	8.0	10.0	11.0	9.0	8.5	8.8
1700-1800	6.0	5.0	8.5	5.0	10.0	11.0	5.0	7.3	7.4
1800-1900	6.0	10.0	8.5	10.0	5.0	7.0	4.0	8.3	7.7
1900-2000	4.0	4.0	3.0	6.5	6.0	4.0	3.0	4.7	4.4
2000-2100	2.0	4.0	3.0	4.5	3.0	1.0	2.0	3.4	3.0
2100-2200	3.0	2.0	0.5	4.5	2.0	1.0	1.0	2.4	2.1
2200-2300	0.0	0.0	1.5	1.5	4.0	2.0	2.0	1.4	1.6
2300-2400	1.0	1.0	0.0	1.5	2.0	1.0	1.0	1.0	1.0
<b>Totals</b>									
0700-1900	92.0	87.0	100.5	90.0	96.0	95.0	71.0	94.3	91.7
0600-2200	106.0	101.0	112.0	108.0	111.0	103.0	79.0	108.7	104.7
0600-0000	107.0	102.0	113.5	111.0	117.0	106.0	82.0	111.1	107.2
0000-0000	108.0	107.0	114.5	113.0	117.5	107.0	83.0	112.8	108.8
<b>AM Peak</b>	0800	0800	0900	0700	1100	1100	1000		
	9.0	9.0	12.0	11.0	11.0	11.0	8.0		
<b>PM Peak</b>	1500	1500	1500	1800	1500	1300	1200		
	11.0	15.0	10.5	10.0	11.0	12.0	11.0		

\* - No data.

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-46 -- English (ENU)

#### Datasets:

**Site:** [114-053] Located on Ackert Hook Rd, 350' N of Springwood Dr  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 10:42 Tuesday, October 13, 2015 => 10:54 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1054.EC0 (Plus )  
**Identifier:** FZ20J05H MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.29167)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** North, South (bound), P = North  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1963 / 1981 (99.09%)

## Speed Statistics

**SpeedStat-46**

**Site:** 114-053.0.1NS  
**Description:** Located on Ackert Hook Rd, 350' N of Springwood Dr  
**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NS) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 1963

Posted speed limit = 35 mph, Exceeding = 1122 (57.16%), Mean Exceeding = 39.75 mph

Maximum = 55.2 mph, Minimum = 5.0 mph, Mean = 35.7 mph

85% Speed = 41.6 mph, 95% Speed = 45.0 mph, Median = 35.8 mph

10 mph Pace = 32 - 42, Number in Pace = 1236 (62.96%)

Variance = 38.23, Standard Deviation = 6.18 mph

**Speed Bins (Partial days)**

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	1963 100.0%	0.00	0.00	0.00
5 - 10	5 0.3%	5 0.3%	1958 99.7%	0.00	0.00	0.00
10 - 15	10 0.5%	15 0.8%	1948 99.2%	0.00	0.00	0.00
15 - 20	17 0.9%	32 1.6%	1931 98.4%	0.00	0.00	0.00
20 - 25	52 2.6%	84 4.3%	1879 95.7%	0.00	0.00	0.00
25 - 30	222 11.3%	306 15.6%	1657 84.4%	0.00	0.00	0.00
30 - 35	535 27.3%	841 42.8%	1122 57.2%	0.00	0.00	0.00
35 - 40	665 33.9%	1506 76.7%	457 23.3%	0.00	0.00	0.00
40 - 45	360 18.3%	1866 95.1%	97 4.9%	0.00	0.00	0.00
45 - 50	84 4.3%	1950 99.3%	13 0.7%	0.00	0.00	0.00
50 - 55	10 0.5%	1960 99.8%	3 0.2%	0.00	0.00	0.00
55 - 60	3 0.2%	1963 100.0%	0 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	1963 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	1963 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	1963 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	1963 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	1963 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	1963 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	1963 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	1963 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

**Speed limit fields (Partial days)**

Limit	Below	Above
0   35 (PSL)	841 42.8%	1122 57.2%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-47 -- English (ENU)

#### Datasets:

**Site:** [114-053] Located on Ackert Hook Rd, 350' N of Springwood Dr  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 10:42 Tuesday, October 13, 2015 => 10:54 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1054.EC0 (Plus )  
**Identifier:** FZ20J05H MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.29167)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** AB  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 927 / 1981 (46.79%)

## Speed Statistics

**SpeedStat-47**

**Site:** 114-053.0.1NS  
**Description:** Located on Ackert Hook Rd, 350' N of Springwood Dr  
**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** CIs(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(NB) Sp(5,100) Headway(>0) Span(0 - 300)

**Vehicles = 927**  
**Posted speed limit = 35 mph, Exceeding = 540 (58.25%), Mean Exceeding = 40.10 mph**  
**Maximum = 51.9 mph, Minimum = 5.0 mph, Mean = 35.8 mph**  
**85% Speed = 42.1 mph, 95% Speed = 45.2 mph, Median = 36.2 mph**  
**10 mph Pace = 32 - 42, Number in Pace = 556 (59.98%)**  
**Variance = 44.75, Standard Deviation = 6.69 mph**

**Speed Bins (Partial days)**

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	927 100.0%	0.00	0.00	0.00
5 - 10	4 0.4%	4 0.4%	923 99.6%	0.00	0.00	0.00
10 - 15	10 1.1%	14 1.5%	913 98.5%	0.00	0.00	0.00
15 - 20	9 1.0%	23 2.5%	904 97.5%	0.00	0.00	0.00
20 - 25	24 2.6%	47 5.1%	880 94.9%	0.00	0.00	0.00
25 - 30	108 11.7%	155 16.7%	772 83.3%	0.00	0.00	0.00
30 - 35	232 25.0%	387 41.7%	540 58.3%	0.00	0.00	0.00
35 - 40	287 31.0%	674 72.7%	253 27.3%	0.00	0.00	0.00
40 - 45	201 21.7%	875 94.4%	52 5.6%	0.00	0.00	0.00
45 - 50	45 4.9%	920 99.2%	7 0.8%	0.00	0.00	0.00
50 - 55	7 0.8%	927 100.0%	0 0.0%	0.00	0.00	0.00
55 - 60	0 0.0%	927 100.0%	0 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	927 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	927 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	927 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	927 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	927 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	927 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	927 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	927 100.0%	0 0.0%	0.00	0.00	0.00

**Total Speed Rating = 0.00**  
**Total Moving Energy (Estimated) = 0.00**

**Speed limit fields (Partial days)**

Limit	Below	Above
0 35 (PSL)	387 41.7%	540 58.3%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-48 -- English (ENU)

#### Datasets:

**Site:** [114-053] Located on Ackert Hook Rd, 350' N of Springwood Dr  
**Attribute:** Rock Ledge  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 10:42 Tuesday, October 13, 2015 => 10:54 Monday, October 26, 2015,  
**Zone:**  
**File:** 114-053 0 2015-10-26 1054.EC0 (Plus )  
**Identifier:** FZ20J05H MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.06)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015 (9.29167)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** BA  
**Separation:** Headway > 0 sec, Span 0 - 300 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 1036 / 1981 (52.30%)

## Speed Statistics

### SpeedStat-48

**Site:** 114-053.0.1NS  
**Description:** Located on Ackert Hook Rd, 350' N of Springwood Dr  
**Filter time:** 11:00 Wednesday, October 14, 2015 => 18:00 Friday, October 23, 2015  
**Scheme:** Vehicle classification (Scheme F)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(SB) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 1036

Posted speed limit = 35 mph, Exceeding = 582 (56.18%), Mean Exceeding = 39.43 mph

Maximum = 55.2 mph, Minimum = 8.9 mph, Mean = 35.6 mph

85% Speed = 40.9 mph, 95% Speed = 44.5 mph, Median = 35.6 mph

10 mph Pace = 30 - 40, Number in Pace = 690 (66.60%)

Variance = 32.41, Standard Deviation = 5.69 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	1036 100.0%	0.00	0.00	0.00
5 - 10	1 0.1%	1 0.1%	1035 99.9%	0.00	0.00	0.00
10 - 15	0 0.0%	1 0.1%	1035 99.9%	0.00	0.00	0.00
15 - 20	8 0.8%	9 0.9%	1027 99.1%	0.00	0.00	0.00
20 - 25	28 2.7%	37 3.6%	999 96.4%	0.00	0.00	0.00
25 - 30	114 11.0%	151 14.6%	885 85.4%	0.00	0.00	0.00
30 - 35	303 29.2%	454 43.8%	582 56.2%	0.00	0.00	0.00
35 - 40	378 36.5%	832 80.3%	204 19.7%	0.00	0.00	0.00
40 - 45	159 15.3%	991 95.7%	45 4.3%	0.00	0.00	0.00
45 - 50	39 3.8%	1030 99.4%	6 0.6%	0.00	0.00	0.00
50 - 55	3 0.3%	1033 99.7%	3 0.3%	0.00	0.00	0.00
55 - 60	3 0.3%	1036 100.0%	0 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	1036 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	1036 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	1036 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	1036 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	1036 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	1036 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	1036 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	1036 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0 35 (PSL)	454 43.8%	582 56.2%

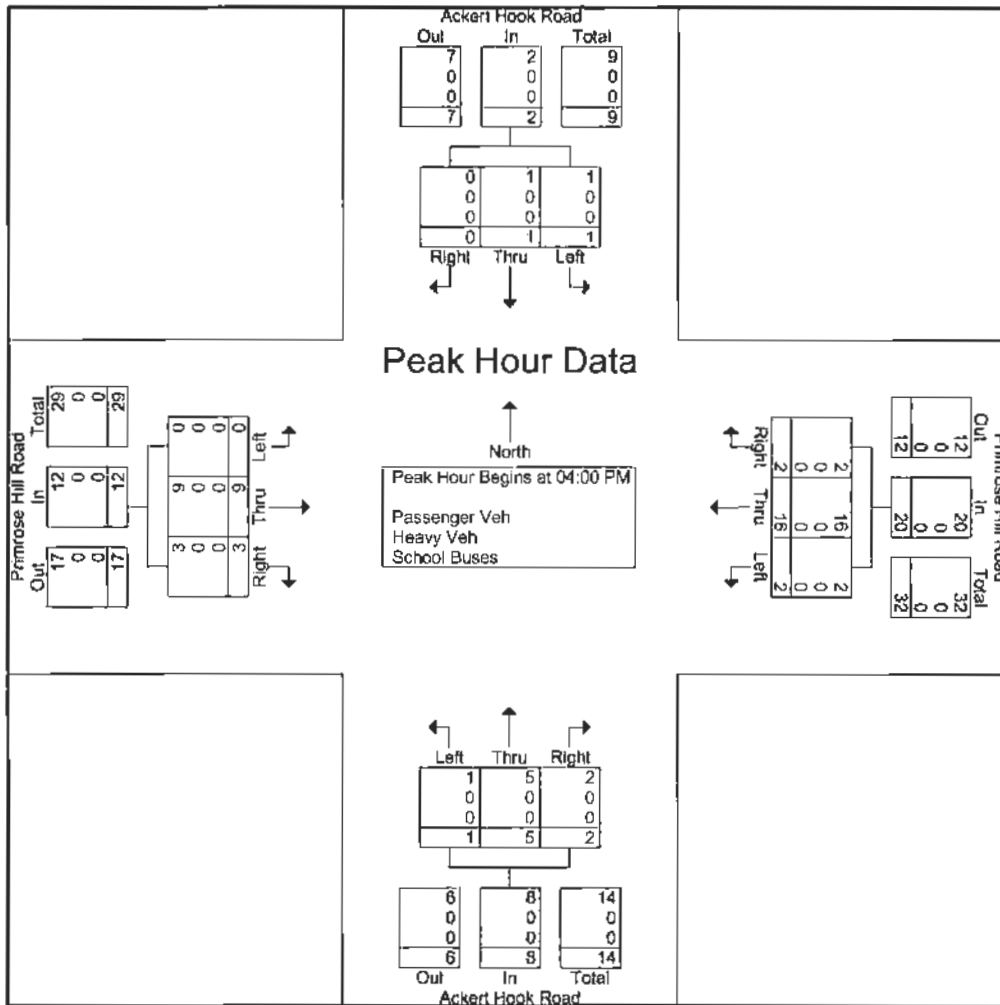




Project No.: 114-053  
 Counted By: DQ  
 Location: Rhinebeck, NY  
 Comments:

File Name : TM114053PM1  
 Site Code : 14-053-1  
 Start Date : 10/16/2015  
 Page No : 2

Start Time	Primrose Hill Road Eastbound				Primrose Hill Road Westbound				Ackert Hook Road Northbound				Ackert Hook Road Southbound				Int Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 4:00:00 PM																	
4:00:00 PM	0	3	1	4	1	5	0	6	0	0	0	0	0	0	0	0	10
4:15:00 PM	0	1	1	2	1	1	1	3	0	1	1	2	0	1	0	1	8
4:30:00 PM	0	4	1	5	0	5	0	5	0	2	1	3	1	0	0	1	14
4:45:00 PM	0	1	0	1	0	5	1	6	1	2	0	3	0	0	0	0	10
Total Volume	0	9	3	12	2	16	2	20	1	5	2	8	1	1	0	2	42
% App. Total	0	75	25		10	80	10		12.5	62.5	25		50	50	0		
PHF	.000	.563	.750	.600	.500	.800	.500	.833	.250	.625	.500	.667	.250	.250	.000	.500	.750
Passenger Veh	0	9	3	12	2	16	2	20	1	5	2	8	1	1	0	2	42
% Passenger Veh	0	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

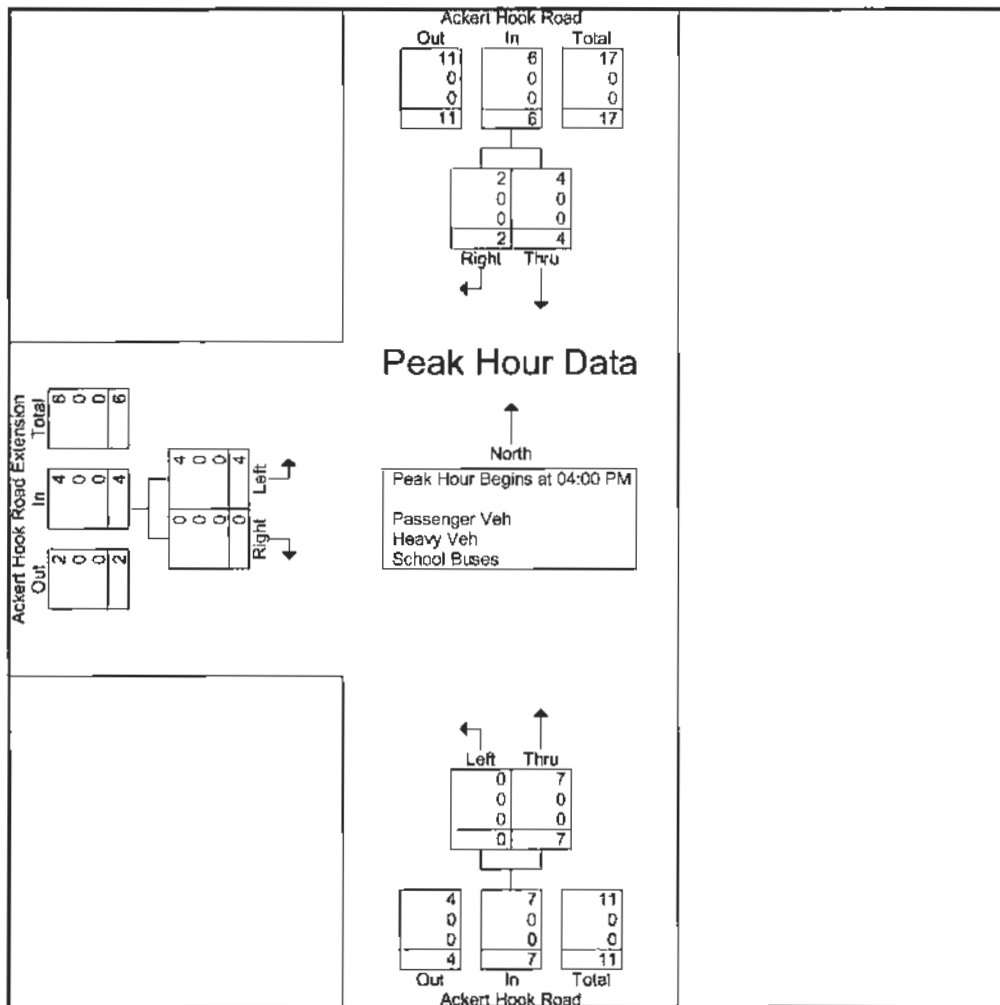




Project No.: 114-053  
 Counted By: NV  
 Location: Rhinebeck, NY  
 Comments:

File Name : TM114053PM2  
 Site Code : 14-053-2  
 Start Date : 10/16/2015  
 Page No : 2

Start Time	Ackert Hook Road Extension Eastbound			Ackert Hook Road Northbound			Ackert Hook Road Southbound			Int. Total
	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 4:00:00 PM to 4:45:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 4:00:00 PM										
4:00:00 PM	2	0	2	0	0	0	0	1	1	3
4:15:00 PM	0	0	0	0	2	2	1	0	1	3
4:30:00 PM	1	0	1	0	2	2	3	0	3	6
4:45:00 PM	1	0	1	0	3	3	0	1	1	5
Total Volume	4	0	4	0	7	7	4	2	6	17
% App. Total	100	0		0	100		66.7	33.3		
PHF	.500	.000	.500	.000	.583	.583	.333	.500	.500	.708
Passenger Veh	4	0	4	0	7	7	4	2	6	17
% Passenger Veh	100	0	100	0	100	100	100	100	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0
School Buses	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0

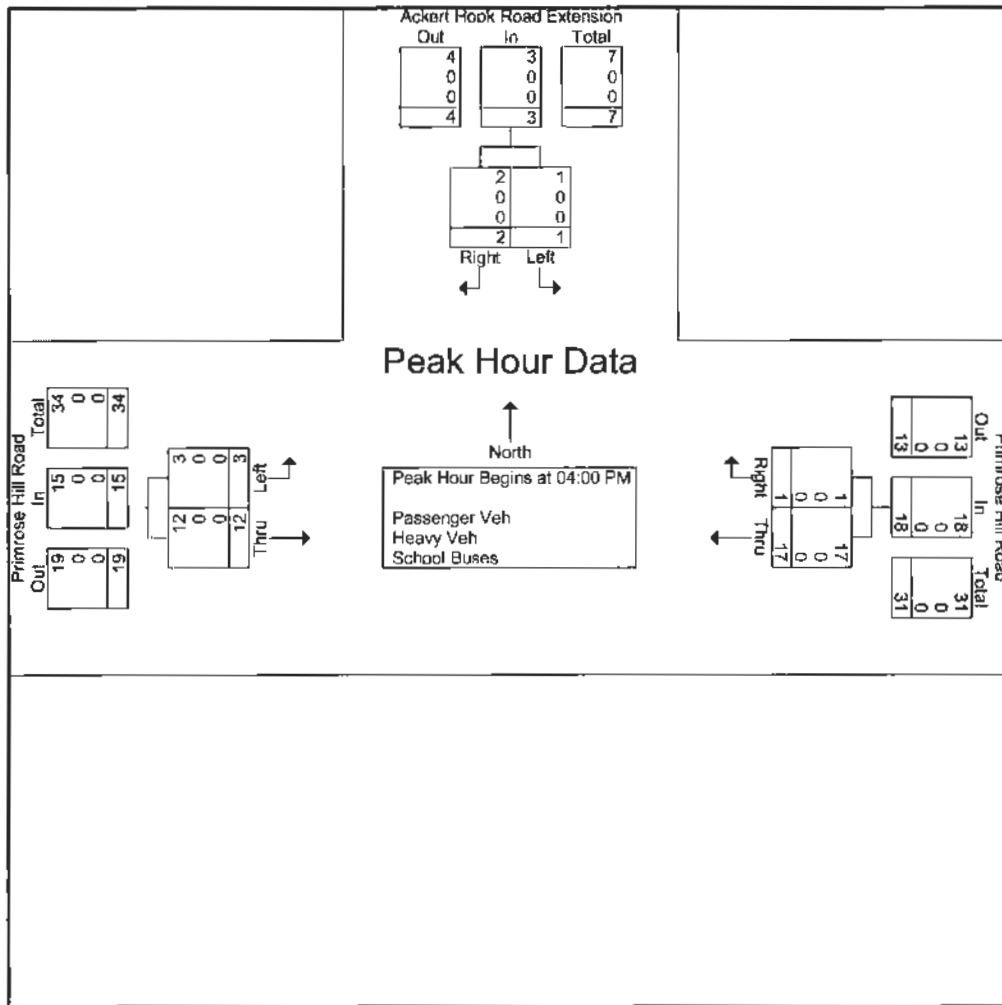




Project No.: 114-053  
 Counted By: DJK  
 Location: Rhinebeck, NY  
 Comments:

File Name : TM114053PM3  
 Site Code : 14-053-3  
 Start Date : 10/16/2015  
 Page No : 2

Start Time	Primrose Hill Road Eastbound			Primrose Hill Road Westbound			Ackert Hook Road Extension Southbound			Int. Total
	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 4:00:00 PM										
4:00:00 PM	2	4	6	6	0	6	0	1	1	13
4:15:00 PM	0	3	3	2	0	2	0	0	0	5
4:30:00 PM	0	4	4	4	1	5	1	0	1	10
4:45:00 PM	1	1	2	5	0	5	0	1	1	8
Total Volume	3	12	15	17	1	18	1	2	3	36
% App. Total	20	80		94.4	5.6		33.3	66.7		
PHF	.375	.750	.625	.708	.250	.750	.250	.500	.750	.692
Passenger Veh	3	12	15	17	1	18	1	2	3	36
% Passenger Veh	100	100	100	100	100	100	100	100	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0
School Buses	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0



Project No.: 114-053  
 Counted By: AM  
 Location: Rhinebeck, NY  
 Comments:

File Name : TM114053PM4  
 Site Code : 14-053-4  
 Start Date : 10/23/2015  
 Page No : 1

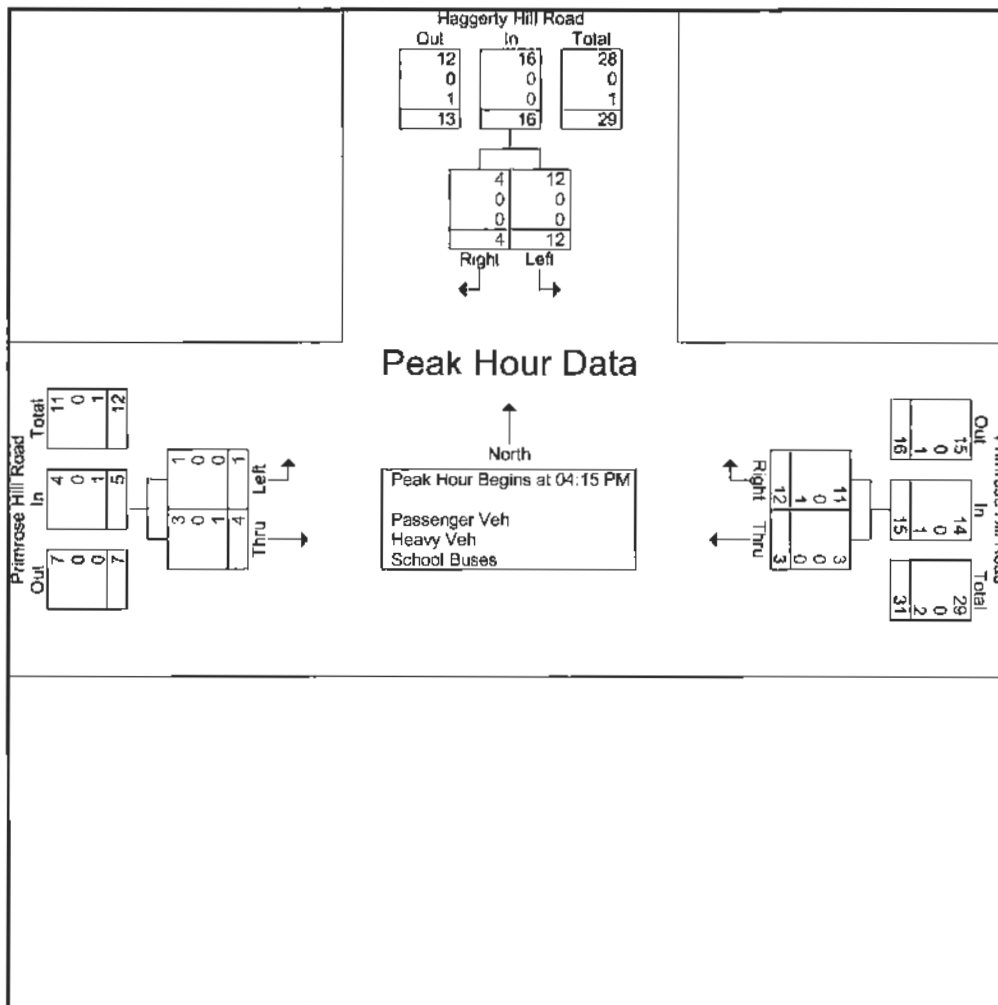
**Groups Printed- Passenger Veh - Heavy Veh - School Buses**

Start Time	Haggerty Hill Road Southbound			Primrose Hill Road Westbound			Primrose Hill Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	1	0	1	2	0	2	0	1	1	4
04:15 PM	4	1	5	1	3	4	0	1	1	10
04:30 PM	3	1	4	2	3	5	0	1	1	10
04:45 PM	2	1	3	0	3	3	1	2	3	9
<b>Total</b>	<b>10</b>	<b>3</b>	<b>13</b>	<b>5</b>	<b>9</b>	<b>14</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>33</b>
05:00 PM	3	1	4	0	3	3	0	0	0	7
05:15 PM	1	0	1	2	0	2	0	0	0	3
05:30 PM	1	0	1	1	2	3	0	1	1	5
05:45 PM	2	3	5	0	1	1	0	3	3	9
<b>Total</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>24</b>
<b>Grand Total</b>	<b>17</b>	<b>7</b>	<b>24</b>	<b>8</b>	<b>15</b>	<b>23</b>	<b>1</b>	<b>9</b>	<b>10</b>	<b>57</b>
Apprch %	70.8	29.2		34.8	65.2		10	90		
Total %	29.8	12.3	42.1	14	26.3	40.4	1.8	15.8	17.5	
Passenger Veh	16	7	23	7	13	20	1	8	9	52
% Passenger Veh	94.1	100	95.8	87.5	86.7	87	100	88.9	90	91.2
Heavy Veh	1	0	1	1	1	2	0	0	0	3
% Heavy Veh	5.9	0	4.2	12.5	6.7	8.7	0	0	0	5.3
School Buses	0	0	0	0	1	1	0	1	1	2
% School Buses	0	0	0	0	6.7	4.3	0	11.1	10	3.5

Project No.: 114-053  
 Counted By: AM  
 Location: Rhinebeck, NY  
 Comments:

File Name : TM114053PM4  
 Site Code : 14-053-4  
 Start Date : 10/23/2015  
 Page No : 2

Start Time	Haggerty Hill Road Southbound			Primrose Hill Road Westbound			Primrose Hill Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 4:15:00 PM										
4:15:00 PM	4	1	5	1	3	4	0	1	1	10
4:30:00 PM	3	1	4	2	3	5	0	1	1	10
4:45:00 PM	2	1	3	0	3	3	1	2	3	9
5:00:00 PM	3	1	4	0	3	3	0	0	0	7
Total Volume	12	4	16	3	12	15	1	4	5	36
% App. Total	75	25		20	80		20	80		
PHF	.750	1.00	.800	.375	1.00	.750	.250	.500	.417	.900
Passenger Veh	12	4	16	3	11	14	1	3	4	34
% Passenger Veh	100	100	100	100	91.7	93.3	100	75.0	80.0	94.4
Heavy Veh	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0
School Buses	0	0	0	0	1	1	0	1	1	2
% School Buses	0	0	0	0	8.3	6.7	0	25.0	20.0	5.6



Project No.: 114-053  
 Counted By: DJK  
 Location: Rhinebeck, NY  
 Comments:

File Name : TM114053PM5  
 Site Code : 14-053-5  
 Start Date : 10/23/2015  
 Page No : 1

Groups Printed- Passenger Veh - Heavy Veh - School Buses

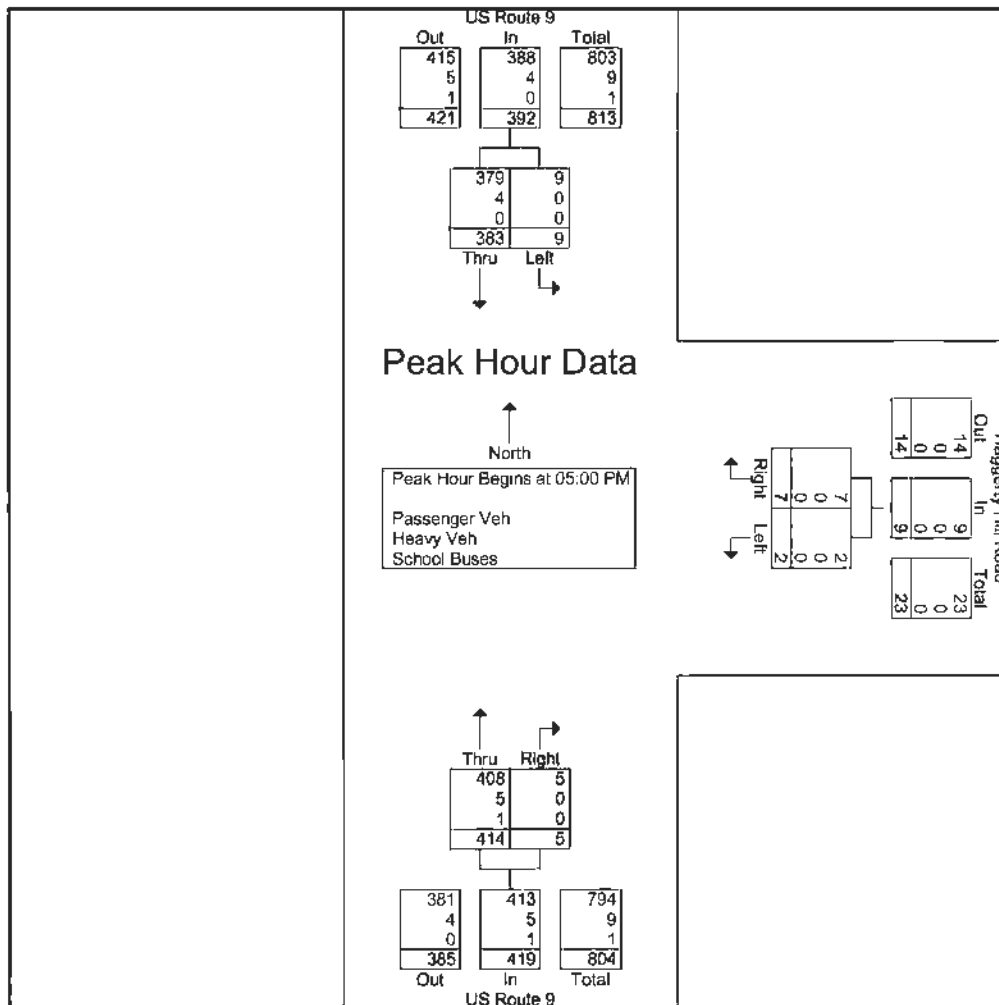
Start Time	Haggerty Hill Road Westbound			US Route 9 Northbound			US Route 9 Southbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	1	1	2	92	0	92	4	102	106	200
04:15 PM	0	1	1	114	2	116	3	92	95	212
04:30 PM	1	3	4	91	2	93	3	84	87	184
04:45 PM	1	4	5	98	2	100	3	86	89	194
Total	3	9	12	395	6	401	13	364	377	790
05:00 PM	0	4	4	103	2	105	3	101	104	213
05:15 PM	0	1	1	92	0	92	2	97	99	192
05:30 PM	1	2	3	103	0	103	1	103	104	210
05:45 PM	1	0	1	116	3	119	3	82	85	205
Total	2	7	9	414	5	419	9	383	392	820
Grand Total	5	16	21	809	11	820	22	747	769	1610
Apprch %	23.8	76.2		98.7	1.3		2.9	97.1		
Total %	0.3	1	1.3	50.2	0.7	50.9	1.4	46.4	47.8	
Passenger Veh	5	16	21	792	11	803	22	731	753	1577
% Passenger Veh	100	100	100	97.9	100	97.9	100	97.9	97.9	98
Heavy Veh	0	0	0	14	0	14	0	12	12	26
% Heavy Veh	0	0	0	1.7	0	1.7	0	1.6	1.6	1.6
School Buses	0	0	0	3	0	3	0	4	4	7
% School Buses	0	0	0	0.4	0	0.4	0	0.5	0.5	0.4



Project No.: 114-053  
 Counted By: DJK  
 Location: Rhinebeck, NY  
 Comments:

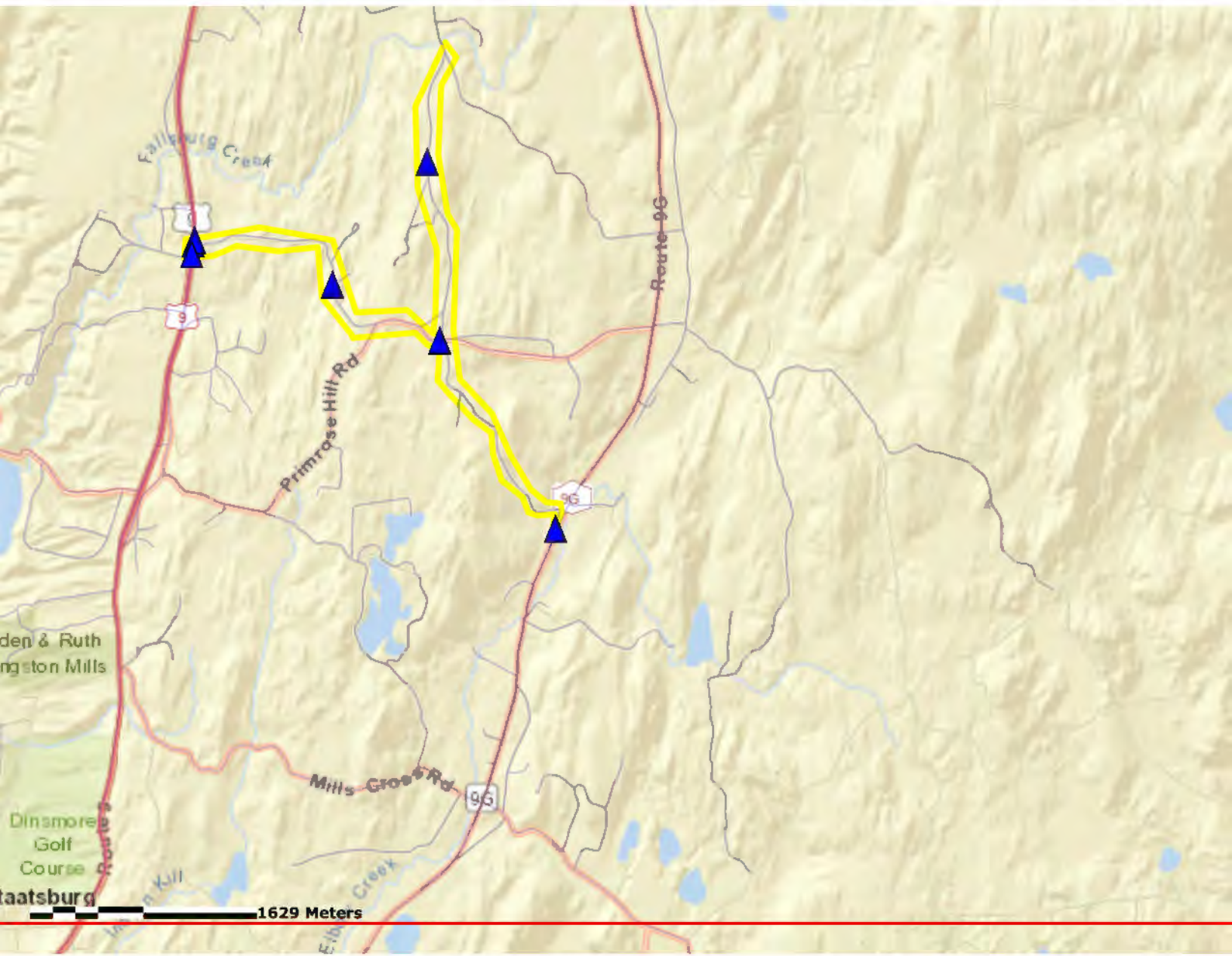
File Name : TM114053PM5  
 Site Code : 14-053-5  
 Start Date : 10/23/2015  
 Page No : 2

Start Time	Haggerty Hill Road Westbound			US Route 9 Northbound			US Route 9 Southbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 5:00:00 PM										
5:00:00 PM	0	4	4	103	2	105	3	101	104	213
5:15:00 PM	0	1	1	92	0	92	2	97	99	192
5:30:00 PM	1	2	3	103	0	103	1	103	104	210
5:45:00 PM	1	0	1	116	3	119	3	82	85	205
Total Volume	2	7	9	414	5	419	9	383	392	820
% App. Total	22.2	77.8		98.8	1.2		2.3	97.7		
PHF	.500	.438	.563	.892	.417	.880	.750	.930	.942	.962
Passenger Veh	2	7	9	408	5	413	9	379	388	810
% Passenger Veh	100	100	100	98.6	100	98.6	100	99.0	99.0	98.8
Heavy Veh	0	0	0	5	0	5	0	4	4	9
% Heavy Veh	0	0	0	1.2	0	1.2	0	1.0	1.0	1.1
School Buses	0	0	0	1	0	1	0	0	0	1
% School Buses	0	0	0	0.2	0	0.2	0	0	0	0.1



Attachment C  
Accident Map and Summary

Rock Ledge  
Town of Rhinebeck, New York



### Legend

- |                           |                           |                           |           |
|---------------------------|---------------------------|---------------------------|-----------|
| — <all other values>      | — State Highway Connector | — State Highway           | — ACC5T10 |
| — Parkway                 | — County Touring          | — State Highway Connector |           |
| — State 900 Route         | — C                       | — US Highway              |           |
| — State Highway Connector | — I                       | — <all other values>      |           |
| — County Touring          | — U                       | — County Highway          |           |
| — C                       | — S                       | — County Touring          |           |
| — I                       | — <all other values>      | — Interstate              |           |
| — U                       | — County Highway          | — Parkway                 |           |
| — S                       | — County Touring          | — State 900 Route         |           |
| — <all other values>      | — Interstate              | — State Highway           |           |
| — Parkway                 | — Parkway                 | — State Highway Connector |           |
| — State 900 Route         | — State 900 Route         | — US Highway              |           |

<u>Case Num</u>	<u>Comp Muni</u>	<u>Accd Date</u>	<u>Time</u>	<u>Severity</u>	<u>Num Inj</u>	<u>Num Ser Inj</u>	<u>Num Fatal</u>	<u>Num Veh</u>	<u>Accd Type</u>	<u>Collision Type</u>	<u>Traffic Control</u>	<u>Light Condition</u>	<u>Weather</u>	<u>Road Surf</u>	<u>Dir Tra Veh 1</u>	<u>Dir Tra Veh 2</u>	<u>Apparent Factor</u>	<u>On Street</u>	<u>Closest Cross Street</u>
36861183	Rhinebeck	08/22/2017	08:40pm	NON-REPORTABLE	0		0	1	COLLISION WITH BUILDING/WALL	OTHER	NONE	DARK-ROAD UNLIGHTED	RAIN	WET	SOUTH		TURNING IMPROPER	PRIMROSE HILL RD	Ackert Hook Rd
35706253	Hyde Park	05/01/2015	11:00pm	PROPERTY DAMAGE	0		0	1	COLLISION WITH DEER	OTHER	NO PASSING ZONE	DARK-ROAD UNLIGHTED	CLEAR	DRY	NORTH		ANIMAL'S ACTION	ROUTE 9G	Ackert Hook Rd
36678945	Rhinebeck	04/03/2017	08:25am	INJURY	1	1	0	1	COLLISION WITH BUILDING/WALL	OTHER	NONE	DAYLIGHT	CLOUDY	DRY	SOUTH		LOST CONSCIOUSNESS	ROUTE 9	Haggerty Hill Rd
36293070	Hyde Park	07/07/2016	11:50pm	PROPERTY DAMAGE	0		0	1	COLLISION WITH GUIDE RAIL	OTHER	NO PASSING ZONE	DARK-ROAD UNLIGHTED	CLEAR	DRY	NORTH		UNSAFE LANE CHANGE	ROUTE 9G	Ackert Hook Rd
37057640	Rhinebeck	12/18/2017	05:50pm	PROPERTY DAMAGE	0		0	1	COLLISION WITH DEER	OTHER	NONE	DARK-ROAD UNLIGHTED	CLOUDY	DRY	WEST		ANIMAL'S ACTION	HAGGERTY HILL RD	Cricket Ln
35925908	Hyde Park	10/16/2015	04:02pm	PROPERTY DAMAGE	0		0	2	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	STOP SIGN	DAYLIGHT	CLOUDY	DRY	SOUTH	EAST	FAILURE TO YIELD RIGHT OF WAY	ROUTE 9G	Ackert Hook Rd
36478285	Hyde Park	11/16/2016	06:56pm	PROPERTY DAMAGE	0		0	1	COLLISION WITH DEER	OTHER	NONE	DARK-ROAD UNLIGHTED	CLEAR	DRY	SOUTH		ANIMAL'S ACTION	[Route] 9G	ACKERT HOOK RD
36350662	Rhinebeck	08/13/2016	04:05pm	PROPERTY DAMAGE AND INJURY	1	0	0	4	COLLISION WITH MOTOR VEHICLE	OTHER	NONE	DAYLIGHT	CLEAR	DRY	SOUTH	SOUTH	FOLLOWING TOO CLOSELY	ROUTE 9	Haggerty Hill Rd
36670627	Rhinebeck	03/30/2017	03:30pm	NON-REPORTABLE	0		0	1	COLLISION WITH DEER	OTHER	NONE	DAYLIGHT	CLOUDY	DRY	SOUTH		ANIMAL'S ACTION	ACKERT HOOK RD	Unnamed Street

Attachment D  
Level of Service Analysis

Rock Ledge  
Town of Rhinebeck, New York

## LOS Definitions

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

### Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay *and* volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

**LOS A** describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

**LOS B** describes operations with control delay between 10 and 20 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

**LOS C** describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

**LOS D** describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

**LOS E** describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

**LOS F** describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and v/c ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

- Average control delay and queue length at roundabout controlled intersections are calculated using SIDRA Intersection. The physical geometry such as entry lane width and approach flare, and traffic volume at the roundabout are factors that influence the intersection's performance. The average delay reported using SIDRA Intersection is based on the signalized HCM Method of Delay for Level-of-Service.

### Level of Service Criteria for Unsignalized Intersections

Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 19-1. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 20-2. LOS F is assigned if the v/c ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

**Exhibits 19-1/20-2:  
Level-of-Service Criteria for Stop Controlled Intersections**

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c ≥ 1.0
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F

Intersection

Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	9	3	2	16	2	1	5	2	1	1	0
Future Vol, veh/h	1	9	3	2	16	2	1	5	2	1	1	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	12	4	3	21	3	1	7	3	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	17	0	0	46	47	15	50	48	23
Stage 1	-	-	-	-	-	-	17	17	-	29	29	-
Stage 2	-	-	-	-	-	-	29	30	-	21	19	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1604	-	-	1613	-	-	961	849	1070	955	847	1060
Stage 1	-	-	-	-	-	-	1008	885	-	993	875	-
Stage 2	-	-	-	-	-	-	993	874	-	1003	884	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1604	-	-	1612	-	-	957	846	1069	944	844	1060
Mov Cap-2 Maneuver	-	-	-	-	-	-	957	846	-	944	844	-
Stage 1	-	-	-	-	-	-	1006	883	-	992	873	-
Stage 2	-	-	-	-	-	-	990	872	-	992	882	-










Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.7	9	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	906	1604	-	-	1612	-	-	891
HCM Lane V/C Ratio	0.012	0.001	-	-	0.002	-	-	0.003
HCM Control Delay (s)	9	7.2	0	-	7.2	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0



HCM Unsignalized Intersection Capacity Analysis  
114-053 Rock Ledge

2: Ackert Hook Rd & Ackert Hook Ext  
Existing Friday PM Peak

Movement						
	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	0	1	7	4	2
Future Volume (Veh/h)	4	0	1	7	4	2
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	6	0	1	10	6	3
Pedestrians				2		
Lane Width (ft)				9.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	20	10	9			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	20	10	9			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	1002	1077	1624			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	6	11	9			
Volume Left	6	1	0			
Volume Right	0	0	3			
cSH	1002	1624	1700			
Volume to Capacity	0.01	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.6	0.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.6	0.7	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			2.3			
Intersection Capacity Utilization			14.0%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	12	17	1	1	2
Future Vol, veh/h	3	12	17	1	1	2
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	17	25	1	1	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	27	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1600	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1599	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1599	-	-	-	1019
HCM Lane V/C Ratio	0.003	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	4	3	12	12	0
Future Vol, veh/h	0	4	3	12	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	25	8	0	0	0
Mvmt Flow	0	4	3	13	13	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 14
Stage 1	-	-	- 10
Stage 2	-	-	- 4
Critical Hdwy	-	-	- 6.4
Critical Hdwy Stg 1	-	-	- 5.4
Critical Hdwy Stg 2	-	-	- 5.4
Follow-up Hdwy	-	-	- 3.5
Pot Cap-1 Maneuver	0	-	- 1010 0
Stage 1	0	-	- 1018 0
Stage 2	0	-	- 1024 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 1010 -
Mov Cap-2 Maneuver	-	-	- 1010 -
Stage 1	-	-	- 1018 -
Stage 2	-	-	- 1024 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1010
HCM Lane W/C Ratio	-	-	-	0.013
HCM Control Delay (s)	-	-	-	8.6
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	1	4	3	0	0	4
Future Vol, veh/h	1	4	3	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	25	0	0	0	0
Mvmt Flow	1	4	3	0	0	4










Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	3	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.3
Pot Cap-1 Maneuver	1632	-	1087
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1632	-	1087
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1632	-	-	1087
HCM Lane V/C Ratio	0.001	-	-	0.004
HCM Control Delay (s)	7.2	0	-	8.3
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0

HCM Unsignalized Intersection Capacity Analysis  
114-053 Rock Ledge

43: Haggerty Hill Rd  
Existing Friday PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	0	12	12	4
Future Volume (Veh/h)	1	0	0	12	12	4
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	0	0	13	13	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	28	15	17			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	28	15	17			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	992	1070	1613			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	13	17			
Volume Left	1	0	0			
Volume Right	0	0	4			
cSH	992	1700	1700			
Volume to Capacity	0.00	0.01	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.6	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection

Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↕			↕↕
Traffic Vol, veh/h	2	7	414	5	9	383
Future Vol, veh/h	2	7	414	5	9	383
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	7	431	5	9	399

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	652	218	0	0	436
Stage 1	434	-	-	-	-
Stage 2	218	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	405	792	-	-	1134
Stage 1	627	-	-	-	-
Stage 2	803	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	401	792	-	-	1134
Mov Cap-2 Maneuver	401	-	-	-	-
Stage 1	621	-	-	-	-
Stage 2	803	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	651	1134
HCM Lane V/C Ratio	-	-	0.014	0.008
HCM Control Delay (s)	-	-	10.6	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	9	3	2	16	13	1	6	2	2	2	0
Future Vol, veh/h	1	9	3	2	16	13	1	6	2	2	2	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	12	4	3	21	17	1	8	3	3	3	0










Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	38	0	0	17
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2
Pot Cap-1 Maneuver	1585	-	-	1613
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1585	-	-	1612
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	9.1	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	887	1585	-	-	1612	-	-	882
HCM Lane V/C Ratio	0.014	0.001	-	-	0.002	-	-	0.006
HCM Control Delay (s)	9.1	7.3	0	-	7.2	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM Unsignalized Intersection Capacity Analysis  
114-053 Rock Ledge

2: Ackert Hook Rd & Ackert Hook Ext  
Build Friday PM Peak

Movement						
	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	0	1	19	6	11
Future Volume (Veh/h)	9	0	1	19	6	11
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	13	0	1	27	8	15
Pedestrians				2		
Lane Width (ft)				9.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	44	18	23			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	44	18	23			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	970	1066	1605			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	13	28	23			
Volume Left	13	1	0			
Volume Right	0	0	15			
cSH	970	1605	1700			
Volume to Capacity	0.01	0.00	0.01			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.8	0.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	0.3	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			1.9			
Intersection Capacity Utilization			14.0%	ICU Level of Service		A
Analysis Period (min)			15			



Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	8	12	17	1	1	11
Future Vol, veh/h	8	12	17	1	1	11
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	17	25	1	1	16

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	27	0	0	68	27
Stage 1	-	-	-	27	-
Stage 2	-	-	-	41	-
Critical Hdwy	4.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1600	-	-	942	1054
Stage 1	-	-	-	1001	-
Stage 2	-	-	-	987	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1599	-	-	933	1053
Mov Cap-2 Maneuver	-	-	-	933	-
Stage 1	-	-	-	992	-
Stage 2	-	-	-	986	-

Approach	EB	WB	SB
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HCM Control Delay, s	2.9	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1599	-	-	-	1042
HCM Lane V/C Ratio	0.007	-	-	-	0.017
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	5	4	20	16	0
Future Vol, veh/h	0	5	4	20	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	25	8	0	0	0
Mvmt Flow	0	6	4	22	18	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 21
Stage 1	-	-	- 15
Stage 2	-	-	- 6
Critical Hdwy	-	-	- 6.4
Critical Hdwy Stg 1	-	-	- 5.4
Critical Hdwy Stg 2	-	-	- 5.4
Follow-up Hdwy	-	-	- 3.5
Pot Cap-1 Maneuver	0	-	- 1001 0
Stage 1	0	-	- 1013 0
Stage 2	0	-	- 1022 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 1001
Mov Cap-2 Maneuver	-	-	- 1001
Stage 1	-	-	- 1013
Stage 2	-	-	- 1022

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1001
HCM Lane V/C Ratio	-	-	-	0.018
HCM Control Delay (s)	-	-	-	8.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕			↗
Traffic Vol, veh/h	1	5	4	0	0	4
Future Vol, veh/h	1	5	4	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	25	0	0	0	0
Mvmt Flow	1	6	4	0	0	4










Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	4	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.3
Pot Cap-1 Maneuver	1631	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1631	-	1085
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1631	-	-	1085
HCM Lane V/C Ratio	0.001	-	-	0.004
HCM Control Delay (s)	7.2	0	-	8.3
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0

HCM Unsignalized Intersection Capacity Analysis  
 114-053 Rock Ledge

43: Haggerty Hill Rd  
 Build Friday PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	0	20	16	4
Future Volume (Veh/h)	1	0	0	20	16	4
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	0	0	22	18	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	42	20	22			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	42	20	22			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	974	1064	1607			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	22	22			
Volume Left	1	0	0			
Volume Right	0	0	4			
cSH	974	1700	1700			
Volume to Capacity	0.00	0.01	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection

Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	14	414	6	12	383
Future Vol, veh/h	3	14	414	6	12	383
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	3	15	431	6	13	399

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	660	219	0	0	437
Stage 1	434	-	-	-	-
Stage 2	226	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	401	791	-	-	1134
Stage 1	627	-	-	-	-
Stage 2	796	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	395	791	-	-	1134
Mov Cap-2 Maneuver	395	-	-	-	-
Stage 1	618	-	-	-	-
Stage 2	796	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	672	1134
HCM Lane V/C Ratio	-	-	0.026	0.011
HCM Control Delay (s)	-	-	10.5	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	4	11	17	11	6	4
Future Vol, veh/h	4	11	17	11	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	15	23	15	8	5

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	72	11	13	0	0
Stage 1	11	-	-	-	-
Stage 2	61	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	937	1076	1619	-	-
Stage 1	1017	-	-	-	-
Stage 2	967	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	924	1076	1619	-	-
Mov Cap-2 Maneuver	924	-	-	-	-
Stage 1	1003	-	-	-	-
Stage 2	967	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	4.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1031	-	-
HCM Lane V/C Ratio	0.014	-	0.019	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-